



AGENDA
HARBOR CRA ADVISORY COMMITTEE MEETING
WEDNESDAY, MARCH 11, 2026
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS

1. **CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE**
2. **AGENDA APPROVAL**
3. **APPROVAL OF MINUTES**
 - A) **February 10, 2026 Minutes**
4. **CURRENT BUSINESS**
 - A) **Long Term Financials**
 - B) **Development Update**
5. **COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) **John Stephens**
 - B) **Lance Johnson**
 - C) **Casey Jones**
 - D) **Guy Tadlock**
 - E) **James Green**
 - F) **James Howard**
 - G) **Mariam Paulino**
6. **PUBLIC COMMENTS**
7. **NEXT MEETING DATE: April 8, 2026**

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

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**MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
FEBRUARY 10, 2026 - 5:30 PM
DESTIN CITY HALL ANNEX CHAMBERS**

1. CALL TO ORDER:

The Harbor Community Redevelopment Agency Advisory Committee meeting was called to order by Chairman Stephens in the Destin City Hall Annex Council Chambers at 5:30 p.m., on February 10, 2026, followed immediately with the Pledge of Allegiance.

2. ROLL CALL:

Present

John Stephens
Casey Jones
Guy Tadlock
Lance Johnson
James Green

Absent

Marium Paulino

Staff Present

Kim Montgomery, Deputy City Clerk
Daniel Butler, Principal Planner
Kim Kopp City Attorney

3. AGENDA APPROVAL:

Motion by Committee member Tadlock, seconded by Committee member Jones to amend the agenda to add chairman Stephens workplan item for Harbor Trash Education and Awareness Signage. The motion passed 5-0.

4. MINUTES FOR APPROVAL: January 14, 2026 Minutes

Motion by Committee member Johnson, seconded by Committee member Tadlock, the members voted 5-0 to approve the minutes of the January 14, 2026 meeting as written.

5. NEW BUSINESS:

➤ **Development Update:**

Mr. Butler provided the members with the following:

❖ **Harborwalk Village, Phase 2**

- The applicant has submitted their second set of revised plans; staff reviewing for consistency with the original development order approval.
- City engaged a third-party consultant to perform a shared parking analysis to compare against Harborwalk's submission to:
 - Conduct internal review, then
 - Provide it to the applicant for their review/questions, and
 - Meet with applicant in the next week or so to discuss.
- Expected trajectory: Council consideration in the coming months.

Chairman Stephens asked about the status of the under-the-bridge boardwalk project.

- According to Mr. Butler:

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- The PD&E for the Stahlman Ave. intersection is still in process, incorporating the boardwalk concept under the bridge.
 - No new deliverables seen yet from that study.
 - Staff will continue internal discussions with the property owner about options:
 - Underpass under bridge / overpass over U.S. 98
 - Easements likely required
 - Conversations are ongoing but not significantly advanced.

Committee member Tadlock questioned the status of the bridge replacement.

Mr. Butler relayed information from a consultant involved with FDOT that FDOT is now leaning towards a repair/replace for what is necessary rather than new construction. He also noted there are city officials still advocating for the new construction; Mayor and some Council members reportedly motioned for support to be voiced in Tallahassee.

Committee member Tadlock stressed urgency on how prolonged uncertainty could impact the under or over the bridge walkway plans and urged the city to seek a firm decision.

Committee member Howard questioned if the two-year PD&E bridge study was completed.

City Attorney indicated that she was present at the FDOT meeting when the decision was made and once staff is able to obtain a copy of the final report, they will provide it to the members.

❖ **Clement Taylor Park Update**

- Committee member Johnson questioned the status of Clement Taylor Park.
 - According to the City Attorney, Kim Kopp
 - Construction is underway; the playground has been installed.
 - Restroom-related issues are being worked through.
 - Park expected to be closed for the entire summer.
 - Completion anticipated in the following offseason.

➤ **Available Funding Summary**

- Staff presented an Available Funding Summary that was previously brought before City Council at their February 2, 2026 meeting and stated that City Council requested this be brought to advisory committees for review and feedback.
 - City has various funding sources potentially applicable.
 - Harbor CRA currently has no money until about 2029, but other sources could possibly be leveraged.
 - Parking funding source: approximately \$2.7M for parking-related expenditures.
 - Okaloosa half-penny sales tax: can be used for public safety, traffic flow, water quality, and leveraging additional funding.

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- TDC funds: can be used to promote tourism or finance visitor-attracting facilities.
- Staff emphasized the following:
 - If using CRA funds, projects must be within the adopted CRA master plan.
 - Other funding sources might support items not explicitly listed but linkable to the plan.
- Staff stated no project recommendations are required tonight, but the committee could return to their next meeting with suggestions for the CRA Board for their April meeting.

➤ **Harbor pump maintenance funding suggestion**

- Committee member Jones suggested half-penny sales tax could help support the harbor flushing pump, as a water quality item.
- Question raised about annual cost; estimate floated around \$60,000/year
- Request referenced for a spare parts list from the public Works Director, Mr. Michael Burgess.
- Staff stated they had reached out to Michael Burgess for the parts list and would follow up; intent to bring information next month and try to have it before the Harbor & Waterways Board in two weeks if possible.
- Committee member Johnson noted the harbor flushing pump maintenance is not within Harbor CRA Committee's purview.
- Recommendation for this to be taken to the Harbor & Waterways Board, potentially via a member serving on the board.
- Staff agreed to bring the project list from the master plan for discussion.

➤ **COMMITTEE MEMBER COMMENTS:**

○ **Chairman Stephens ~**

- **Status of Previously Approved CRA Work Plans & New "Work Plan Flow"**
- Chairman Stephens noted the CRA Board had approved multiple work plans recently (examples listed):
 - Camera work plan
 - Breakwater and oyster gardening work plan
 - Mooring field work plan
 - Christmas work plan
- He expressed uncertainty about "what happens next" after board approval (ownership, funding, engineering, execution).
- He presented a standard Harbor CRA work plan flow document to clarify steps.
- Staff supported reviewing the flow and suggested working through one work plan to test and refine the process.
 - Staff and the City Attorney indicated no motion is needed to use the flow internally; committee consensus to proceed without formal action.
 - Chairman Stephens and staff planned to connect within the next week or two to work through a work plan using the flow and adjust as needed.

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➤ Harbor Trash Education & Awareness Sign Work Plan

- Chairman Stephens introduced a new work plan item Harbor Trash Education & Awareness Sign.
 - He spoke of ongoing observations of repeated littering in the harbor and the desire to target messaging toward kids, teens and young adults to place signage on trash cans.
 - Perceived cost: mostly signage; noted concern about limited funding.
- Discussion of potential funding sources:
 - Suggested funding by linking to half-penny sales tax under “water quality.”
 - Staff acknowledged logic and the City Attorney stated she would research eligibility for the half-penny and report back.
 - Exploring alternative funding/partners: businesses contributing signage or placement on piers/trash cans was also suggested.
 - Possible TDC funds was another funding suggestion since the TDC supports maintenance and has previously funded signage on the boardwalk.

Motion by Chairman Stephens to recommend approval of the Harbor Trash Education & Awareness Sign work plan, with Committee member Howard providing the second. The motion passed 5-0.

- Staff to research applicability and funding pathways; bring information next month.
- Plan to place item on April CRA agenda for board-level consideration.

➤ Parking Accountability / Updated Shared Parking Agreement

Chairman Stephens introduced a work plan stemming from council emphasis (Council Member Braden referenced) on Harbor District parking challenges.

- Chair described adapting an existing city form/template (shared parking agreement plan used for deliveries / livery-related processes) and adding:
 - More operational details (e.g., business hours, opening/closing)
 - Information to better evaluate overlap for shared parking and changes in use.
- Q&A / staff clarification:
 - Inquiry as to whether or not there is a standardized form.
 - Staff explained:
 - City has a shared parking agreement template used largely for livery registration applications (described as dated).
 - Livery registration began around 2019–2021 timeframe.
 - Original submissions captured tenants/parking usage; annual renewals may rely on affidavits of “no change.”
 - Concern that tenant/slip changes may not be reflected; agreements may be outdated.
 - New form could help code compliance verify tenants/operations;

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- Operations not in the agreement could constitute violation of livery registration/shared parking terms.
- Discussion included:
 - Ideally updates should occur at least annually; member suggested timing after spring break to reflect seasonal tenant stabilization.
 - Practical enforcement challenges noted (pickups/drop-offs; changing vessel capacity; food trucks reducing parking spaces).
- Staff perspective on approach:
 - Livery registrations renew in February; code compliance might confirm compliance and issue warnings/violations as needed.
 - Staff cautioned against requiring every property owner to redo forms proactively without first identifying compliance issues.
 - Development order contexts differ: shared parking agreements recorded in development orders may require deviations when uses change.
- The City Attorney framed the policy issue as similar to citywide enforcement debates: proactive v. complaint-based enforcement.
 - She suggested staff meet internally and include code compliance leadership and return with recommendations.
- Chairman proposed tabling the discussion consensus reached.

❖ Chairman Stephens opened the public portion for discussion:

➤ **Mrs. Patty Brown 86 Shira Street - Day Charter Operator at Heron Harbor**

- Key concerns raised:
 - Boats operating outside commercial docks allegedly picking up customers at locations such as the harbor and Claude Perry’s Sky Bar, creating unfair competition for compliant operators paying commercial dock costs.
 - Vessel changes can significantly affect parking such as 6-passenger v. 40-passenger operations.
 - Speaker reported observing apparent commercial pickups misrepresented as picking up “friends,” being viewed as illegal/unfair activity.
 - Requested focus on:
 - Drop-off/pick-up enforcement
 - Capacity changes and impacts
 - Fairness to compliant businesses as being good “boat citizens.”

The Chair thanked Mrs. Brown and stated the issues would be included in upcoming staff discussions.

The City Attorney noted the timing aligns with the internal meeting planned; said code compliance staff would be included due to enforcement components.

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Committee member Howard asked if there was a resolution regarding commercial use of public spaces/parking/slips at Claude Perry's property.

According to the City Attorney the matter is still in active litigation:

- Initially in the State court for a few months.
- Within the past week, opposing counsel dismissed the state complaint and filed in federal court, effectively restarting litigation timeline.
- She stated she could not provide a firm timeline; litigation could take a while.
- City position: will continue to address complaints consistent with the existing development order unless a judge directs otherwise.

Question raised about whether federal funds were allocated toward slips for public use.

- The City Attorney did not have an answer.
- Mr. Butler indicated that he is not aware of any federal funds; and mentioned understanding that they were given a reduction of their NPEB fees.

➤ **Mr. Gary Troop, 86 Shirah Street**

- Raised compliance clarity question:
 - Noted possible change in what must be submitted for parking requirements from 2025 to 2026; landlord confused.
 - Explained the landlord prepares/submits the parking plan; asked who is out of compliance, if the plan is deemed insufficient.
- Responses:
 - Staff initially indicated the property owner.
 - The City Attorney clarified:
 - If it's a livery operation, the livery business must ensure adequate parking as required by approval (shared parking agreement or other city-approved mechanism).
 - Code enforcement may bring in the property owner as well.
 - Depending on facts, disputes may become a private civil matter between tenant and property owner (lease/shared parking agreement compliance).
- Mr. Troop noted many leases may not account for these requirements, creating risk for tenants under year-long lease obligations; urged rules be clear and that property owners manage changes.
- The City Attorney acknowledged and reiterated that property owners could be held responsible if changes occur after an approval, but civil issues may still arise between parties regardless of city enforcement target.

6. NEXT MEETING: March 11, 2026

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:20 PM.

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Adopted and approved this _____ day of _____ 2025.

John Stephens, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 11, 2026

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.A.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Kimberly Kopp, City Attorney
Daniel Butler, Principal Planner

FROM: Krystal Strickland, Finance Director

DATE: February 20, 2026

SUBJECT: Long Term Financials

I. BACKGROUND:

II. DISCUSSION:

1. Homestead property tax exemptions

a) Impact on City will be reduction of \$2 million per year. The City projections continue viable and stable due to fee schedule updates passed by Council over the past 12 months. City-wide only 13% of our parcels have exemptions.

b) Impact on Harbor CRA should be minimal, as there are few homesteaded properties within this district.

2. Harbor CRA Projections FY 26 - 31

See attached. The Harbor CRA will expend all cash inflows towards Debt Service through FY 2030. By the end of FY 2031, the bank account should return to positive. Recommendations for the interim - focus on grant and fundraising for items in the Harbor CRA master plan or fundraising and coordination for smaller projects that do not require Harbor CRA revenue to accomplish. Also see the next item regarding Available Funding.

3. Available Funding Schedule shared by Council

See attached. Because Transportation Impact Fees and Oka Half Penny Infrastructure surtax have significant available balances, I am also attaching the Mobility Plan, as there are likely

projects identified within the Harbor CRA district that could use these funds.

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

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

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

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION:

IV. RECOMMENDED MOTION: Informational only.

Attachments:

1. Harbor CRA Trend
FY26-FY31
2. available funding
summary rv012826
3. Harbor-CRA-Master-
Plan-2025
4. Mobility-Plan

HARBOR CRA ends 2043 (Restricted by State Statute)	FY 2026 Projection	FY 2027 Projection	FY 2028 Projection	FY 2029 Projection	FY 2030 Projection	FY 2031 Projection
107 Cra Harbor District Fund-10 Taxes	1,221,723	1,183,000	1,218,400	1,255,000	1,292,600	1,331,400
107 Cra Harbor District Fund-15 Miscellaneous Revenues	20,548	53,600	14,523	13,800	14,200	14,600
107 Cra Harbor District Fund-17 Transfers In	-	-	-	-	-	-
Total Cash In	1,242,272	1,236,600	1,232,923	1,268,800	1,306,800	1,346,000
107 Cra Harbor District Fund-20 Personnel Services	20,201	18,300	18,800	19,400	20,000	20,600
107 Cra Harbor District Fund-21 Personnel Taxes & Benefits	6,488	7,574	7,838	8,084	8,330	8,576
107 Cra Harbor District Fund-22 Operating Expenses	68,192	33,215	34,215	35,215	36,215	37,215
107 Cra Harbor District Fund-25 Capital Outlay	-	-	-	-	-	-
107 Cra Harbor District Fund-26 Transfers Out	1,531,240	1,526,532	1,530,202	1,287,144	1,047,458	1,047,803
Total Cash Out	1,626,121	1,585,621	1,591,056	1,349,843	1,112,003	1,114,194
NET CHANGE	(383,849)	(349,021)	(358,132)	(81,043)	194,797	231,806
BEGINNING BALANCE	790,304	406,455	57,434	(300,699)	(381,742)	(186,945)
ENDING BALANCE	406,455	57,434	(300,699)	(381,742)	(186,945)	44,861

January 23, 2026 Visioning Session - updated with restriction references

Funding Source	Funds Available to Program (FY27+)	Restriction
001 General Fund	2,647,375.00	
105 Permit Technology	653,287.00	Council Motion 08/08/2019 10% of permits, licenses, registrations into Technology
103 Parking	2,791,824.00	Council Resolution 21-03 - parking related expenditures
307 Electric Franchise	1,726,454.00	ORD 21-22-CN Electric Franchise Agreement - restricts 10% towards Undergrounding
	7,818,940.00	Subtotal - Council may change motions, resolutions, ordinance
324 Construction Loan	2,752,439.58	... to finance the various capital improvement projects of the City, including without limitation, (i) the acquisition of ... 1 Harbor Boulevard..., (ii) the undergrounding.; and (iii) a crosstown roadway ...
109 Oka Half Penny	1,967,377.00	See referendum passed in 2018 and 212.055(3): critical infrastructure needs including public safety, traffic flow, water quality and can be used to leverage additional funding via grant or partner matches for infrastructure improvements.
TDC (upon request)	1,500,000.00	125.0104 and Interlocal Agreement between TDC and Okaloosa Municipalities: to promote tourism or finance facilities that attract visitors
	6,219,816.58	Subtotal - Council has wide authority within stated parameters
State Statutory Restrictions:		
106 Town Center CRA	1,636,953.00	163.330 to 163.463 Items in CRA master plan FY27 planned \$1m MultiUseTrl
306 Gas Tax#2	462,232.00	206.41(1)(e) and 336.025 Transportation elements in the comp plan
310 Public Safety Impact	19,483.00	163.31801 growth necessitated CIP
311 Transportation Impact	851,633.00	163.31801 growth necessitated CIP
312 Library Impact	255,248.00	163.31801 growth necessitated CIP
313 Park Impact	228,956.00	163.31801 growth necessitated CIP
	3,454,505.00	Subtotal - State rules apply
	17,493,261.58	

RESOLUTION 12-20 FUND BALANCE (GF amount committed by resolution)

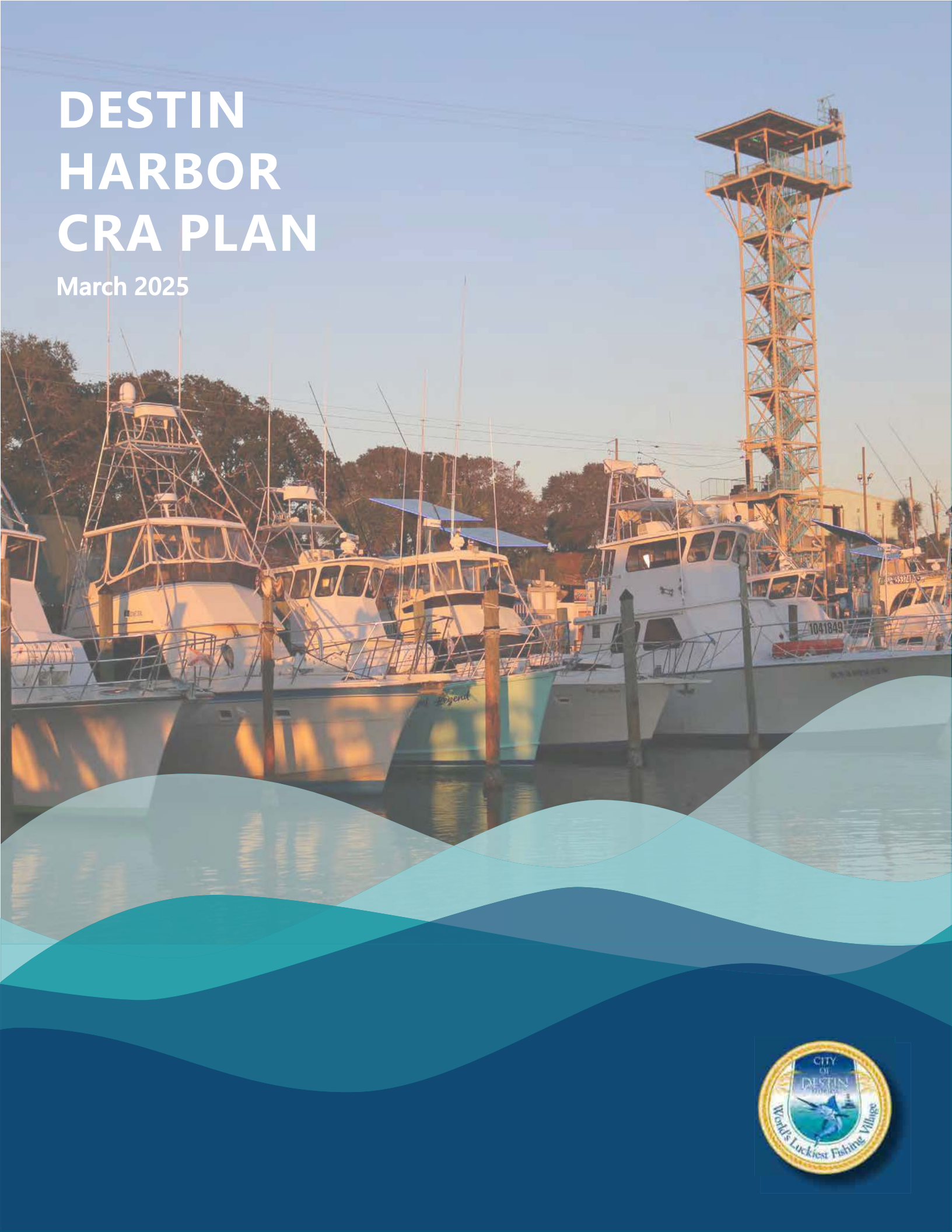
GF COMMITTED:

Emergency Ops	5,316,944
Debt Service	5,614,662
Emergency Maint	5,316,944
09/30/2025 COMMITTED	16,248,550

see page 41 of FY26 Adopted Budget
 =2026 Ops Budget x 3/12
 (Total Governmental Expenses - Debt Service - Capital Outlays - Other Uses)
 =2026 Debt Service
 =2026 Ops Budget x 3/12

DESTIN HARBOR CRA PLAN

March 2025



ACKNOWLEDGMENTS

CITY COUNCIL

Mayor Bobby Wagner
Councilman Jim Bagby
Councilman Rodney Braden
Councilman Dewey Destin
Councilman Torey Geile
Councilwoman Terésa Hebert
Councilman Kevin Schmidt
Councilwoman Sandy Trammell

HARBOR CRA ADVISORY COMMITTEE

John Stephens, Chairman
Lance Johnson, Vice Chairman
Capt. Jim Green,
James Howard
Casey Jones
Guy Tadlock

CITY STAFF

Larry Jones, City Manager
David Prichard, Community Development
Director
Steve O'Connor, Deputy Director
Community Development
Daniel Butler, Principal Planner
Ashley Dominguez, Planner
Jesse Hernandez, Planner
Sherry Burney, Planner
Joe Bodi, Deputy Director Public Works
Dinah Kertz, Engineering Assistant

CONSULTING TEAM

3TP Ventures

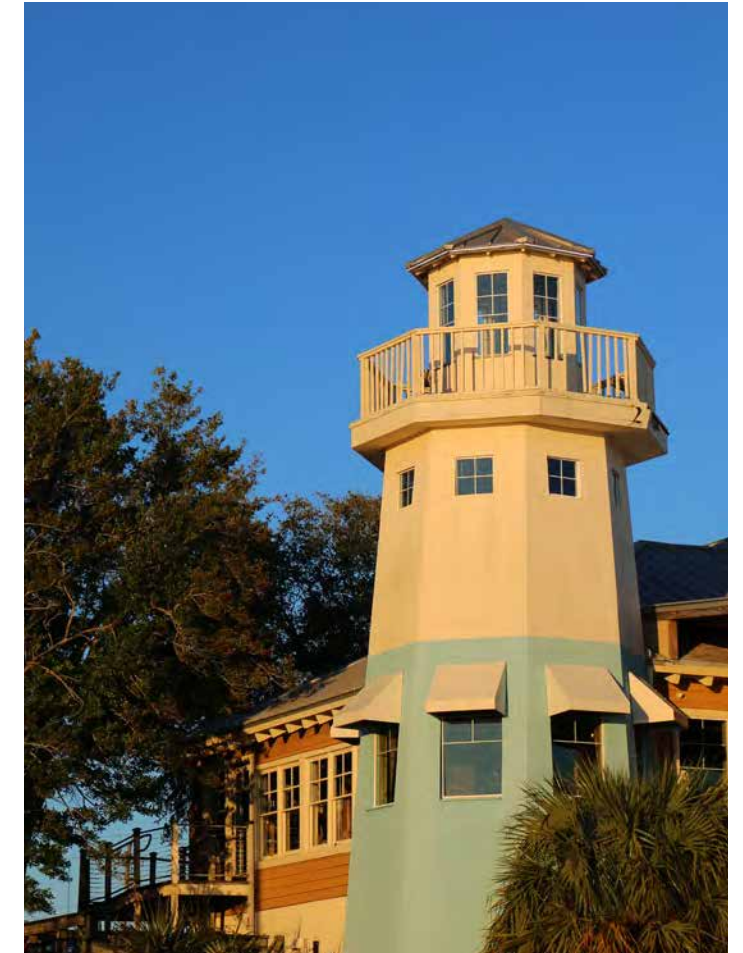




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EXECUTIVE SUMMARY

The Harbor CRA Plan is the Community Redevelopment Plan for the Harbor district of the City. The Harbor district contains 397.3 acres of land which is primarily privately owned. The district includes several civic buildings, parks, the Zerbe-Calhoun Historic District and the Destin Harbor Boardwalk. This district is generally bounded by Choctawhatchee Bay on the west, Destin Harbor to the south, Beach Drive on the east and Azalea and Pine Streets on the north. The CRA Board originally adopted the Harbor CRA Plan in 2003, and this 2024 Plan Update is the first since the plan's adoption. The City's goals for the Harbor district are to provide better access, safety, and connectivity for locals and tourists alike to visit the Destin Harbor and support the businesses in the district.

The Harbor CRA Plan also fulfills the requirements of Florida Statutes 163.360 for CRA plans. As such, the intent of the Plan is to address "blight" and utilize property taxes collected within the district boundary for public improvements and redevelopment specifically within the district. All funds used for the CRA must support the implementation of public improvements and strategies within the adopted Plan for the CRA district. The required Finding of Necessity Report prepared when the CRA District was established identified several infrastructure issues, including an inadequate street layout and unsanitary or unsafe conditions, as contributing to the "blight" condition. These issues continue to hinder the City's goals for the Harbor district.

The 2024 Harbor CRA Plan Update focused on evaluating the existing condition of the Harbor CRA and reviewing the public projects that have been completed since 2003. The plan's update identifies three primary issues that the City faces in the Harbor district:

1. **Getting to the Harbor District** – Congestion on U.S. 98 for east-west traffic with few alternative routes, public parking space shortages.
2. **Getting Across Harbor Boulevard/U.S. 98** – Insufficient safe and convenient routes across U.S. Highway 98 for pedestrians and non-vehicular modes of transportation.
3. **Getting to the Harbor Boardwalk** – Public access to the Harbor Boardwalk is difficult to locate and largely unmarked.

To strengthen the connection between the north side of Harbor Boulevard where many of the Harbor support facilities, such as parking, are located, and the Destin Harbor, the 2024 Plan update identifies near-term (0-2 years), mid-term (2-5 years) and long-term (5+ years) strategies for the CRA Board to pursue. These





strategies vary from beautification and wayfinding enhancements to the construction of a parking garage in the Harbor district.

The Harbor CRA Advisory Committee (HCRAAC) identified eight key projects in the Harbor CRA district in the next 20 years. The HCRAAC then reviewed and ranked the key projects in terms of priority as well as funding contribution. The top priority is the design and construction of a parking garage in the location of the current Marler public parking lot. This property is strategically located on the north side of Harbor Boulevard, about 0.2 miles from the newly completed Captain Royal Melvin Heritage Park on the Harbor, and near the heart of commercial activity in the Harbor district.

The second ranked project is the completion of the Cross Town Connector, a new east-west collector roadway north of Harbor Boulevard. This will provide a much-needed alternate east-west route through the City to help alleviate congestion on U.S. Highway 98 (Harbor Blvd.).

The third ranked project is the land acquisition and design related to Phase II of the Harbor Boardwalk. This segment of boardwalk is proposed to continue west around the point of Destin, north up to Clement Taylor Park. The City recently acquired the waterfront property located at 1 Calhoun Avenue, which will serve as a gateway into the Harbor district given its location at the western point of the City. It's important to note that while all of the key projects are important, they may be implemented using a variety of funding mechanisms rather than just CRA revenue, such as a future mobility fee.

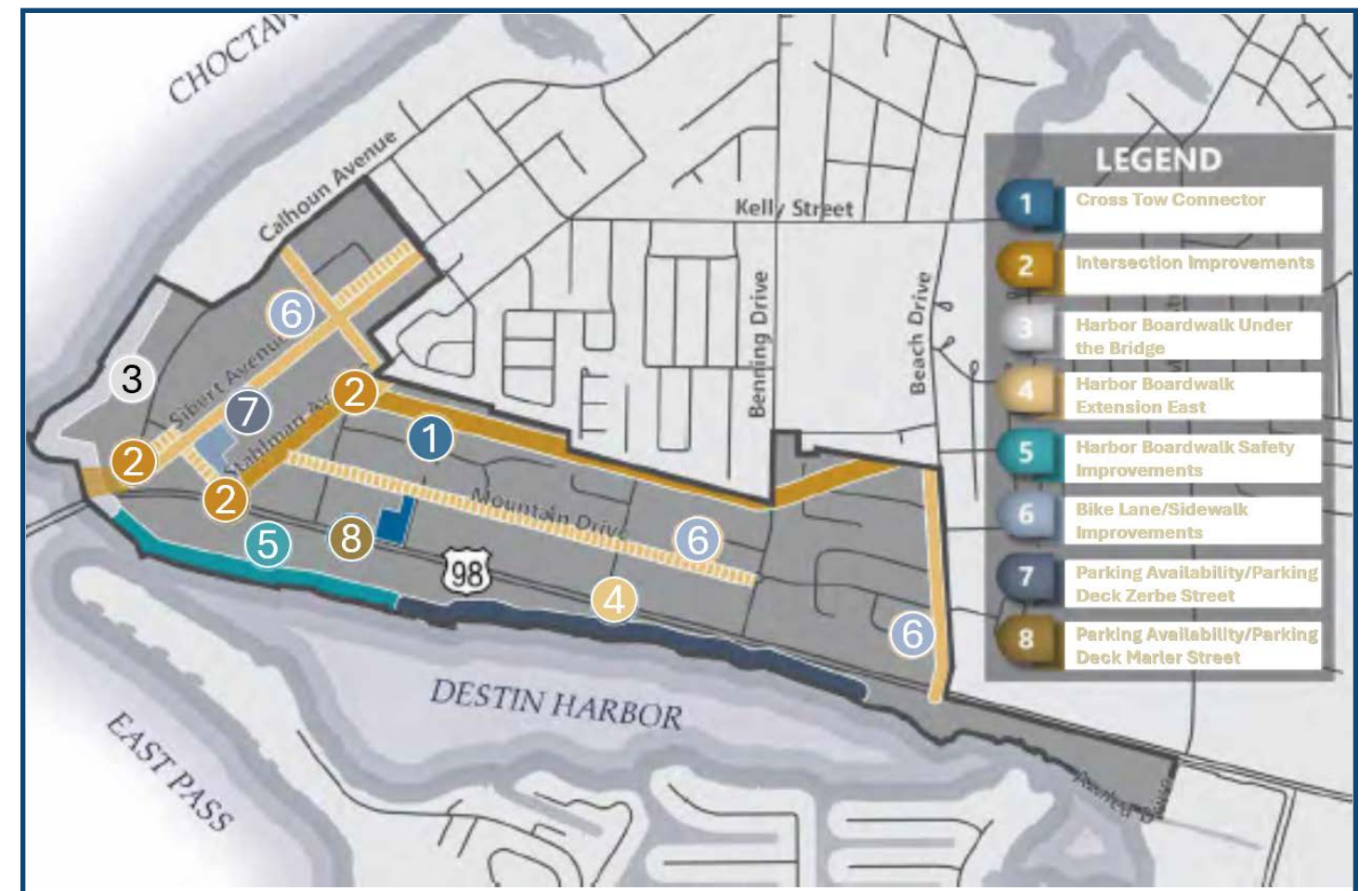


Figure 1 - Projects for Harbor CRA

The following pages present the Harbor CRA Plan through four primary sections. The first section provides an analysis of the existing conditions of the district for land use, transportation, parking, and stormwater management. The second section includes a discussion of the overarching issues and goals for the Harbor District. The third section provides a detailed list of key projects, their recommended prioritization, and planning-level cost estimates. The last section includes details related to the implementation of the Plan and a detailed breakdown of the finances of the CRA, including encumbered and forecasted revenue through the duration of the Harbor CRA, which is set to expire in 2043.



INTRODUCTION

BACKGROUND

The City in 2003 identified the Harbor district as a redevelopment area in Destin. The Harbor district at that time was envisioned as the principal tourist and business corridor within the City. That vision has become reality, and the district continues to be viewed that way today. Throughout the revitalization process, which began when the Harbor CRA district was established, the City and community have shown their commitment to addressing and/or mitigating the constraints or conditions associated with site and/or structure deterioration, economic decline, inadequate street layout, harbor and bay access, transportation and parking facilities, functional deterioration or obsolescence and other conditions of “blight” as described in the Harbor Finding of Necessity Report. The 2024 Plan update entailed an evaluation of the existing plan; physical conditions of the district; and a refresh of the goals, projects and strategies needed to maintain this vision of the Harbor.

The City’s approach to the Harbor CRA Plan update is to focus on a foundation of public engagement and current data. Based on that information, the Harbor CRA Advisory Committee identified public projects and initiatives which would then help foster the goals for the Harbor district, while simultaneously encouraging participation from the private sector. These projects and initiatives may be funded through tax increment revenues derived from the Harbor district, other City-revenue sources such as a future

mobility fee, public-private partnerships, as well as State and Federal funding opportunities, which are explained further in the Implementation and Financial Plans.

While the original vision of the Harbor becoming the economic center of the City has been realized since the CRA district’s establishment, the increase in development and commercial activity over the last 21 years welcomes new challenges related to the Harbor district. The Harbor CRA Advisory Committee updated their original vision with new direction for investment in the Harbor CRA district. All new investments in the district with CRA dollars should support one of the following goals: getting to and traveling within the Harbor district, getting safely across U.S. Highway 98, and getting down to the Harbor Boardwalk.

The 2024 Plan update focuses on the existing conditions of the Harbor district and updated public improvement projects designed to implement the three new goals mentioned above. For the plan to adequately address the needs of the district, the issues of vehicular, non-vehicular and pedestrian transportation, parking, and waterfront accessibility are explored further throughout this document.

FINDING OF NECESSITY OVERVIEW

The Finding of Necessity Report dated May 23, 2003 studied the physical, economic and regulatory conditions of the Harbor district for potential causes of “blight” which would demonstrate the need for a Community Redevelopment Area to be established. If conditions of blight were found to be present, that would allow the City to utilize tax increment financing to fund projects that specifically are aimed at eradicating the blight described in the Finding of Necessity Report.

At the time of this report, a two-step process was used to determine if blight was present. First, the study area must contain “a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies are leading to economic distress or endanger life or property.” The report confirmed that a large portion of commercial buildings were “functionally deteriorated, rendered obsolete by the constraints of site, structure placement, access, residential platting adapted to commercial use, and insufficient parking.” Due to those conditions observed on commercial properties, the first criterion of establishing blight was met.

The second step required that two or more of the fourteen factors which contribute to blight listed in the Florida Statutes be present in the study area. After an analysis of the district, six of the fourteen factors were found to be present in the Harbor area. The following list includes the factors found to contribute to blight in the Harbor CRA district, and a brief explanation for each one.

1. **Predominance of defective or inadequate street layout.** At the time of this study, the primary concerns related to this subject were lack of internal street connections to redirect traffic off of U.S. Hwy 98, localized ponding within certain local roadways, absence of continuous sidewalks, queuing onto U.S. Hwy 98 due to insufficient parking on private properties, vehicular stacking at intersections along U.S. Hwy 98.
2. **Faulty layout in relation to size, adequacy, accessibility and usefulness.** Commercial lots in the Harbor were found to be inadequate specifically in relation to their size. Due to the dimensional restrictions of the lots, an excessive number of access points along major roadways in the Harbor area was required. Additionally, the size of the lots put limitations on the on-site amenities required for development, such as parking, and landscaping. Finally, there were a significant number of properties observed south of Harbor Blvd and west of Calhoun Avenue that did not have access to the Destin Harbor or Choctawhatchee Bay, and therefore also properties that did not have access to the main roadways.

3. **Unsanitary or unsafe conditions.** The two primary contributors to this factor were found to be insufficient sidewalks throughout the Harbor area, and lack of connectivity between subareas of the Harbor, which forces traffic onto the major roadways to travel locally.
4. **Deterioration off site or other improvements.** The combination of lack of sidewalks and pedestrian oriented amenities, perceived traffic stacking, lack of adequate public parking, and insufficient stormwater improvements, has resulted in a deterioration of public infrastructure and sustainability. Additionally, many of the existing commercial improvements are functionally deteriorated, specifically parking and access points.
5. **Inadequate and outdated building patterns.** The following deficiencies demonstrate the inadequate and outdated building patterns in the Harbor at the time of the study: planned intensity relative to the size and adequacy of platted lots, absence or deterioration of infrastructure, poor connectivity among neighborhoods prompting the use of regional arterials for local travel, no sidewalks, no designated public spaces, unrestricted and divided ingress and egress among numerous commercial properties, commercial intrusion into residential areas stemming from inadequate lot depth, poor design controls, and the absence of transitional zones that preclude opportunities to insert buffering, and no view corridors.
6. **Diversity of Ownership.** The study identified the district's diverse ownership as one of its most pressing problems. Due to the quantity of different owners, the non-resident status for a large portion of owners, and patterns of small lots, it will be a challenge for future developers or investors to acquire sufficient property in the Harbor to change the established development patterns and use.



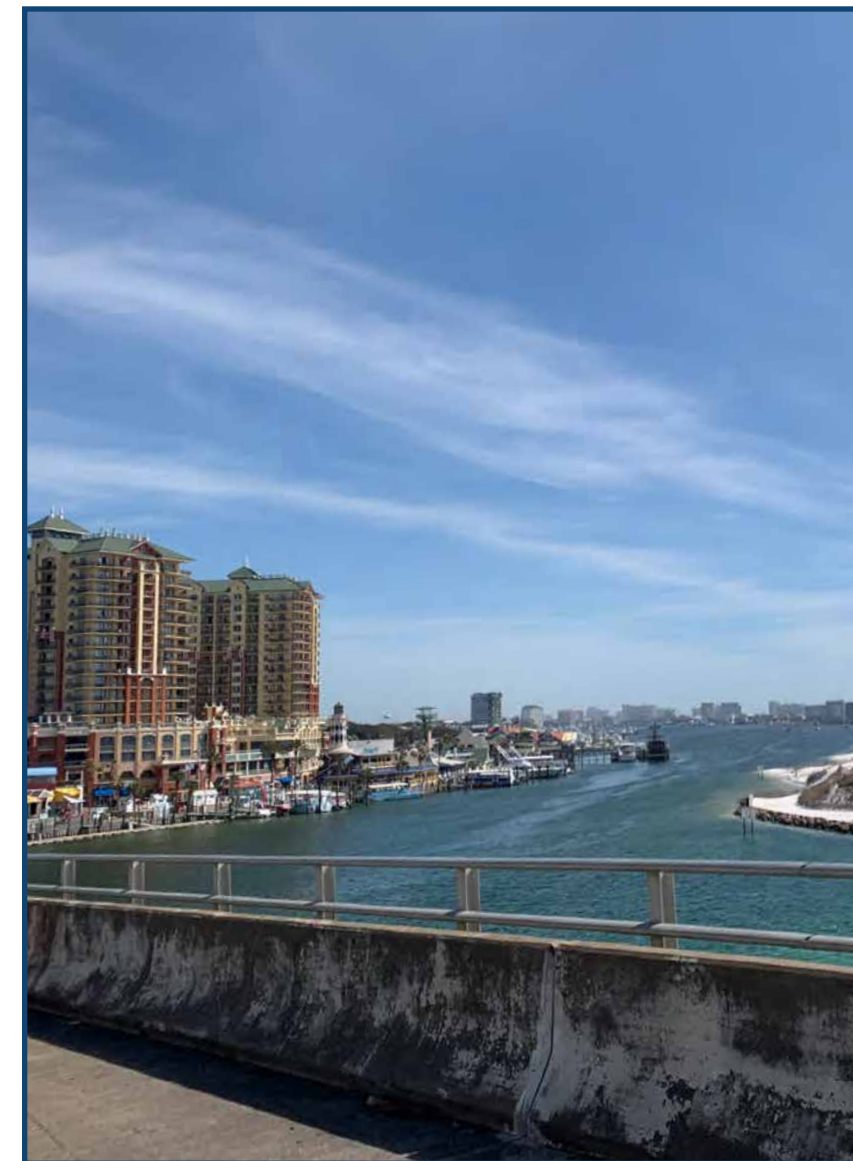
Figure 2 - Boundary Map of Harbor CRA

INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The intent of this Plan update is to serve as a framework for guiding development and redevelopment of the Harbor Community Redevelopment Area through the lifetime of the CRA, which expires in 2043. This Plan identifies redevelopment objectives, programs, and capital projects to be undertaken to reverse blighting trends within the Harbor Redevelopment Area. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. While based on the most accurate data available, the various strategies and costs identified in this Plan update will require additional review and action by the CRA Board as specific projects are initiated, refined, and implemented.

The Plan's focus is mitigation or correction of various transportation, parking, waterfront access and safety issues documented in the Harbor Finding of Necessity Report.

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



DISTRICT EXISTING CONDITIONS ANALYSIS

LAND USE

The Harbor CRA contains 397.3 acres of land, most of which is privately owned except for public right of way, city-owned parcels, and parks. The district also includes the Zerbe-Calhoun Historic District, which is north of U.S. 98 and west of Stahlman Avenue. This district is home to several civic buildings and parks including Clement Taylor Park, Captain Leonard Destin Park, Destin Community Center, and Destin Library. Land uses are primarily commercial in nature along U.S. 98 and the Harbor. The highest intensity land uses are concentrated along the Harbor and U.S. 98. The intensity of development tapers moving northward from U.S. 98. Lower density residential uses become more common along and north of Azalea Drive and within the Zerbe-Calhoun Historic District on the west side of the Harbor CRA.

Table 1 below shows the number of acres by land use type in the Harbor CRA. This is based on the future land use for each parcel as of January of 2023. Some parcels are vacant or undeveloped despite being designated for a specific use. There are about 31 undeveloped acres within the CRA and the average vacant parcel size is 0.36 acres.

Table 1 - Land Uses in the Harbor CRA District

Land Use	Acres	Percent
Residential - Low Density	48.0	12%
Residential - Medium Density	31.0	8%
Residential - High Density	11.6	3%
Mixed Use	148.4	37%
Commercial	41.2	10%
Industrial	0.0	0%
Residential, Office, and Institutional	12.3	3%
Institutional	23.0	6%
Recreational	7.9	2%
Public Right-of-Way	73.9	19%
Total	397.3	100%



Figure 3 - CRA District Boundaries

The Future Land Use Map and table below provides more detail on where these uses are allowed within the Harbor CRA and what each designation's limitations are for density, height, floor area ratio, and open space.



Figure 4 - Future Land Use Map for the Harbor CRA as of March 2022

Table 2 - Land Uses Limitations in the Harbor CRA District

Land Use	Acreage	Use Type	Max. Density (units/acre)	Max. Height	Max. Nonresidential Floor Area Ratio	Min. Open Space (%)
Bay Estates	6.23	Single-Family Residential	2.90	35'/3 stories	N/A	25
Low Density Residential	41.80	Single-Family Residential	5.81	35'/3 stories	N/A	25
Medium Density Residential	31.02	Single-Family Residential	5.81	35'/3 stories	N/A	25
		Multi-Family Residential	9.90	35'/3 stories	N/A	
High Density Residential	11.64	Single-Family Residential	9.90	30'/3 stories	N/A	30
		Multi-Family Residential	16.90	50'/4 stories	N/A	25
Residential, Office, Institutional	12.34	Single-Family Residential	9.90	35'/3 stories	N/A	25
		Multi-Family Residential	12.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	35'/3 stories	0.5	
Institutional	23.00	Institutional uses permitted	N/A	35'/3 stories	0.5	25
Calhoun Mixed Use	5.93	Single-Family Residential	6.00	35'/3 stories	N/A	25
		Multi-Family Residential	12.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	50'/4 stories	0.5	
Calhoun Mixed Use - Village	17.76	Single-Family Residential	9.00	35'/3 stories	N/A	25
		Multi-Family Residential	12.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	50'/4 stories	0.5	
North Harbor Mixed Use	56.91	Single-Family Residential	9.00	35'/3 stories	N/A	25
		Multi-Family Residential	24.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	75'/6 stories	1.5	
South Harbor Mixed Use	67.74	Single-Family Residential	9.00	30'/3 stories	N/A	25
		Multi-Family Residential	24.00	50'/4 stories	N/A	
		All other permitted nonresidential uses	N/A	75'/6 stories	1.5	
Recreation	7.86	Recreation Uses	N/A	35'/3 stories	0.2	25
Commercial Trades and Services	41.22	Nonresidential except for custodian or night-watchman residence	1.00 per development	35'/3 stories	1.30	25



TRANSPORTATION

The Harbor CRA district has a fairly well-connected street network, which is good for all modes of travel. However, there are some key gaps, particularly in the pedestrian and bicycle network, and a few strategic connections would provide for better east-west connectivity, which could help alleviate congestion on U.S. 98. This section summarizes the key issues, pulling from information the City collected and analyzed during the development of a Mobility Plan in 2023 and 2024.

Among the key transportation issues within the Harbor CRA district are missing sidewalks and bicycle facilities. Figure 5 below depicts missing sidewalk segments within the Harbor CRA district on Azalea Drive, Mountain Drive, Calhoun Avenue, Sibert Avenue, Stahlman Avenue, and Benning Drive. Collector streets with bicycle facility gaps include Stahlman Avenue, Sibert Avenue, and Azalea Drive. Correcting these deficiencies is a focus of the City's Mobility Plan and are also important for addressing the original "blight" condition of inadequate street layout and unsafe conditions, both of which contributed to the finding of necessity for the CRA district.

Vehicular congestion is another significant issue, which is also connected to defective or inadequate street layout. The 2003 Harbor Community Redevelopment Plan stated that "the absence of satisfactory internal connections forces local traffic onto US 98, which adds unnecessary and potentially dangerous trips to this arterial road." While FDOT and the City have made transportation improvements to address this issue, the layout of streets pushes much of the vehicular traffic onto U.S. 98. The Crosstown Connector project, which is a priority of the City, would create a more seamless and consistent connection among Azalea Drive, Legion Drive, and Airport Road to create a viable alternative to U.S. 98 for east-west trips.

KEY ISSUES

- Missing sidewalk segments on Azalea Dr, Mountain Dr, Calhoun Ave, Sibert Ave, Stahlman Ave, and Benning Dr
- Missing bicycle facilities on Stahlman Ave, Sibert Ave, and Azalea Dr
- Vehicular congestion



Figure 5 - Bicycle and Pedestrian Facilities Gap

The table below lists traffic volumes for the PM peak hour and recent changes to volumes for arterial and collector roadways within the Harbor CRA district.

Table 3 - Traffic volumes for arterial and collector roadways

Roadway	From	To	2021	2017	% Change
U.S. 98	Marler Bridge	Stahlman Ave	3,282	3,075	7%
	Stahlman Ave	Benning Dr	2,909	2,505	16%
	Benning Dr	Beach Dr	3,255	2,815	16%
	Beach Dr	Main St	3,279	2,841	15%
Azalea Drive	Stahlman Ave	Benning Dr	587	524	12%
Benning Drive	U.S. 98	Kelly St	398	269	48%
Calhoun Avenue	U.S. 98	Kelly St	501	351	43%
	Benning Dr	Beach Dr	609	509	20%
Legion Drive	Benning Dr	Beach Dr	609	509	20%
	Beach Dr	Main St	1,098	1,226	-10%
Mountain Drive	Stahlman Ave	Benning Dr	592	536	10%
	Benning Dr	Beach Dr	466	633	-26%
Sibert Avenue	Calhoun Ave	Kelly St	580	324	79%
Stahlman Avenue	U.S. 98	Kelly St	762	714	7%

Level of service is a quantitative measure of how well vehicle traffic flows on a roadway segment. The LOS describes roadways using a letter from A to F to describe performance, with A indicating the best performance and F the worst. It is important to note that the A to F letters do not necessarily indicate desired performance. A LOS of A is often not feasible, cost effective, or even desirable given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, "transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas." Therefore, LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard.

The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin's only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. A v/c ratio under 1.0 indicates this segment is meeting the LOS D standard. A v/c ratio of more than 1.0 indicates the segment is not meeting this standard. Green is meeting the standards, yellow is near the standard limit, and red is failing (does not meet the standards).

Table 4 - Level of Service for US Hwy 98

US 98 Segments - Volume to Capacity	LOS	2021	2016	2011
US Hwy 98 between Marler Bridge and Stahlman Avenue	E	1.03	0.92	0.91
US Hwy 98 between Stahlman Avenue and Benning Drive	D	0.97	0.88	1.00
US Hwy 98 between Benning Drive and Beach Drive	E	1.00	0.93	1.05
US Hwy 98 between Beach Drive and Main Street	E	1.01	0.95	1.03

None of the City's collector roadways fall beneath the LOS D standard, as shown in the map below.



Figure 6 - Level of Service for Arterial and Collector Roadways

¹ Florida DOT 2020 Quality/Level of Service Handbook.

While vehicular LOS is an important measure of each street's congestion, Destin's streets do much more than move vehicles. They are an important part of the public realm and it is vital that they are safe and inviting for all users. Streets within the Harbor CRA are also evaluated against LOS standards for pedestrian, bike, and transit modes. New development within designated multimodal transportation districts (MMTDs) are required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards for collector roadways, which is LOS C for both bicycle and pedestrian modes. The Harbor CRA is within an MMTD, so this standard applies for its collector roadways.

PARKING

Parking is needed to support Destin's economy. Tourists and people that travel to Destin for work each day depend on parking. However, parking also brings negative effects that the City should work to minimize. Large expanses of pavement contribute to stormwater runoff and flooding, and dedicating extensive land to surface parking reduces land that could otherwise be used for shops, restaurants, parks and open space, or other compatible uses for the area that make Destin a desirable place. Parking should be provided efficiently so that it does not degrade the quality of place and quality of life that people in Destin value. This section outlines key parking issues and solutions.

The City in 2016 studied the supply and demand for parking spaces in the Harbor CRA district. This study yielded an inventory of spaces – private and public – within the district and found there were 5,959 parking spaces with 2,846 spaces (48 percent) located on the north side of Harbor Boulevard and 3,113 spaces (52 percent) located on the south side. There were 722 parking spaces (13 percent) serving residential uses and 5,187 parking spaces serving non-residential land uses (87 percent) at the time. The majority, 94 percent, of the parking spaces were within privately owned lots.

The study compared the supply of parking with parking demand, which was estimated using existing land use data and the parking requirements outlined in the City of Destin Land Development Code (LDC). This analysis found a significant surplus of parking north of U.S. 98, but a shortage of non-residential parking south of U.S. 98 of up to 420 spaces. While the destinations on the south side of U.S. 98, such as the Harbor Boardwalk, are close to parking on the north side, the width of U.S. 98 and speed of vehicles traveling along the highway make it challenging for people to cross on foot or any other non-vehicular mode of travel.

There are four designated pedestrian crosswalks along U.S. 98 in the Harbor District that serve to help pedestrians travel from parking lots to destinations on the south side of the road. These are located at Melvin Street, the Marler Street Parking Lot, Palmetto Street, and Stahlman Avenue. However, the wait time to cross at these locations can be long, which hinders the City's efforts to encourage people to park on the north side of U.S. 98 and walk to final destinations. Among the strategies identified by the City in 2017 for addressing the parking supply and spatial mismatch issues were the following:

1. Increase total number of available public parking spaces for residents and visitors within the Harbor CRA District.
2. Create better functioning parking lots and access drives that minimize pedestrian-vehicle conflicts and reduce traffic congestion by reducing recirculation traffic seeking parking spaces.
3. Once sufficient parking is increased north of Harbor Blvd, decrease number of parking spaces necessary south of Harbor Blvd to allow for highest and best use of harbor front properties.
4. Enhance wayfinding to public parking destinations.
5. Connect the Boardwalk to the north side of Harbor Blvd. to safely access additional public parking.



There are four public parking lots in the Harbor CRA:

- Marler Street: This lot sits between U.S. 98 and Mountain Drive. It has 146 spaces.
- Destin Community Center: This lot serves the Community Center at the intersection of Zerbe Street and Stahlman Avenue. It has 86 spaces.
- Zerbe Street: This lot is at the corner of Zerbe Street and Sibert Avenue. It has 51 spaces.
- Destin Library: This lot serves the library on Sibert Avenue. It has 64 spaces. However, these spaces are only available after library hours.

The City has identified both supply and demand solutions to the parking challenges of the Harbor CRA District. On the demand side the City in 2019 increased the cost of parking from \$1 for the first hour and 50 cents for every additional hour to a flat rate of \$5 for 24 hours. Prior to 2017 there was no cost to park in the public lots. The pay-to-park policy has helped optimize parking, making it easier for visitors to find a space. The City also identified opportunities to expand the supply of public parking spaces in the Harbor CRA District. Destin added spaces on Sibert Avenue behind the Community Center and is considering a project to convert surface spaces in either the Marler Street or Zerbe Street surface parking lots into a multi-level parking structure.

There are additional opportunities to reduce demand for vehicular parking. These strategies would include services such as a circulator shuttle, new shared-use paths and crosswalks, and shared parking among adjacent properties with different peak parking demand. These strategies can help shift people from driving to other modes, and to make the most efficient use of existing surface parking.

STORMWATER FACILITIES

The Harbor CRA has extensive impervious surfaces, which increase stormwater runoff volumes and affect water quality. Stormwater runoff is the leading cause of localized flooding and water quality concerns. The solutions for addressing stormwater include infrastructure such as pipes, culverts, and conveyances, which help manage surface runoff to protect property and prevent pollution.

The City's Comprehensive Plan recognizes the effects of stormwater runoff on the Harbor and calls for improving water quality by implementing stormwater best management practices to remove suspended solids and nutrients from runoff entering the Harbor and other receiving water bodies (objective 4-4.1). The City's 2021 Stormwater Master Plan Update looked at the Harbor in detail to identify projects that can help address runoff and improve water quality. A pair of issues and associated improvement projects are listed below.

- Erosion and flooding issues in the vicinity of the Zerbe Street and Sibert Avenue intersection. The recommended improvement is a new culvert along Sibert and Zerbe to collect and treat stormwater in this area at an estimated cost of about \$73,000.
- Flooding along Reddin Brunson Road and adjacent roadways due to a lack of roadside swales and stormwater conveyance. The recommended improvement is purchasing a property along Reddin Brunson Road for construction of a detention pond at an estimated cost of \$410,000.

The Stormwater Master Plan also recommended the City adopt a stormwater utility fee, which would provide funding to replace aging stormwater infrastructure. The system is aging and in need of frequent and costly repairs. These repairs are the City's responsibility, and the fee would provide a steady source of funding for upgrades and repairs to existing stormwater facilities.

STRATEGIC APPROACH TO THE HARBOR DISTRICT

The existing conditions of the Harbor district discussed above point to key issues and opportunities that exist within the district. This section describes those issues and opportunities identified in detail, as well as strategies to achieve the overall goal outlined in the original Harbor CRA plan, which states "to be redeveloped as an easily accessible, economically sustainable and attractive waterfront-oriented district that provides safe transportation, pedestrian and recreation facilities in a manner that promotes a favorable identity for the City of Destin." This section expands this goal further, by indicating the areas that should be strengthened by redevelopment initiatives, financial incentives, and public improvements. Additionally, the projects included in this plan, and other investments in the Harbor district, can work together to achieve the City's goals.

ISSUES AND OPPORTUNITIES

Conditions in the Harbor district have improved during the last 20 years, and is viewed today as the economic heart of the City. Additionally, the Harbor Boardwalk has become a popular and cherished destination for locals and tourists alike. Building on the success of the Boardwalk is an effective way for the City to achieve its goals for the Harbor.

A key need for the Harbor CRA district is better access to the Boardwalk. There are a few distinct issues that affect access, which are summarized below.

1. **Getting to the Harbor District** – U.S. 98 is the City's most congested transportation facility. This congestion at times is a deterrent to locals and tourists traveling to the Harbor district. The City has few alternatives to U.S. 98 for east-west through traffic. As such, this traffic blends with local traffic that is using U.S. 98 to access destinations in the Harbor district.
2. **Getting Across U.S. 98** – Pedestrian access and safety are key issues in the Harbor district. The multi-lane roadway is wide and vehicles often travel at a high rate of speed, which makes crossing the roadway difficult on foot, bike, or using a mobility device such as a wheelchair. Florida DOT has installed signalized pedestrian crossings of U.S. 98 within the Harbor district, which helps address the need. Yet pedestrians can face long waits to cross at these locations, and along much of U.S. 98 the sidewalks and streetscape are not designed for pedestrian comfort.
3. **Getting to the Harbor Boardwalk** - Once across to the south side of U.S. 98 people still face some challenges accessing the Harbor Boardwalk. Access is provided largely through parking lots and businesses on private properties. However, the new Royal Melvin Heritage Park marks a significant improvement, providing an inviting and central public access point to the Harbor. Yet visibility of the Harbor Boardwalk from U.S. 98 is obstructed in many places by buildings, slopes, and vegetation. Signage directing people to the Harbor Boardwalk is lacking in many areas. And the sidewalks on parts of U.S. 98 are narrow and lack significant buffers to the fast-moving traffic on U.S. 98. These issues underscore the importance of creating a stronger physical and visual connection from U.S. 98 to the water.

By improving access to the Harbor district and the Harbor Boardwalk the City can increase the economic and recreational value of this unique asset while enhancing pedestrian safety on U.S. 98. There are several strategies for the CRA to consider, some of which are already included as projects in the Plan, while others merit consideration for implementing through other avenues, such as the City's draft Mobility Plan (adoption is anticipated in Fall 2024).



STRATEGIES

In March of 2023, the Committee identified the two primary themes of the Harbor CRA's overall vision for improvement as connectivity and safety. These themes apply to all the issues and opportunities already discussed including vehicular and pedestrian travel and access, and the improvements and continuation of the Harbor Boardwalk.

Throughout the process of the 2024 Plan Update, the Harbor Advisory Committee further defined these themes into three main goals related to the Harbor district that CRA funds should be used to achieve. The goals were centered around the Destin Harbor and explained above. First, make it easier to get into and park in the Harbor district. Second, make it easier for pedestrians to get from the north side of U.S. Highway 98 to the south side of U.S. Highway 98. Third, make it easier to get to and enjoy the Destin Harbor and Harbor Boardwalk. Taking these refreshed goals from the Advisory Committee, the consulting team identified key projects which would provide necessary access, safety and connectivity for vehicles, bicycles, and pedestrians in the district.

The CRA Plan contains several projects to address the issues described above. The projects are described here as near, medium-, and long-term strategies. The strategies emphasize better connectivity within the Harbor district, better parking options, better walkability, and improved access to and within the district via the Cross Town Connector. Implementation of these strategies will create more opportunities for people to enjoy the Harbor, increase foot traffic in the area to support businesses, and create opportunities for additional businesses and restaurants along the Boardwalk.

Access to the Harbor Boardwalk can be improved in several ways including an extension to the west, an extension to the

east, and new and improved access for pedestrians coming to the Boardwalk from the north. The recent completion of Royal Melvin Heritage Park is a significant milestone that provides an instant boost to Boardwalk access. However, there is additional infrastructure that can help make this new gateway a popular and well used access point. These strategies can be considered as near-term, mid-term, and long-term investments.

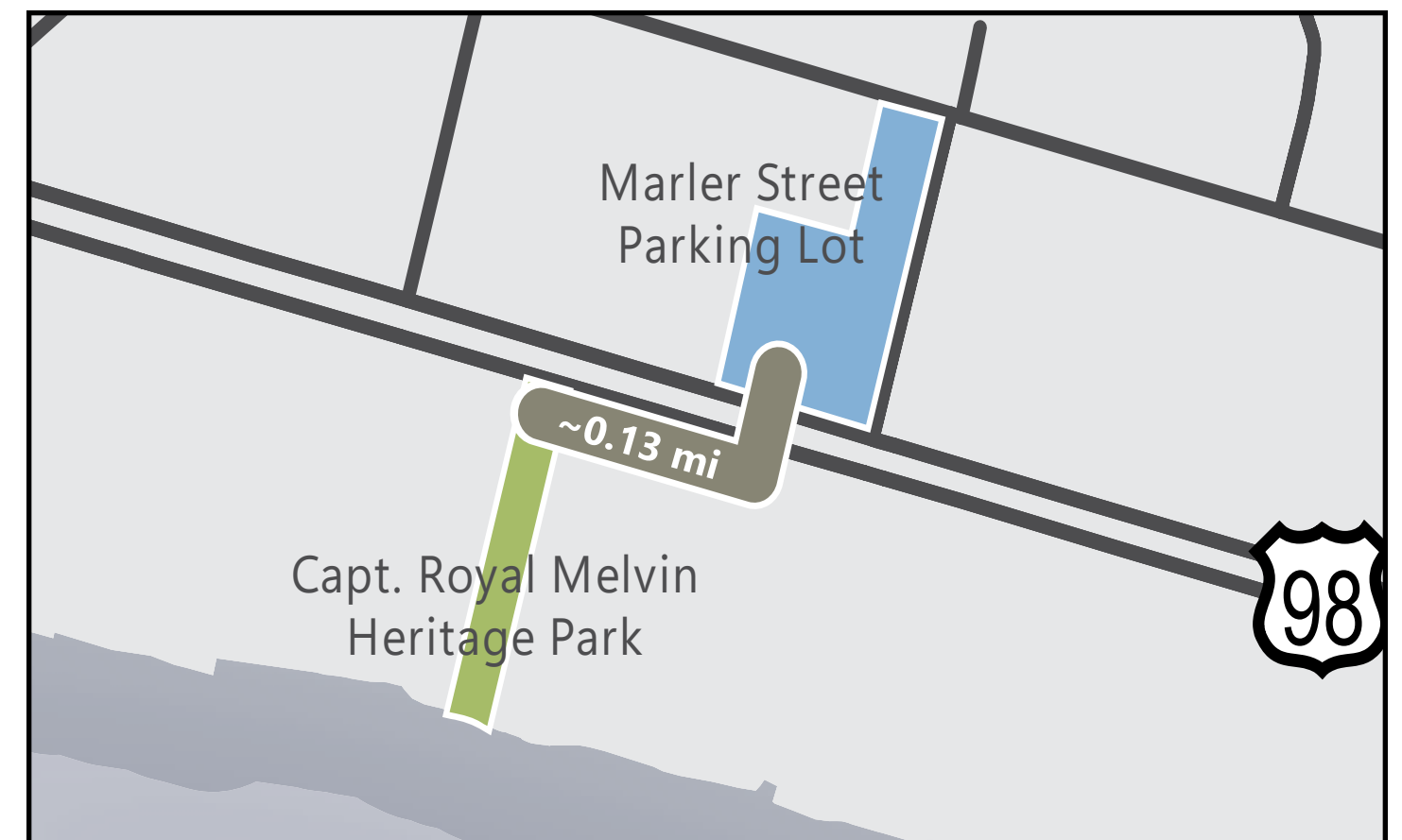
Near-Term Strategies (Less Than 2 Years)

- **Beautification:** The CRA Advisory Committee raised concerns that some roadways in the Harbor district lack sufficient landscaping. The Cross Town Connector is an opportunity to beautify a key roadway, create a special feel for travelers as they enter the Harbor district, and provide more inviting conditions for pedestrians and bicyclists.
- **Crosswalk Enhancements:** The City should work with the Florida DOT to consider ways to reduce pedestrian delay at the existing signalized crosswalks of U.S. 98. Long waits can discourage walking and encourage people to cross at areas that lack signals and pedestrian refuge islands. A better crossing experience for pedestrians can also help encourage more people to park at the Marler Lot and use the new Melvin Royal Heritage Park to access attractions along the Harbor Boardwalk.
- **Wayfinding Signage Enhancements:** Clear and inviting wayfinding signage can improve access by directing people to the most accessible and interesting pathways for accessing the Harbor Boardwalk. It can also let more people passing by on U.S. 98 know about this great attraction.

Medium-Term Strategies (2 to 5 Years)

- **Shared-Use Path from Marler Lot to the Harbor Boardwalk:** The Marler Parking Lot is centrally located and is served by a nearby pedestrian crosswalk with a pedestrian actuated signal that stops traffic in both directions of U.S. 98. As such its potential as a central parking facility for the City is

Figure 7 - Proposed location of shared-use path from Marler Lot to the Harbor Boardwalk



MAIN GOALS

1. Make it easier to get into and park in the Harbor District
2. Make it easier for pedestrians to get from the north side of U.S. Highway 98 to the south side of U.S. Highway 98
3. Make it easier to get to and enjoy the Destin Harbor and Harbor Boardwalk

high, but its present utilization is typically low. There are two strategies the City should consider to make this a more popular parking location where people can park once and explore on foot all the Harbor Boardwalk has to offer. First, the physical and visual connection from the Marler Lot to the Harbor Boardwalk is lacking. The City can tackle this issue by installing wayfinding for pedestrians and bicyclists that directs them to the best route to the Boardwalk, which is the new Royal Melvin Heritage Park. Additionally, the City can invest in a wider shared use path that would run from the U.S. 98 crosswalk (across from the Marler Lot) to Royal Melvin Heritage Park, which is a distance of just less than 300 feet. The total walking distance from the Marler Lot to the Harbor Boardwalk via the Royal Melvin Heritage Park is about 0.2 miles, well within walking distance. More people will likely use this option if there is clear wayfinding and a much wider and safer feeling path alongside U.S. 98. Additionally, the pedestrian signal of U.S. 98 requires pedestrians to wait too long after pressing the push button before they are given permission to cross. The City may be able to work with FDOT to adjust the signal timing, giving more priority to pedestrians crossing here. This is also described as a near-term strategy in the section above.

- **Intersection Enhancements:** The City should also look to implement quick fix solutions at intersections in the district so that traffic flows better, safety is enhanced, and people feel more comfortable on foot or bike. These improvements will enhance access to the Harbor for all modes of transportation. The City is in the process of creating a Mobility Plan that identifies a range of potential intersection enhancements to reduce delay and enhance pedestrians safety.

Long-Term Strategies (More than 5 Years)

- **Harbor Boardwalk West Extension:** Extending the Boardwalk to the west would both improve Harbor access and enhance pedestrian safety on U.S. 98. FDOT’s plans for replacing the Marler Bridge make this project challenging in the near term. Initially this extension could take the form of a path that connects the existing western terminus of the Boardwalk up to Calhoun Street. Then as the Marler Bridge is reconstructed the extension could be upgraded to have a more consistent design to the existing Harbor Boardwalk. The westward extension could eventually also improve access to the City’s recently completed Captain Leonard Destin Park and Clement Taylor Park. These parks are popular destinations that provide exceptional views of the Bay. The City also recently acquired 1 Calhoun Avenue, which regardless of development type, will be a prominent property at the western edge of the City and support the western extension of the Harbor Boardwalk.
- **Marler Parking Garage:** The Harbor district depends on parking near its most popular destinations. While studies have demonstrated that the district has ample parking in the aggregate, there still exist parking challenges where public parking availability is insufficient close to the most popular destinations. As use of the Marler Lot increases the City should look at building a parking garage at this location. In addition to providing more parking for the Harbor Boardwalk, restaurants, and businesses on the south side of U.S. 98, a parking garage would reduce the footprint now dedicated to surface parking, opening land for new development. The Marler Lot is a central and accessible location that would be ideal for several civic and private uses.

INVESTMENT IN THE HARBOR DISTRICT

Due to the changes in the Harbor district that have taken place since the Harbor CRA’s establishment, the main goal of the 2024 Plan Update is to update the prioritize public improvements for the district in the coming years, consistent with Section 163.362 of the Florida Statutes. These projects were recommended based on the analysis of the existing condition of the district and the goals related to the Harbor district voiced through engagement with the Harbor CRA Advisory Committee. This section identifies the key projects with their recommended prioritization, cost estimate, and other pertinent details.



PRIORITIZATION

Early in the process of the 2024 Plan Update, the Harbor Advisory Committee identified the themes of connectivity and safety, and refined those into the goals of vehicular and pedestrian transportation and access to and within the Harbor District. Additionally, the goals focused on the Destin Harbor, as the main attraction and resource within the district. Taking these refreshed goals from the Advisory Committee, the consulting team identified key projects which would provide necessary access, safety and connectivity for vehicles, bicycles, and pedestrians in the district.



The Harbor CRA Advisory Committee in May 2023 provided input on its project priorities, which resulted in the prioritized list presented in this section. The results of the priority exercise with the Advisory Committee shown below indicate generally how

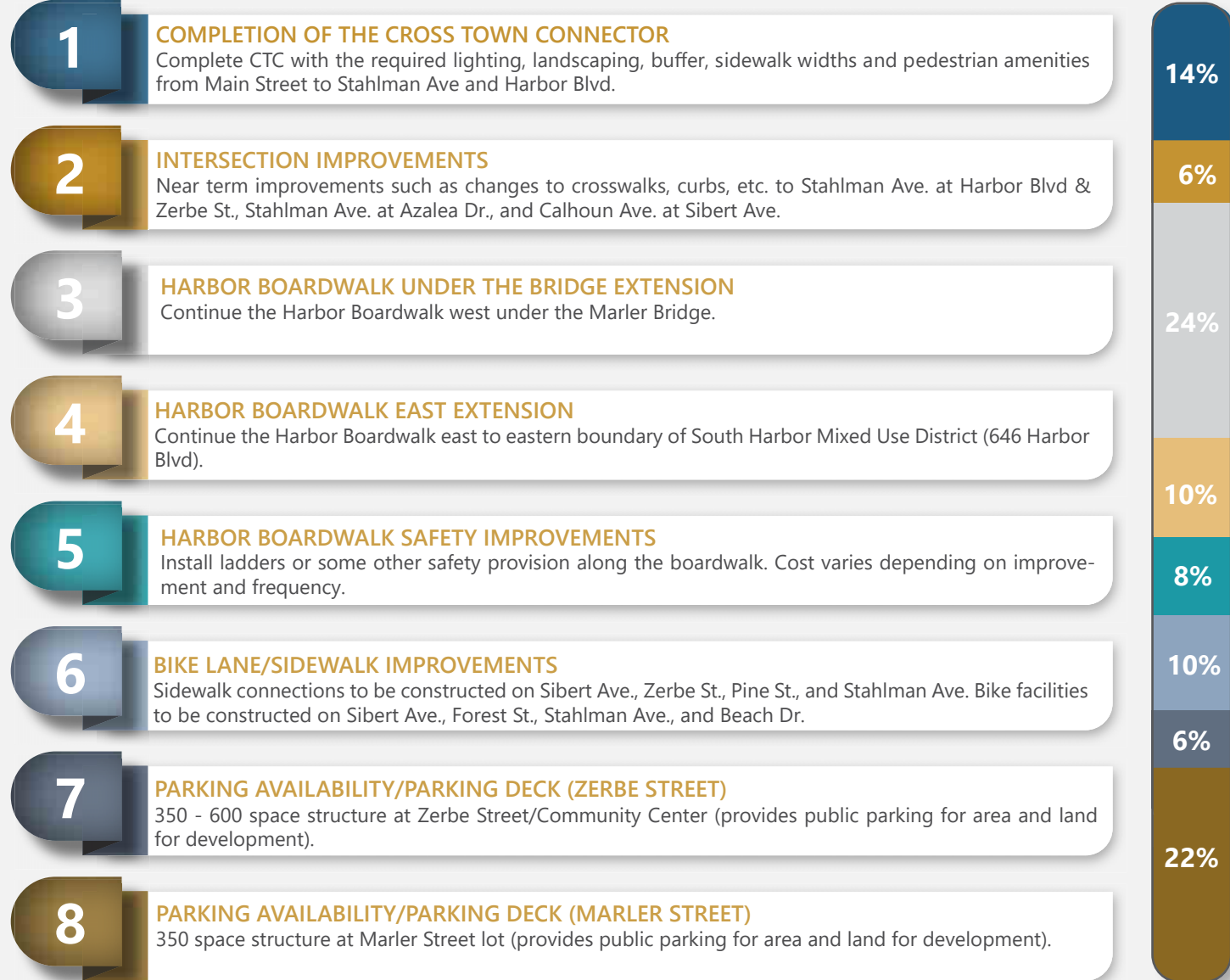
the projects were ranked, and the average percentage of CRA funding that the Committee would allocate to each project. Where projects have the same ranking number, there was a tie for priority. The priority order does not imply they will be implemented in that order. The City may advance a lower priority project faster if an opportunity arises, such as a grant or a large development that comes along. Some lower priority projects may also advance faster because they have a non-CRA funding source, such as a future citywide Mobility Fee for some of the transportation improvements. However, prioritization is helpful for the City and CRA to guide the investment of CRA funds over time to implement this plan.



HARBOR CRA PROJECT LIST & CRA FUND UTILIZATION BREAKDOWN

Projects ranked in order of priority

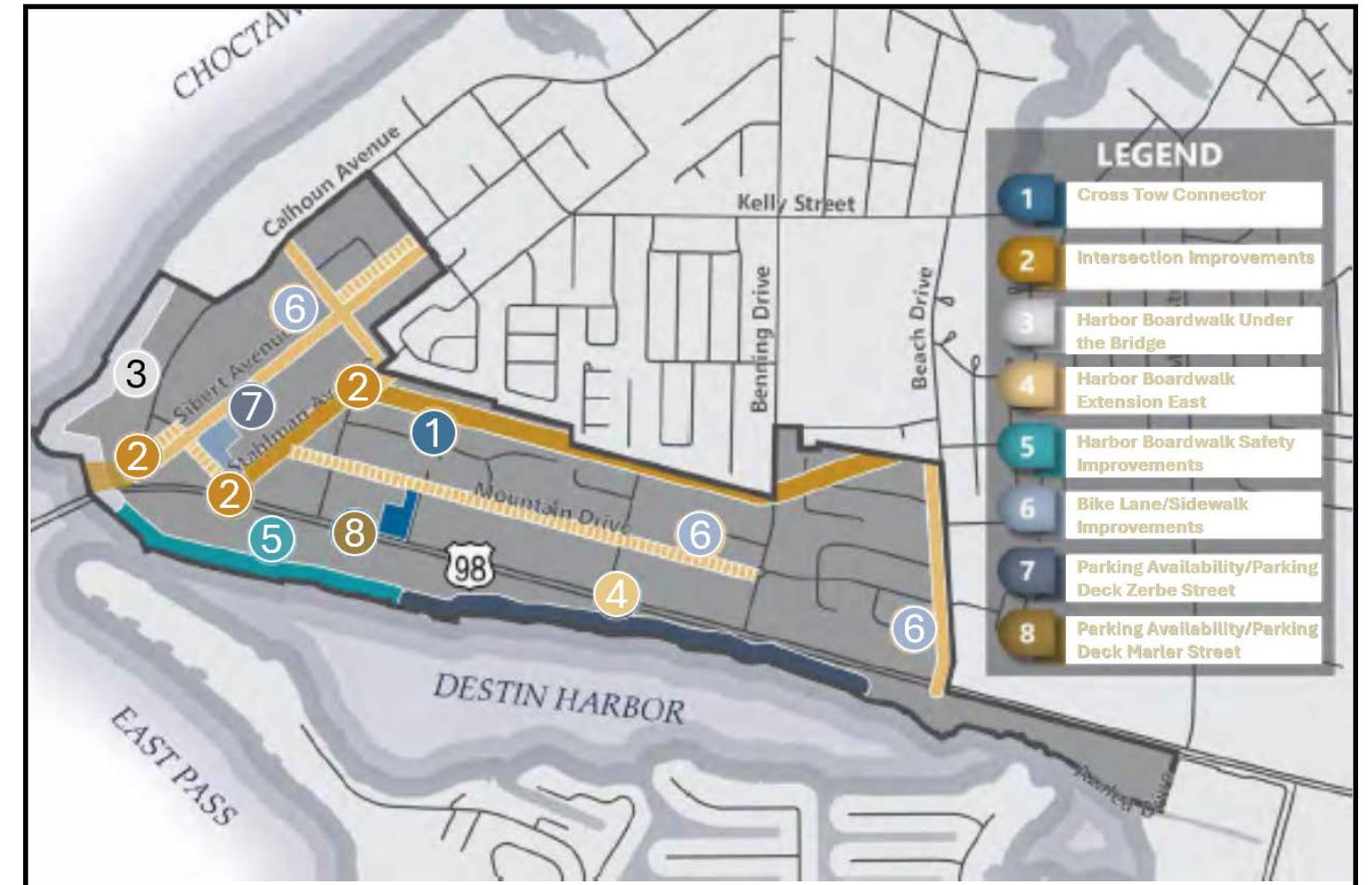
Percent of total projected CRA funds allocated to project by HCCRAC during prioritization exercise in May 2023



PROJECTS

The project map below identifies all unfunded key projects that were identified during the Plan Update process, with the numbers indicating the order of priority.

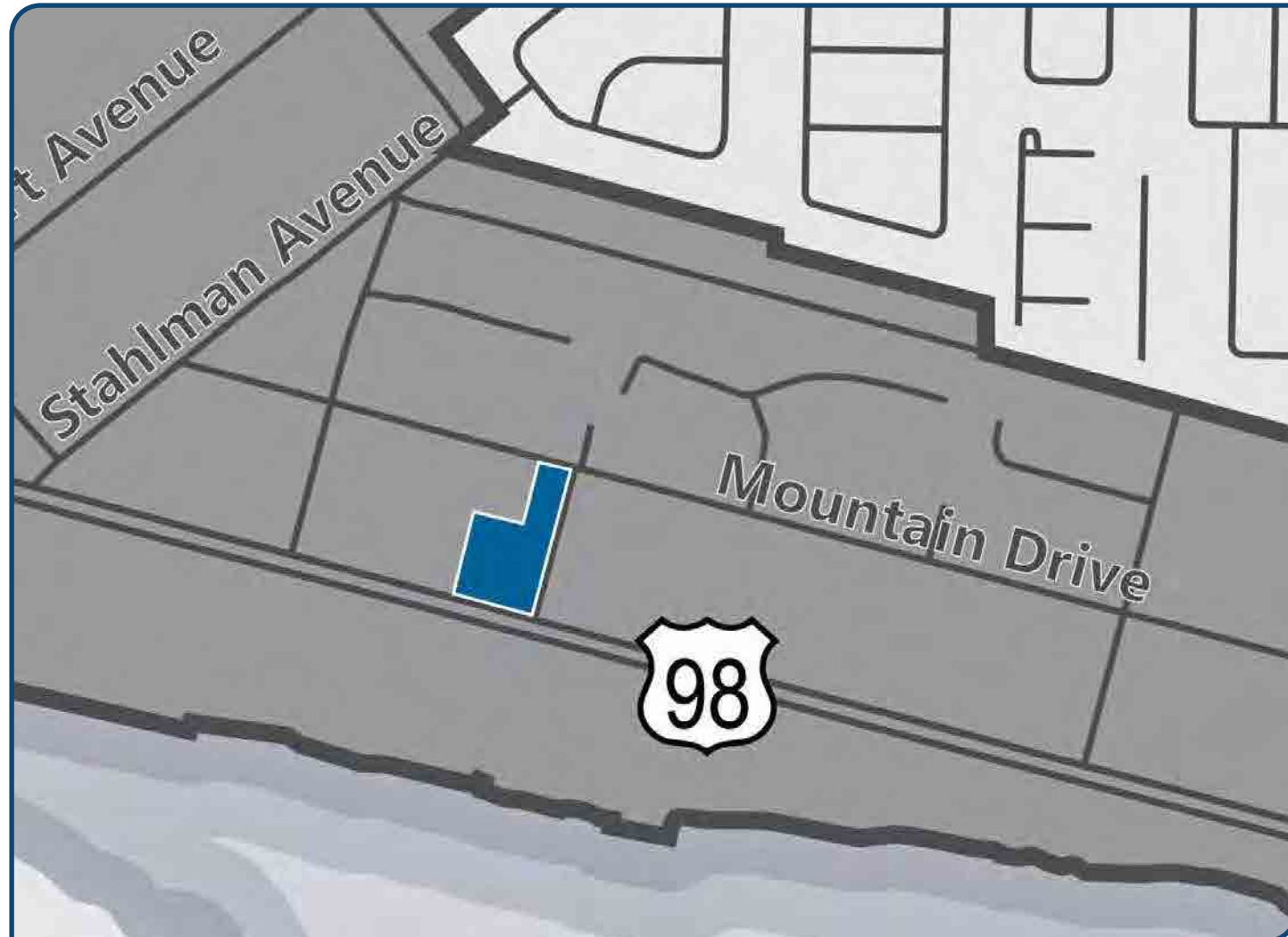
Harbor CRA Project Map



The projects identified in the above map are further described in their descriptions below. Each project includes summary information about the project, the cost estimate, the source of the cost estimate, and where the project or initiative is described in the Comprehensive Plan or another plan, such as the Pathway Plan or draft Mobility Plan.

For those projects that originate from other sources, such as the draft Mobility Plan, further details may be found within the source plan document. The utility undergrounding project is included in the list of key projects, however, was not included in the prioritization as CRA funds have already been allocated and approved by the CRA Board.

Parking Garage (Marler Street)



Description

Per the Mobility Plan, this would be a 350 space parking deck on Marler Street at Mountain Drive and Harbor Boulevard. The proposed parking garage would not utilize the entire lot, creating an opportunity for additional uses of the site.

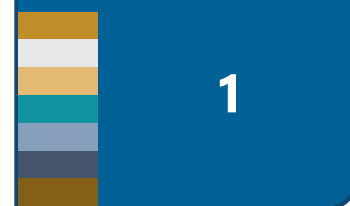
Cost Estimate

\$20,799,450

Source

Mobility Plan

Priority



Reference

Comp Plan Policies 1-3.3.4(3); 2-1.3.17; 2-1.3.19

Completion of the Cross Town Connector



Description

Harbor CRA includes the following portions of the Cross Town Connector:

- CC-1: Stahlman Avenue from Harbor Boulevard to Mountain Drive (add buffer, street trees, widen sidewalk (east side))
- CC-2: Stahlman Avenue from Mountain Drive to Azalea Drive (reconstruct with parking (west side), buffer and street trees (east side), multi-use path)
- CC-3: Azalea Drive from Stahlman Avenue to Benning Drive (reconstruct with street trees, lighting, multi-use path)
- CC-4: Azalea Drive Extension from Benning Drive to Beach Drive (new segment of road with two lanes, buffer, multi-use path)

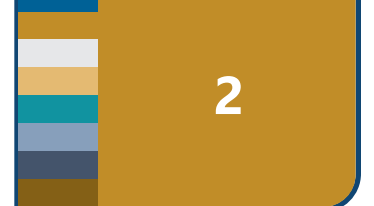
Cost Estimate

\$20,962,989

Source

Mobility Plan

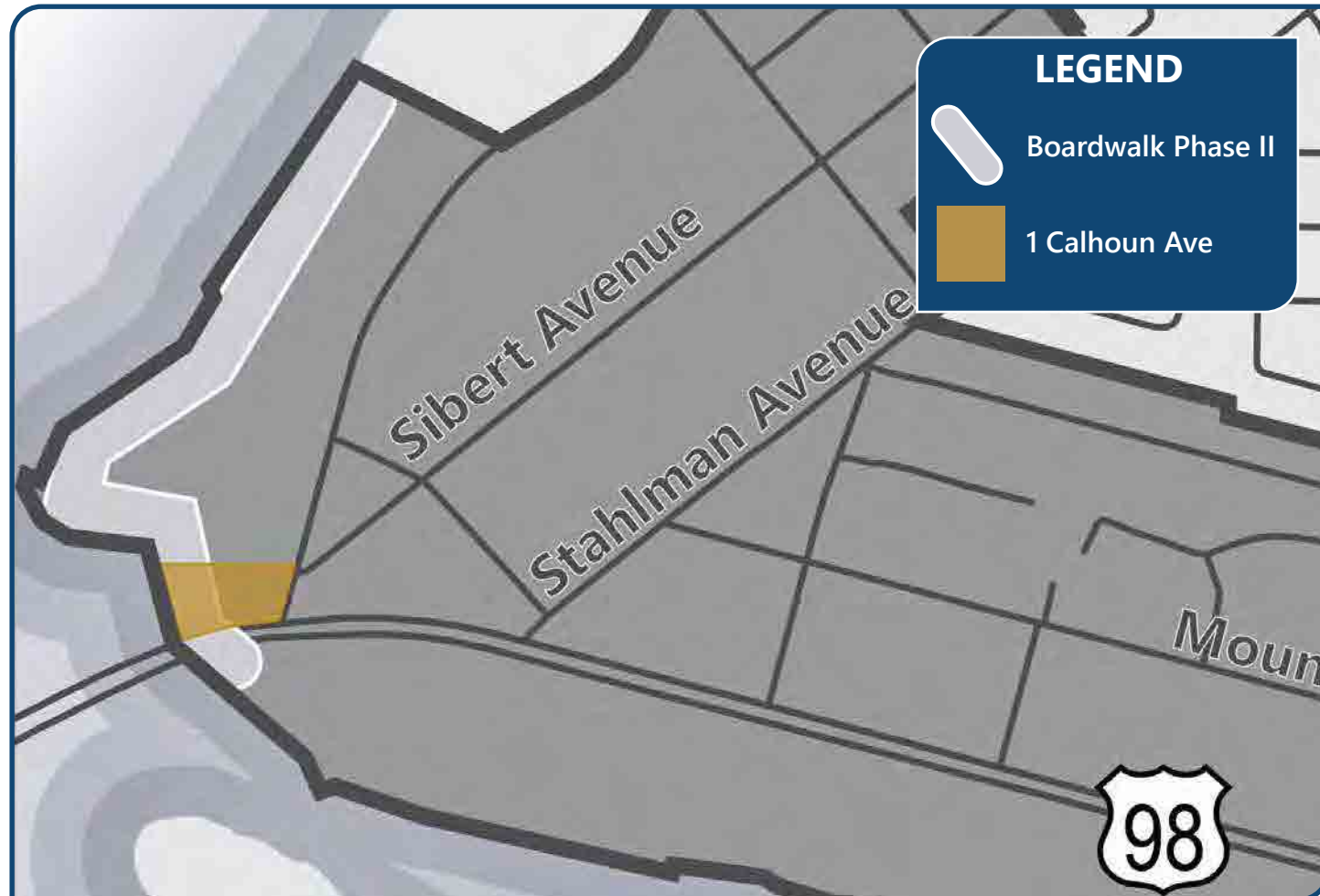
Priority



Reference

Comp Plan Policy 2-1.1.3

Land Acquisition and Design related to Harbor Boardwalk Phase II (under Marler Bridge)



LEGEND

- Boardwalk Phase II
- 1 Calhoun Ave

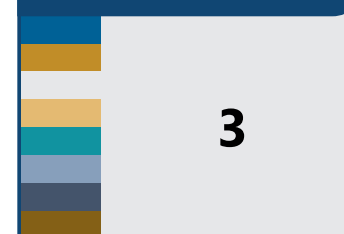
Description

The extension of Harbor Boardwalk to the west and north, under Marler Bridge to Clement Taylor Park, which is the northern of the two parks off of Calhoun Ave. This project includes acquisition of 1 Calhoun Avenue, which will improve access to the Harbor Boardwalk and enable the Phase II extension.

Cost Estimate

\$14,850,000

Priority



Source

Provided by City
(Finance and Engineering)

Reference

Comp Plan Policy
1-3.3.4(4)

Sidewalk/Bike Lane Improvements



LEGEND

- Bike Lane
- Sidewalk

Description

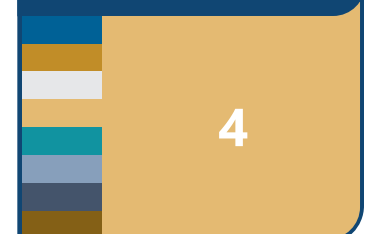
Harbor CRA includes the following sidewalk and bike lane improvement projects:

- SW-1: Sibert Avenue Sidewalk
- SW-2: Sibert Avenue Sidewalk
- SW-4: Zerbe Street Sidewalk
- SW-11: Mountain Drive Sidewalk
- BL-1: Sibert Avenue Bicycle Lanes
- BL-2: Forest Street Bicycle Lanes
- BL-3: Stahlman Avenue Bicycle Lanes
- BL-4: Beach Drive Bicycle Lanes

Cost Estimate

\$1,826,361

Priority



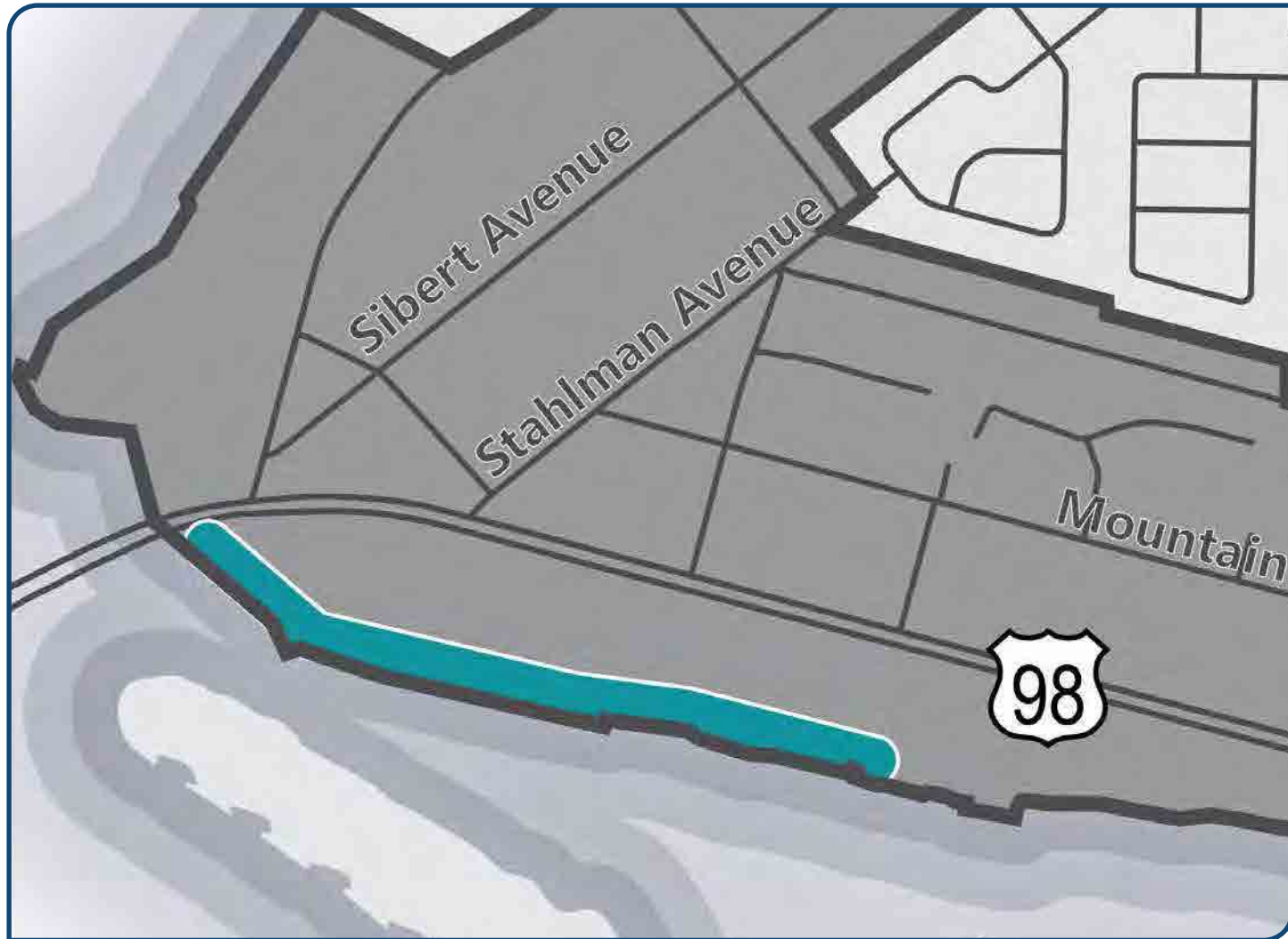
Source

Mobility Plan

Reference

Comp Plan Map
2-2; Pathways Plan

Harbor Boardwalk Safety Improvements



Description

Safety improvements for the boardwalk include emergency egress ladders and life rings every 175 feet, plus railing.

Cost Estimate

\$225,261

Priority



Source

FDOT & Unified Facilities Criteria

Reference

Comp Plan Policy 1-3.3.4(4)

Parking Deck (Zerbe Street)



Description

Per the Mobility Plan, this would be a 625 space parking deck on Zerbe Street at Sibert Avenue.

Cost Estimate

\$37,141,875

Priority



Source

Mobility Plan

Reference

Comp Plan Policies 1-3.3.4(3); 2-1.3.17; 2-1.3.19

Harbor Boardwalk East Extension



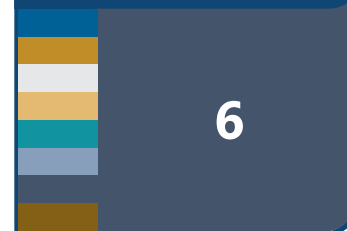
Description

Per the LDC, as each property is developed/redeveloped in the SHMU zoning district, the developer must construct their portion of the Harbor Boardwalk and provide a pedestrian easement to the boardwalk. This ends between 646 and 654 Harbor Blvd.

Cost Estimate

N/A

Priority



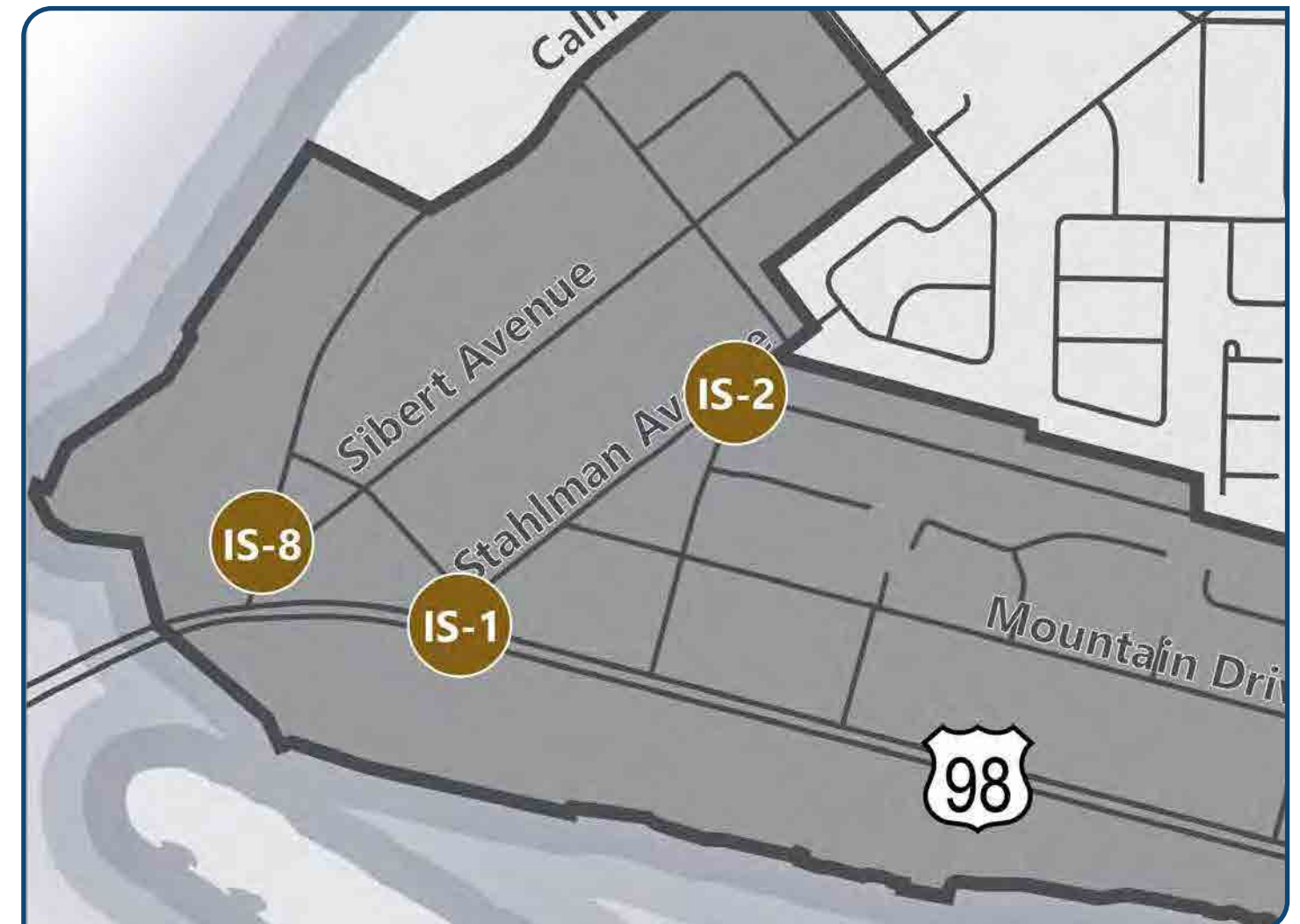
Source

LDC Section
8.09.03.A.9

Reference

Comp Plan Policy
1-3.3.4(4)

Intersection Improvements



Description

- Harbor CRA includes the following intersection improvement projects:
- IS-1: Stahlman Avenue at Harbor Boulevard & Zerbe Street (add pedestrian refuge, increase visibility, reduce curb cuts, extend central medians)
 - IS-2: Stahlman Avenue at Azalea Drive (close Palmetto Street at intersection, add crosswalks, move Azalea Dr stop line up to Stahlman Ave)
 - IS-8: Calhoun Avenue at Sibert Avenue (enhance multimodal access between public parking and planned boardwalk under the bridge)

Cost Estimate

\$278,386

Priority



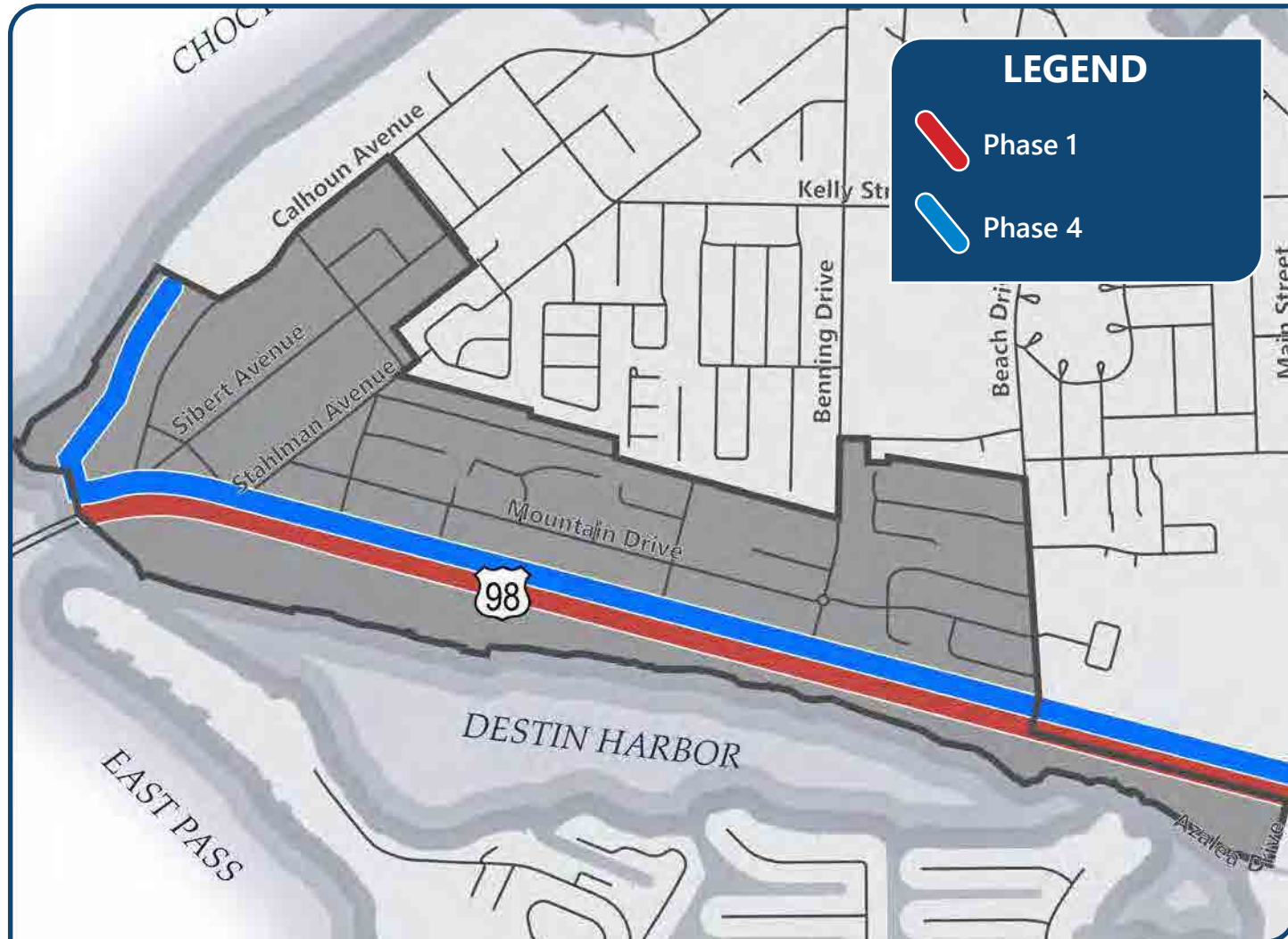
Source

Mobility Plan

Reference

Comp Plan Policy
1-3.3.4(5)

Utility Undergrounding



LEGEND

- █ Phase 1
- █ Phase 4

Description

In partnership with Florida Power and Light, the City has initiated the project of undergrounding all utilities in the City beginning with the most high-priority areas. The project will be completed in seven phases.

Cost Estimate

\$4,500,000

Source

City Finance Department

Reference

Comp Plan Policy 1-1.7.3

IMPLEMENTATION

TOP PUBLIC IMPROVEMENTS

The subsections below further expand upon the top three ranked priorities for the Harbor CRA district and outline implementation steps. While these projects may not be entirely implemented with CRA revenue, or implemented in the recommended order, it should be noted that the Advisory Committee viewed these public projects as key catalysts of improvement for the Harbor District.

Marler Street Parking Garage

Ineffective quantity and layout of public parking in the Harbor district has long been a known issue. This project would supply a 350-space parking garage at the Marler Street public parking lot at the corner of Highway 98 and Marler Street. By constructing this large addition of public parking, the second through fifth blight factors would be reduced, as a key part of the parking issue in the Harbor district is related to the commercial properties on the Harbor. Many of these businesses have a high parking demand, and also have existing nonconforming parking lot layouts and space counts. This issue, paired with lack of public parking and accessibility to these businesses, create unsafe conditions for both vehicles and pedestrians. Additionally, this project is sourced from the draft Mobility Plan, and therefore there are multiple revenue sources that may be used to fund design and construction.

Cross Town Connector

The completion of the Cross Town Connector (CTC) is an integral part of addressing the first and third factors of blight - defective or inadequate street layout and unsafe conditions. The primary east-west corridor traveling throughout Destin is Highway 98. As a result, this is the main stream for thru-traffic traveling to the cities on either side of Destin, tourists traveling to the main tourist destinations located along the water, and also local traffic traveling between points within the City limits. The CTC will provide a secondary east-west corridor with consistent transitions for vehicles, bicyclists, and pedestrians. This will remove some traffic from Highway 98 and help reduce vehicle congestion and points of conflict between vehicles and non-vehicles. Similar to the Marler Street Parking Garage, this project is sourced from the draft Mobility Plan. As such multiple revenue sources are available to fund construction.

Land Acquisition and Design Related to Harbor Boardwalk Phase II

The acquisition of 1 Calhoun Avenue, and design and construction costs related to Harbor Boardwalk Phase II assist in addressing the second and sixth factors of blight by extending the boardwalk through



contiguous properties to the west, and providing an alternate opportunity for pedestrians to access all properties along the Harbor without needing to park directly at one specific property. As identified in the Opportunities & Issues section above, accessing the Harbor Boardwalk is one of the key challenges of the Harbor district. By increasing the length of the Boardwalk and adding access points in lower traffic areas further away from Highway 98, this issue may be adequately addressed through this project. While there is no specific plan at this time for the land recently acquired at 1 Calhoun Avenue, there are several public uses that may be appropriate for this site, such as a gateway park to the Boardwalk, or other accessory uses.

Due to the estimated costs of all three key projects and the revenue projections for the Harbor CRA, it is unlikely that the revenue funds by themselves will provide the opportunity for the City to complete many more of the identified key projects in its priority list. However, it is worth noting that some of the remaining unfunded projects are included in the draft Mobility Plan, providing an alternate source of funding for those projects (a proposed Mobility Fee to be considered by the City in 2024). Additionally, there may be other opportunities such as grants available to pursue all or partial funding for the remaining projects, such as the safety improvements for the Harbor Boardwalk. Finally, it is important to keep in mind that the CRA revenue coming into the City may increase beyond the projected rates due to successful development projects. For these reasons, all projects should be kept for consideration over the duration of the Harbor CRA.

ANNUAL REVIEW

The City, in participation with the Harbor CRA Advisory Committee and CRA Board, shall conduct an annual review of the status of the Harbor CRA. The review shall include at a minimum a review of incoming CRA revenue, use of CRA revenue for public infrastructure, public/private partnerships, changes to the City's Comprehensive Plan and Land Development Code that may impact the CRA Plan, and updates to all applicable Florida Statute sections concerning CRAs and CRA Plan content.

NON-CRA PLANNING OR REGULATORY COMPLEMENTARY PROJECTS

There are other City projects currently in progress which will support the City's goals and objectives for the Harbor

CRA. Some of these projects, such as the Mobility Plan can supplement CRA funding for transportation related projects. Other projects, such as the update of the Land Development Code, will support the Harbor District by strengthening the regulatory framework for project types and zoning districts within the CRA. The following includes ongoing City projects that could aid the success of the CRA Plan:

- **Citywide Mobility Plan and Fee**

The Mobility Plan includes more than 60 transportation improvements that include projects such as sidewalk and bike path connections, intersection improvements, and new road construction. The estimated cost of the complete list of projects is approximately \$150 million. The projects identified within the Harbor CRA district boundary are listed in the updated CRA Plan, and therefore both proposed mobility fee dollars and CRA revenue collected may be utilized for construction costs. The anticipated adoption of the Mobility Plan and proposed fee is in 2024.

- **Land Development Code Update**

The Land Development Code (LDC) is in the process of being updated to adequately implement all development related policies in the Comprehensive Plan. This includes all policies related to the Harbor CRA and zoning districts in the Harbor CRA boundaries. Aside from this update being a major improvement for the City, and users of the Code, this will also strengthen the regulatory framework for all future development in the Harbor CRA District. The anticipated completion of the LDC update is in 2024.

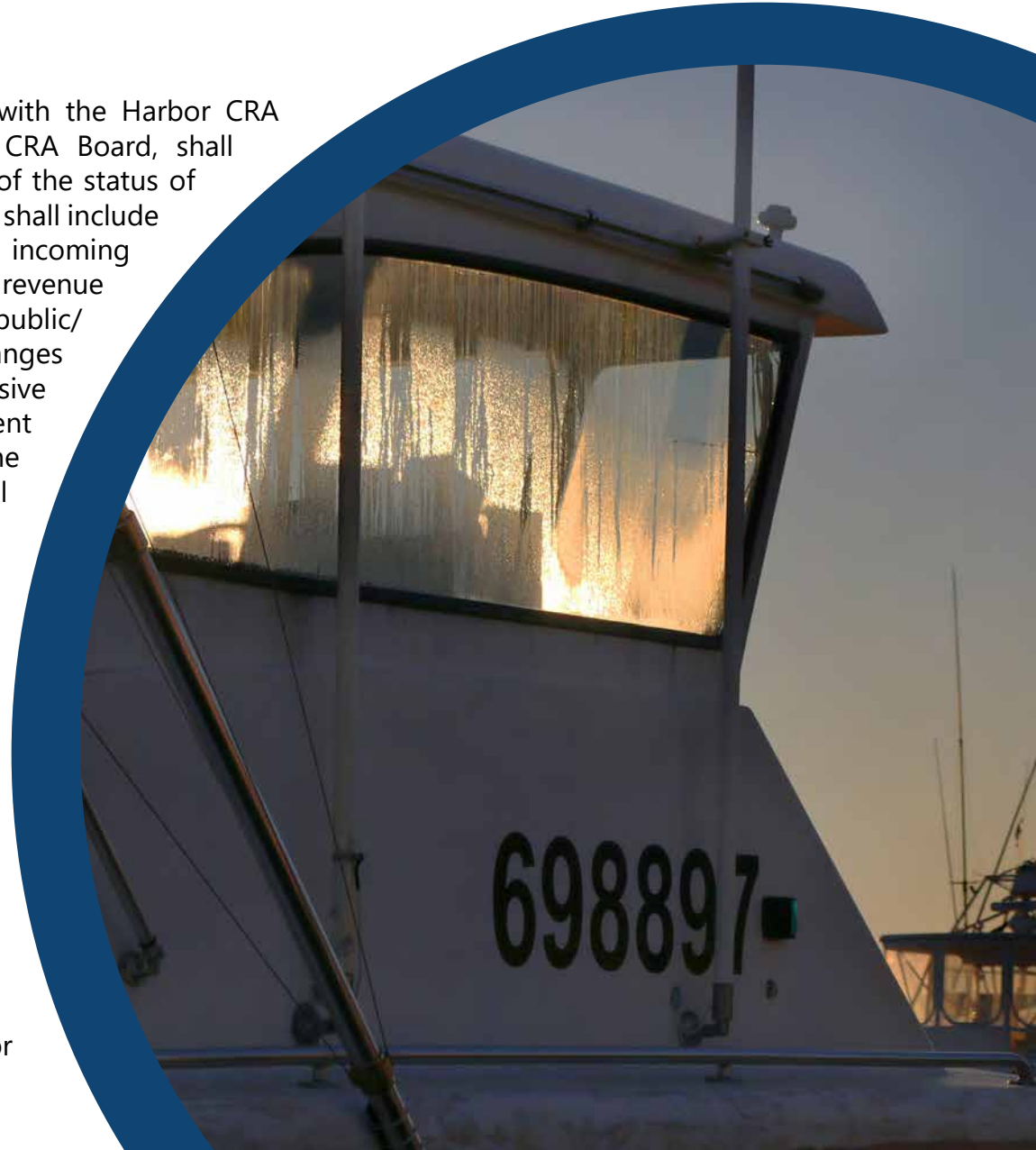
- **Town Center CRA Plan Update**

The Town Center CRA Plan is currently being updated as well. Similar to the Harbor Plan, this update includes refreshed financial forecasts, updated key projects and prioritization, and an overall strategic plan to guide future development. This is significant to the Harbor CRA as the two districts share the boundary of Beach Drive, and the Harbor district encompasses land directly south of the Town Center CRA district as well. As such, improvements implemented in the Town Center CRA may have impacts on the Harbor CRA as well.

MANAGEMENT PLAN

Implementation of the Plan will require both human and financial resources. The City must assess its person-power needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review. Two key areas are highlighted for work under the management plan:

1. Responsibility for project administration.
2. Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.



MARKETING AND PROMOTION

The effectiveness of the Plan will largely depend on the perception of the Plan by the public, prospective developers, and financial backers. Colorful illustrative materials are necessary throughout plan implementation, such as informational materials for CRA projects which include project renderings and illustrations. A strong citizen involvement and public information program can only aid in the success of the entire plan. The Harbor CRA should utilize the City social media websites to advertise and promote progress of projects within the Harbor district, as well as involve the community in the development of the district by sponsoring programs and events to keep locals and tourists involved.

FINANCIAL INCENTIVES, GRANTS AND LOANS

Financial incentives may be considered to stimulate the location of new/expanding business opportunities. These would include:

1. Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible.
2. Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, etc.
3. Grants and loans to businesses/property owners.

The City may offer, through the Harbor CRA, restricted matching grants and low-interest loans to owners of business property in the Harbor CRA district. The purpose of this financial aid is to encourage frontage improvements and major economic development projects. The basic concepts are outlined as follows:

- **Grants:** Exterior beautification of private property is the initial purpose of a grant program, which would provide funds only if they are available. The focus is on frontage improvements, especially landscaping on private property facing and along the public rights-of-way. A grant would not exceed 50% of the approved project cost, with the property owner paying the remainder (50% or more) of the cost. The maximum amount of a grant will depend upon a determined formula. Grant applications would be evaluated and prioritized. Highest ranking applications would be funded first.
- **Loans:** Economic development is the purpose of the loan program, which would make low-interest loans only to the extent that funds are available for that purpose. Initially, economic development loans may be made to businesses for projects meeting certain minimum criteria, e.g. the project must be approved by the Harbor CRA; the business must pay a significant portion of the project costs; the project must involve construction of a new building on vacant land; the new building must be for a new business or expansion of an existing business; and a significant number of new permanent full-time jobs must be created by the new business or expansion. Loan applications would be evaluated and prioritized, with highest ranking applications to be funded first – prioritization criteria may include such factors as: number of new jobs created and amount of value added to the tax base.





FINANCIAL PLAN

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

This section of the plan update provides an overview of Harbor CRA funds already encumbered from capital projects (completed or in progress), and forecasted annual revenue to be collected throughout the life cycle of the CRA. This money will become available to support or further the program framework generally described in this Plan. This section also describes the funding and financing arrangements that are the most prudent means to support redevelopment activities.

TAX INCREMENT REVENUE FORECASTS

Estimates of prospective tax increment revenue to be generated in the Harbor CRA district, were completed by the City of Destin's Finance Director with support from the consultant team. The stream of prospective revenue is dependent on several factors, including the pace of development which occurs in the Harbor Redevelopment Area, the content of that development, its assessed and taxable value, the millage levied against the taxable base and the rate of appreciation in the existing tax base and the level of public intervention. Together, these many variables suggest a wide range of outcomes, all possible depending on the specific conditions imputed into the analysis. The following sections include both the encumbered revenue due to revenue already earmarked for projects within the CRA district, and forecasted revenue. It should be noted that the revenue forecasts

FUNDING EXAMPLES


- The City
- Non-ad valorem assessments
- Florida Department of Transportation (FDOT)
- Florida Department of Economic Opportunity (DEO)
- Northwest Florida Water Management District
- Florida Department of Environmental Protection
- Florida Department of Agriculture and Consumer Services
- Economic Development Administration

do not consider any future potential development, and therefore the actual revenue amounts may be more or less than the amounts listed in the tables. As further explained in the Implementation Plan, these forecasts should be updated on an annual basis for a better understanding of the financial status of the Harbor CRA district.

ENCUMBERED REVENUE

The following table outlines the CRA funds already encumbered by previously issued revenue notes. The City issued a revenue note in 2009 for \$8 million. However, in 2010 the City refunded \$2 million due to a downturn in Harbor property values. The remaining balance assisted in the funding and construction of several capital improvements in the Harbor CRA District. Looking forward, the City will initiate a utility undergrounding project in 2024 and earmarked \$4.5 million dollars of Harbor CRA funds for this improvement to be paid over the remaining duration of the CRA. Additionally, the City in 2023 entered into a purchase agreement for the acquisition of 1 Calhoun Avenue, for a purchase price of \$9 million dollars (\$14.7 million with debt service), to be paid through 2043.


Table 5 - Harbor CRA Encumbered Revenue

 CITY OF DESTIN FLORIDA			
Harbor CRA Encumbered Revenue			
Year Initiated/Beginning Principal Balance	Projects	Annual Payments (avg)	Completion
2010/\$5,919,000	Mountain Drive roadway improvements, Melvin Street drainage, Harbor Boardwalk promenade, Marler Street Parking Lot, Harbor Boardwalk under Marler Bridge	\$480,000	2029
2024/\$4,500,000	Utility Undergrounding	\$346,154	2043
2024/\$14,764,636	Land Acquisition of 1 Calhoun Avenue	\$738,232	2043

FORECASTED REVENUE

The table below outlines the annual projected CRA revenue, operating budget, debt transfer and ending account balance for the Harbor CRA each year through the duration of the CRA. Based on the projections, the Harbor CRA is estimated to have approximately \$3.4 million in funds at the end of 2042. That remaining fund balance is allocated to Phase II Harbor Boardwalk construction in 2043, which zeroes the account balance by the expiration of the CRA in 2043. It is important to note that these numbers are estimates, and are subject to change depending on several variables including property values, new project commitments, refinancing opportunities, etc.

Table 6 - Harbor CRA Forecasted Revenue

 Harbor CRA Forecasted Revenue											
	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
CRA REVENUE	820,992	983,860	1,013,350	1,043,730	1,075,020	1,107,250	1,140,440	1,174,630	1,209,850	1,246,130	1,283,490
OPERATING BUDGET	(121,761)	(9,100,000) ¹	(89,980)	(92,490)	(95,090)	(97,760)	(100,500)	(103,340)	(106,250)	(109,250)	(112,330)
TOTAL DEBT TRANSFER	(479,995)	7,878,933	(1,191,986)	(951,239)	(979,931)	(1,009,490)	(979,029)	(738,232)	(788,232)	(888,323)	(888,232)
TOTAL BALANCE	688,355	318,616	50,000	50,000	50,000	50,000	110,910	443,969	759,337	1,007,985	1,290,913
	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	
CRA REVENUE	1,321,970	1,361,610	1,402,440	1,444,490	1,487,810	1,532,420	1,578,370	1,625,700	1,674,450	1,724,660	
OPERATING BUDGET	(115,530)	(118,810)	(122,190)	(125,680)	(129,270)	(132,960)	(136,770)	(140,690)	(144,730)	(3,745,885) ²	
TOTAL DEBT TRANSFER	(938,232)	(988,232)	(1,038,232)	(1,138,232)	(1,188,232)	(1,188,232)	(1,238,232)	(1,238,232)	(1,238,232)	(1,338,232)	
TOTAL BALANCE	1,559,121	1,813,690	2,055,708	2,236,286	2,406,594	2,617,822	2,821,191	3,067,969	3,359,457	0	

¹ \$9,100,000 included in the FY 2024 operating budget for the purchase of 1 Calhoun Avenue.

² \$3,596,995 included in the FY 2043 operating budget for the construction of Harbor Boardwalk Phase II project.

FUNDING SOURCES

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

- The City is an appropriate source of funds for redevelopment planning support through its staff and consultants. These costs could be recovered from the CRA.
- Non-ad valorem assessments could be developed and imposed to fund the construction and maintenance of specific public improvements and essential services. Non-ad valorem assessments can facilitate the underlying credit for issuance of bonds or other financial instruments for anticipated capital improvement programs. A substantial portion of the tax increment revenues can be earmarked to offset or buy down such special assessments.
- The Florida Department of Transportation (FDOT) has a number of programs that could contribute funding for redevelopment efforts involving state highways. These programs are administered through the Department's new grant management system Grant Application Process or "GAP".
- The Florida Department of Economic Opportunity (DEO) sponsors grant programs providing financial assistance to local governments through Community Services Block Grants (CSBG).
- The Northwest Florida Water Management District may provide technical assistance in the design of stormwater improvements.
- The Florida Department of Environmental Protection has a number of sources that may be used in the acquisition and development of recreation and open space facilities.
- The Florida Department of Agriculture and Consumer Services Urban and Community Forestry Matching Grant program offers financial support for tree planting and urban forestry programs.
- The Economic Development Administration of the U.S. Department of Commerce provides funding for public work works projects that create permanent jobs or construction jobs through the Grants and Loans for Public Works and Development Facilities Program through the Public Works Impact Projects Program.

Many of the sources listed also provide technical support for redevelopment initiatives. In addition to these State and Federal sources, there are also other City funding sources that may be utilized in conjunction with CRA funds, such as development impact fees, and the forthcoming mobility fee (anticipated adoption 2024).

APPLICATION OF SOURCES

Tax increment revenue by itself will be insufficient to fund or support the range of initiatives identified as project priorities in this Plan update. The projected revenues available point to the need to secure and to apply other sources of money(ies) if all program goals are to be achieved. The most likely scenario is a combination of increment and special assessments targeted to properties and structures most benefited by planned improvements. The use of funds unrelated to tax increment or assessments would be applied to projects or activities for which specific dollars may be available.

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

THE REDEVELOPMENT TRUST FUND

Once the Harbor Redevelopment Plan was adopted by resolution 03-07, the City of Destin established a Redevelopment Trust Fund through Ordinance 03-01. The trust fund receives all tax increment money, grants, gifts, or profits generated by redevelopment activities in the Harbor CRA.

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

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



LEGAL AND REGULATORY ISSUES

REDEVELOPMENT POWERS

The City of Destin Resolution 98-09 established the Destin Community Redevelopment Agency, pursuant to Section 163.356, Florida Statutes. The Community Redevelopment Agency is authorized to exercise all of the powers conferred by Section 163, Part III, Florida Statutes, which are necessary and convenient to carry out and effectuate the purposes of the Harbor Community Redevelopment Plan. The Community Redevelopment Agency appointed a Harbor CRA Advisory Committee through Resolution 03-14 to assist the Agency in evaluating redevelopment initiatives and carrying out redevelopment activities in the Harbor CRA.

DURATION OF THE PLAN

The redevelopment initiatives and work program described in the Harbor Community Redevelopment Plan funded through tax increment revenues must occur within 40 years after the fiscal year in which this plan is approved or adopted, which is the time certain for completing all redevelopment financed by increment revenues. The Harbor CRA Plan was originally adopted on June 2, 2003 through Resolution 03-07 for a period of 40 years. As the Harbor CRA Trust Fund was established through Ordinance 03-01-CRA on June 16, 2003, all redevelopment initiatives and projects financed by CRA revenue must be completed by June 16, 2043.

PLAN MODIFICATION

The Harbor Community Redevelopment Plan may be modified in a manner consistent with Florida Statutes 163.361. If the City of Destin Community Redevelopment Agency deems that the Harbor Community Redevelopment Plan be amended, it shall make a recommendation to the City Council. All future amendments shall follow the notice and public hearing requirements listed in Florida Statutes 163.361.



NIS if moderate- or low-income housing is present in a redevelopment area. As required by the Comprehensive Plan (Policies 3-1.1.1 – 3-1.1.3), the City is currently in the process of incorporating strategies into the Land Development Code which incentivize the development of moderate- and low-income housing units when a planned unit development is proposed. This strategy will support the City's overall goal of providing an adequate ratio of housing units for residents and workers that support the local economy. The City will coordinate with the State Departments of Health and Children and Family Services, the West Florida Regional Planning Council, and the Fort Walton Beach Housing Authority as well as other appropriate agencies to improve the overall affordable housing stock regionally, but specifically within the Harbor CRA.

The intent of the Harbor Community Redevelopment Plan centers on the revitalization of the tourist commercial area, enhancing the safety within the corridor and providing public access to the harbor. The redevelopment envisions substantial capital improvements relating to the right-of-way, harbor access, parking and recreational facilities. There is limited permanent residential use within the Redevelopment Area. The displacement of permanent residents is not foreseen; however, the City shall assist any person who is required to relocate from their property due to City acquisition of property for public purposes by locating other housing facilities available as replacement dwellings, as required by Comprehensive Plan Policy 3-1.7.2. The City shall assess the degree of displacement which may occur when planning future land acquisition and shall not be responsible for displacement because of county, state or federal actions. The CRA shall follow the relocation policies and procedures established by the Federal Department of Housing and Urban Development when Federal dollars are involved.

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

SEVERABILITY

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

SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

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

Issues concerning restrictions on any property acquired for redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure that all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment thereto. Throughout the redevelopment process for the Harbor CRA district, any restrictions or covenants shall run with the land regardless of transfer of ownership or private use for the period of time the City deems necessary.

RESIDENTIAL USE ELEMENT

As there are currently residential uses in the Harbor CRA district, but no moderate- or low- income housing units, an element of residential use is required per F.S. 163.362(8). Previously, a Neighborhood Impact Statement (NIS) was included in the CRA plan, however State regulations now only require an

COMPREHENSIVE PLAN CONSISTENCY

The 2024 Plan Update is determined to be consistent and comply with the City's adopted Comprehensive Plan, including the Future Land Use Map (FLUM), and the goals, objectives and policies of all the elements. Any amendments to the Comprehensive Plan which will impact the Harbor CRA Plan should result in an update to the Plan as well, consistent with Florida Statutes 163.361. A detailed table outlining the existing Comprehensive Plan policies directly related to the Harbor CRA and their implementation in the updated plan is included in the Appendix.

APPENDICES

APPENDIX A: LEGAL BOUNDARY DESCRIPTION OF CRA

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

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

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

APPENDIX B: FINDING OF NECESSITY REPORT (2003)

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

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

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

Predominance of defective or inadequate street layout

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

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

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

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

There is a documented parking deficiency in excess of 400 spaces. As a result, the City has observed that most visitors simply park where they can find space on private business property, whether they are patrons or not, and walk around the harbor area. The fact that there is no public parking visible from US

98 is an issue. Motorists that park their vehicles on the north side of US 98 must cross this busy corridor and/or parking lots with speeding motorists.

The observed traffic patterns during the busy tourist seasons in Destin, clearly, contributes much to circulation and to the safety conditions within the Harbor Redevelopment Area. Vehicular stacking remains a problem within the Harbor Redevelopment Area. This is especially true on the intersection of US 98 and Stahlman Avenue, near the East Pass Bridge. The stacking that occurs in this area is very problematic because of the aforementioned proximity to the bridge. The East Pass Bridge serves as the major conduit for commuters between the Destin area and the Fort Walton Beach area. The abrupt start and stop motion, typically present in a stacking situation, can easily lead to numerous vehicular accidents.

Faulty layout in relation to size, adequacy, accessibility, and usefulness

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

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

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

Unsanitary or unsafe conditions

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

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

Deterioration of site or other improvements

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

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

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

Inadequate and outdated building patterns.

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

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

- Planned intensity relative to the size and adequacy of platted lots
- Absence or deterioration of infrastructure
- Poor connectivity among neighborhoods prompting the use of regional arterials for local travel
- No sidewalks
- No designed public spaces
- Unrestricted and divided ingress and egress among numerous commercial properties
- Commercial intrusion into residential areas stemming from inadequate lot depth, poor design controls, and the absence of transitional zones that preclude opportunities to insert buffering
- No view corridors

Diversity of ownership

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

APPENDIX C: COMPLETED PROJECTS INVENTORY (2023)

PLANNED PROJECTS IN H-CRA PLAN (2023)	PUBLIC PROJECTS IN H-CRA DISTRICT TO IMPLEMENT CRA PLAN (2008 – present)	COMPLETE (Y/N)
Roadway Projects		
US HWY 98	RRR remedial reconstruction and rehabilitation US Highway 98 from Marler Bridge to Airport Road	Y
	FDOT US Highway 98 East, landscaping project currently under construction; Marler bridge to Airport	N
	FDOT US Highway 98 East, lighting project added approximately 60 street lights; Marler bridge to Indian Bayou Trail	Y
Stahlman Avenue	None	
Mountain Drive	Mountain Drive Reconstruction - from Stahlman Avenue to Benning Drive, two lane roadway added 10 ft wide sidewalk to south side of road and provided stormwater facilities for the Mountain Drive watershed.	Y
Benning Drive	None	
New Secondary Streets	Destin Crosstown Connector (Azalea Drive Extension) - currently under design, add approximately 2000 linear feet of two lane divided roadway between Beach Drive to Benning Drive, 10 ft sidewalks on both sides of road and stormwater retention for the watershed	N
Pedestrian Sidewalks/Crosswalks		
Harbor Boulevard	Pedestrian crosswalk signalization at 116 Harbor Blvd	Y
	Pedestrian crosswalk signalization at 210 Harbor Blvd	Y
*Melvin Street	Pedestrian crosswalk signalization at Melvin St	Y
*Azalea Drive	Azalea Drive Sidewalk - added 10 ft wide sidewalks on North side of road from Stahlman Avenue to Snapper Drive and on South side of road from Snapper Drive to Benning Drive.	Y
	Harbor Place T/H Project - added 10 ft wide sidewalks on North side of Azalea Drive from Snapper Drive to Melvin Street on west side of Melvin St from Azalea Drive to Mountain Drive	Y
* Zerbe Street *Calhoun Avenue	Zerbe Calhoun Pedestrian Project - constructed approximately 2,000 linear feet of 10 ft wide sidewalk from intersection of Zerbe and Sibert St. west on Zerbe Street and North on Calhoun avenue to Clement Taylor Park	Y

PLANNED PROJECTS IN H-CRA PLAN (2023)	PUBLIC PROJECTS IN H-CRA DISTRICT TO IMPLEMENT CRA PLAN (2008 – present)	COMPLETE (Y/N)
Harbor Boardwalk	Harbor Boardwalk - constructed continuous boardwalk on north side of the harbor shoreline from 10 Harbor Blvd to 316 Harbor Blvd.	Y
Bayside Boardwalk Extension	None	
Stormwater and Utilities		
*Melvin Street	Provide storm water retention for the watershed between Harbor Boulevard and Mountain Drive	Y
*Utility Undergrounding	Utility undergrounding is in progress. US 98 will take place in Phase 1, the rest of district will take place in Phase 4.	N
*Stormwater Master Plan Update	Stormwater Master Plan was updated in 2021. There are two projects in the updated plan identified for the Harbor CRA district.	Y
Parking		
Marler Street Lot	Provides 147 parking spaces and multimodal transit stop	Y
Sibert Avenue Lot	Provides 42 parking spaces	Y
Open Space/Recreation		
Clement Taylor Park	Currently under design to provide 30 designated parking spaces and pavilion and demo/ reconstruct restrooms	N
*Capt. Leonard Destin Park	Added approximately 37 parking spaces	Y
*Capt. Royal Melvin Heritage Park	Currently under construction at restrooms and picnic areas also the gateway to the Harbor Boardwalk.	N
Visitor Center	None	

**Projects were not specifically identified in Harbor CRA Plan*

APPENDIX D: COMPREHENSIVE PLAN POLICY REVIEW

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
1-3.3.4	Harbor CRA Redevelopment, Infrastructure, and Design Enhancements. Continue implementation of the Harbor CRA plan, established in 2003 and encompassing 397 acres in the southwest portion of the City north of the Destin Harbor, including the following components:	The Harbor CRA Plan is being updated to continue the implementation of the original vision of the Harbor CRA district.
1-3.3.4(1)	Harbor Boulevard is a major gateway to the city. The City will work together with the private sector and the Florida Department of Transportation to pursue changes to Harbor Boulevard that would improve landscaping, appearance, multimodal safety and performance. Such enhancement shall include application of community appearance criteria that reinforce good principles of design as well as preserving unique characteristics and open space for scenic vistas. The gateway improvements shall also address the implementation of streetscape amenities, enhanced signage, and intersection improvements.	<p>FDOT has completed two major projects on Harbor Boulevard in the Harbor CRA district, which assisted in the implementation of this policy: (1) RRR remedial reconstruction and rehabilitation of Hwy 98 from Marler Bridge to Airport Road, and (2) the addition of approximately 60 streetlights between Marler Bridge and Airport Road. Additionally, landscaping of Hwy 98 between Marler Bridge and Airport Road is currently under construction.</p> <p>The Plan Update identifies multiple key projects that will positively impact the condition of Harbor Boulevard/ Highway 98: the acquisition of 1 Calhoun Avenue; intersection improvements at Stahlman Avenue/Harbor Boulevard/Zerbe Street; utility undergrounding along Harbor Boulevard. Additionally, there are several near-term strategies identified in the Update which would further implement this policy such as beautification, and crosswalk and wayfinding enhancements.</p>
1-3.3.4(2)	Develop the Capt. Royal Melvin Heritage Park and Plaza (Heritage Park). In 2008 the City acquired land for Heritage Park along the north side of Harbor that will provide sustainable public access to the Harbor waterfront. As of late 2009, a broad variety of planning,	Captain Royal Melvin Heritage Park was completed and opened in July of 2023. As a part of the strategic approach outlined in the Plan Update, a medium-term

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
	technical, design and engineering surveys and studies have been completed. As funds become available, Heritage Park should be completed to serve as a focal point and harbor front destination for pedestrian activity in the immediate vicinity.	strategy identified is a shared-use path from the Marler Lot to this park. This would provide a physical and visual connection for pedestrians from parking to the Harbor Boardwalk that is currently lacking.
1-3.3.4(3)	Continue land acquisition/construction of off-site parking facilities. Purchase or enter into joint public/private partnerships to acquire land for two or three public parking facilities on the north side of Harbor Blvd. Utilize land for surface level parking until development and economics justifies the cost effectiveness of structured parking. If opportunities arise in the interim, accept public parking spaces as part of private development projects.	The Plan Update includes two parking garages as key projects where the public lots at Marler Street and Zerbe Street are currently located. The parking garage at Marler Street was identified as the first priority for the HCRAAC. The proposed garage included in the Plan Update includes 350 spaces, and would not utilize the entire site, allowing for additional uses on the property.
1-3.3.4(4)	Continue implementation of the Harbor and Bay Boardwalks. A framework design plan has been completed for the boardwalk fronting the Harbor, extending under the Marler Bridge and extending to Clement Taylor Park. Phase I of the Harbor Boardwalk was completed in 2012. As private redevelopment occurs, construction of contiguous sections of the remaining Harbor Boardwalk and related components shall be completed in accordance with the adopted framework design plan. Related components include, but are not limited to, broad, pedestrian friendly north/south pedestrian connections to the Harbor Blvd. frontage and pedestrian system. The "boardwalk under the bridge" shall be completed by the City at such time as there are significant sections of Harbor Boardwalk completed on both the north and south sides of Harbor Blvd.	The Plan Update includes three key projects related to the Harbor Boardwalk: Land acquisition and design related to Harbor Boardwalk Phase II (under the bridge), Harbor Boardwalk safety improvements, and Harbor boardwalk east extension. Additionally, the strategic approach included in the Plan Update is primarily focused on helping visitors and locals access the Destin Harbor safely. Near-, medium- and long-term strategies are identified in support of this overall goal for the district.
1-3.3.4(5)	Continue to implement neighborhood and pedestrian enhancements. Neighborhood street, intersection, and drainage improvements shall be implemented per the Phase II Implementation Plan within the Harbor CRA. As private redevelopment progresses along Harbor Blvd., strongly consider implementation of enhanced, safe crossings which could be implemented through a combination of	Prior to the plan update, Pedestrian crosswalk signalizations were installed by FDOT at 116 Harbor Blvd., 210 Harbor Blvd, and Melvin St. In the Plan Update, completion of the Cross Town Connector throughout the district, bike lane

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
	overhead connections, traffic calming, improved lighting, and enhanced and/or controlled at-grade crosswalks. Cost of construction of such facilities should be shared by the private developer, the City, and the State.	and sidewalk improvements, and intersection improvements are identified as key projects. Additionally, the Plan Update recommends beautification and crosswalk enhancements specifically across Harbor Boulevard as near-term strategies the City may pursue.
1-3.3.5	Provide for Redevelopment Initiatives Through CRA Tax Increment Financing and Other Plan Implementation Initiatives. The success or failure of adopted Town Center and Harbor CRA Redevelopment Plans (collectively referred to as "Plans") hinges on the ability of the City to stimulate re-investment, to undertake public improvement projects, and to engender community support. The City has taken its first steps by identifying needs, evaluating alternatives, and preparing Plans to guide efforts for the next several decades. The City shall become the facilitator for the Plans' implementation. The City's responsibilities shall include serving as the catalyst for stimulating, marketing, and encouraging both public support and private participation as elaborated in the following Policies. As part of its responsibilities for maintaining and improving the CRA tax increment financing program, the City shall monitor CRA property values. These responsibilities shall include annual review, update, and evaluation of the effectiveness of the tax increment financing program including the timely processing of information by the City and County to ensure that the best interests of the City are carried forth.	The Plan Update includes sections regarding the successful implementation and financial planning. These sections include information on the required annual review, funding sources, financial incentives, etc.
1-3.3.5(1)	CRA Management Plan. The CRA shall assess CRA manpower needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review. The City shall commit resources to the two key areas of the management plan: (a) Responsibility for project administration (b) Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.	There is a section specifically for the City's management plan within the Implementation section of the Plan Update.

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
1-3.3.5(2)	Comprehensive CRA Funding Sources. The City shall commit resources to planning for the income and expenditures within the CRA as an integral part of CRA Redevelopment Plan implementation. The City shall manage the CRA financial plan and yearly budget estimates, project cost estimates and monitor progress in meeting proposed time frames. A variety of funding sources shall be considered, such as the following: (a) Tax increment trust fund, (b) Special assessments, (c) General obligation bonds, (d) Special revenue bonds, (e) Grants and loans to the CRA, (f) Public and private grants and loans using CDBG funds, Community Reinvestment Act funds, historic preservation funds, Small Business Administration loans, and small business facility rehabilitation loan programs, as well as other similar programs, (g) Fees and charges.	In addition to the annual review of CRA revenue, expenditures and key project statuses which is outlined in the Implementation Plan and detailed in the Financial Plan sections, the Plan Update includes a subsection within the Financial Plan that lists several funding sources available including those listed in the referenced policy.
1-3.3.5(3)	CRA Financial Incentives. Financial incentives may be considered as the Trust Fund gains dollars to stimulate location of new/expanding business opportunities. These alternatives shall include: (a) Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible. (b) Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, or other similar programs. (c) Grants and loans to businesses/property owners.	The Plan Update discusses financial incentives, grants and loans as a part of the Implementation section.
1-3.3.5(4)	CRA Marketing and Promotion. The effectiveness of the CRA Redevelopment Plan will largely depend on the perception of the plan by the public, prospective developers and financial backers. Colorful illustrative materials are necessary throughout plan implementation. A strong citizen involvement and public information program can only aid in the success of the entire plan. The CRA shall establish a community theme or slogan for use on City articles, or sponsor a contest for logo submittals, publish "CRA News" to residents/businesses to keep them informed, and prepare and manage an on-going "events program" to stimulate and maintain the public interest. Finally, utilize "success stories" as they develop to show that Destin is on the move.	There is a marketing and promotion portion of the Implementation section in the updated plan.

COMPREHENSIVE PLAN POLICY REVIEW		
POLICY NO.	POLICY DESCRIPTION	PLAN UPDATE IMPLEMENTATION
1-3.4.4	Initiate Public and Private Sector Partnerships. The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts, especially along the Harbor and in the Town Center CRA area.	Public and private partnerships are discussed in the Financial Incentives, Grants and Loans section of the Implementation Plan.
2-1.3.11	Create Safe Pedestrian and Cycling Roadway Crossings. The City shall create, safe crossings on Harbor Boulevard/Emerald Coast Parkway between the Marler Bridge and the eastern edge of the Town Center CRA, with particular emphasis on strengthening the connection between the Town Center and the Harbor. Crossings shall be evaluated and designed to provide maximum pedestrian visibility, safety, and convenience, consistent with all applicable standards, guidelines, and best current practices. The City shall coordinate with FDOT to ensure adequate crossings are planned and constructed along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility.	Prior to this Plan Update, three pedestrian crosswalk signalizations were installed on Highway 98/Harbor Blvd at 116 Harbor Blvd., 210 Harbor Blvd, and at Melvin St. Additionally, the Plan Update recommends further crosswalk enhancements at those crosswalk locations that reduce long waits and encourage the use of the public parking lots and crosswalks.
2-1.3.21	Prioritize Projects. As revenues become available from the Community Redevelopment Area (CRA) tax increments, the City shall prioritize projects that help support the goals of the MMTD.	Throughout the update process with the Harbor CRA Advisory Committee, the key projects were ranked and given a priority level which is included in the Plan Update. As a part of the annual review of the Plan, the City will review the project and priority status of identified key projects.

APPENDIX E - FLORIDA STATUTES CRA PLAN CONTENT REVIEW

FLORIDA STATUTES SECTION	REQUIREMENT	PLAN UPDATE IMPLEMENTATION
163.360.2.a	Conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Community Planning Act.	All applicable sections of the current Comprehensive Plan have been implemented. This is demonstrated through the "Comprehensive Plan Consistency" subsection, as well as the detailed policy review in the Appendix.
163.360.2.b	Be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community redevelopment area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.	The "Land Use Review" section outlines the existing zoning, land uses, densities and building requirements for the Harbor CRA district. All planned public improvements which may include land acquisition, demolition, redevelopment, and public projects proposed in the Harbor CRA are included in the "Key Projects" subsection.
163.360.2.c	Provide for the development of affordable housing in the area, or state the reasons for not addressing in the plan the development of affordable housing in the area. The county, municipality, or community redevelopment agency shall coordinate with each housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area.	The "Residential Use Element" of the Plan Update describes the current changes that are being incorporated into the Land Development Code supporting the development of affordable housing and discusses the coordination of local, regional and state agencies to increase the affordable housing stock in the area.
163.362.1	Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.	The Finding of Necessity Overview section of the Plan Update describes the reasons the Harbor CRA district was determined "blighted" and targeted for redevelopment in the City. A specific legal description of the district is included in the appendix.

FLORIDA STATUTES SECTION	REQUIREMENT	PLAN UPDATE IMPLEMENTATION
163.362.2.a	Show by diagram and in general terms the approximate amount of open space to be provided and the street layout.	The Land Use and Transportation Reviews describe the minimum amount of open space required for each zoning district within the Harbor CRA District, and the existing street layout. The Key Projects show all planned projects including new streets and open space.
163.362.2.b	Show by diagram and in general terms limitations on the type, size, height, number and proposed use of buildings.	The Land Use Review in the Plan Update describes the limitations on building type, size, height, number and use that are implemented through the Future Land Use Designations and zoning districts in the City's Comprehensive Plan and Land Development Code.
163.362.2.c	Show by diagram and in general terms the approximate number of dwelling units.	The Land Use Review in the Plan Update describes the number of existing dwelling units, as well as the limitations on building type, size, and density that are implemented through the Future Land Use Designations and zoning districts in the City's Comprehensive Plan and Land Development Code.
163.362.2.d	Show by diagram and in general terms such property as intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.	The Key projects section of the Plan Update describes all future public facilities planned for the CRA district. This includes public facilities, new streets, and all other public improvements planned at this time.
163.362.3	If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community	As there is currently no low or moderate income housing in the Harbor CRA district, the existing Neighborhood Impact Assessment was replaced with a Residential Use Element (163.362.8).

FLORIDA STATUTES SECTION	REQUIREMENT	PLAN UPDATE IMPLEMENTATION
	facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.	
163.362.4	Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.	A list of publicly funded key projects to be undertaken in the Harbor CRA district is included in the "Investment in the Harbor District" section of the Plan.
163.362.5	Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.	The Plan includes adequate safeguards through the Implementation Plan, Financial Plan and Safeguards, Controls, Restrictions or Covenants sections of the Plan Update.
163.362.6	Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.	This section is implemented through the Safeguards, Controls, Restrictions or Covenants section of the Plan Update.
163.362.7	Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.	The Residential Use Element includes language describing the City's policies on replacement housing due to redevelopment activity.
163.362.8	Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.	The Residential Use Element in the updated Plan includes the proposed changes to the Land Development Code which incentivizes the developer to include a percentage of affordable housing in new planned unit developments.
163.362.9	Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such	In the Financial Plan section, there are multiple tables which outline the encumbered revenue for the Harbor CRA, the projected revenue, operating budget, total debt transfer, and balance from FY 23 through the

FLORIDA STATUTES SECTION	REQUIREMENT	PLAN UPDATE IMPLEMENTATION
	indebtedness is to be repaid with increment revenues.	duration of the CRA (FY43). Additionally, each key project includes a planning cost estimate for the project.
163.362.10	Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.	The Plan Duration section of the updated plan states that all projects and redevelopment funded by CRA revenue shall be completed no later than June 16, 2043.

APPENDIX F - HARBOR REDEVELOPMENT INITIATIVES (2003)

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

REDEVELOPMENT OBJECTIVES

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

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

Objective 1 - Transportation and Pedestrian Safety

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

Objective 2 – Parking Improvements

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

Objective 3 – Harbor Access, Open Space and Recreation

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

Objective 4 – Urban Design and Infrastructure

The first impression of the "quality of life" in the Harbor Redevelopment Area is expressed through the overall visual characteristic of the Harbor Redevelopment Area's built environment. There are numerous

properties that limit the ability to redevelop in an orderly and integrated fashion due to their condition, size and orientation. The City, through redevelopment initiatives, shall encourage owners of private properties to improve their sites. Public rights-of-way and property shall be improved in order to create a sense of place for the Harbor Redevelopment Area while enhancing basic infrastructure, specifically sidewalks, stormwater and utilities.

Objective 5 – Funding, Financing, Management and Promotion

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

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

TRANSPORTATION AND PEDESTRIAN SAFETY REDEVELOPMENT INITIATIVES

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

Transportation and Pedestrian Safety Program Initiatives

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

Transportation and Pedestrian Safety Design Guidelines

The CRA shall establish design guidelines and/or standards that contain the following.

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

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

Transportation Enhancement Study

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

Access Management Program Initiatives

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

TRANSPORTATION AND PEDESTRIAN SAFETY CAPITAL IMPROVEMENT PROJECTS

Roadway Improvements

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

Multimodal Transportation Improvements

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

Pedestrian Sidewalks and Crosswalks

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

Evacuation Improvements

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

Parking Redevelopment Initiatives

Parking concerns addressed comprehensively will improve the function, appearance and safety of the

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

Parking Program Initiatives

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

Parking Study

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

PARKING CAPITAL IMPROVEMENTS

Parking Improvements

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

Harbor Access, Open Space, and Recreation

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

HARBOR ACCESS, OPEN SPACE AND RECREATION PROGRAM INITIATIVES

Recreational Programs and Special Events

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

Programs and Activities Supporting Commercial Access to the Harbor

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

Harbor Access, Open Space and Recreation Capital Improvements

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

Harbor Boardwalk

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

Other Water Access Improvements

The CRA shall consider other physical improvements that will advance access to the Harbor for not only the general public but the commercial industries dependent on the Destin Harbor for their livelihood. Such improvements will include marinas, boat ramps, fishing piers and supporting infrastructure such as parking and utilities.

Special Events Area

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

Other Open Space and Recreation Improvements

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

Urban Design and Infrastructure

The aesthetic or design framework of an urban area is a composite of its various visual and planning elements. Each of these elements may have a different visual character or use when perceived separately.

When viewed together, these discrete elements can determine the overall visual character or “image” of an urban area. The individual elements that help to define the character of an urban area may include major roadways, streetscape, public rights-of-way, buildings, landmarks, signage, greenspace, recreational areas, conservation areas and the edges of separate distinct areas.

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

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

URBAN DESIGN AND INFRASTRUCTURE PROGRAMS

Evaluation of the Urban Design Framework

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

Design Standards

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

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

Beautification Programs

Beautification programs such as Adopt-A- Median or Adopt-A-Right-of-Way can assist in the

implementation and maintenance of landscaped areas within the Redevelopment Area. City sponsored beautification will be provided through the implementation of streetscape and gateway improvements. The beautification program will also include the preservation and enhancement of existing open spaces and natural features within the Redevelopment area.

Incentives for Site and Structure Improvements

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

URBAN DESIGN AND INFRASTRUCTURE CAPITAL IMPROVEMENTS

Streetscape Improvements

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

Gateway/Signage/Wayfinding System

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

Stormwater and Utilities Improvements

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

General Strategy for Funding, Financing, Management, and Promotion Programs

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

Identification and Securing Equitable Funding and Financing Mechanisms

Identify and secure all feasible sources of funding to support the redevelopment initiatives described

in this Plan. Such mechanisms can include, but are not limited to, tax increment revenues, ad valorem revenue, non-ad valorem assessment revenue, taxable or non-taxable bonds, other public instruments, grants and public/private partnerships.

Property Assembly Program

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

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

Branding and Promotion

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

Comprehensive Plan, Land Use and Zoning Changes

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

Programs that Encourage Public-Private Partnerships

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

for its overall value and impacts.

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

PROGRAMS THAT MAINTAIN A SAFE AND CLEAN ENVIRONMENT

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

Community Policing

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

- Law enforcement officers will circulate throughout the Redevelopment Area on a regular basis to meet visitors, residents and business owners, listen to their security concerns and ask for their ideas to solve crime problems. Whenever possible, officers shall attend community meetings and special events.
- Periodically analyze the crime “blotter” to assess the numbers and types of law enforcement responses within the Redevelopment Area. This analysis can be used to identify problems and trends.
- Create a special patrol or “beat” for the Redevelopment Area to provide a stronger law enforcement presence, additional door checks, bicycle patrols and like alternatives.
- Develop innovative techniques to address special needs of visitors.
- Develop and implement Crime Prevention Through Environmental Design (CPTED) standards to correct any security problems related to site improvements such as lighting and vegetation. These standards can be printed and distributed throughout the Redevelopment Area. The CPTED standards can be developed as part of the design guidelines for the Redevelopment Area.

Code Enforcement

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

- The City can evaluate existing and proposed codes for the Redevelopment Area and develop a more focused code enforcement program in order to respond to the specific needs of this area.
- To accomplish these strategies the City will need to develop and refine a code enforcement

program and use code enforcement staff as required. The City in developing and enhancing the code enforcement program within the Redevelopment Area may use redevelopment funds.

Maintenance of Redevelopment Area Database

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

DESTIN MOBILITY PLAN

September 2024





ACKNOWLEDGEMENTS



The City of Destin would like to thank both staff and residents who dedicated their time and energy into creating a mobility plan that reflects our vision of "a family-oriented beach and fishing community where people want to live, work, and play and where visitors are welcomed to respectfully enjoy our community and its resources."

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Think ► Plan ► Do



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EXECUTIVE SUMMARY

The Mobility Plan is the City's transportation strategy that implements the Comprehensive Plan. Its purpose is to help ensure proper maintenance of transportation network capacity through 2050, identify and address safety issues, increase options for walking and biking, and establish an up-to-date mobility fee that supports implementation of the projects listed in this plan. The mobility fee will provide support for current development decisions, and help mitigate the impact of new development.

The Plan is presented in two parts. The first section lays out the projects and why they were selected for inclusion in the plan as well as providing prioritization scores and an implementation approach. The second section describes the existing and forecasted conditions that justify the need for these projects. It includes a population and employment forecast for 2050 and a summary of existing transportation conditions.

There are 67 mobility projects which include the Cross Town Connector, New Streets, Sidewalks, Bike Lanes, Multi-Use Paths, Intersection Enhancements, and Community Parking. The following map displays the projects that are recommended by this Plan.



MOBILITY PLAN | Mobility Projects

- Cross Town Connector
- New Streets
- Sidewalk
- Bike Lane
- Multi-Use Path
- # Intersection Enhancement
- # Community Parking



Chapter 1 Overview

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The intent of the Destin Mobility Plan is to ensure our transportation system meets the City's needs well into the future. The transportation projects described in this plan will provide additional capacity, enhance safety, and help make walking and bicycling safer and more convenient travel options for residents, workers, and visitors alike.

The mobility plan is the transportation strategy for implementing the City's Comprehensive Plan. Destin's goal for transportation, as described in the Comprehensive Plan, is to "maintain and continue to improve upon an efficient, high quality, multimodal transportation system that balances community circulation needs with regional travel demand."

The City intends to achieve its transportation goal and implement this plan through a mobility fee. The fee will provide funds for constructing the transportation improvements listed in this plan, which are needed to accommodate impacts created by development. As the Mobility Plan is implemented through the fee revenue it will promote more efficient, safe, and convenient mobility.

1.1 Transportation Projects

More than 60 transportation improvement projects are included in this plan. These projects will either provide a new transportation facility or improve the performance an existing facility. New facilities are intended to close gaps in the transportation network. For example, connecting the two existing ends of Mattie M. Kelly Boulevard will allow for another direct connection between Airport Road and U.S. 98. This type of project makes the system more resilient by providing alternative routes in the case of an emergency or disruption to another transportation facility, alleviating congestion on other transportation facilities, and supporting walking and bicycling as viable modes of transportation by providing more direct travel routes. Other projects included in this plan will help make the transportation system function better by improving a congested intersection or making parts of the network safer for all users. Together, these projects will help keep Destin moving well into the future.

1.2 Implementation Overview

Destin intends to implement the Mobility Plan through a new mobility fee. This would be a one-time charge levied by the City on new development to help pay for growth-related transportation infrastructure costs. The mobility fee would replace the transportation impact fee, last updated in 2009. The mobility fee will list the fee by land use and by district.



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DESTIN IN 2023



Population and Employment

Destin needs to improve its transportation system because it's a growing city. The current system is struggling to meet the demands placed on it. Between 2010 and 2020, Destin's population grew by more than 13%. The City also is an increasingly popular tourism destination. Destin needs to improve capacity, safety, parking options, and opportunities to bike and walk, even if it never adds another resident, tourist, or job. The City's growth makes the transportation needs even more pressing.

Mobility

Most roadways in Destin are hovering just above what City policy considers to be an acceptable level of service. A few segments of U.S. 98 are failing against the City's standard, but this is a state-maintained roadway and improvements must be made in close coordination with the Florida Department of Transportation (FDOT). All streets maintained by the City are above the level of service threshold, however, that may not last.

Most segments of U.S. 98 have seen traffic increase by more than 15% between 2017 and 2021. Many of the city-maintained collector roadways have seen traffic increase much faster. Traffic volumes on portions of Benning Drive, Kelly Street, Calhoun Avenue, Regatta Bay Boulevard, Matthew Boulevard, Scenic Highway 98, and Sibert Avenue have increased by more than 25%. While none of these facilities are failing the City's level of service standard, unabated growth in vehicular traffic volumes would eventually cause unacceptable levels of traffic congestion.

Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The stretch of U.S. 98 between Sibert Avenue and Palmetto Street has an especially pronounced concentration of crashes. The roadways that comprise the Cross Town Connector also stand out for crashes. This is likely a result of these roadways accommodating the most traffic, but more detailed safety analysis will be needed to understand why crashes are occurring at particular intersections or segments of roadway, and to target improvements accordingly. As a result, some of the intersection improvements listed in this plan call for a focused study before moving into design and construction of improvements.

DESTIN IN 2050



Population and Employment Forecast

Destin is expected to add more than 2,100 year-round residents and nearly 1,900 seasonal residents between 2020 and 2050. The Town Center Commons and Village planning areas are expected to receive about half of the population growth. Population growth is forecasted for six of its eight planning areas with only Airport and Henderson Beach not expected to add any population.

Employment is also expected to grow, with the City forecast to add more than 1,200 jobs between 2020 and 2050. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas. The Harbor and Town Center Commons areas are expected to be the focus of employment growth through 2050.

DESTIN IN 2050



Transportation Impact

Destin’s forecasted growth will drive future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. Each of these housing units can be expected to add several trips per day to the already strained transportation system. The additional travel generated by population and employment growth in 2050 would likely cause unacceptable conditions on many roadways in the absence of transportation improvements.

The projects in this plan are intended to accommodate this increased demand while maintaining a reasonable level of service. Among the options for improving the transportation network’s performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

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3.1 Big Picture

Destin's geography, with water on three sides, and lack of large tracts of undeveloped land mean that transportation improvements must focus primarily on enhancing the existing system. Building another large arterial roadway, such as U.S. 98, is not feasible. As a result, U.S. 98 will need to handle large traffic volumes and will likely have some degree of congestion well into the future.

But there are solutions. This plan provides a roadmap for meeting people's mobility needs by building a more connected street network that supports travel by a variety of modes, including walking and bicycling. Providing people with more route options and more mode choices is the best solution for a city with Destin's unique features that limit the options for substantially expanding roadway capacity.

The projects listed in this section focus primarily on two big picture objectives – providing greater network connectivity and enhancing safety. The network connectivity projects can be sorted into three buckets, which are the Cross Town Connector, new

streets, and pedestrian/bike improvements. The Cross Town Connector will provide an alternative to the congested U.S. 98 for east-west travel. The project will connect a series of roads running parallel to U.S. 98 with a more consistent streetscape and design, and close remaining gaps that prevent these streets from providing an alternative route option. The new streets and pedestrian/bike projects will help close network gaps, which will provide travelers with a wider set of route options and make it easier to walk and bike, giving people more choices other than driving, particularly for short trips.

The intersection enhancement projects are primarily focused on safety and congestion reduction. These projects are focused on improving intersections with known deficiencies. The recommended improvements are clear for some of these intersections. While others will require a more detailed study to select the best option for improving the intersection.

The final category of projects is community parking. These projects will help to provide convenient parking near popular destinations, such as the Harbor Boardwalk. This strategy can help alleviate traffic congestion by reducing the amount of driving people do



while searching for a parking space. Community parking lots or decks can also support redevelopment of land that is used to provide surface parking for local businesses. This is because a parking deck can provide more parking on less land, opening up valuable real estate for additional businesses, housing, parks, or other desired land uses.



Together, the set of projects help secure a better future for people that use Destin's transportation network. They will help reduce crashes, give people more travel options, and support the City's goals for land use and development. The following sections describe the projects in detail.



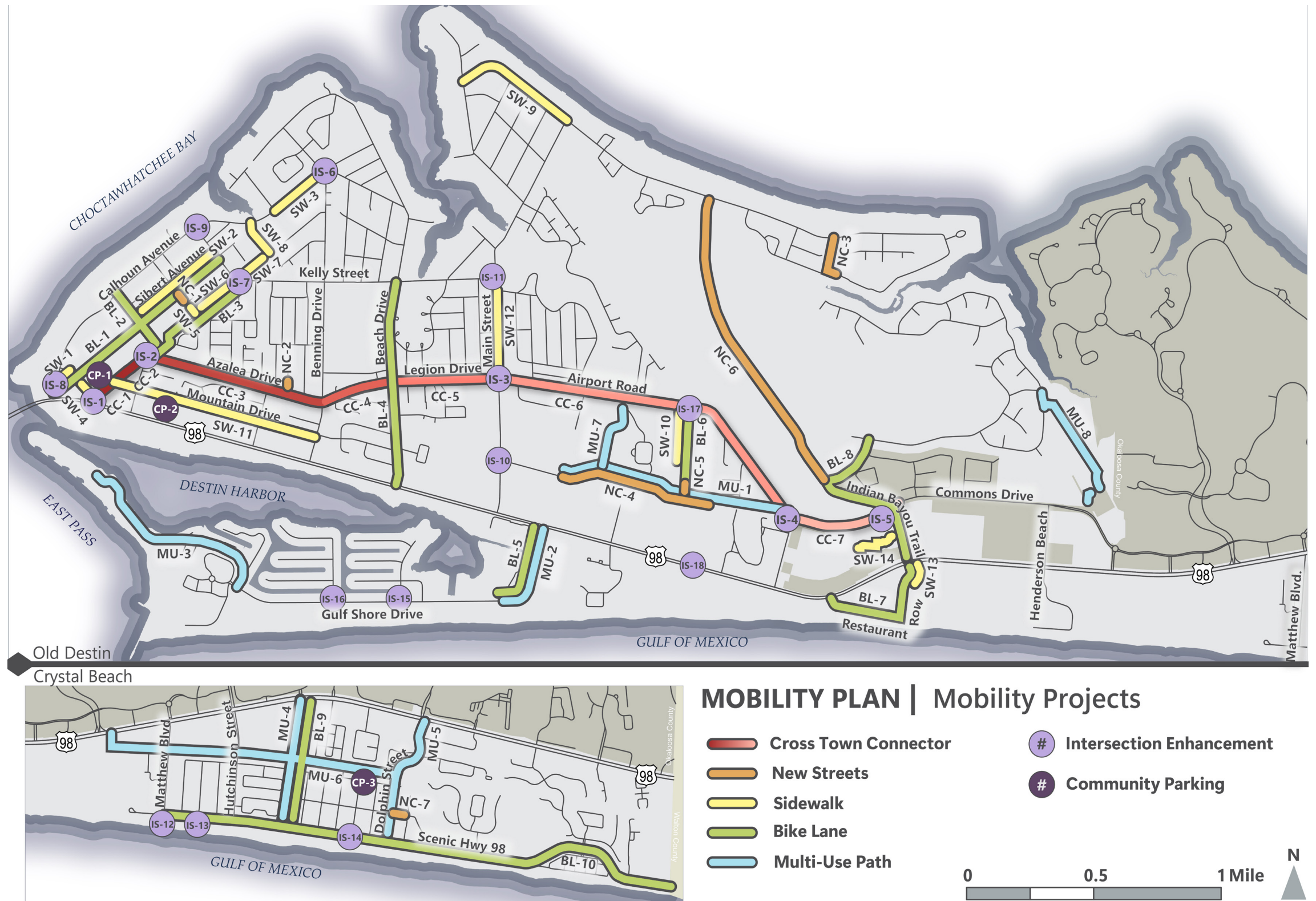
3.2 Project Descriptions

The Mobility Plan includes nearly 70 individual projects. The projects are displayed in the following map. The number of projects broken out by category is:

- **Cross Town Connector:** Seven projects are needed to complete this facility.
- **New Streets:** Seven of the projects would close a gap in the network with a new street.
- **Bicycle/Pedestrian:** Thirty-two of the projects would add a sidewalk, bicycle facility, or multi-use path to support more accessible and comfortable facilities.
- **Community Parking:** Three of the projects would add community parking solutions where there is a shortage of parking.
- **Intersection Enhancement:** Eighteen of the projects would enhance safety and performance at key intersections.

The projects span a wide range of complexity and cost. They include small segments of new sidewalk up to a new parking deck and a continuous parallel roadway providing relief from U.S. 98 (the Cross Town Connector).

Combined, the projects would cost approximately \$152 million dollars and their implementation will likely take a couple of decades or longer to complete. The pace at which these projects can be constructed will depend in part on the rate of development in Destin, since the mobility fee will provide funds needed to advance the projects. The prioritization method and results are described later in this section, after the project descriptions.



Destin's Network Connectivity Projects: Cross Town Connector

Destin Cross Town Connector Projects List

Name	ID	Location	Improvement	Phase
Stahlman Avenue	CC-1	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	2
Stahlman Avenue	CC-2	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	2
Azalea Drive	CC-3	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	3
Azalea Drive Extension	CC-4	Azalea Drive to Legion Drive	Add trees, lighting, and pedestrian amenities	1
Legion Drive	CC-5	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	2
Airport Road	CC-6	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	3
Commons Drive	CC-7	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	2

Destin's Network Connectivity Projects: New Streets

Destin New Street Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Pine Street	NC-1	Sibert Avenue to Blue Marlin Court	New local street (residential)	3	2
Sailfish Drive	NC-2	Azalea Drive to Sailfish Circle	New local street (residential)	3	3
Indian Bayou North Extension	NC-3	Current end of Indian Bayou North to Indian Trail	New local street (residential)	5	2
98 Palms Boulevard	NC-4	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	5	1
Mattie M. Kelly Boulevard	NC-5	From existing ends of northern and southern roadways	New minor collector	1	1
Sunchase Boulevard	NC-6	Indian Bayou Trail to Indian Trail	New minor collector	5	3
John Avenue	NC-7	Dolphin Street to Sunfish Street	New local street (residential)	1	2

Destin's Network Connectivity Projects: Bike/Pedestrian

Destin Sidewalk Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Sibert Avenue Sidewalk	SW-1	Calhoun Avenue to Zerbe Street	East side sidewalk	3	2
	SW-2	Forest Street to Kelly Street	East side sidewalk	3	2
	SW-3	Cross Street to Benning Avenue	East side sidewalk	3	3
Zerbe Street Sidewalk	SW-4	Sibert Avenue to Stahlman Avenue	South side sidewalks	1	2
Pine Street Sidewalk	SW-5	Blue Marlin Court to Stahlman Avenue	North side sidewalk	1	2
Stahlman Avenue Sidewalk	SW-6	Pine Street to Primrose Lane	Sidewalk	1	3
	SW-7	Kelly Street to Hickory Street	West side sidewalk	3	3
Hickory Street Sidewalk	SW-8	Stahlman Avenue to Sibert Avenue	South side sidewalk	1	2
Indian Trail Sidewalk	SW-9	Bayou Drive to Main Street	South side sidewalk	1	1
Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	Existing sidewalk to Airport Road	West side sidewalk	1	2
Mountain Drive Sidewalk	SW-11	Stahlman Avenue to roundabout	North side sidewalk	3	2
Main Street Sidewalk	SW-12	Legion Drive to Kell Aire Drive	East side sidewalk	1	2
Restaurant Row Sidewalk	SW-13	Public parking lot to U.S. 98	East side sidewalk	3	2
Town Hall Pedestrian Access	SW-14	Indian Bayou Tr to Destin City Hall	Sidewalk	1	2

Destin Bike Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Sibert Avenue Bicycle Lanes	BL-1	Calhoun Avenue to Kelly Street	Bicycle Lanes	5	2
Forest Street Bicycle Lanes	BL-2	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	5	3
Stahlman Avenue Bicycle Lanes	BL-3	Azalea Drive to Kelly Street	Bicycle lanes	1	3
Beach Drive Bicycle Lanes	BL-4	Harbor Boulevard to Kelly Street	Bicycle lanes	5	2

Gulf Shore Drive Bicycle Lanes	BL-5	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	3	2
Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	Existing end roadway to Airport Road	Bicycle lanes	3	3
Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	3	2
Indian Bayou Trail Bicycle Lanes	BL-8	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	1	2
Crystal Beach Drive Bicycle Lanes	BL-9	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	3	3
Scenic 98 (east) Bicycle Lanes	BL-10	Matthew Boulevard to Walton County Line	Bicycle Lanes	3	3

Destin Multi-use Path Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Powerline easement (west) Multi-use Path	MU-1	Main Street to Airport Road	Multi-use path	3	1
Gulf Shore Drive Multi-use Path	MU-2	Sandpiper Cove to Harbor Boulevard	West side multi-use path	3	2
	MU-3	Norriego Point to Durango Road	West/south side multi-use path	5	2
Crystal Beach Drive Multi-use Path	MU-4	Scenic 98 to Emerald Coast Parkway	East side multi-use path	5	3
Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	Scenic 98 to Emerald Coast Parkway	East side multi-use path	5	2
Powerline easement (east) Multi-use Path	MU-6	Emerald Coast Parkway to Dolphin Street	Multi-use path	5	2
West of Twin Lakes	MU-7	98 Palms Boulevard to Airport Road	Multi-use path	1	2
Indian Trail to Destin High School	MU-8	Indian Trail to Destin High School following the Indian Bayou	Multi-use path	3	2

Destin's Community Parking Projects

Destin Community Parking Projects List

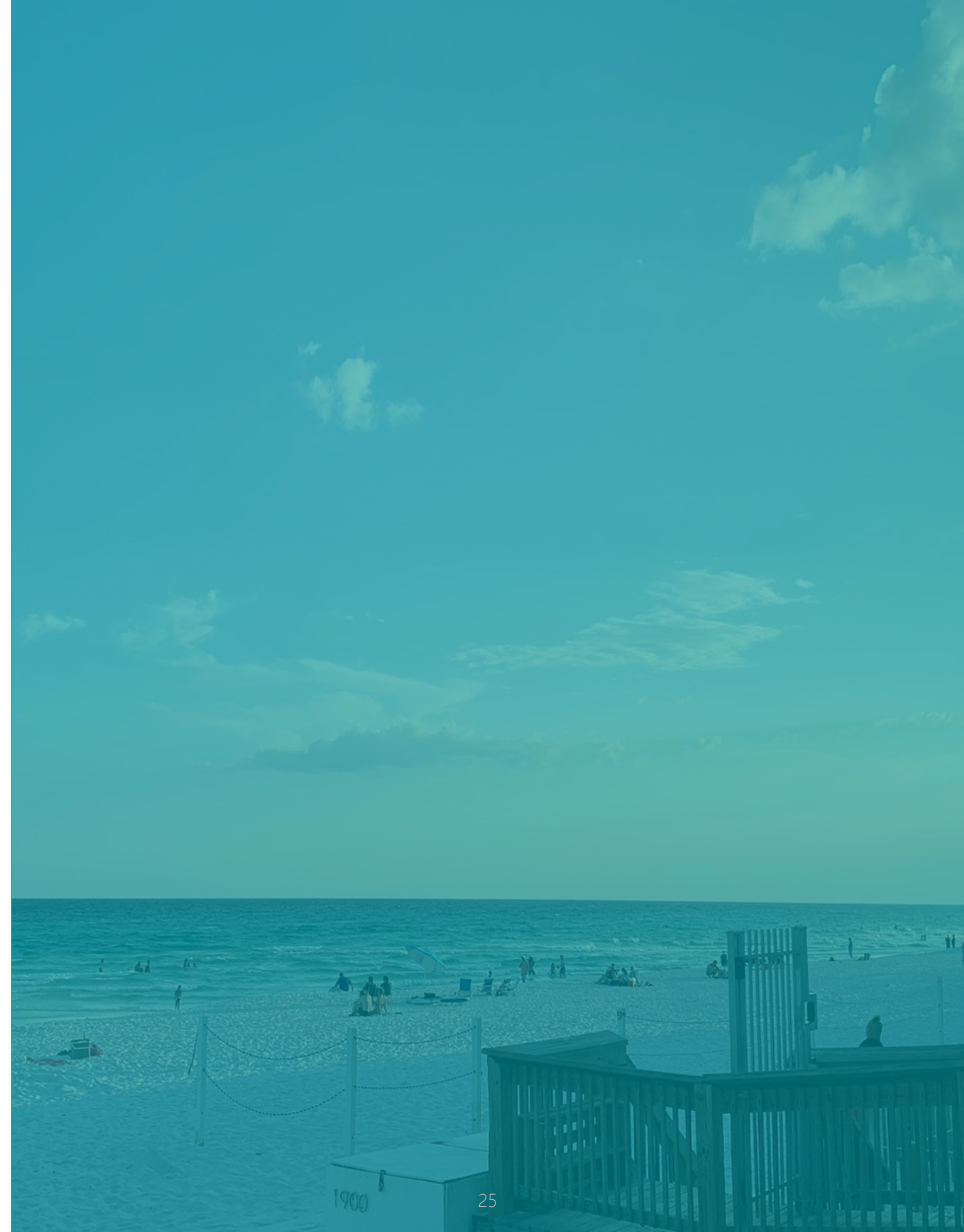
Name	ID	Location	Improvement	Benefit Score	Phase
Zerbe Street Public Parking Lot	CP-1	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	5	1
Marler Street Public Parking Lot	CP-2	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	5	2
Crystal Beach Parking Lot (FPL easement)	CP-3	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	1	3

Destin's Intersection Enhancement Projects

Destin Intersection Enhancement Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	Intersection with Zerbe Street and Harbor Boulevard	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	5	1
Stahlman Avenue at Azalea Drive	IS-2	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop line	3	2
Legion Drive/ Airport Road at Main Street	IS-3	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	5	2
Airport Road at Commons Drive	IS-4	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	5	2
Commons Drive at Indian Bayou Trail	IS-5	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	3	2
Benning Drive at Sibert Ave, 1st Street, and 4th Street	IS-6	Intersection with Sibert Avenue, 1st Street, and 4th Street	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	1	2

Stahlman Avenue at Kelly Street	IS-7	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	1	3
Calhoun Avenue at Sibert Ave	IS-8	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	1	1
Calhoun Avenue at Kelly St	IS-9	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	1	3
Main Street at 98 Palms Blvd	IS-10	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	3	3
Main Street at Kelly Street	IS-11	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	3	2
Scenic 98 East at Matthew Blvd	IS-12	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Shirah St	IS-13	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Pompano St	IS-14	Intersection with Pompano Street	Mid-block crossing links to beach access	1	3
Gulf Shore Drive at Moreno Point Rd	IS-15	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	3	3
Gulf Shore Drive at Norriego Rd	IS-16	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	1	3
Mattie M. Kelly Blvd at Airport Rd	IS-17	Intersection with Airport Rd	Signalization	3	3
Mattie M. Kelly Blvd at U.S. 98	IS-18	Intersection with U.S. 98	Signalization	5	3

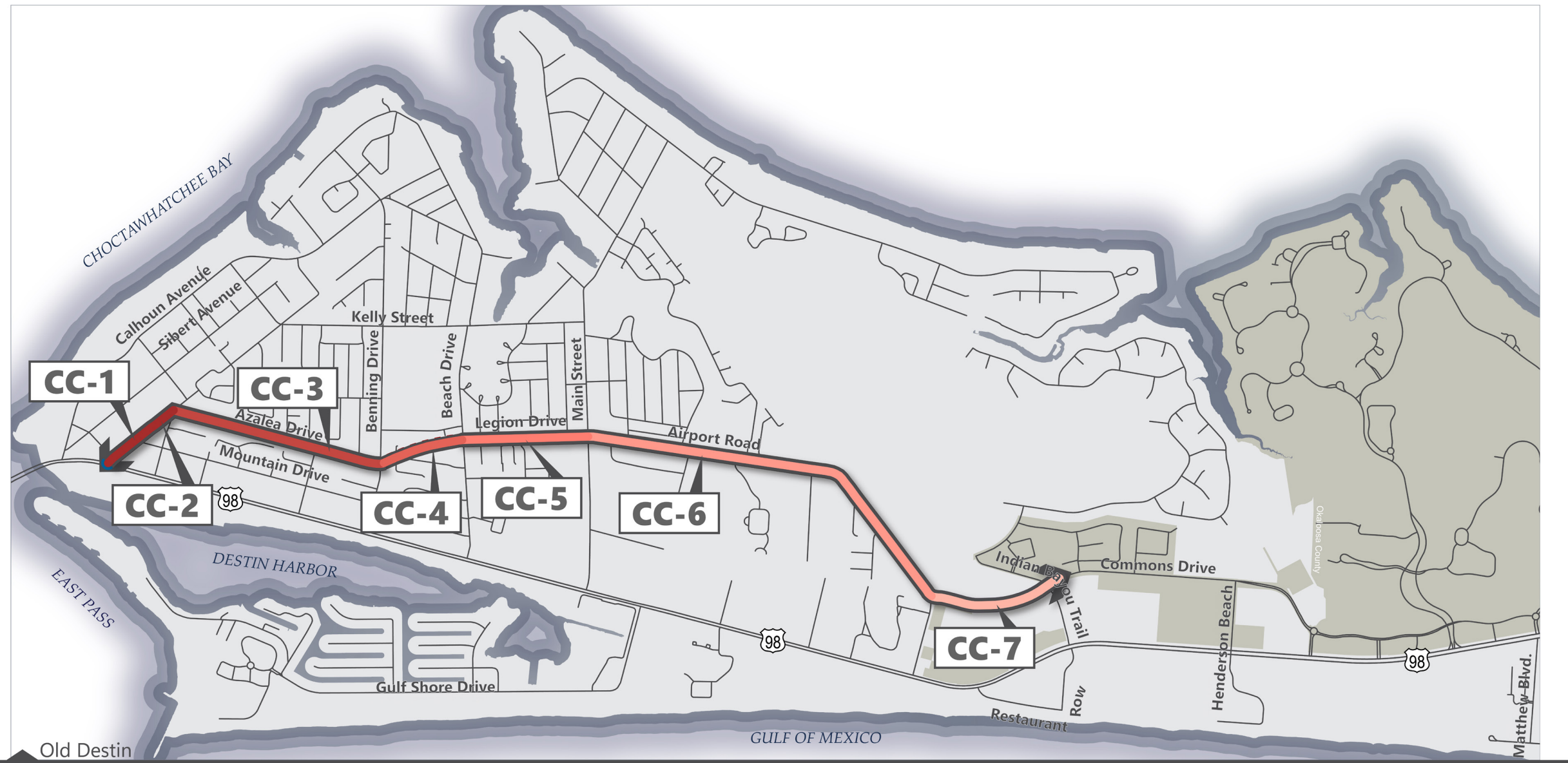


CROSS TOWN CONNECTOR

The Cross Town Connector is a vital component of the City's future transportation network. Both the City of Destin and the Okaloosa-Walton Transportation Planning Organization have identified a need to address congestion on U.S. 98. The Cross Town Connector project is intended to address that need by providing a parallel roadway that provides for east-west connectivity. Design and engineering work has started for the Cross Town Connector.

The project is proposed for implementation in seven phases, which are from west to east - Stahlman Avenue between Harbor Boulevard and Mountain Drive; Stahlman Avenue between Mountain Drive and Azalea Drive; Azalea Drive between Stahlman Avenue and Benning Drive; Azalea Drive Extension between Benning Drive and Beach Drive; Legion Drive between Beach Drive and Main Street; Airport Road between Main Street and Commons Drive; and Commons Drive between Airport Road and Indian Bayou Trail.

The Cross Town Connector would cost approximately 27.4 million dollars and upon completion will provide a seamless connection from the west end to east end of Destin. The projects will also improve the street so it has more consistent features, such as sidewalks and bicycle facilities.



MOBILITY PLAN | Cross Town Connector

- | | | | | |
|--|------------------------|--|---------------|------------------------|
| | Stahlman Avenue | | Legion Drive | Project
CC-# |
| | Azalea Drive | | Airport Road | |
| | Azalea Drive Extension | | Commons Drive | |



CC-1 Stahlman Avenue



Details

Project:
CC-1
Name:
Stahlman Avenue
Location:
Harbor Boulevard to Mountain Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$276,915

Priority

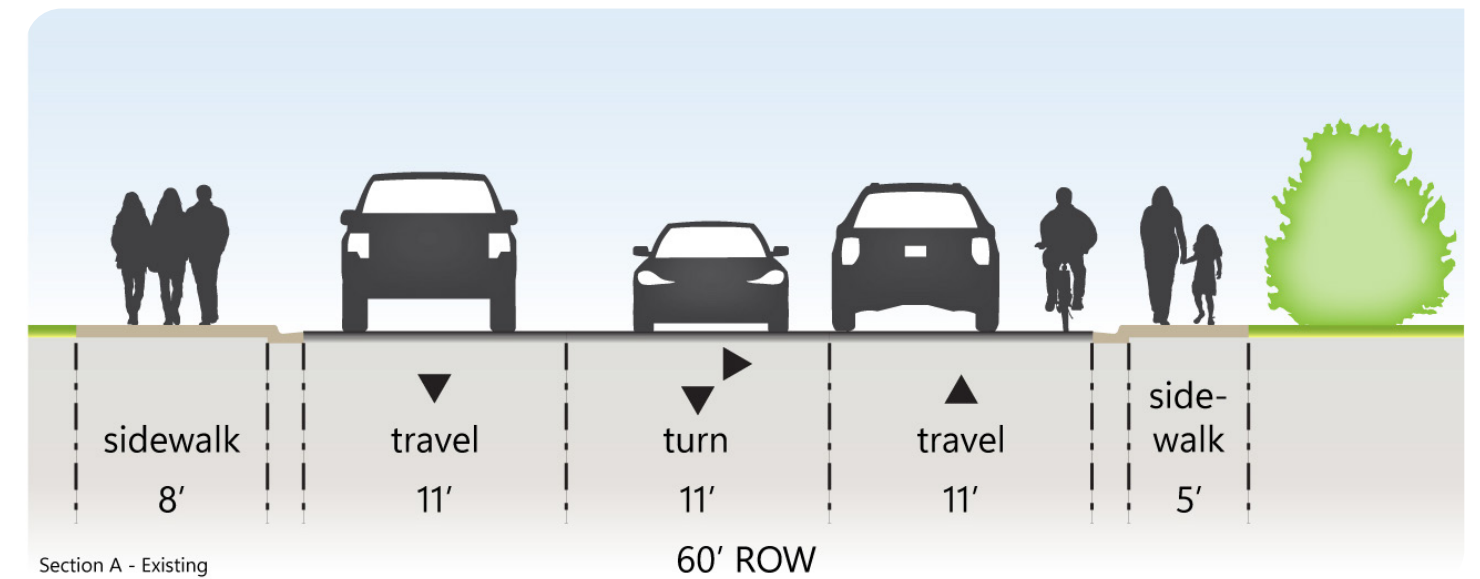
Phase:

2

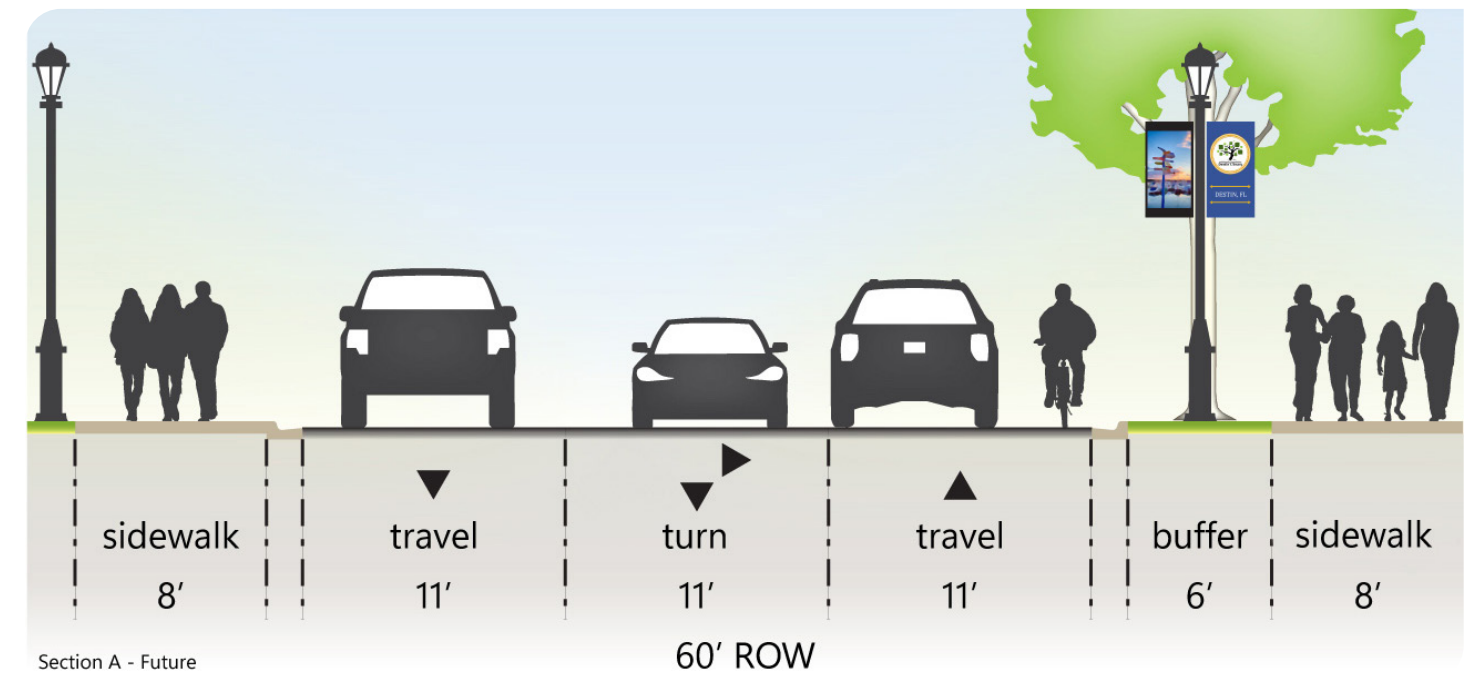
Improvements

- Reconstruct east side with buffer, street trees, and wider sidewalk
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-2 Stahlman Avenue



Details

Project:
CC-2
Name:
Stahlman Avenue
Location:
Mountain Drive to Azalea Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$2,327,859

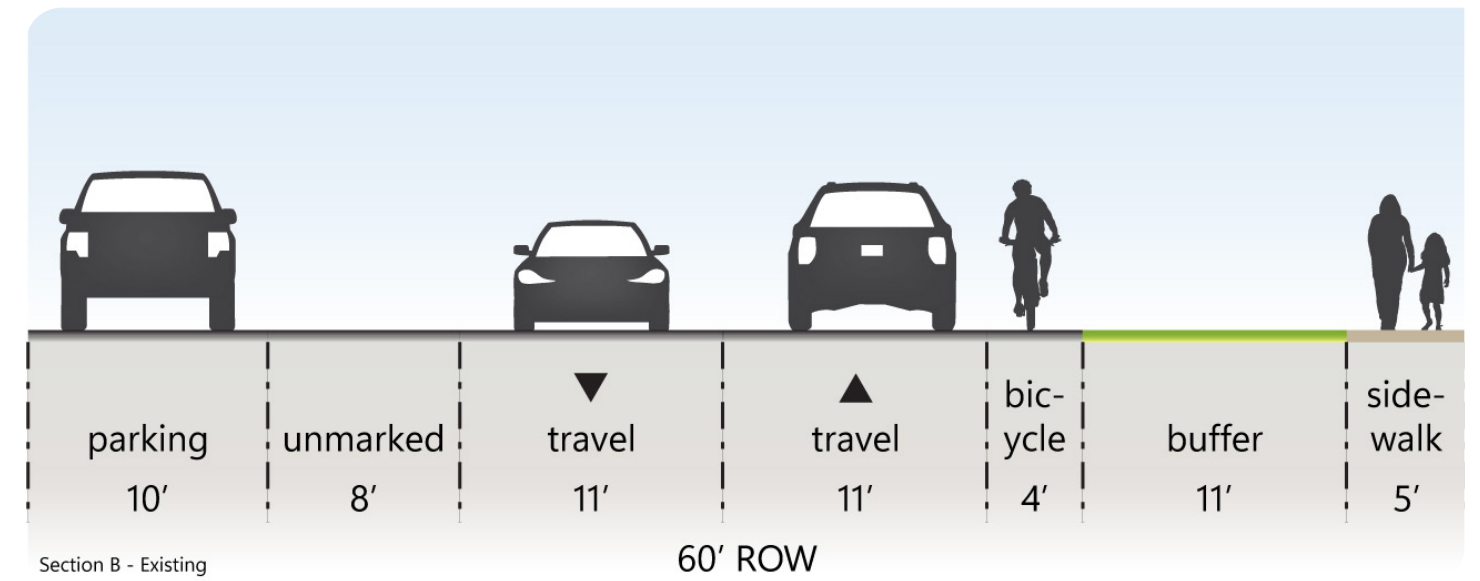
Priority

Phase:
2

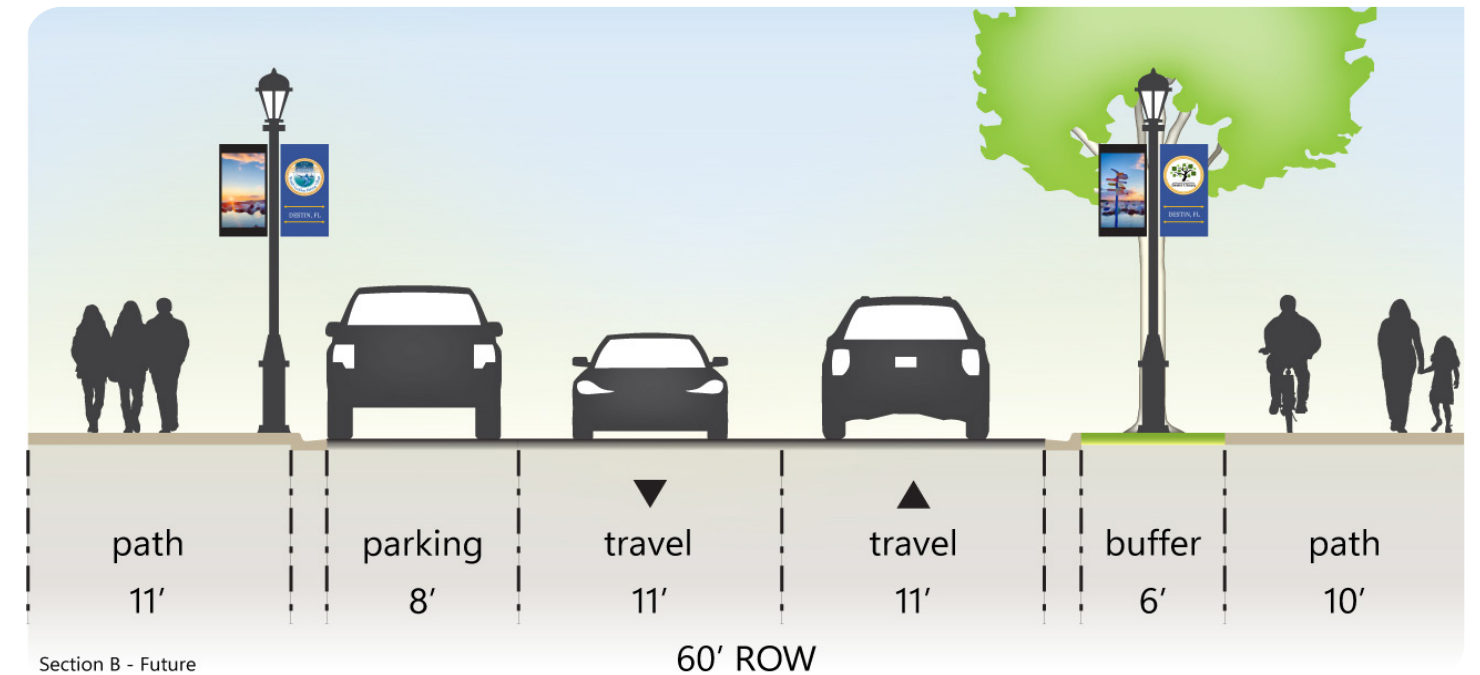
Improvements

- Reconstruct with parking (west side), buffer and street trees (east side), lighting, pedestrian amenities, and multi-use path
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

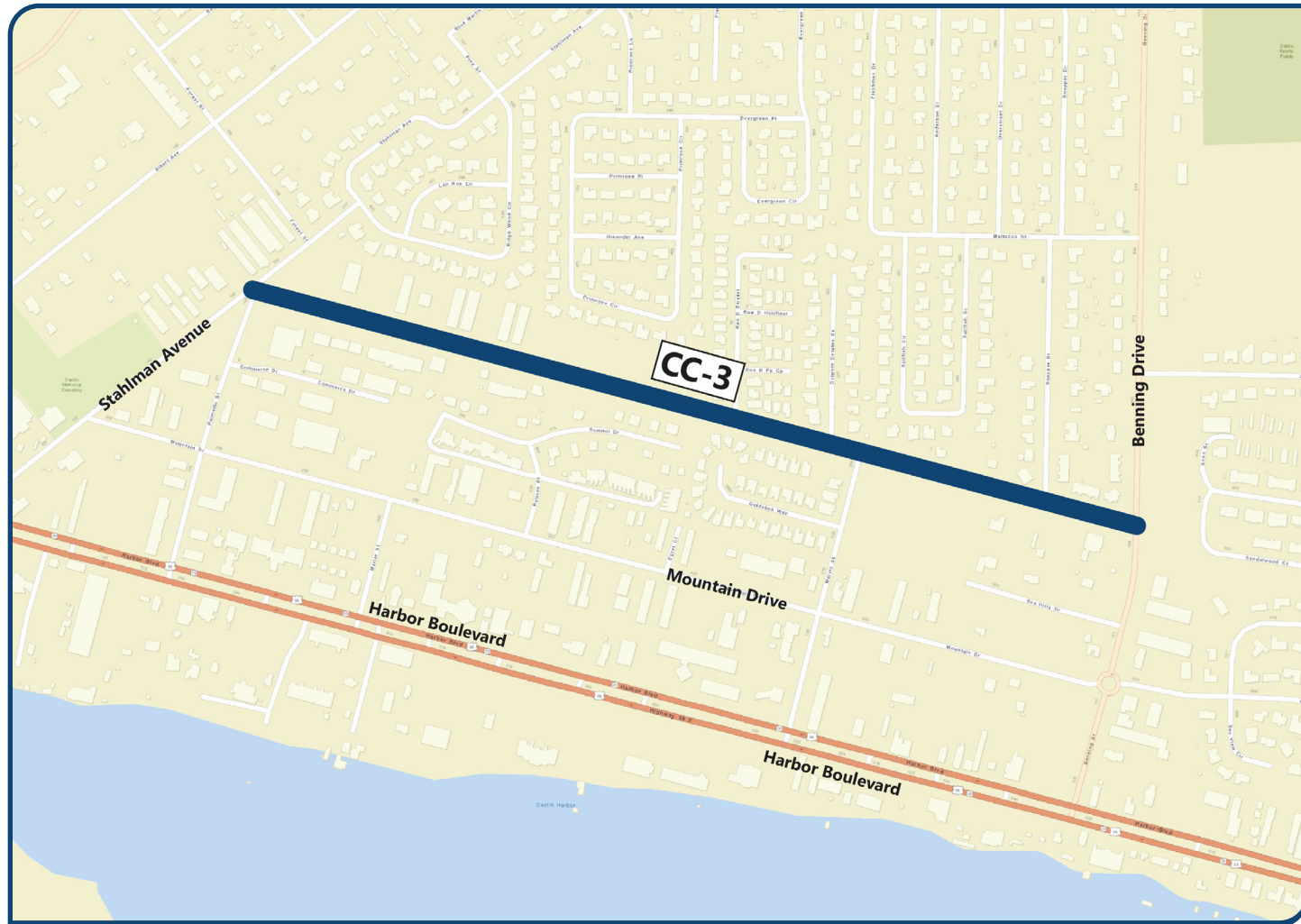
Existing:



Future:



CC-3 Azalea Drive



Details

Project:
CC-3
 Name:
Azalea Drive
 Location:
Stahlman Avenue to Benning Drive
 Initiative:
Cross Town Connector
 Source:
 Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$8,725,686

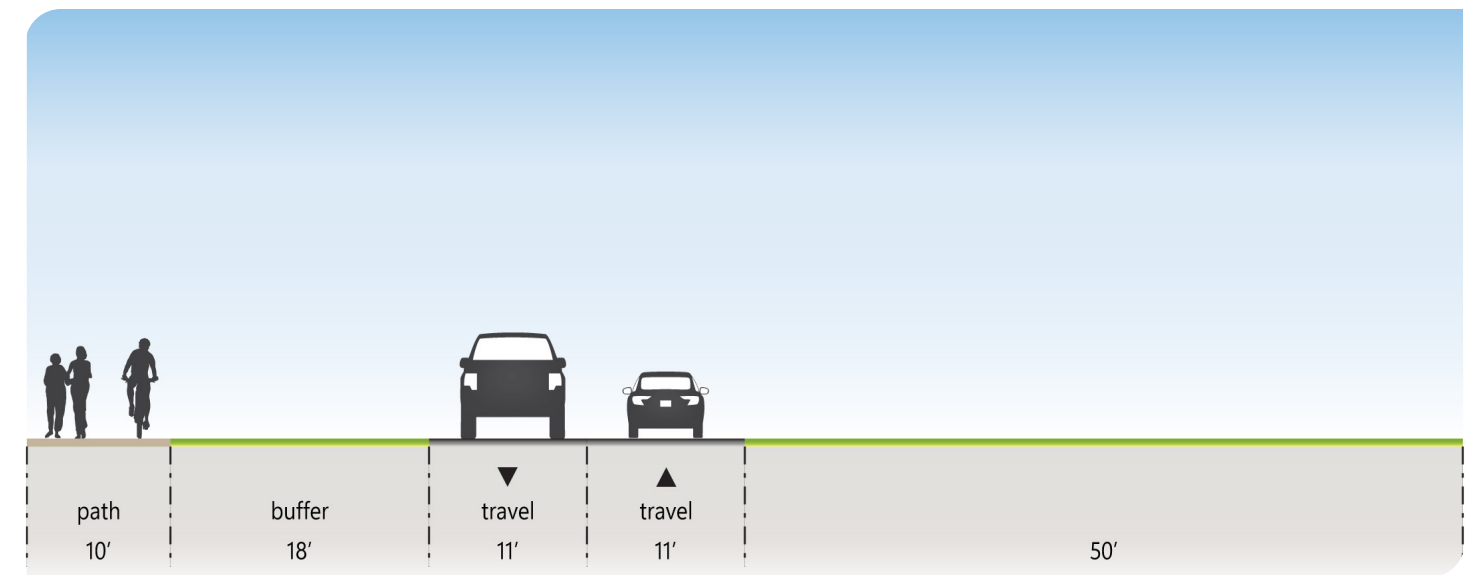
Priority

Phase:
3

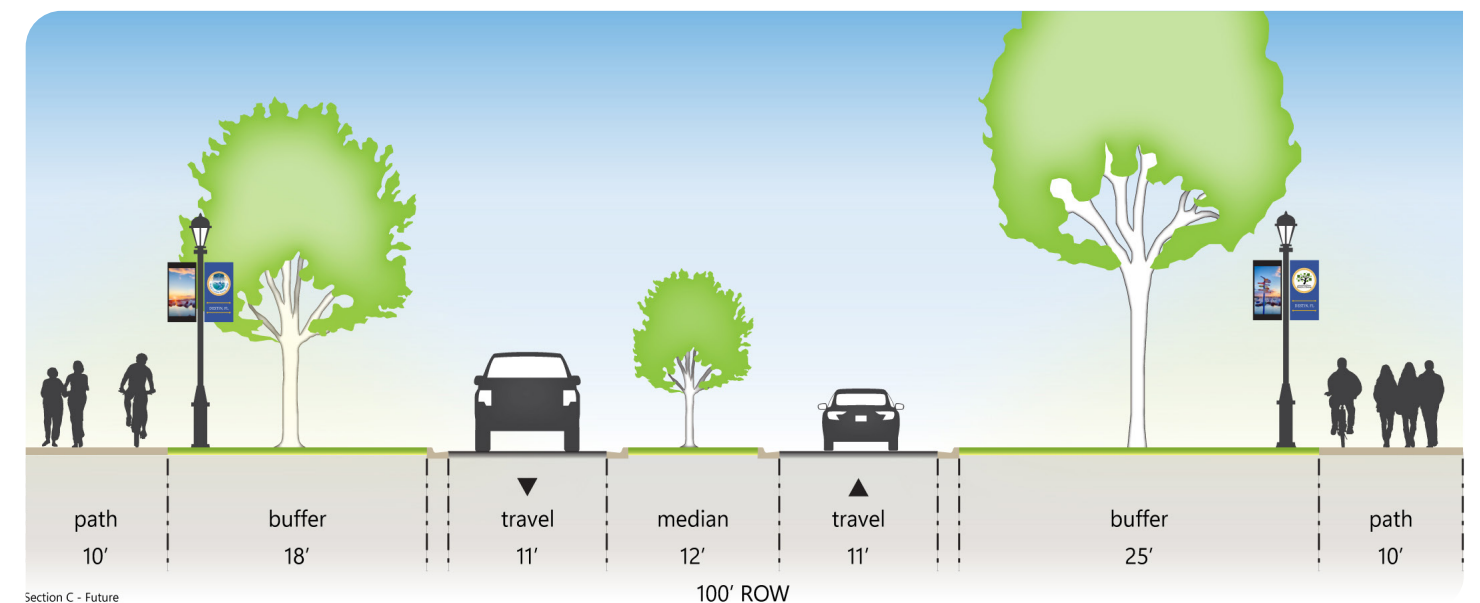
Improvements

- Add street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

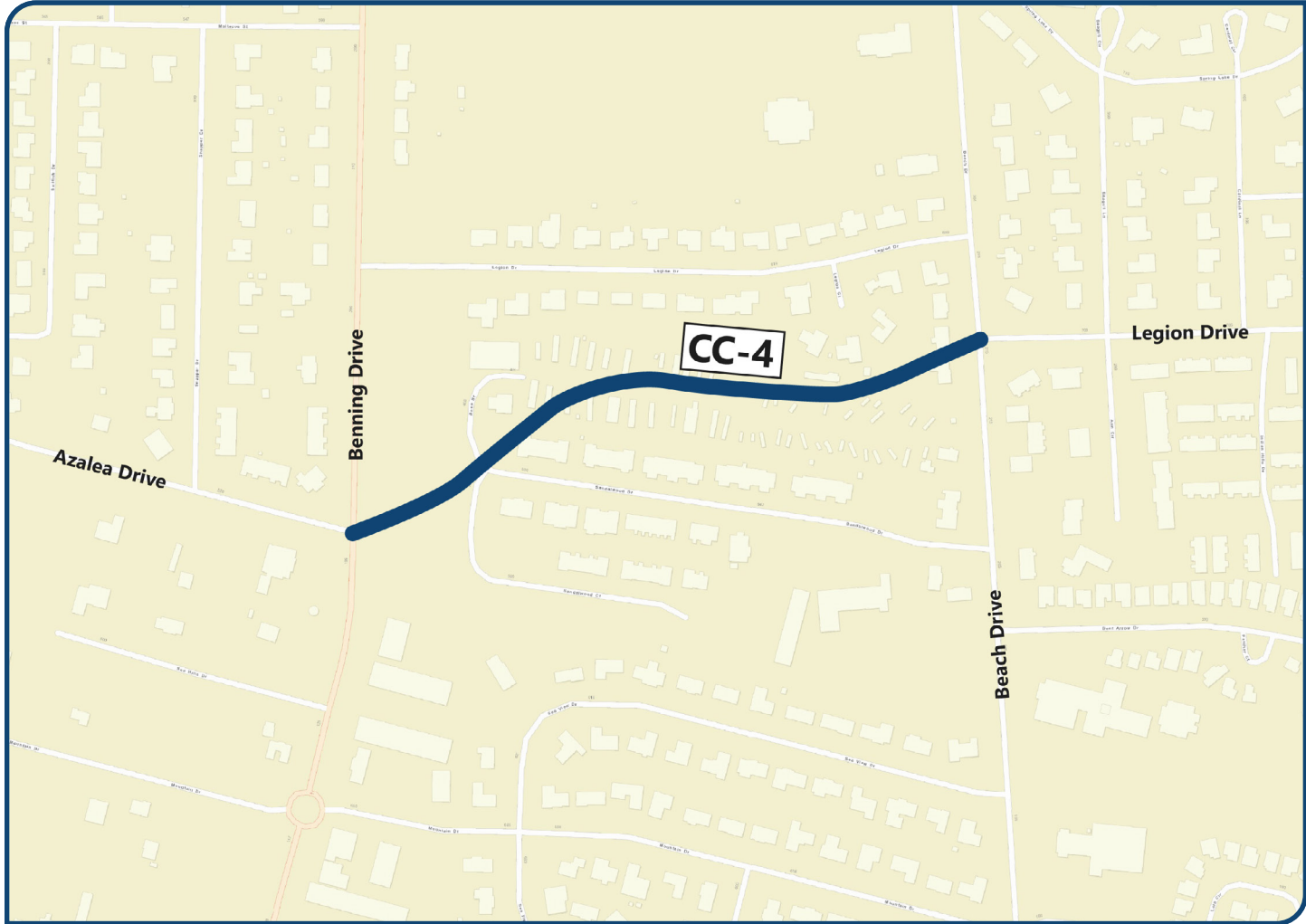
Existing:



Future:



CC-4 Azalea Drive Extension



Details

Project:
CC-4

Name:
Azalea Drive Extension

Location:
Benning Drive to Beach Drive

Initiative:
Cross Town Connector

Source:
 Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$9,632,529

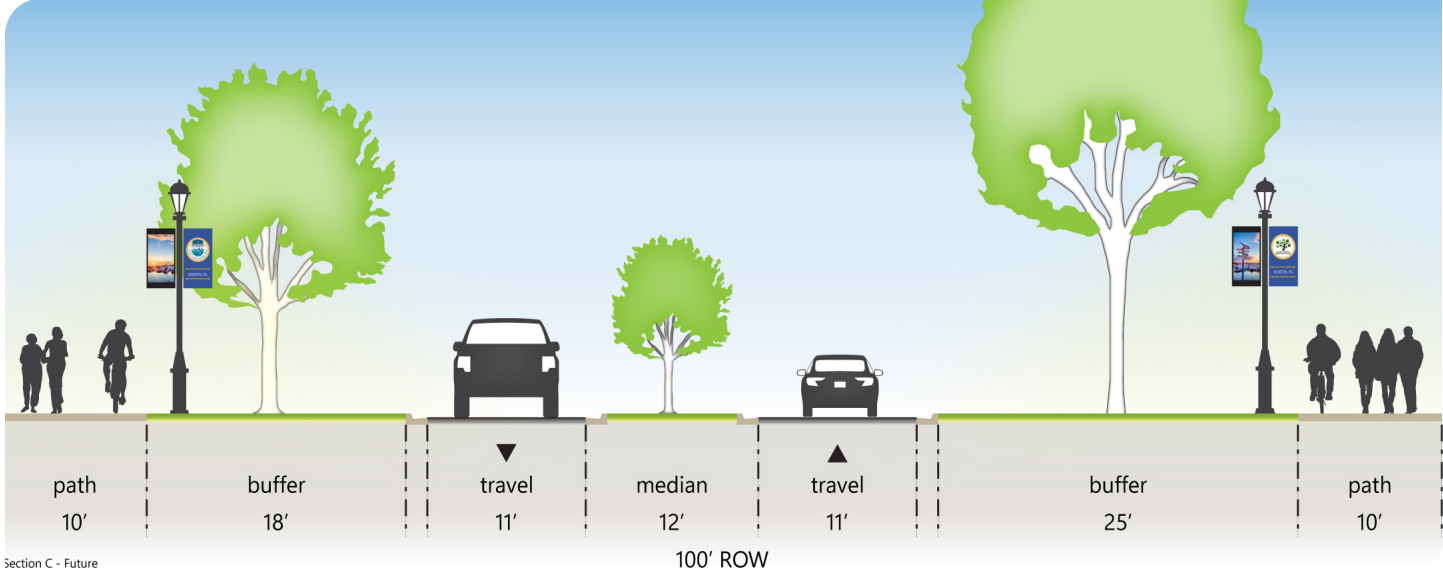
Priority

Phase:
1

Improvements

- Construct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Future:



CC-5 Legion Drive



Details

Project:
CC-5
 Name:
Legion Drive
 Location:
Beach Drive to Main Street
 Initiative:
Cross Town Connector
 Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,116,415

Priority

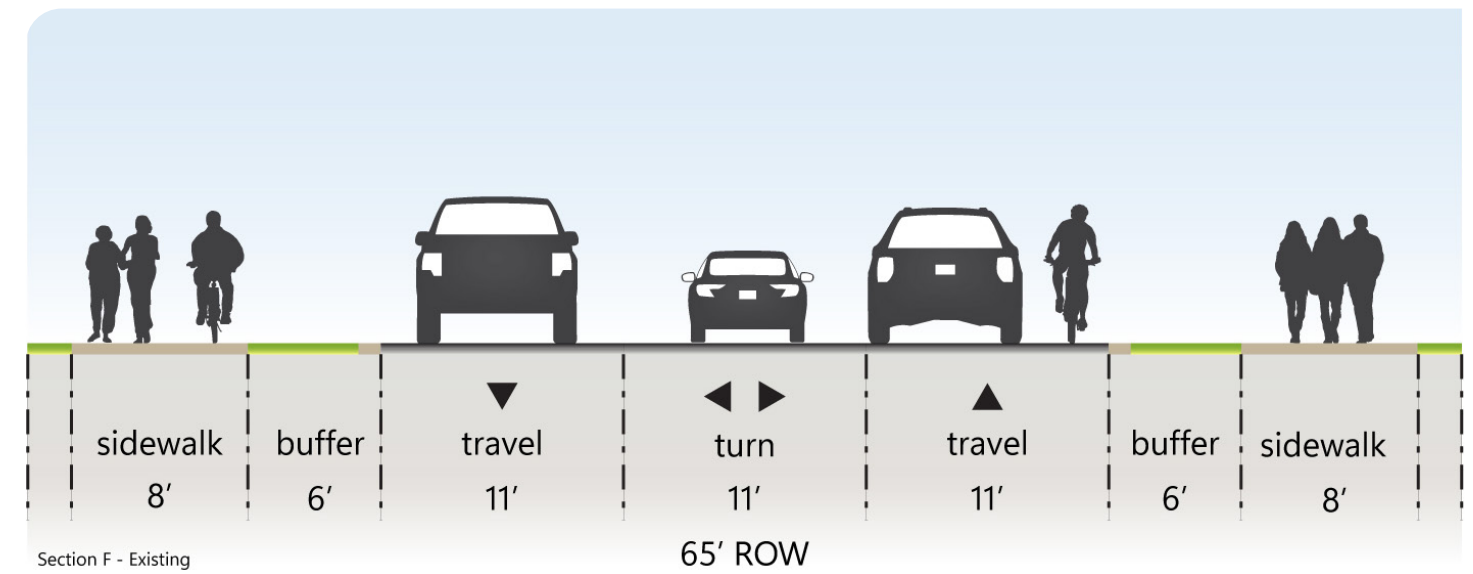
Phase:

2

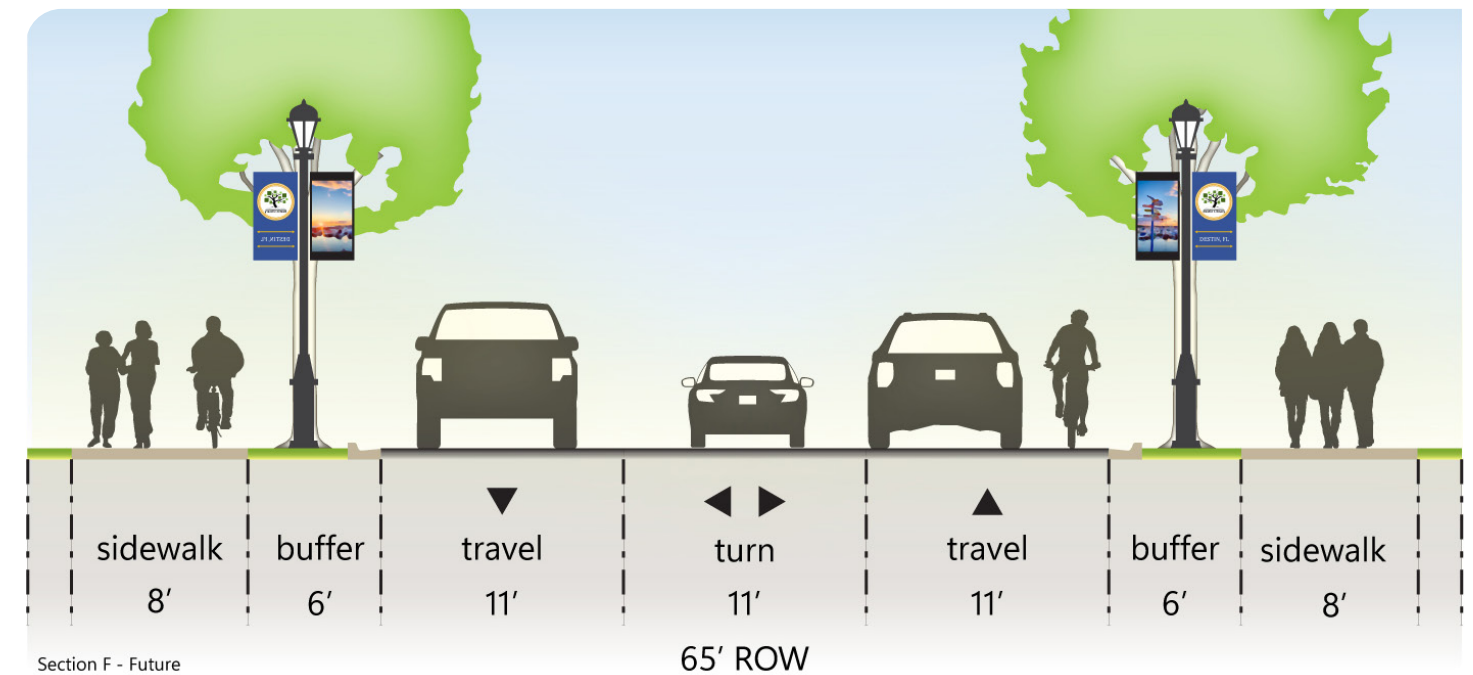
Improvements

- Add street trees
- Add street lighting with wayfinding banners
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

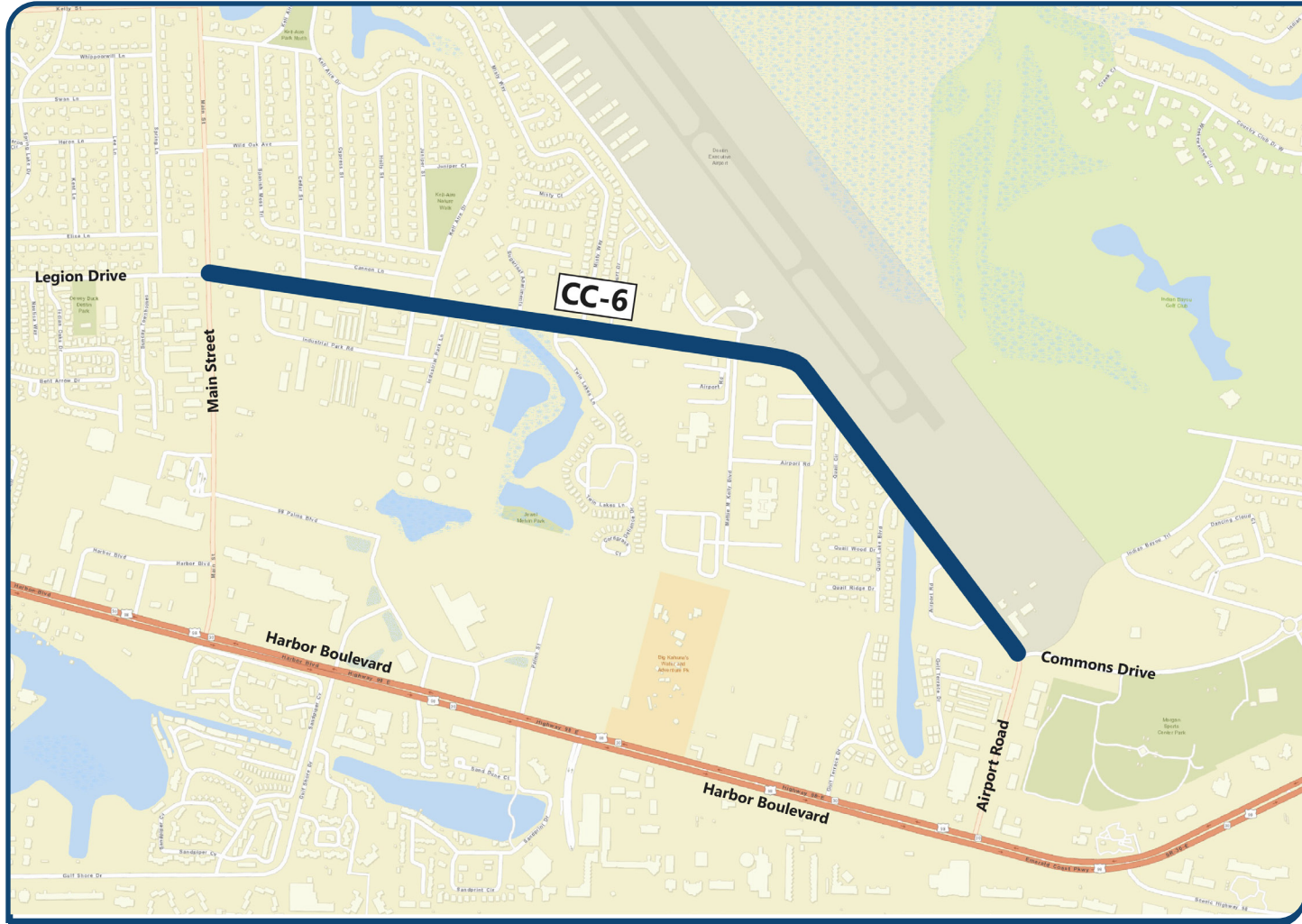
Existing:



Future:



CC-6 Airport Road



Details

Project:
CC-6
Name:
Airport Road
Location:
Main Street to Commons Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$4,143,607

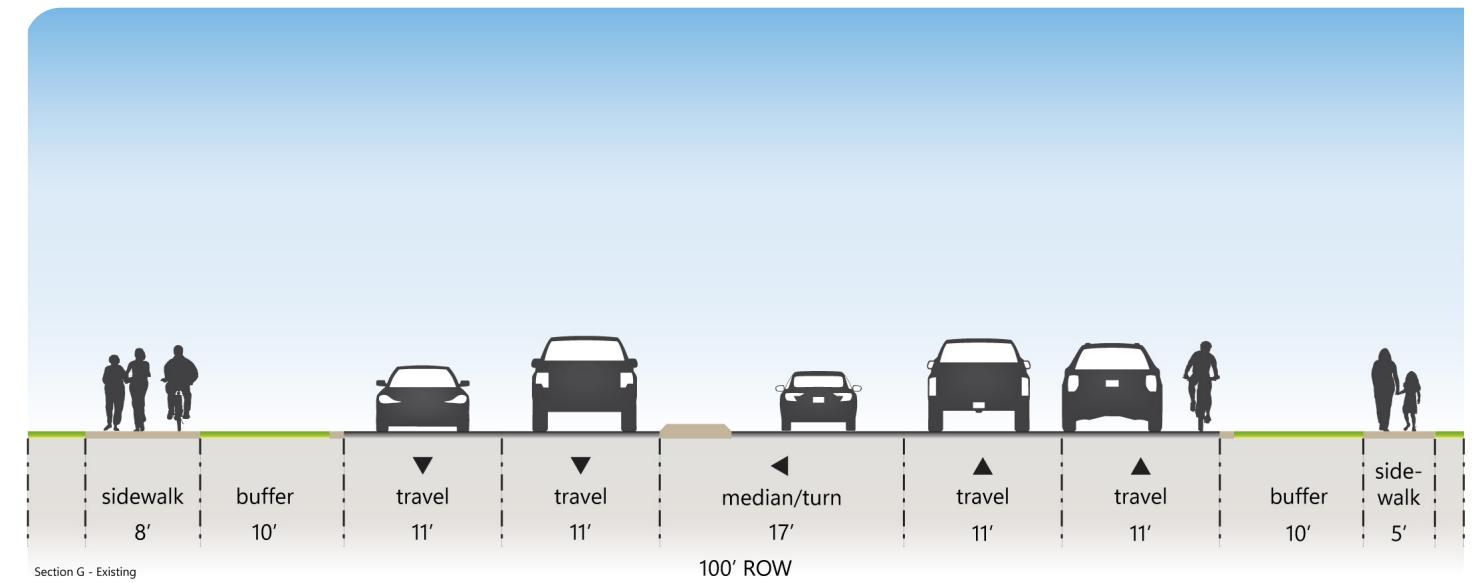
Priority

Phase:
3

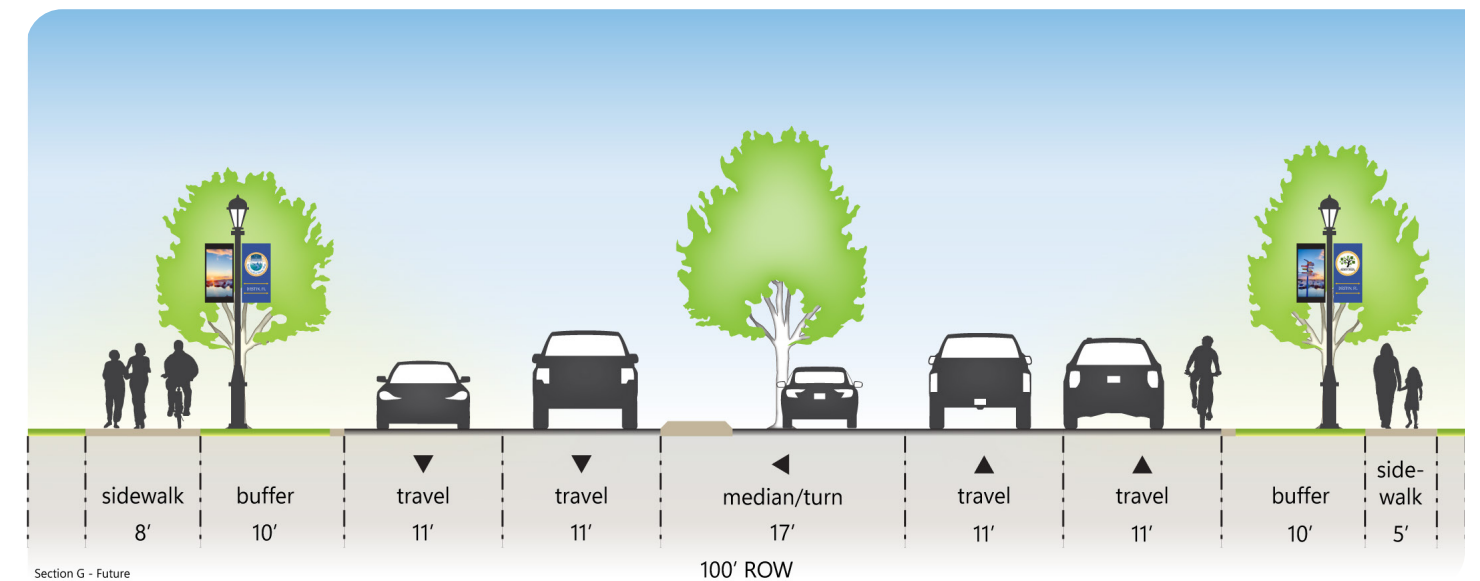
Improvements

- Add street trees, lighting, and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-7 Commons Drive



Details

Project:
CC-7
 Name:
Commons Drive
 Location:
Airport Road to Indian Bayou Trail
 Initiative:
Cross Town Connector
 Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,130,271

Priority

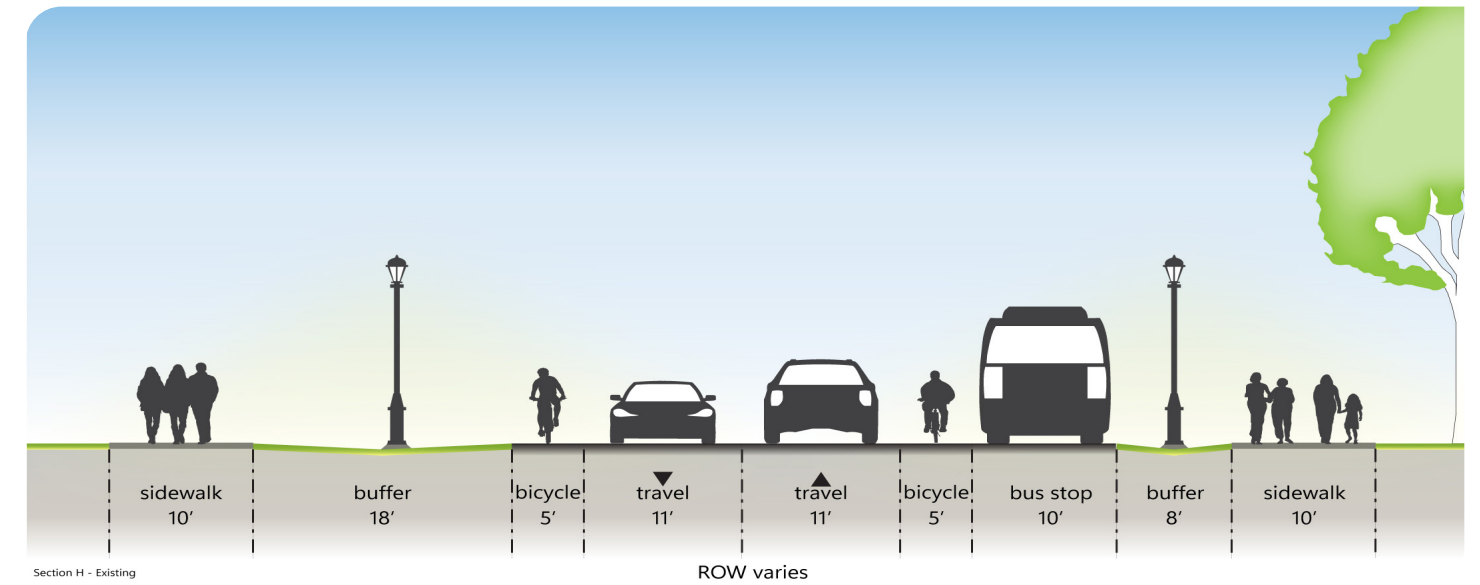
Phase:

2

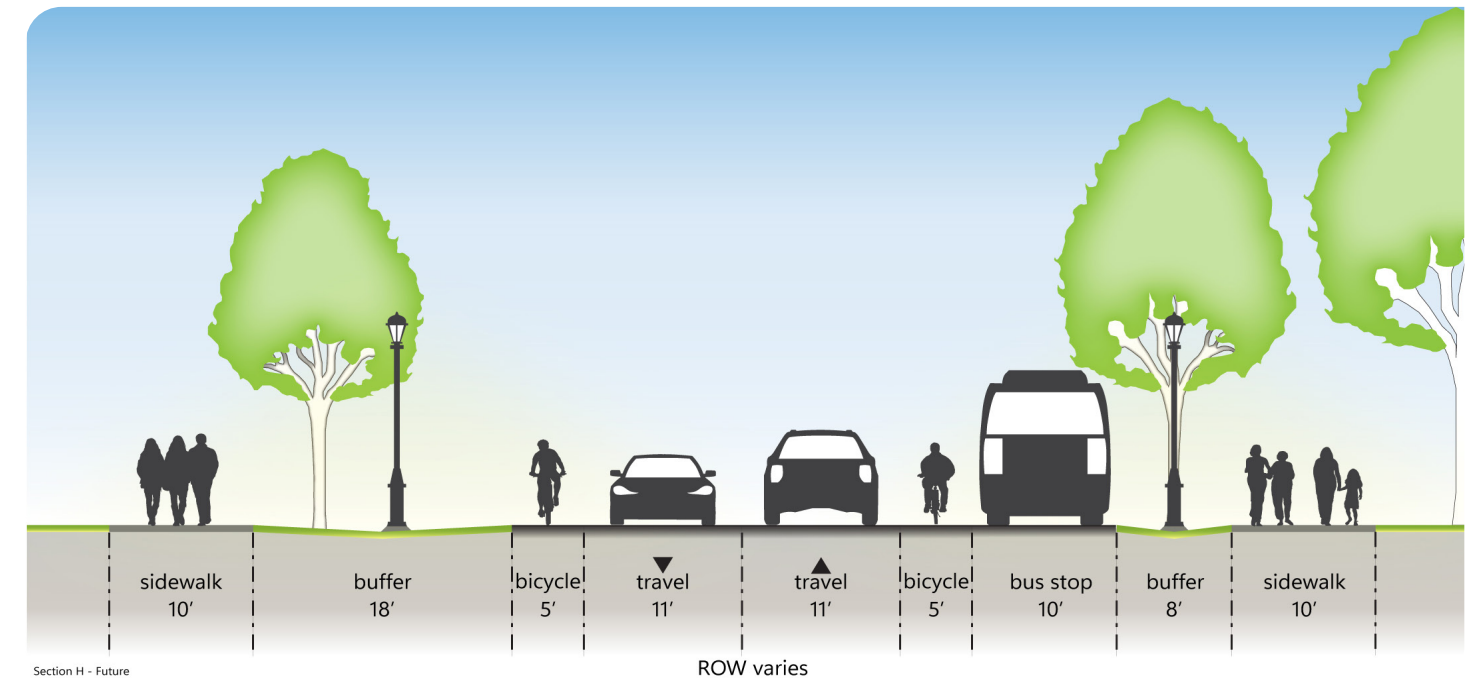
Improvements

- Add street trees and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



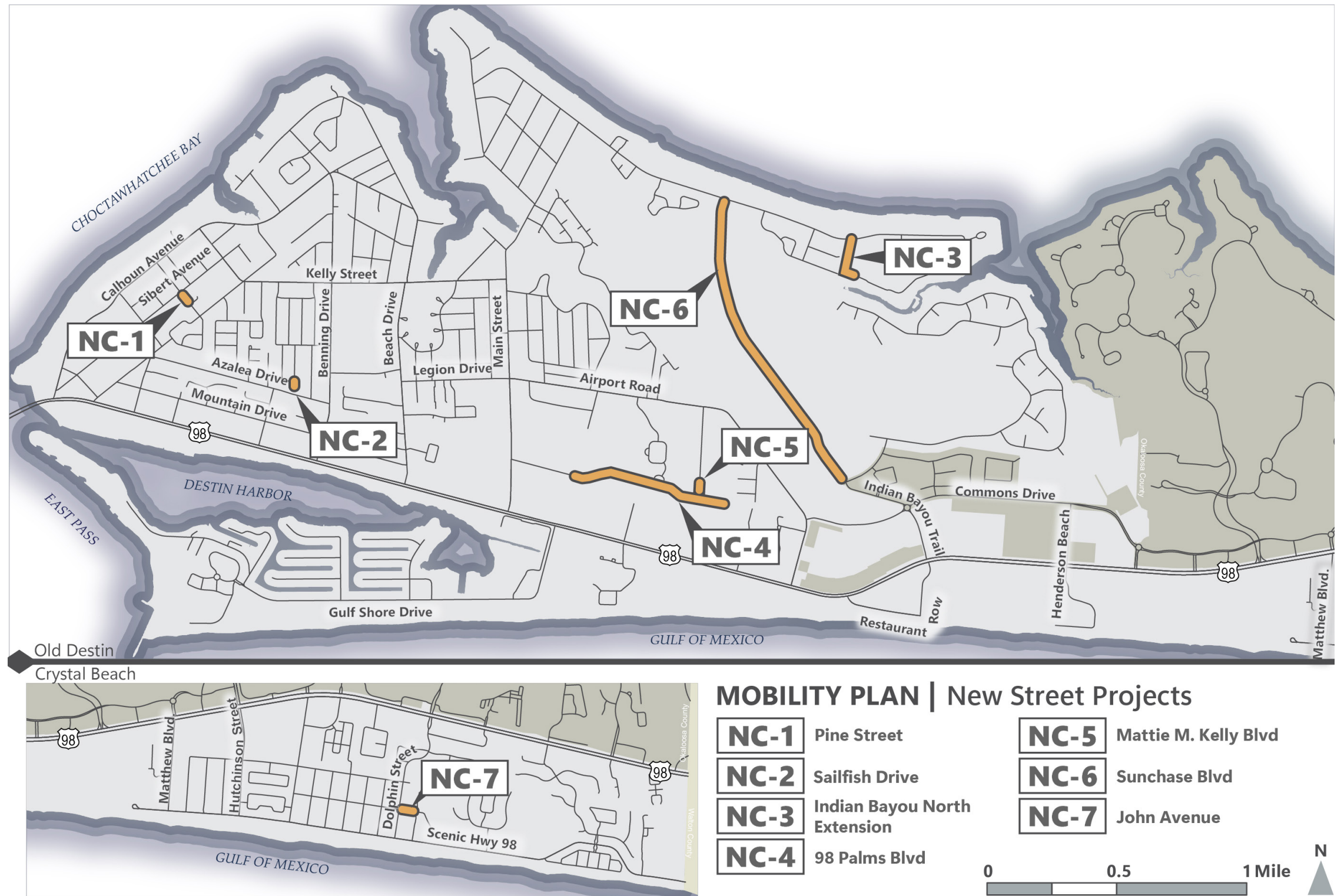
NEW STREETS

The Mobility Plan includes seven new street segments. The purpose of the new streets is to close gaps in the transportation network, which will reduce travel time and distance, and create more direct connections for bicyclists and pedestrians. These new facilities are either described in the Comprehensive Plan or the Land Development Code. The City has secured right-of-way to implement some of these projects, while others would likely need to happen in the future as development or redevelopment occurs. The projected cost for all seven new streets is 31.4 million dollars.

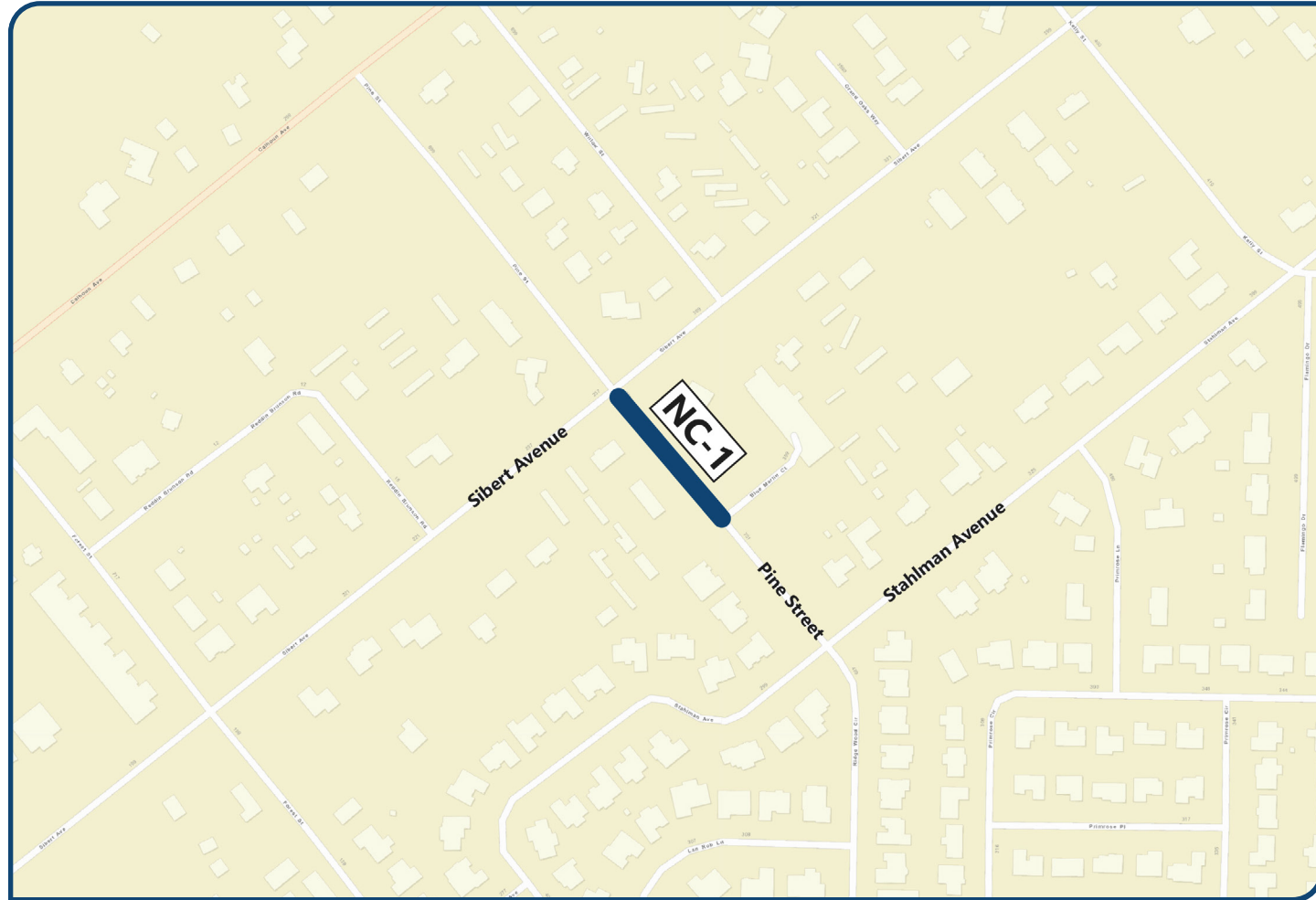
The new streets include short local street connections intended to reduce travel distance or alleviate pressure on the City's collector roadway network. These new streets include extending Pine Street between Sibert Avenue and Stahlman Avenue, connecting Sailfish Drive with Azalea Drive, connecting Indian Bayou North to Indian Trail, and extending John Avenue from Dolphin Street to Sunfish Street.

New streets also include projects intended to support the City's goals for creating a Town Center anchored by Main Street. These projects would result in a more connected network of streets in the Town Center Community Redevelopment Area (CRA). These new minor collectors include extending Mattie M. Kelly Boulevard to create a continuous connection between U.S. 98 and Airport Road, and extending 98 Palms Boulevard east to Mattie M. Kelly Boulevard.

Another new street would connect Indian Trail to Country Club Drive, which would allow for more direct travel from the City's northernmost neighborhoods to U.S. 98 and shopping areas in the Town Center and along Commons Drive.



NC-1 Pine Street



Details

Project: NC-1	Initiative: New Street
Name: Pine Street	Source: Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1
Location: Sibert Avenue to Blue Marlin Court	

Improvements

- Develop an interconnected road network by adding a new segment of Pine Street from Sibert Avenue to Blue Marlin Court
- Approximately 0.06 mile new street
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

Cost

\$743,042

Priority

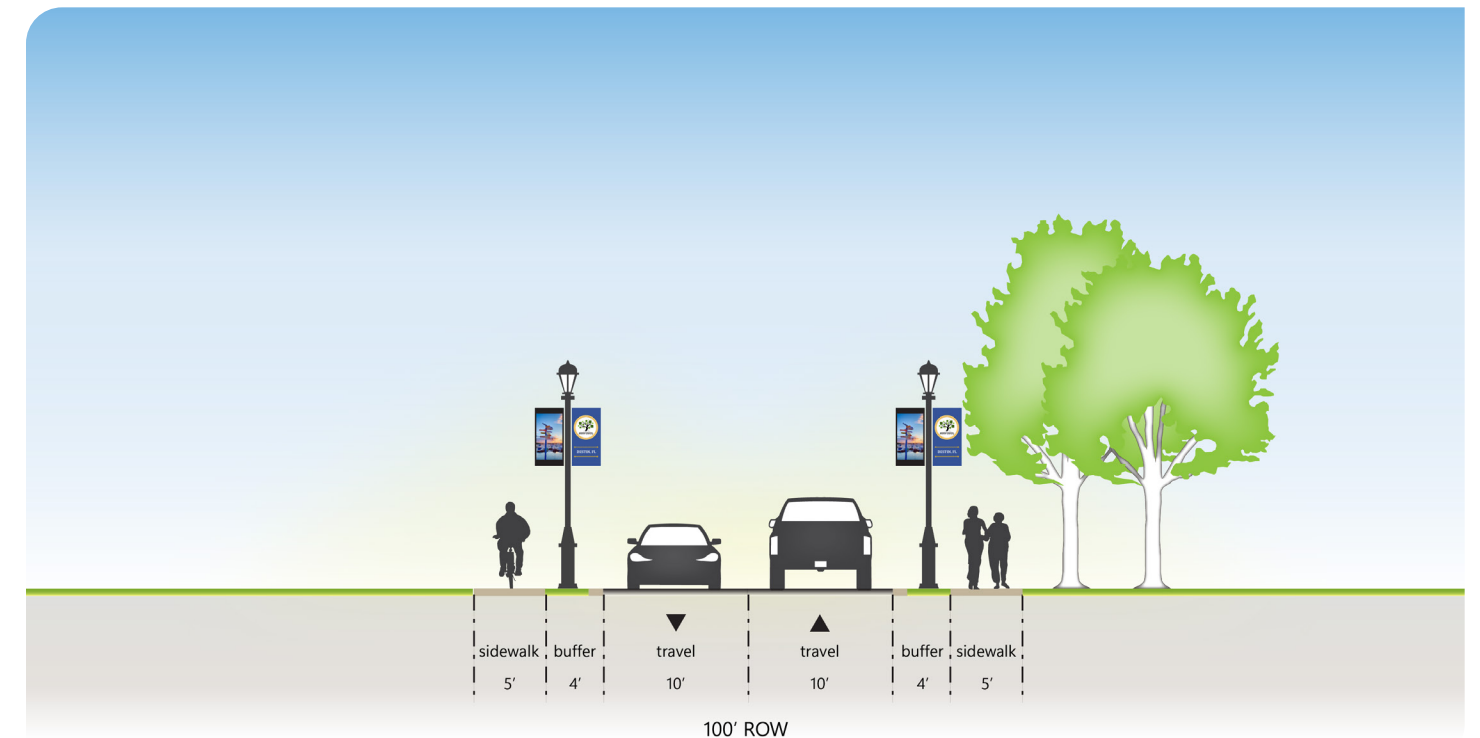
Benefit Score:

3

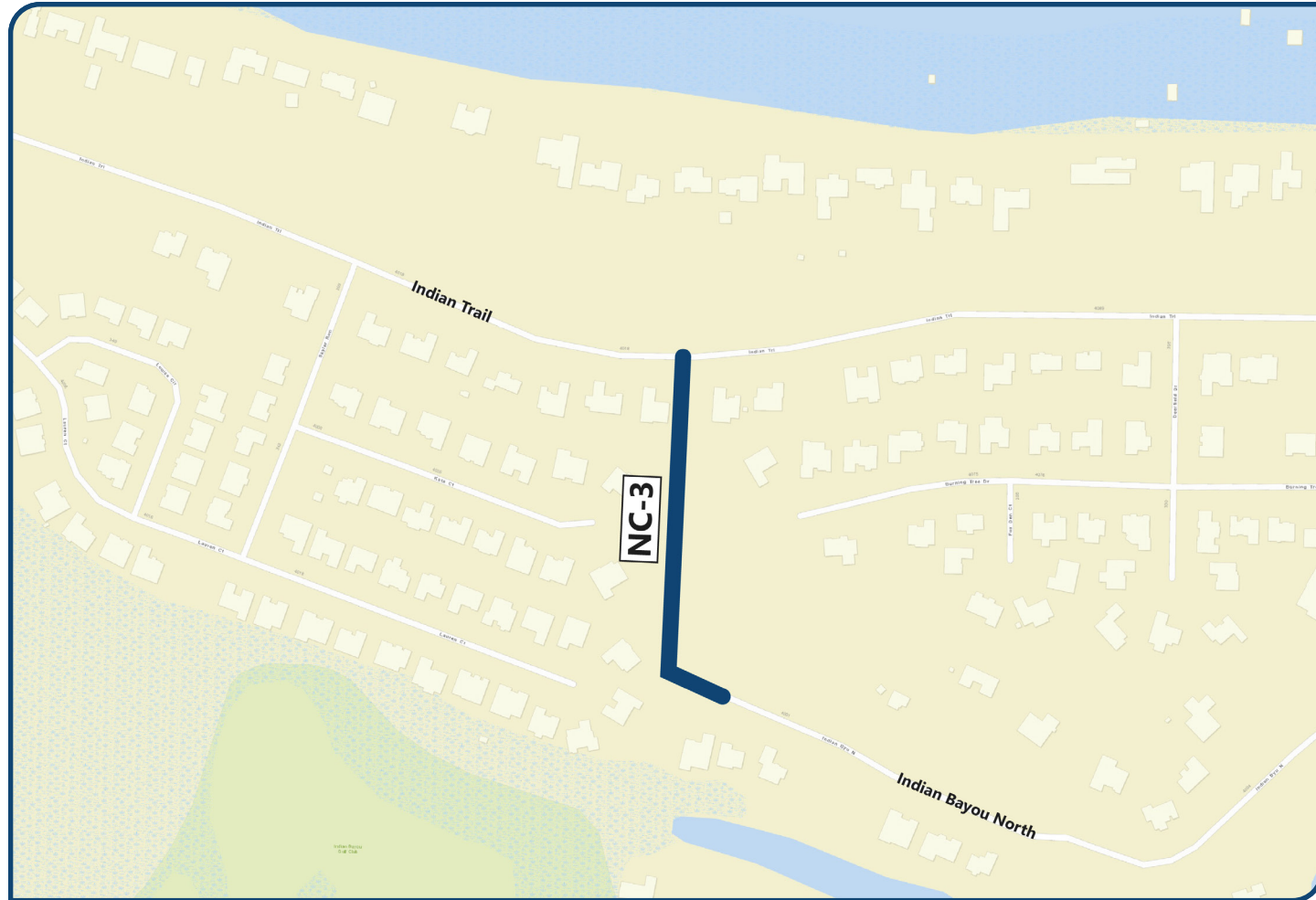
Phase:

2

Proposed:



NC-3 Indian Bayou North Extension



Details

Project: NC-3	Initiative: New Street
Name: Indian Bayou North Extension	Source: Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1;
Location: Current end of Indian Bayou North to Indian Trail	Pathways Plan, MUT-7; LDC Table 8-7B Level Two Priority

Improvements

- Develop an interconnected road network by extending Indian Bayou North to connect to Indian Trail
- Approximately 0.15 mile new street
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

Cost

\$1,857,605

Priority

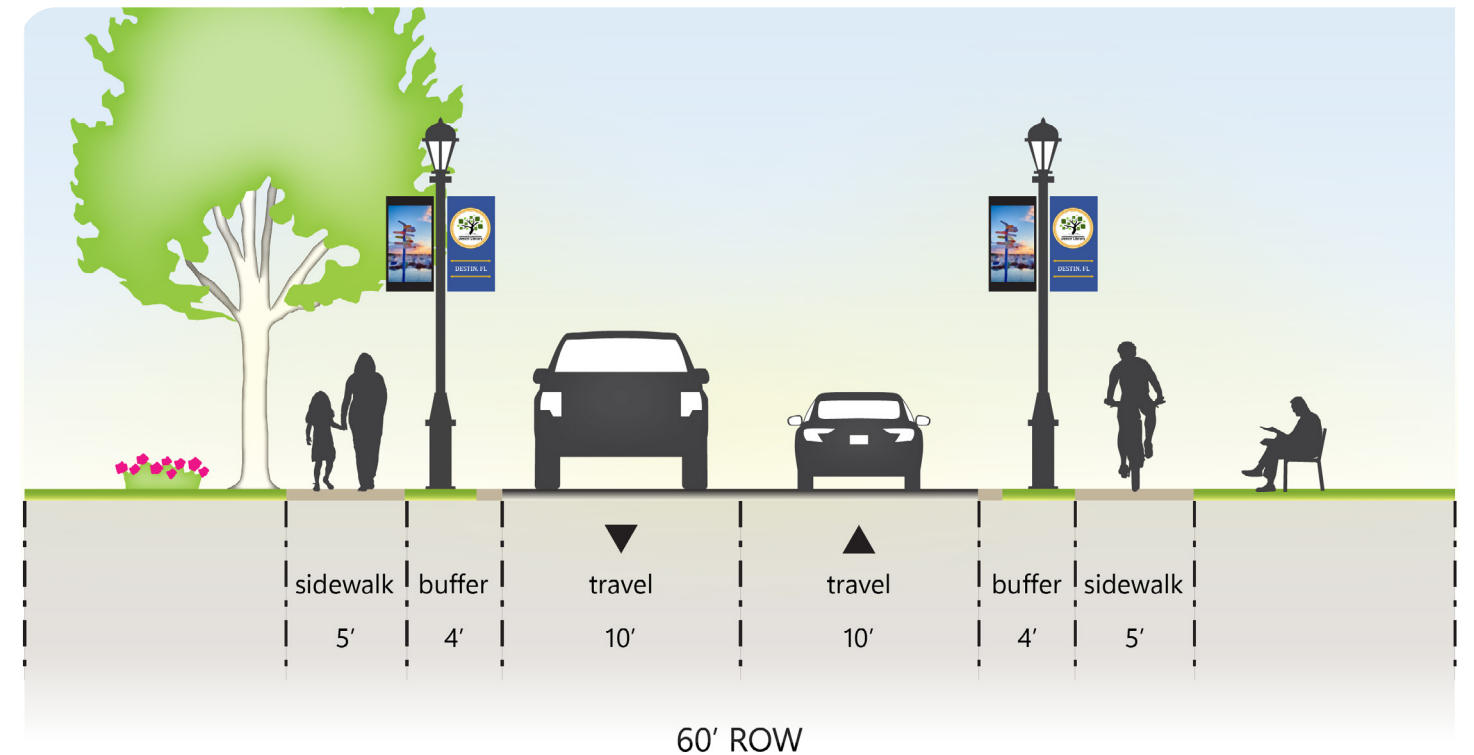
Benefit Score:

5

Phase:

2

Proposed:



NC-4 98 Palms Boulevard



Details

Project:
NC-4
 Name:
98 Palms Boulevard
 Location:
From existing end of 98 Palms Blvd to Mattie M. Kelly Blvd

Initiative:
New Street
 Source:
Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending 98 Palms Boulevard to connect to Mattie M. Kelly Blvd
- Approximately 0.65 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

Cost

\$9,149,623

Priority

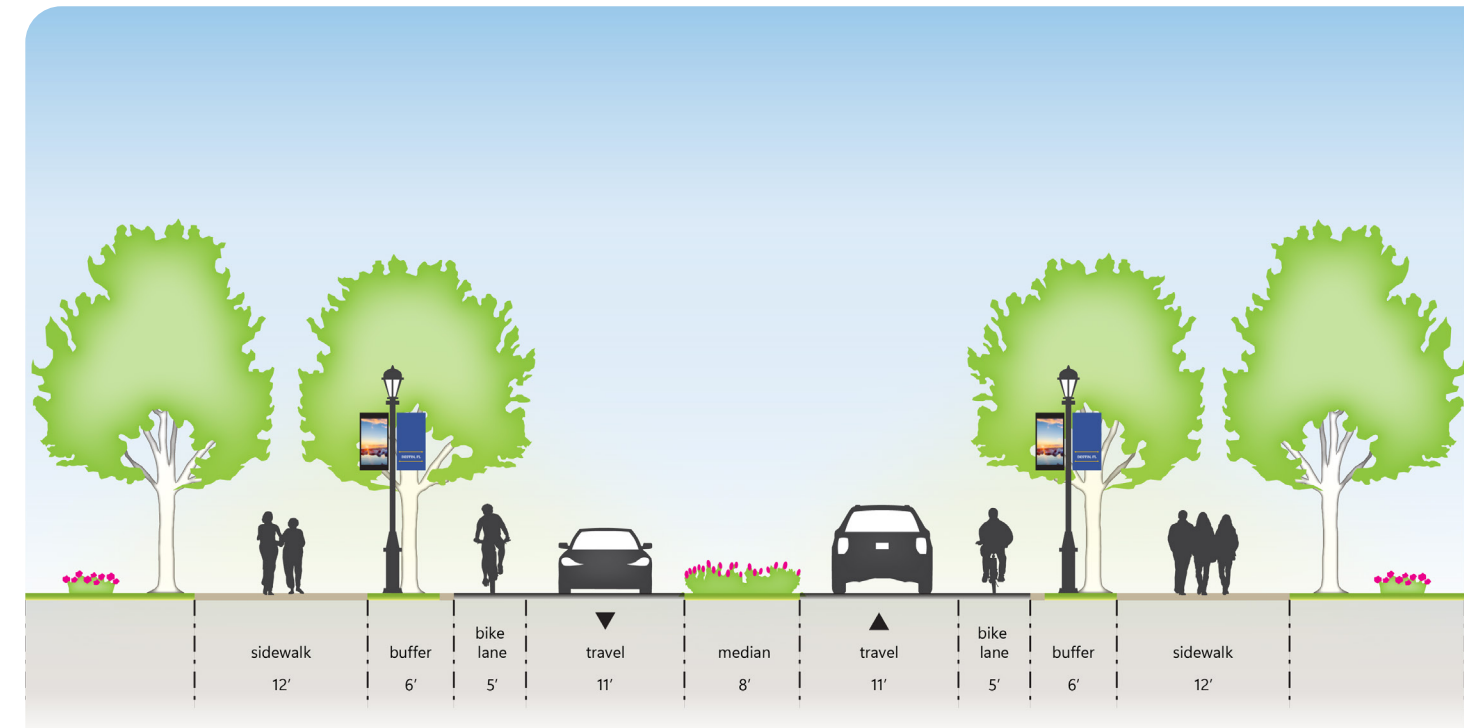
Benefit Score:

5

Phase:

1

Proposed:



ROW varies

NC-5 Mattie M. Kelly Boulevard



Details

Project:
NC-5
 Name:
Mattie M. Kelly Boulevard
 Location:
From existing ends of northern and southern roadways

Initiative:
New Street
 Source:
Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending the existing ends of northern and southern roadways
- Approximately 0.06 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

Cost

\$844,581

Priority

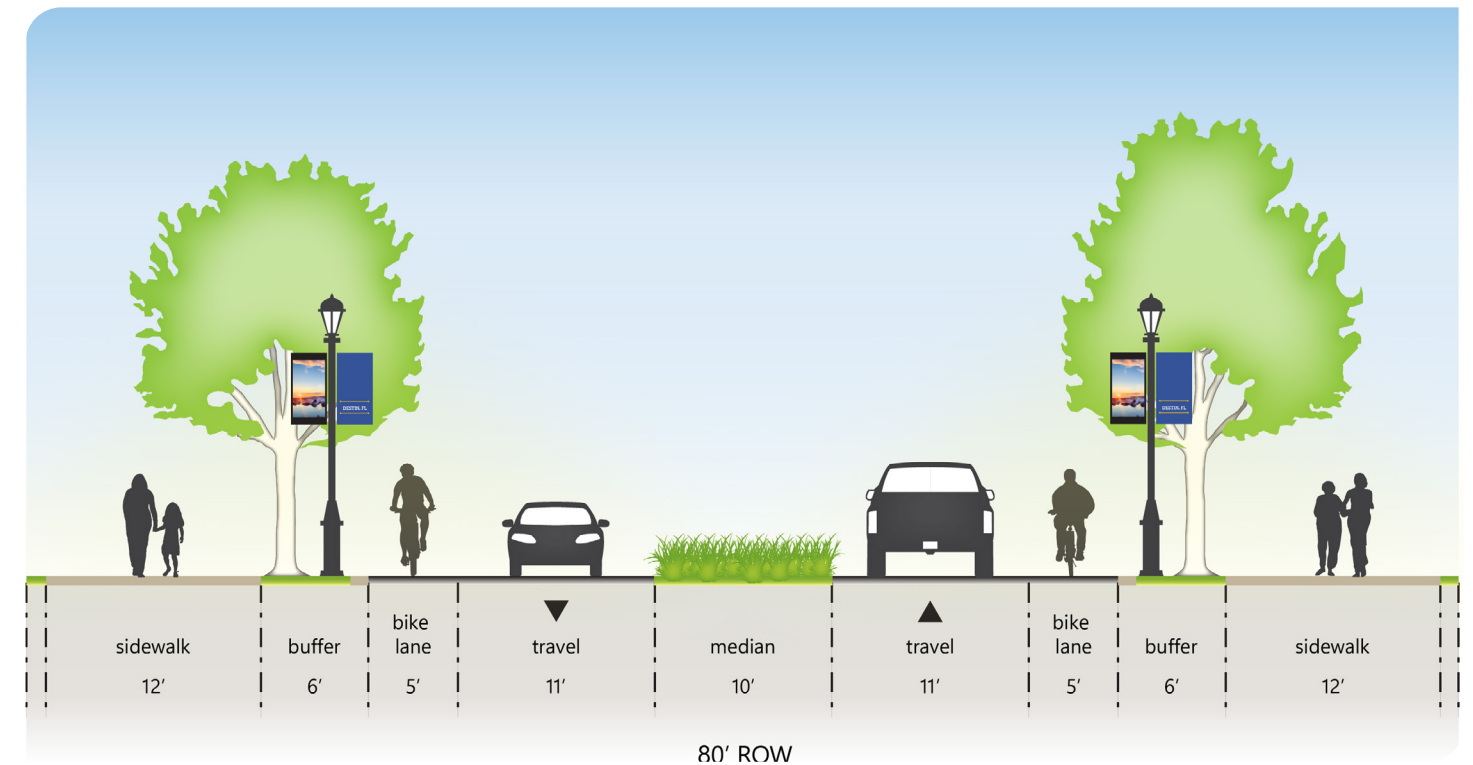
Benefit Score:

1

Phase:

1

Proposed:



NC-6 Sunchase Boulevard



Details

Project: NC-6	Initiative: New Street
Name: Sunchase Boulevard	Source: Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1
Location: Indian Bayou Trail to Indian Trail	

Improvements

- Develop an interconnected road network by extending Indian Bayou Trail to Indian Trail
- New street would be approximately 1.23 miles
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

Cost

\$17,313,901

Priority

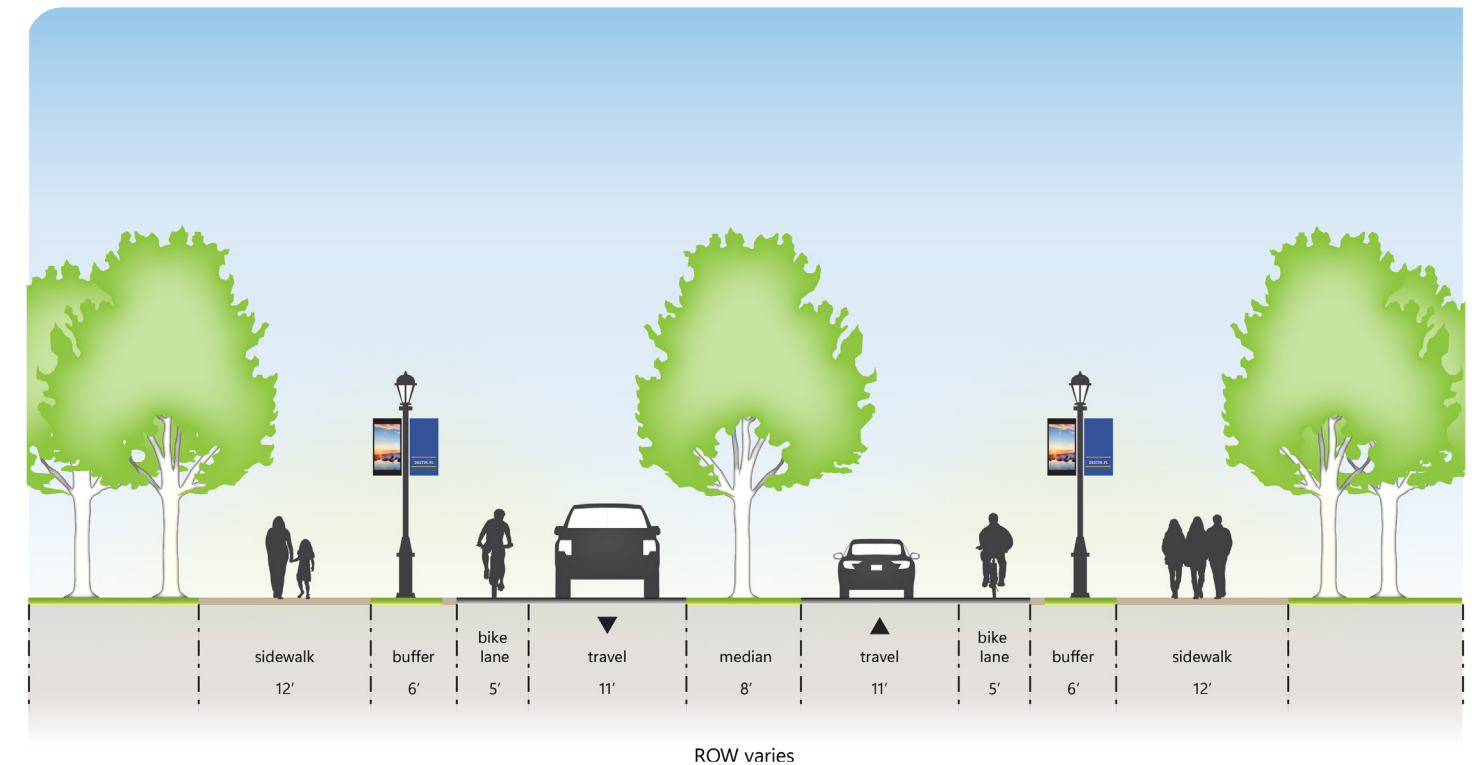
Benefit Score:

5

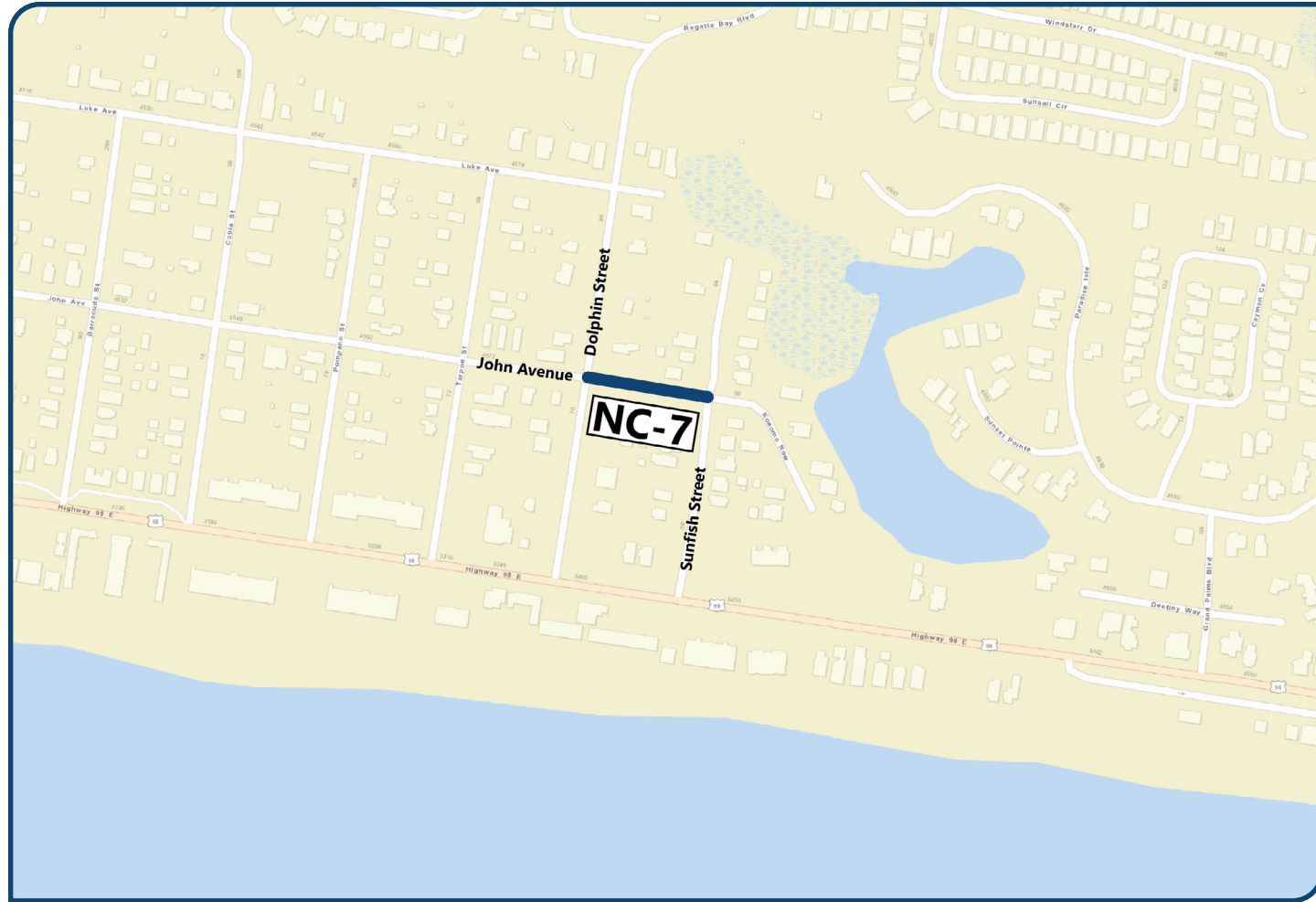
Phase:

3

Proposed:



NC-7 John Avenue



Details

Project:
NC-7
 Name:
John Avenue
 Location:
Dolphin Street to Sunfish Street

Initiative:
New Street
 Source:

Improvements

- Develop an interconnected road network by extending John Avenue from Dolphin Street to Sunfish Street
- Approximately 0.07 mile new street
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

Cost

\$866,882

Priority

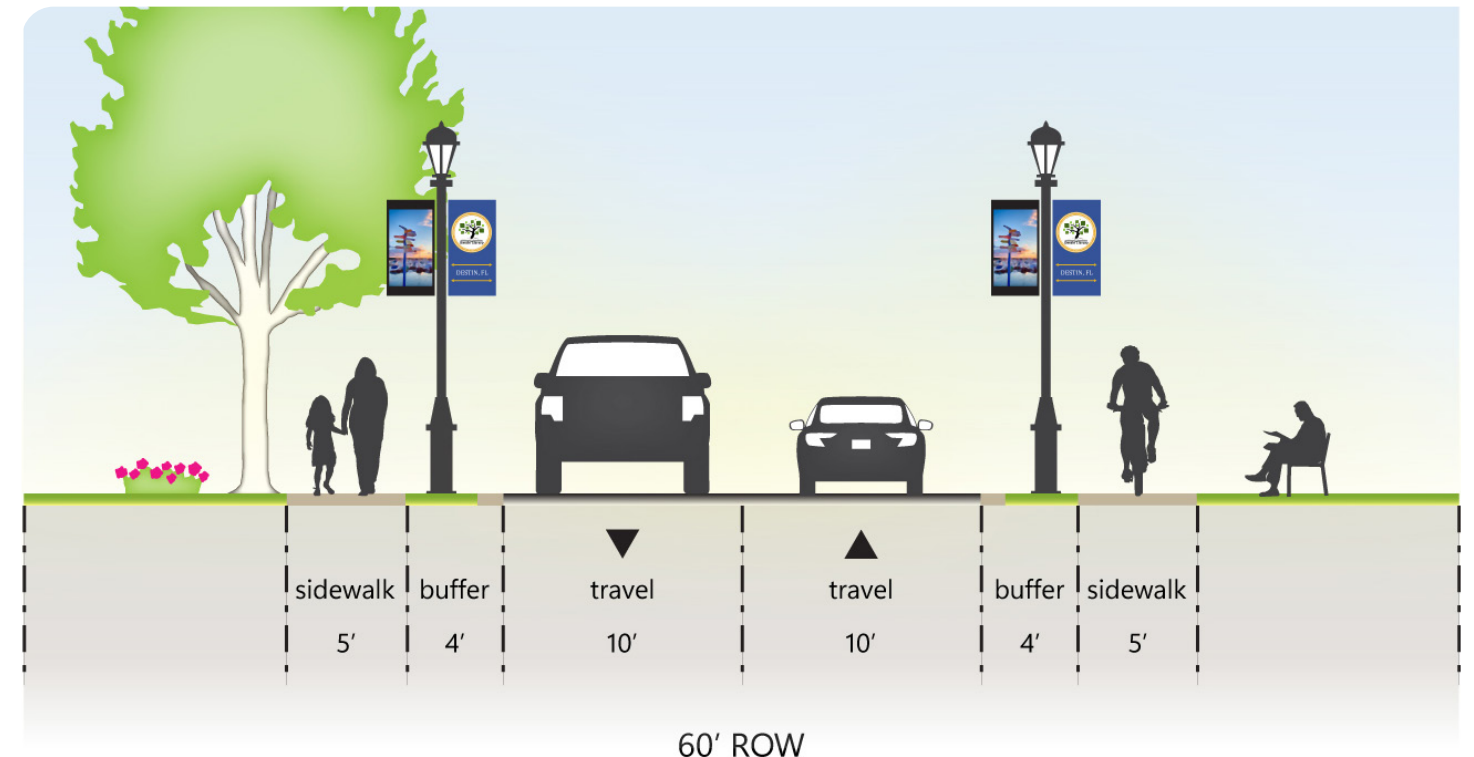
Benefit Score:

1

Phase:

2

Proposed:



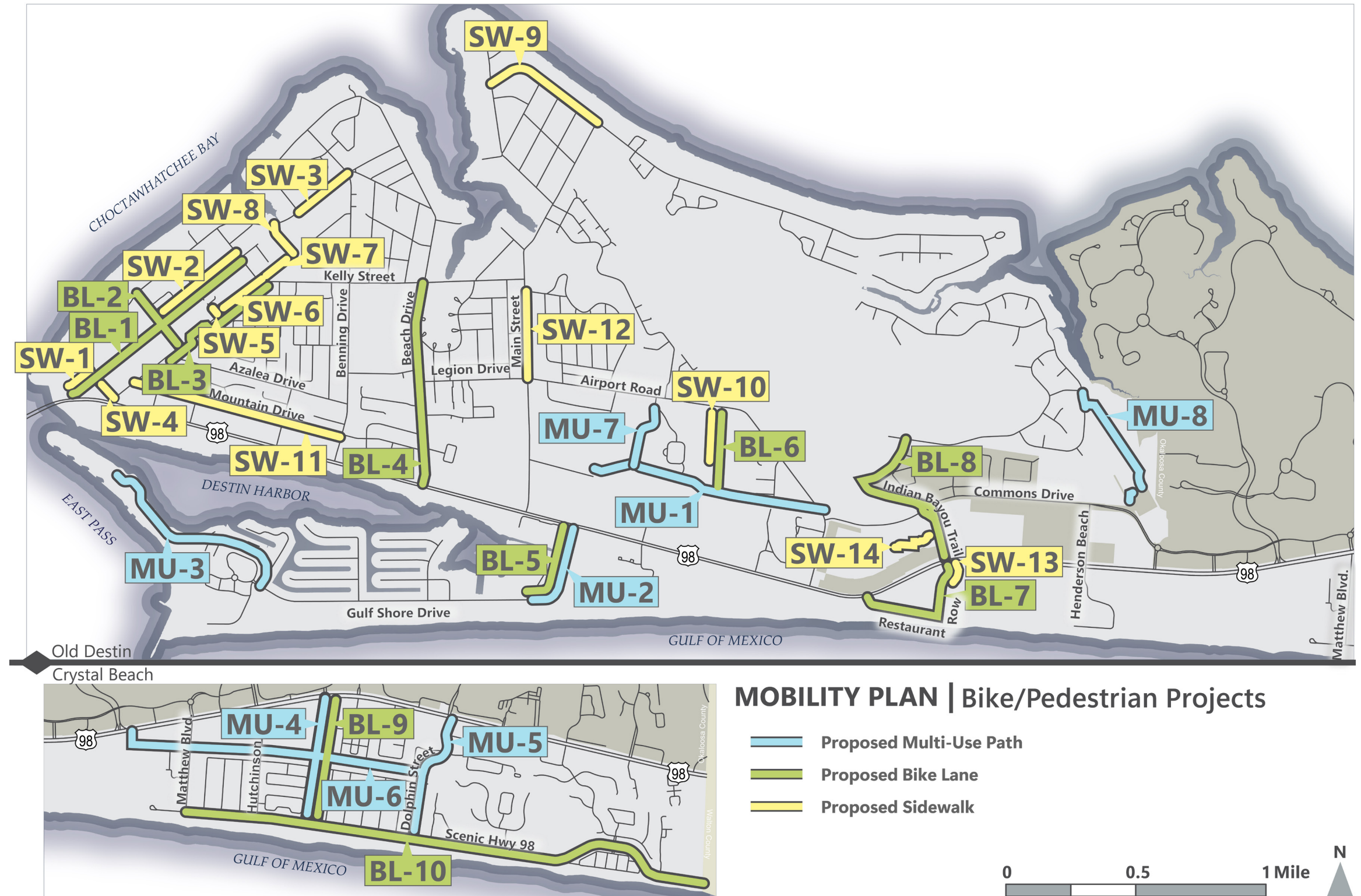
60' ROW

BIKE AND PEDESTRIAN

Several streets in Destin are missing sidewalks on one or both sides. Bicycle facilities are similarly disconnected. This makes it difficult for traverse the City on foot, bike, or using a mobility device such as a wheelchair. The bike and pedestrian projects in this plan include connecting existing sidewalks, adding sidewalks on streets where they currently do not exist, implementing bike lanes, and creating multi-use paths where feasible. The projected cost for all bike and pedestrian projects is 33 million dollars.

The City's Pathways Master Plan in 2009 identified improvements that would be needed to achieve Destin's goal of a "multimodal" transportation system. Destin's Comprehensive Plan and Land Development Code also discuss the need for multimodal transportation and provides standards for sidewalks, bike lanes, and streetscaping. Other improvements were discovered through public and stakeholder engagement and discussed at the Destin Mobility Plan Open House.

Prioritization for these projects mirrors the prioritization given in the Pathways Plan which involves scoring based on the following factors: fills a service gap, improves access to important destinations, reduces multimodal travel length, addresses a public desire, enhances pedestrian safety, improves linkages between higher density and housing and important destinations, satisfies MMTD mobility needs, addresses a recommendation from the 2000 Pathways Plan, and functions as a multi-use trail. Pictured to the right is an overview map of all bike and pedestrian projects.



SW-1 Sibert Avenue Sidewalk



Improvements

- Create a 0.10 mile sidewalk on the east side of Sibert Avenue between Calhoun Avenue and Zerbe Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-1
 Name:
Sibert Avenue Sidewalk
 Location:
Calhoun Avenue to Zerbe Street
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2

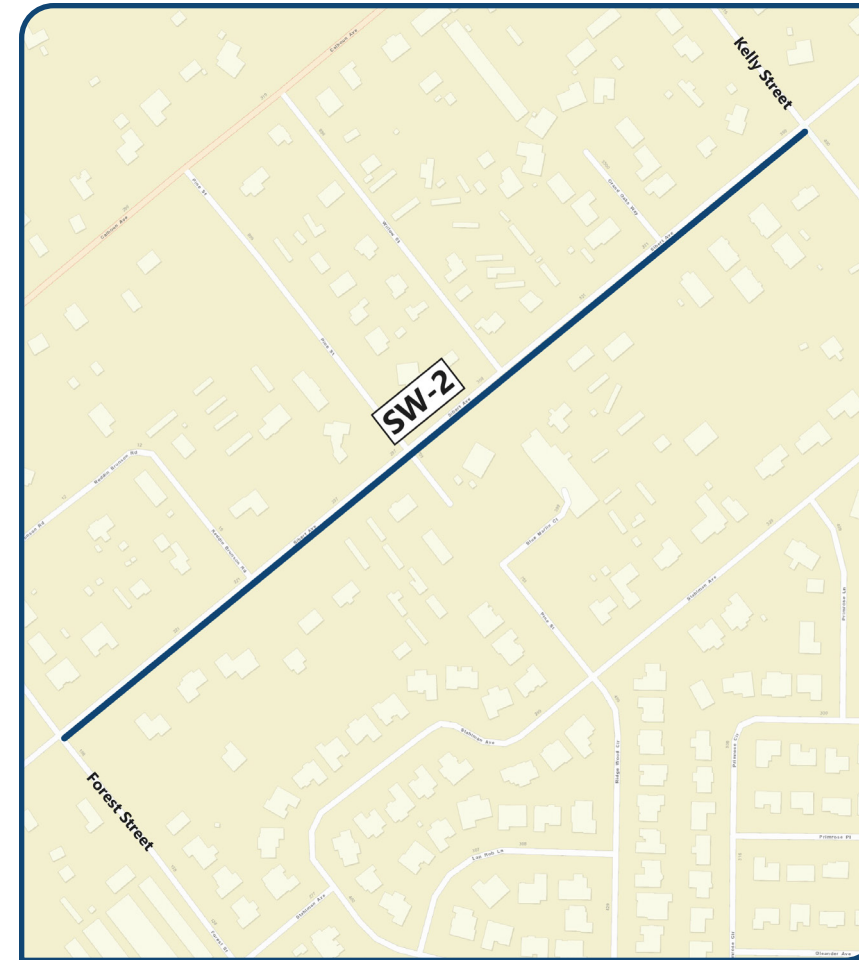
Cost

\$ 105,269

Priority

Benefit Score: 3	Phase: 2
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SW-2 Sibert Avenue Sidewalk



Improvements

- Create a 0.39 mile sidewalk on the east side of Sibert Avenue between Forest Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-2
 Name:
Sibert Avenue Sidewalk
 Location:
Forest Street to Kelly Street
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2

Cost

\$ 419,030

Priority

Benefit Score: 3	Phase: 2
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SW-3 Sibert Avenue Sidewalk



Improvements

- Create a 0.24 mile sidewalk on the east side of Sibert Avenue between Cross Street and Benning Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-3
Name:
Sibert Avenue Sidewalk
Location:
Cross Street to Benning Avenue
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-6; LDC Table 8-7B Level Two Priority

Cost

\$ 255,506

Priority

Benefit Score: 3	Phase: 3
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SW-4 Zerbe Street Sidewalk



Improvements

- Create a 0.18 mile sidewalk on the south side of Zerbe Street between Sibert Avenue and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-4
Name:
Zerbe Street Sidewalk
Location:
Sibert Avenue to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-1; LDC Table 8-7C Level Three Priority

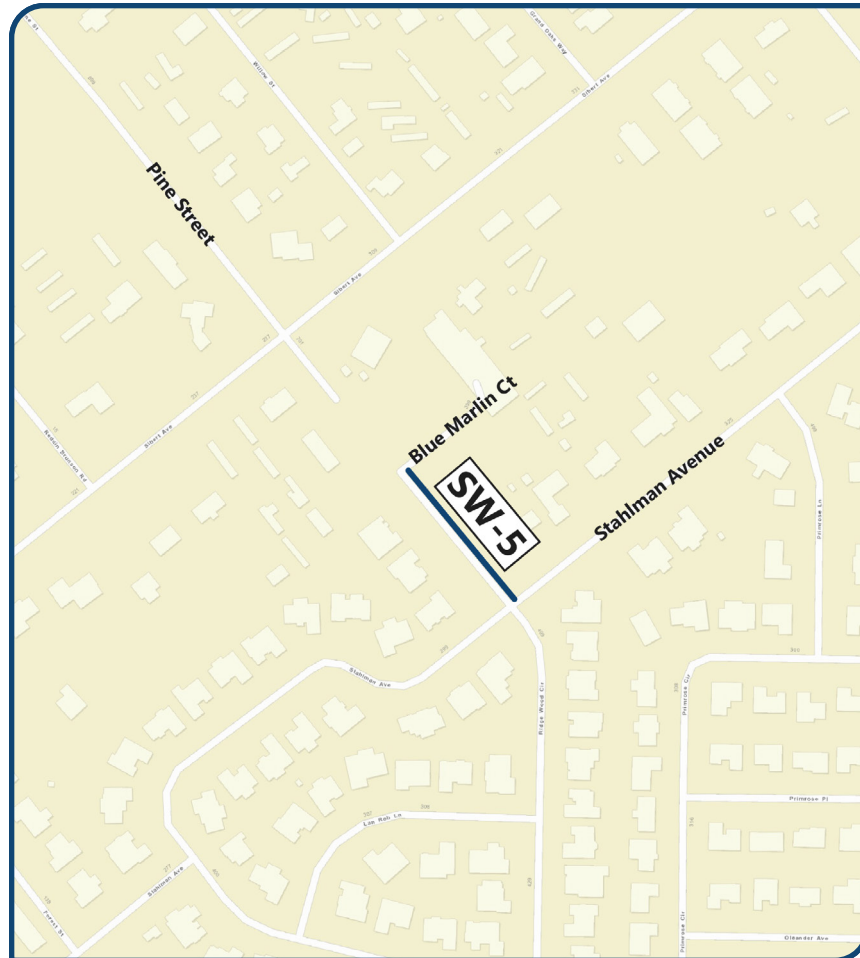
Cost

\$ 103,606

Priority

Benefit Score: 1	Phase: 2
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SW-5 Pine Street Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the north side of Pine Street between Blue Marlin Court and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-5
Name:
Pine Street Sidewalk
Location:
Blue Marlin Court to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-5; LDC Table 8-7C Level Three Priority

Cost

\$ 31,082

Priority

Benefit Score: 1	Phase: 2
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SW-6 Stahlman Avenue Sidewalk



Improvements

- Create a 0.11 mile sidewalk on both sides of Stahlman Avenue between Pine Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-6
Name:
Stahlman Avenue Sidewalk
Location:
Pine Street to Primrose Lane
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-2; LDC Table 8-7C Level Three Priority

Cost

\$ 123,461

Priority

Benefit Score: 1	Phase: 3
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SW-7 Stahlman Avenue Sidewalk



Improvements

- Create a 0.16 mile sidewalk on the west side of Stahlman Avenue between Kelly Street and Hickory Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-7
Name:
Stahlman Avenue Sidewalk
Location:
Kelly Street to Hickory Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-3; LDC Table 8-7B Level Two Priority

Cost

\$ 169,656

Priority

Benefit Score: 3	Phase: 3
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SW-8 Hickory Street Sidewalk



Improvements

- Create a 0.14 mile sidewalk on the south side of Hickory Street between Stahlman Avenue and Calhoun Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-8
Name:
Hickory Street Sidewalk
Location:
Stahlman Avenue to Calhoun Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-4; LDC Table 8-7C Level Three Priority

Cost

\$ 79,613

Priority

Benefit Score: 1	Phase: 2
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SW-9 Indian Trail Sidewalk



Improvements

- Create a 0.48 mile sidewalk on the south side of Indian Trail between Bayou Drive and Main Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-9
Name:
Indian Trail Sidewalk
Location:
Bayou Drive to Main Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-9; LDC Table 8-7C Level Three Priority

Cost

\$ 278,099

Priority

Benefit Score: 1	Phase: 1
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SW-10 Mattie M. Kelly Boulevard (northern) sidewalk



Improvements

- Create a 0.21 mile sidewalk on the west side of Mattie M Kelly Blvd between the existing sidewalk and Airport Road
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-10
Name:
Mattie M. Kelly Boulevard (northern) Sidewalk
Location:
Existing sidewalk to Airport Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-14; LDC Table 8-7C Level Three Priority

Cost

\$ 222,801

Priority

Benefit Score: 1	Phase: 2
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SW-11 Mountain Drive Sidewalk



Improvements

- Create a 0.83 mile sidewalk on the north side of Mountain Drive between Stahlman Avenue and the roundabout
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-11
Name:
Mountain Drive Sidewalk
Location:
Stahlman Avenue to the roundabout
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$674,700

Priority

Benefit Score: 3	Phase: 2
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SW-12 Main Street Sidewalk



Improvements

- Create a 0.3 mile sidewalk on the east side of Main Street between Legion Drive and Kell Aire Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-12
Name:
Main Street Sidewalk
Location:
Legion Drive to Kell Aire Drive
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$269,815

Priority

Benefit Score: 1	Phase: 2
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SW-13 Restaurant Row Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-13
Name:
Restaurant Row Sidewalk
Location:
Public parking lot to U.S. 98
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$58,460

Priority

Benefit Score: 3	Phase: 2
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SW-14 Town Hall Pedestrian Access



Improvements

- Create a 0.17 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-14
Name:
Town Hall Pedestrian Access
Location:
Indian Bayou Trail to Morgan Sports Center
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$100,763

Priority

Benefit Score: 1	Phase: 2
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BL-1 Sibert Avenue Bicycle Lanes



Improvements

- Create bike lanes along Sibert Avenue between Calhoun Avenue and Kelly Street, a length of approximately 0.81 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-1
 Name:
Sibert Avenue Bicycle Lanes
 Location:
Calhoun Avenue to Kelly Street
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, BL-1; LDC Table 8-7A Level One Priority

Cost

\$ 600,696

Priority

Benefit Score: 5	Phase: 2
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BL-2 Forest Street Bicycle Lanes



Improvements

- Create bike lanes along Forest Street between Calhoun Avenue and Stahlman Avenue, a length of approximately 0.12 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-2
 Name:
Forest Street Bicycle Lanes
 Location:
Calhoun Avenue to Stahlman Avenue
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, BL-12; LDC Table 8-7A Level One Priority

Cost

\$ 85,215

Priority

Benefit Score: 5	Phase: 3
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BL-3 Stahlman Avenue Bicycle Lanes



Improvements

- Create bike lanes along Stahlman Avenue between Azalea Drive and Kelly Street, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-3
Name:
Stahlman Avenue Bicycle Lanes
Location:
Azalea Drive to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-6; LDC Table 8-7C Level Three Priority

Cost

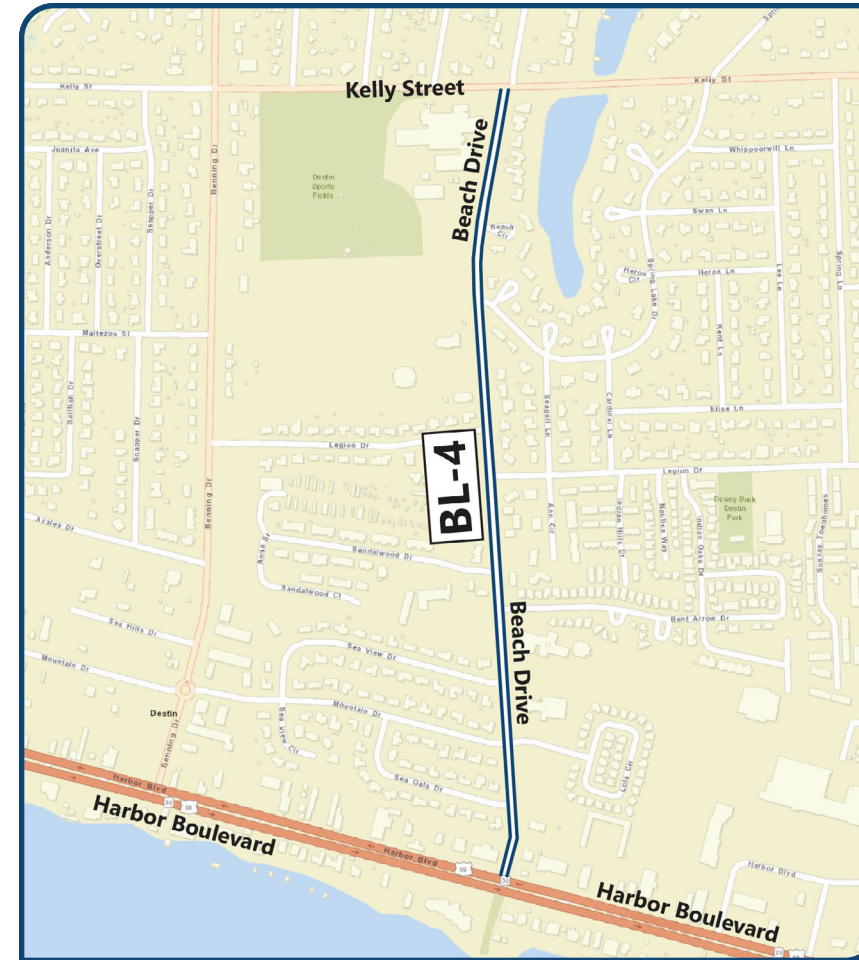
\$ 360,417

Priority

Benefit Score:
1

Phase:
3

BL-4 Beach Drive Bicycle Lanes



Improvements

- Create bike lanes along Beach Drive between Harbor Boulevard and Kelly Street, a length of approximately 0.78 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-4
Name:
Beach Drive Bicycle Lanes
Location:
Harbor Boulevard to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-5; LDC Table 8-7A Level One Priority

Cost

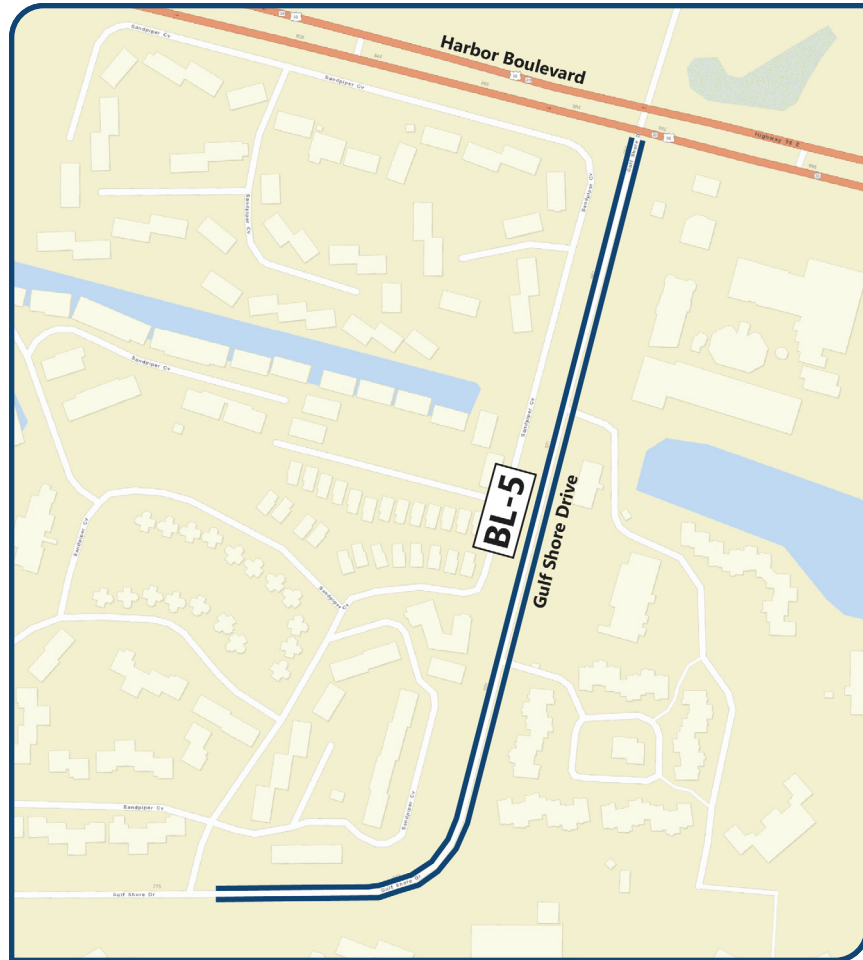
\$ 573,455

Priority

Benefit Score:
5

Phase:
2

BL-5 Gulf Shore Drive Bicycle Lanes



Improvements

- Create bike lanes along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd, a length of approximately 0.35 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-5
Name:
Gulf Shore Drive Bicycle Lanes
Location:
Sandpiper Cove to Harbor Boulevard
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-2; LDC Table 8-7B Level Two Priority

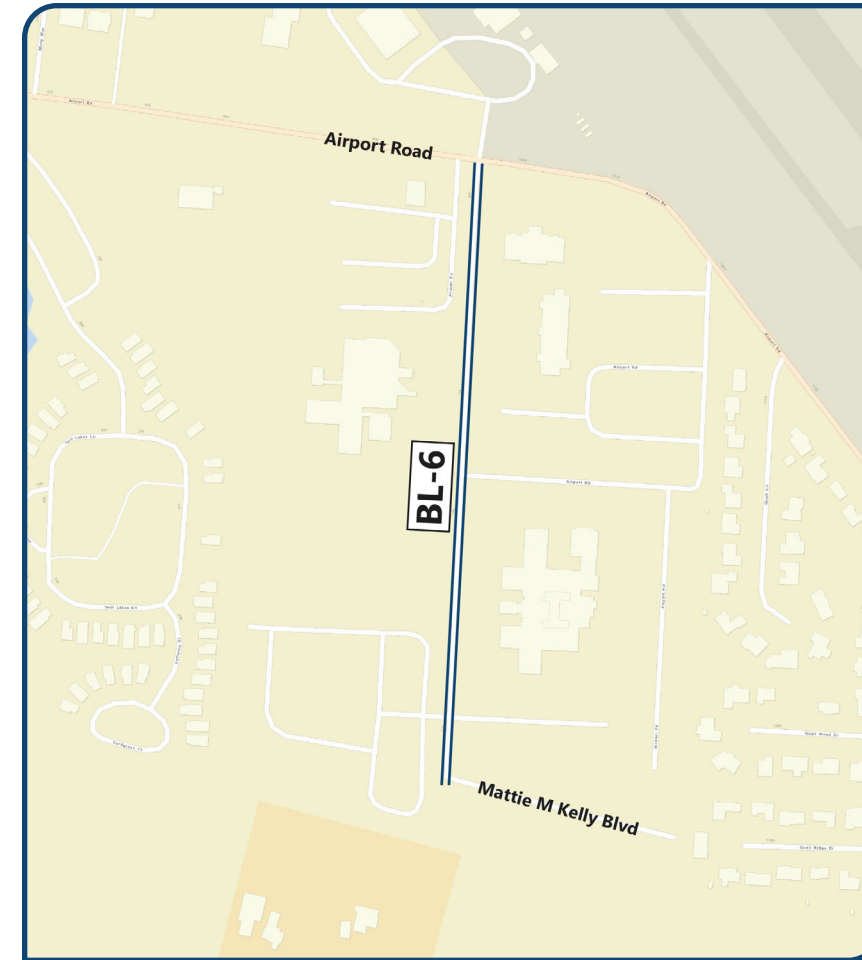
Cost

\$ 257,042

Priority

Benefit Score: 3	Phase: 2
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BL-6 Mattie M. Kelly Boulevard (northern) Bicycle Lanes



Improvements

- Create bike lanes along Mattie M Kelly Blvd between the existing roadway end and Airport Road, a length of approximately 0.25 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-6
Name:
Mattie M. Kelly Boulevard (northern) Bicycle Lanes
Location:
Existing end roadway to Airport Road
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-1; Pathways Plan, BL-11; LDC Table 8-7B Level Two Priority

Cost

\$ 185,377

Priority

Benefit Score: 3	Phase: 3
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BL-7 Scenic 98 (west)/Restaurant Row Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98/ Restaurant Row between Emerald Coast Parkway and Emerald Coast Parkway, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-7
Name:
Scenic 98 (west)/Restaurant Row Bicycle Lanes
Location:
Emerald Coast Parkway to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-8; LDC Table 8-7B Level Two Priority

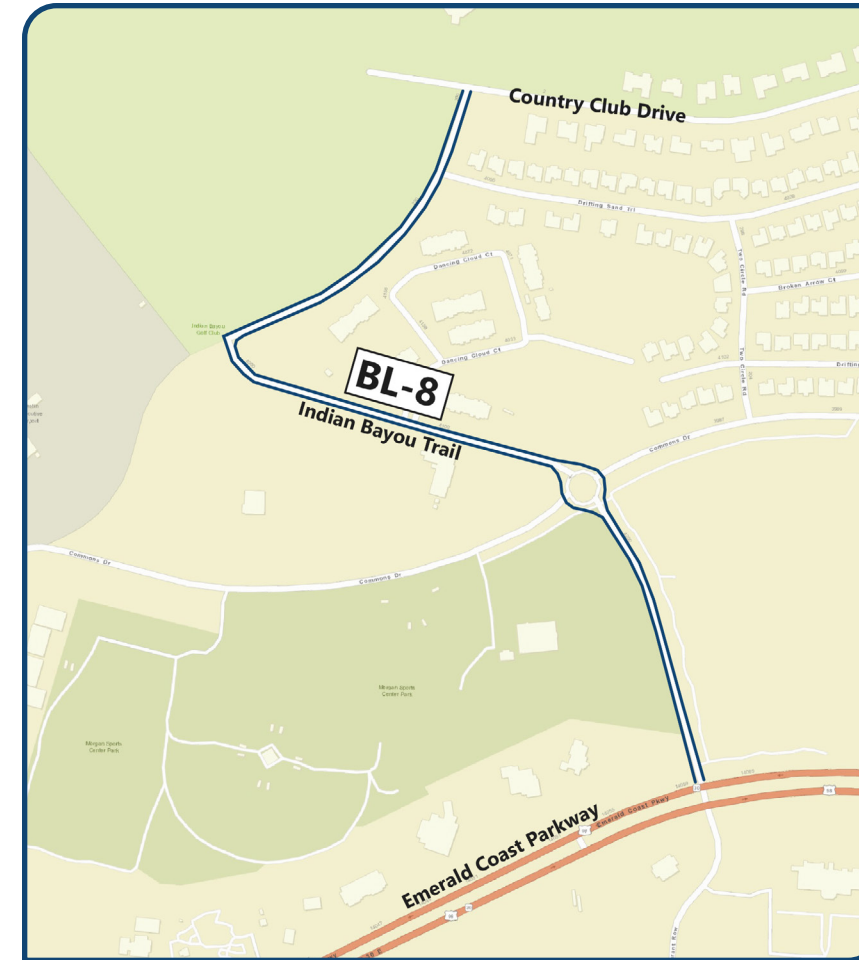
Cost

\$ 2,286,414

Priority

Benefit Score: 3	Phase: 2
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BL-8 Indian Bayou Trail Bicycle Lanes



Improvements

- Create bike lanes along Indian Bayou Trail between Emerald Coast Parkway and Country Club Drive, a length of approximately 0.73 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-8
Name:
Indian Bayou Trail Bicycle Lanes
Location:
Emerald Coast Parkway to Country Club Drive
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-7; LDC Table 8-7C Level Three Priority

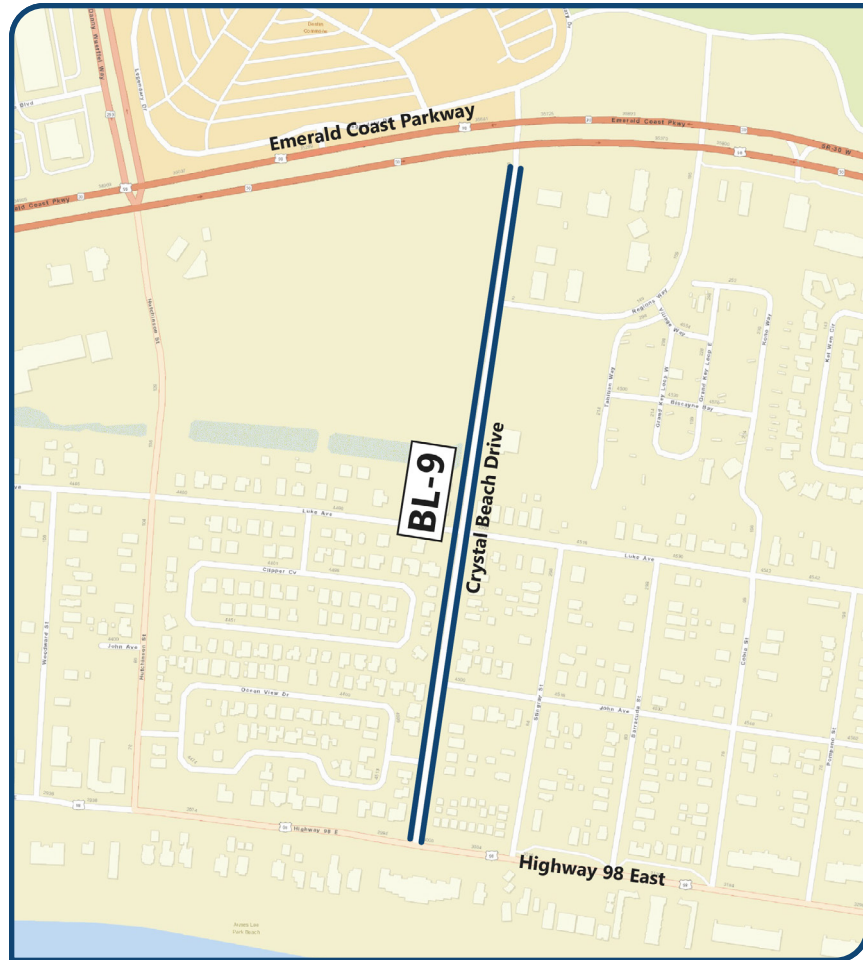
Cost

\$ 541,324

Priority

Benefit Score: 1	Phase: 2
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BL-9 Crystal Beach Drive Multiuse Path



Improvements

- Create bike lanes along Crystal Beach Drive between Scenic 98 East and Emerald Coast Parkway, a length of approximately 0.48 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-9
Name:
Crystal Beach Drive Multiuse Path
Location:
Scenic 98 East to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-4; LDC Table 8-7B Level Two Priority

Cost

\$ 352,036

Priority

Benefit Score:
3

Phase:
3

BL-10 Scenic 98 (east) Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98 between Matthew Blvd and the Walton County line, a length of approximately 2.08 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-10
Name:
Scenic 98 (east) Bicycle Lanes
Location:
Matthew Boulevard to Walton County Line
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

Cost

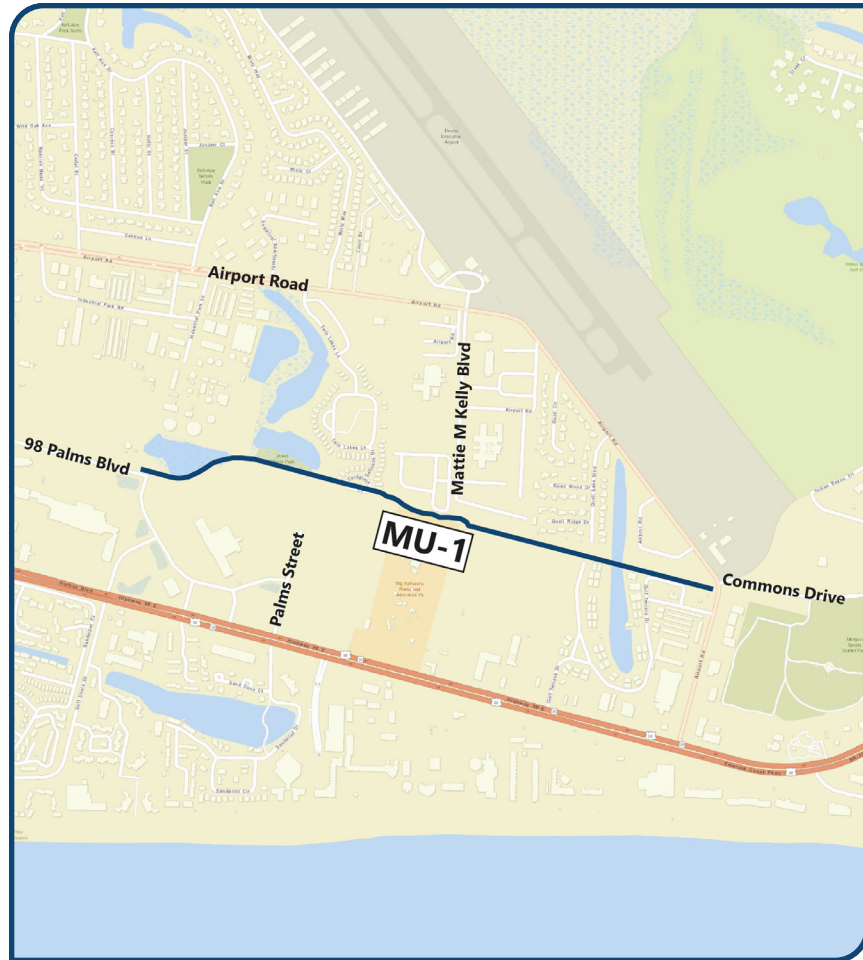
\$ 9,673,289

Priority

Benefit Score:
3

Phase:
3

MU-1 Powerline Easement (west) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Main Street and Airport Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-1
 Name:
Powerline Easement (west) Multi-use Path
 Location:
Main Street to Airport Road
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, MUT-5; LDC Table 8-7B Level Two Priority

Cost

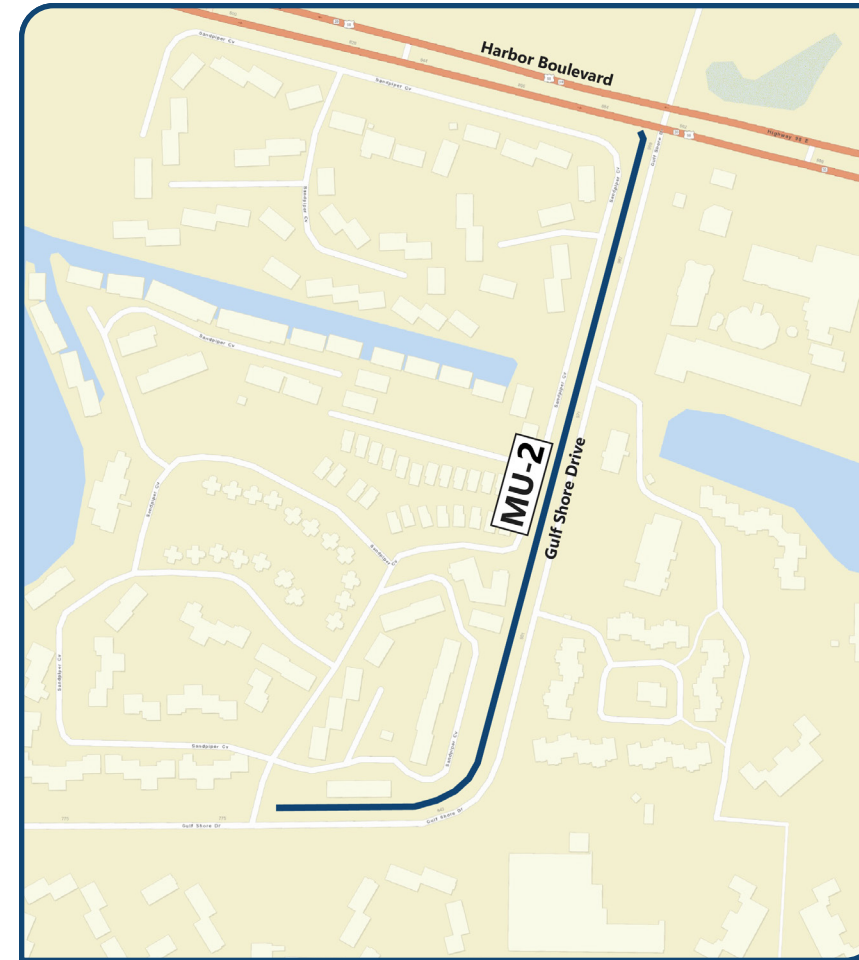
\$10,000,000

Priority

Benefit Score:
3

Phase:
1

MU-2 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-2
 Name:
Gulf Shore Drive Multi-use Path
 Location:
Sandpiper Cove to Harbor Boulevard
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, MUT-3; LDC Table 8-7B Level Two Priority

Cost

\$ 298,017

Priority

Benefit Score:
3

Phase:
2

MU-3 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Norriego Point and Durango Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-3
Name:
Gulf Shore Drive Multi-use Path
Location:
Norriego Point to Durango Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, MUT-4; LDC Table 8-7A Level One Priority

Cost

\$ 557,162

Priority

Benefit Score:
5

Phase:
2

MU-4 Crystal Beach Drive Multi-use Path



Improvements

- Create a multi-use path along Crystal Beach Drive between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-4
Name:
Crystal Beach Drive Multi-use Path
Location:
Scenic 98 to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, MUT-15; LDC Table 8-7A Level One Priority

Cost

\$ 408,154

Priority

Benefit Score:
5

Phase:
3

MU-5 Dolphin Street/Regatta Bay Boulevard Multi-use Path



Improvements

- Create a multi-use path along Dolphin Street/Regatta Bay Blvd between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-5
 Name:
Dolphin Street/Regatta Bay Boulevard Multi-use Path
 Location:
Scenic 98 to Emerald Coast Parkway
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, MUT-16; LDC Table 8-7A Level One Priority

Cost

\$ 453,504

Priority

Benefit Score: 5	Phase: 2
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MU-6 Powerline easement (east) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Emerald Coast Parkway and Dolphin Street
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-6
 Name:
Powerline easement (east) Multi-use Path
 Location:
Emerald Coast Parkway to Dolphin Street
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, MUT-13; LDC Table 8-7A Level One Priority

Cost

\$983,456

Priority

Benefit Score: 5	Phase: 2
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MU-7 West of Twin Lakes Multi-use Path



Improvements

- Create a multi-use path west of Twin Lakes between 98 Palms Boulevard and Airport Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-7
 Name:
West of Twin Lakes Multi-use Path
 Location:
98 Palms Blvd to Airport Road
 Initiative:
Pedestrian/Bike
 Source:
Public and Stakeholder Engagement

Cost

\$1,336,550

Priority

Benefit Score: 1	Phase: 2
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MU-8 Indian Trail to Destin High School Multi-Use Path



Improvements

- Create a multi-use path from northern neighborhoods at Indian Trail to Destin High School along the Indian Bayou
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-8
 Name:
Indian Trail to Destin High School Multi-Use Path
 Location:
Along Indian Bayou
 Initiative:
Pedestrian/Bike
 Source:
Public and Stakeholder Engagement

Cost

\$1,432,873

Priority

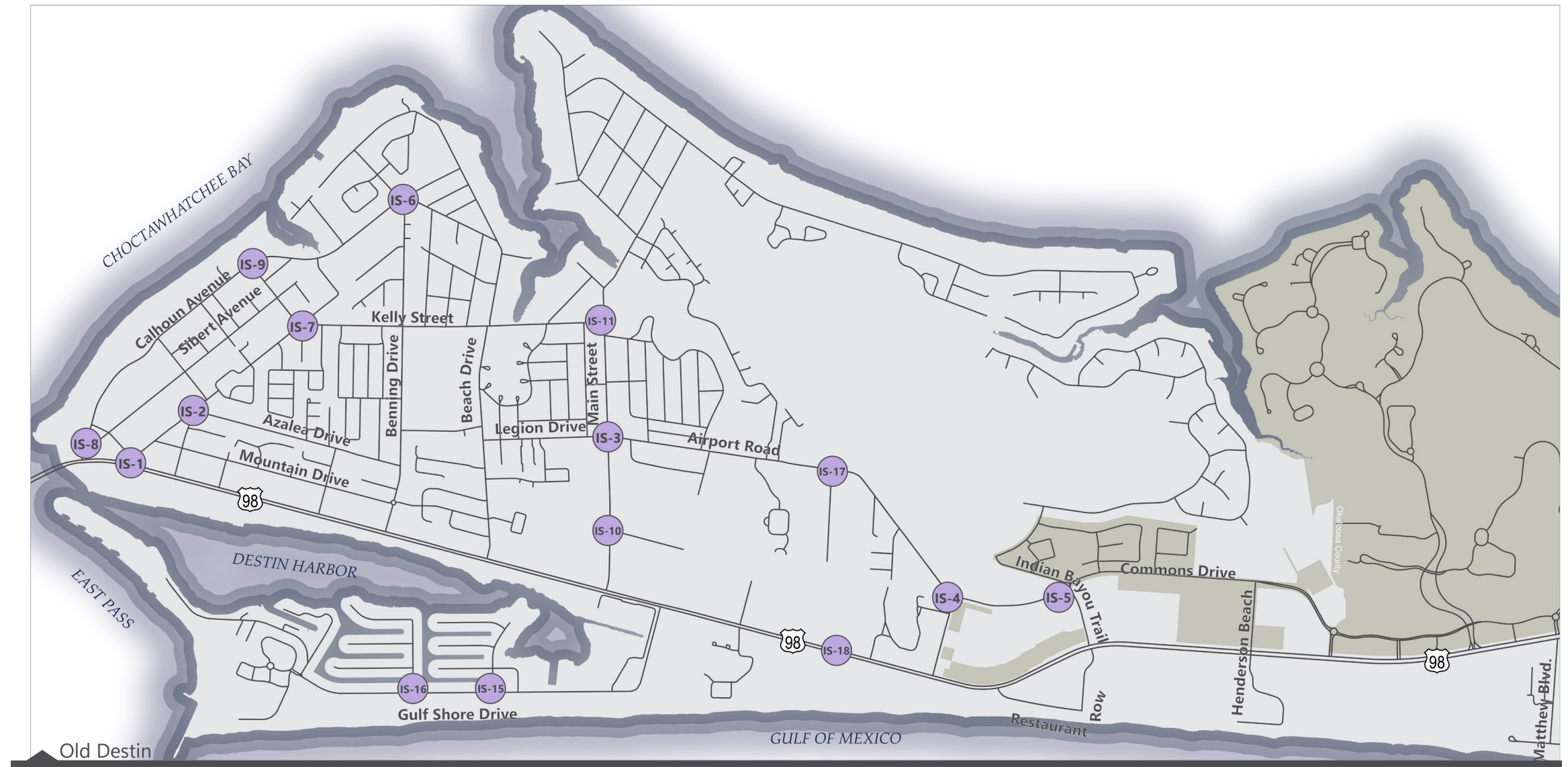
Benefit Score: 3	Phase: 2
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INTERSECTION ENHANCEMENTS

There are numerous intersections throughout Destin that require attention due to crash rates and projected growth. Careful consideration was given to intersections with previous pedestrian and bicyclist injuries and fatalities. Potential types of improvements include extended central medians, curb radius reduction, crosswalks, pedestrian refuge islands, rapid-flashing beacons, pedestrian priority signs, roundabouts with bicycle and pedestrian accommodations, and painted crosswalks.

The intersection projects in this plan include Stahlman Avenue at Zerbe Street and Harbor Boulevard, Stahlman Avenue at Azalea Drive, Stahlman Avenue at Kelly Street, Legion Drive/Airport Road at Main Street, Airport Road at Commons Drive, Commons Drive at Indian Bayou Trail, Benning Drive at Sibert Avenue, 1st Street, and 4th Street, Calhoun Avenue at Sibert Avenue, Calhoun Avenue at Kelly Street, Main Street at 98 Palms Boulevard, Scenic 98 East at Matthew Boulevard, Scenic 98 East at Shirah Street, Scenic 98 East at Pompano Street, Gulf Shore Drive at Moreno Point Road, Gulf Shore Drive at Norriego Road, Mattie M. Kelly Blvd at Airport Road, and Mattie M. Kelly Blvd at U.S. 98. Each intersection was analyzed by the planning team to come up with efficient recommendations.

The recommendations listed in the following pages take other mobility projects, such as proposed bike and pedestrian projects, into consideration. The total estimated cost for intersection enhancements is 8 million dollars.



MOBILITY PLAN | Intersection Enhancements

- Intersection Safety Project**
- | | |
|---|---------------------------------------|
| 1 Stahlman Avenue @ Zerbe Street and Harbor Boulevard | 10 Main Street @ 98 Palm Boulevard |
| 2 Stahlman Avenue @ Azalea Drive | 11 Main Street @ Kelly Street |
| 3 Legion Drive/Airport Road Intersection with Main Street | 12 Scenic 98 East @ Matthew Boulevard |
| 4 Airport Road @ Commons Drive | 13 Scenic 98 East @ Shirah Street |
| 5 Commons Drive @ Indian Bayou Trail | 14 Scenic 98 East @ Pompano Street |
| 6 Benning Drive @ Sibert Avenue, 1st Street, and 4th Street | 15 Gulf Shore Drive @ Moreno Point Rd |
| 7 Stahlman Avenue @ Kelly Street | 16 Gulf Shore Drive @ Norriego Rd |
| 8 Calhoun Avenue @ Sibert Avenue | 17 Mattie M. Kelly Blvd @ Airport Rd |
| 9 Calhoun Avenue @ Kelly Street | 18 Mattie M. Kelly Blvd @ U.S. 98 |

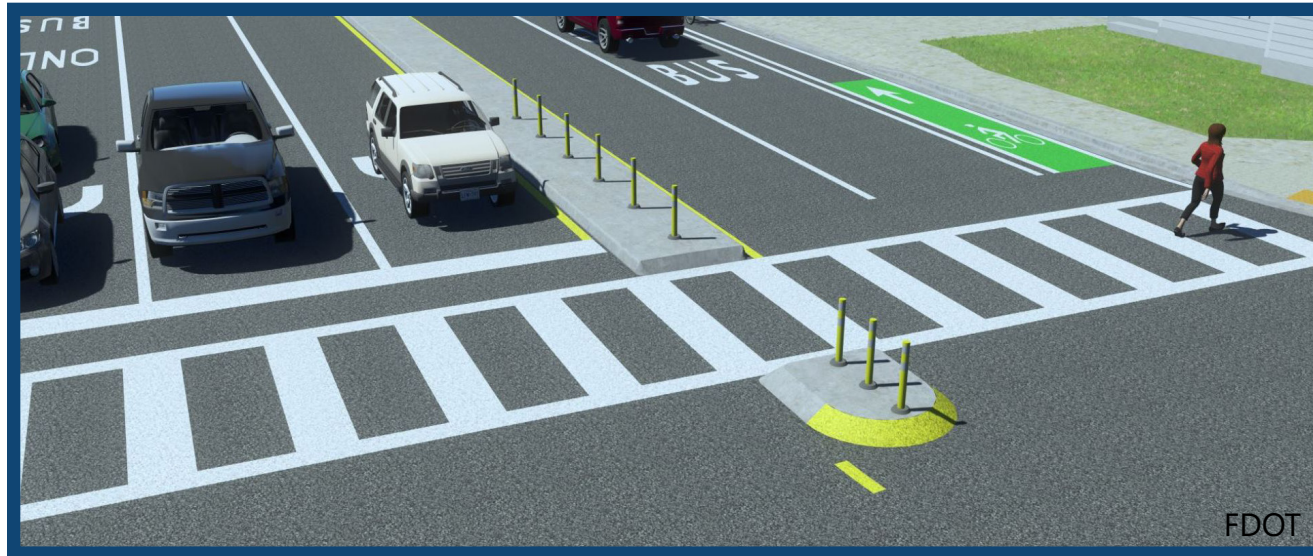


Intervention Types

1

Extended Central Medians

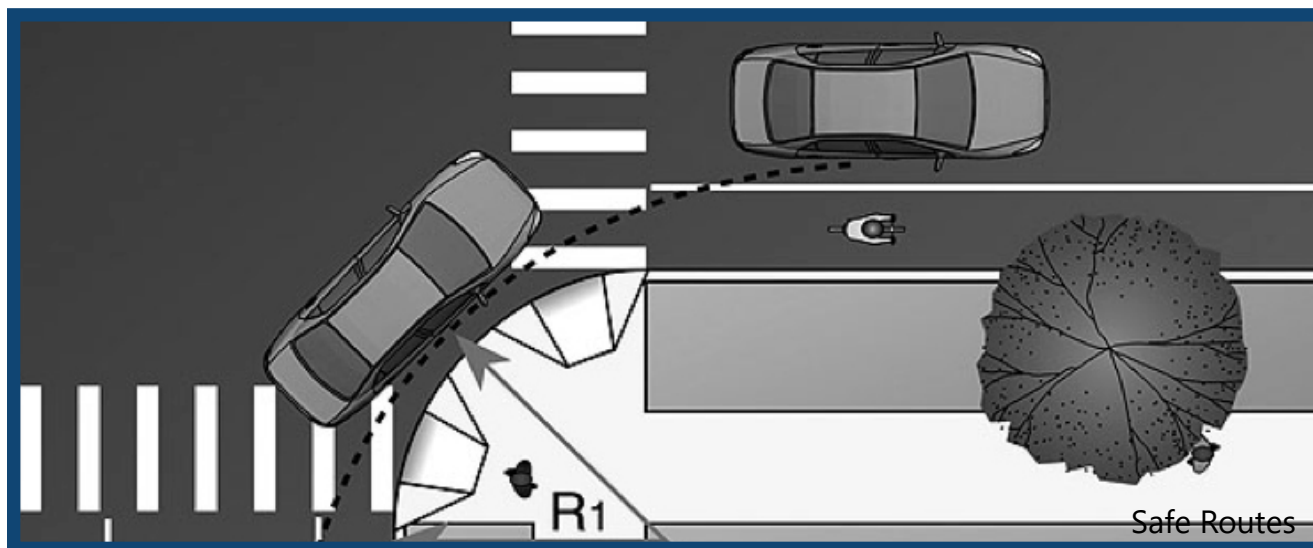
Raised medians are located between opposing lanes of traffic within a street. When the median extends through a marked crosswalk, drivers must slow down to make a sharper turn. Extended central medians are traffic calming measures which increase pedestrian visibility and safety.



2

Curb Radius Reduction

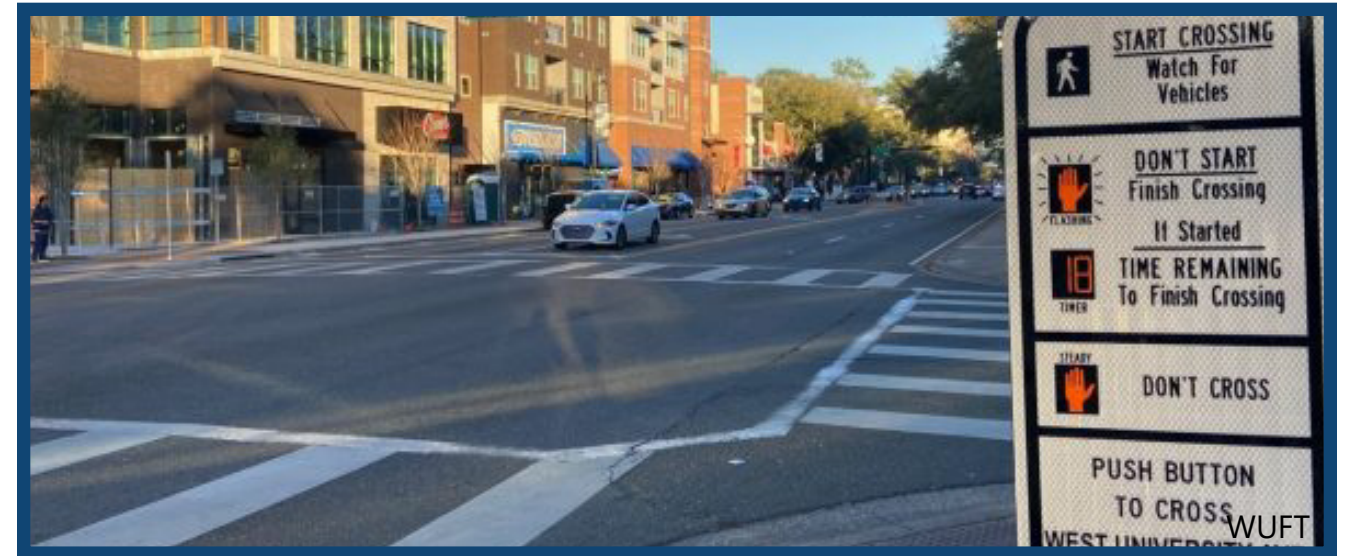
Appropriately designed curb radii account for all road users, including pedestrians and bicyclists. Tighter curb radii prevent high speed vehicular turns and increases pedestrian visibility. Intersections with tight curb radii tend to reduce crossing distances for pedestrians as well.



3

Crosswalks

Well designed roadway networks include highly visible crosswalks on all legs of signalized intersections. High-visibility design includes patterns (typically ladder) which are high contrast (asphalt/white) and visible to all road users from farther away.



4

Pedestrian Refuge Islands

Medians separating multi-lane roads require additional pedestrian safety measures. Pedestrian refuge islands allow pedestrians to cross one direction of traffic and then wait at the island until the other direction of traffic becomes clear.



5

Rapid-Flashing Beacon

Rapid-flashing beacons are pedestrian-activated LED lights. When activated, these beacons increase visibility of pedestrians and bicyclists by warning drivers to stop and allow other users to cross the road. Since the signal can be seen from farther away, it provides plenty of time for drivers to stop.



6

Pedestrian Priority Signs

Priority signs indicate which user has the right-of-way at an intersection. Drivers must always yield to pedestrians, but these signs help increase pedestrian safety by reminding drivers to share the road and to be cautious of foot traffic.



7

Roundabouts with Bicycle and Pedestrian Accommodations

Roundabouts increase safety by significantly decreasing vehicle speeds and reducing conflict. In order to further accommodate bicyclists and pedestrians, roundabouts can include marked crosswalks, extended central medians, pedestrian priority signs, and pedestrian refuge islands.



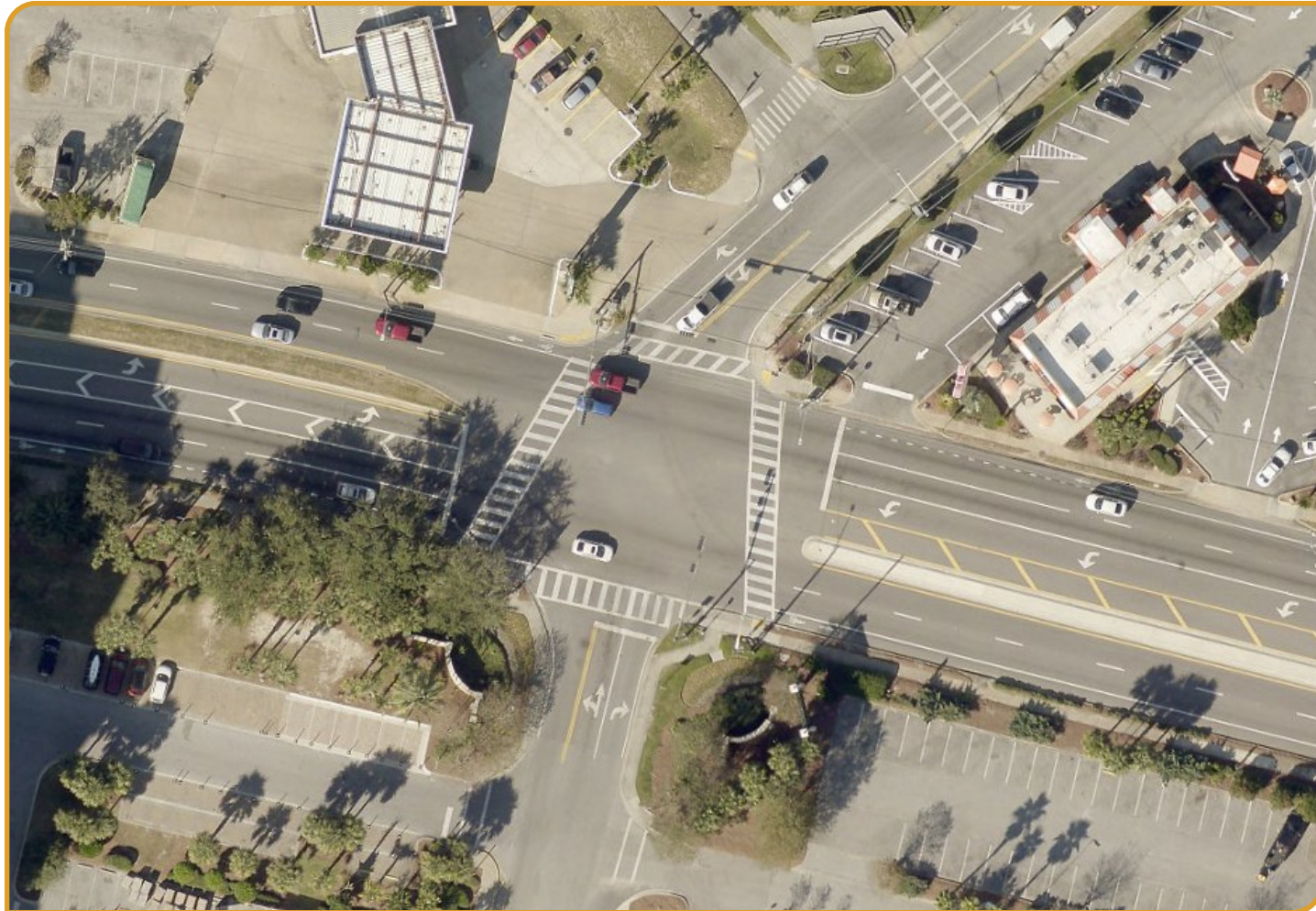
8

Painted Crosswalks

Studies show that painted crosswalks lead to decreased vehicle speeds and higher alertness of road users. Painted crosswalks increase community involvement in public art. Crosswalk design must remain high contrast and recognizable to accommodate individuals with low-visibility.



IS-1 Stahlman Avenue at Harbor Boulevard & Zerbe Street



Improvements

- Consider moving gas station access to Zerbe Street
- Add a pedestrian refuge
- Increase crosswalk visibility
- Reduce curb cuts
- Extend central medians

Cost

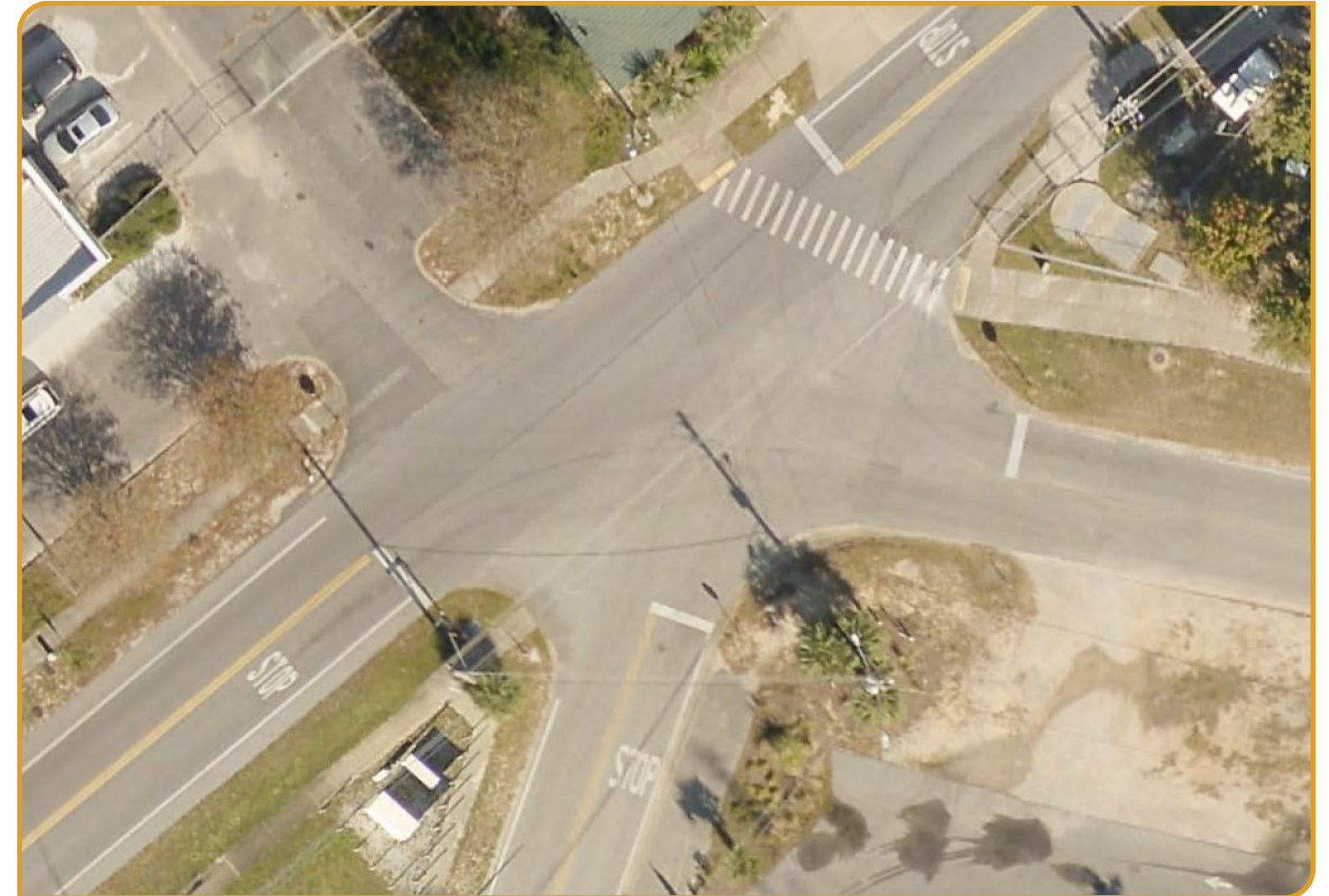
\$135,828

Priority

Benefit Score:
5

Phase:
1

IS-2 Stahlman Avenue at Azalea Drive



Improvements

- Full crosswalk treatment
- Move Azalea stop line up to Stahlman Avenue
- Close Palmetto Street at the intersection
- Make the sidewalk continuous

Cost

\$123,159

Priority

Benefit Score:
3

Phase:
2

IS-3 Legion Drive/Airport Road at Main Street



Improvements

- Reduce double left turn on Airport Rd to single turn lane and extend the curb/sidewalk straight through existing right turn lane
- Shift travel lanes south
- Rehabilitate existing crosswalks
- Extend center medians to provide pedestrian refuge
- Reduce turning radii
- Implement streetscaping

Cost

\$631,990

Priority

Benefit Score: 5	Phase: 2
----------------------------	--------------------

IS-4 Airport Road at Commons Drive



Improvements

- Ensure safe and comfortable transition from Linear Park
- Add crosswalks across south leg of intersection
- Add pedestrian refuge at south median
- Improve existing crosswalks
- Reduce turning radii
- Remove "merge" area from Commons Dr and replace with bike lane or multi-use path

Cost

\$66,983

Priority

Benefit Score: 5	Phase: 2
----------------------------	--------------------

IS-5 Commons Drive at Indian Bayou Trail



Improvements

- Extend bike lanes on Commons Dr through the intersection to connect to future bike lanes on Indian Bayou Trail
- Ensure all roundabout legs have well-marked crosswalks

Cost

\$38,798

Priority

Benefit Score: 3	Phase: 2
----------------------------	--------------------

IS-6 Benning Avenue at Sibert Ave, 1st St, & 4th St



Improvements

- Add a roundabout or alternative intersection improvements
- Support shared use path on northwest side of Sibert Avenue
- Ensure accommodations for people on foot and bike

Cost

\$1,201,471

Priority

Benefit Score: 1	Phase: 2
----------------------------	--------------------

IS-7 Stahlman Avenue at Kelly Street



Improvements

- Explore the possibility of a roundabout
- Enhance pedestrian island into a more purposeful size and shape

Cost

\$1,062,945

Priority

Benefit Score: 1	Phase: 3
----------------------------	--------------------

IS-8 Calhoun Avenue at Sibert Avenue



Improvements

- Enhance multimodal access between public parking and planned boardwalk under the bridge

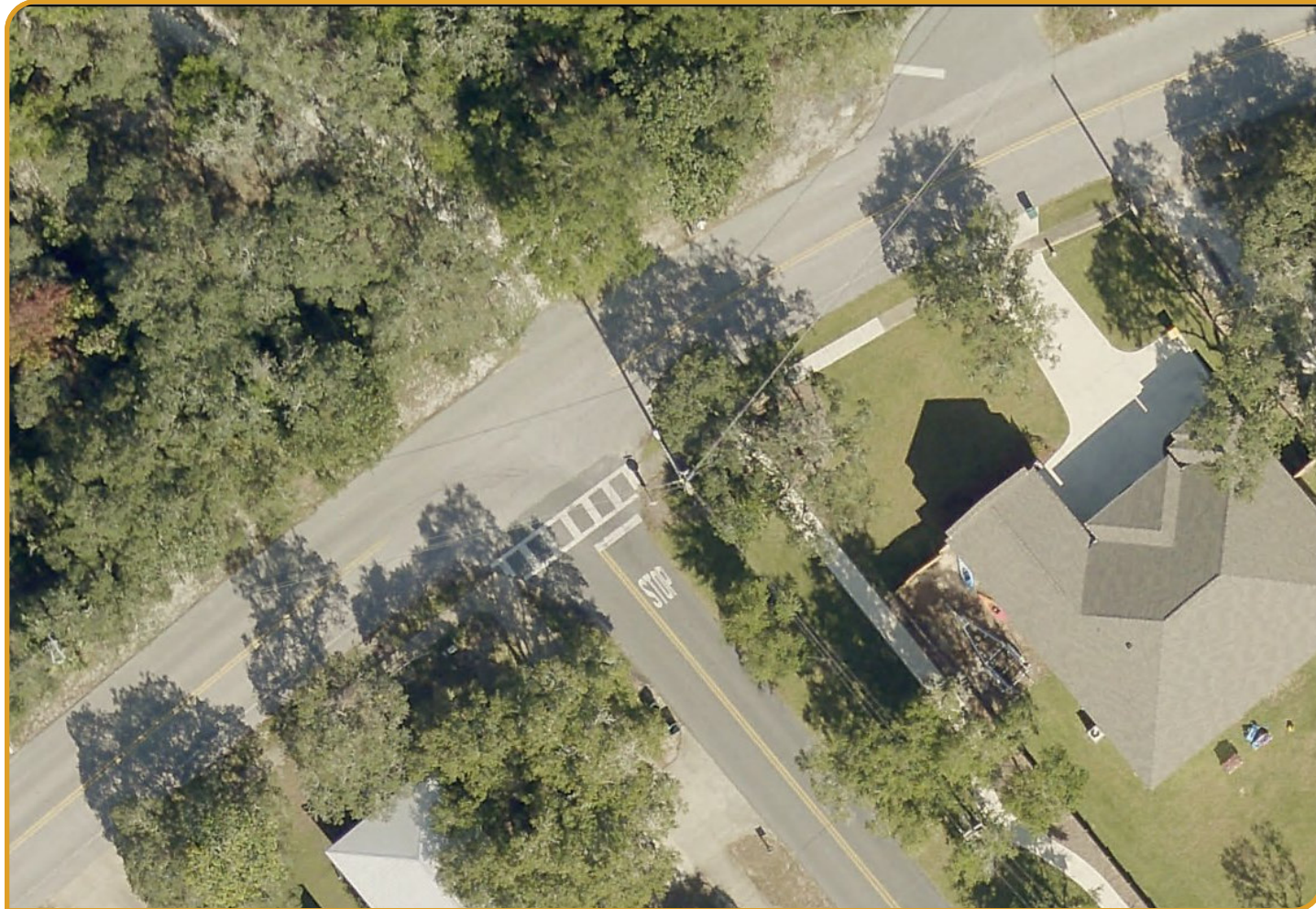
Cost

\$19,399

Priority

Benefit Score: 1	Phase: 1
----------------------------	--------------------

IS-9 Calhoun Avenue at Kelly Street



Improvements

- Add crossing on Calhoun Avenue with path project (west side of Calhoun Avenue)
- Repaint and mark existing bike lanes
- Three-way stop at the intersection

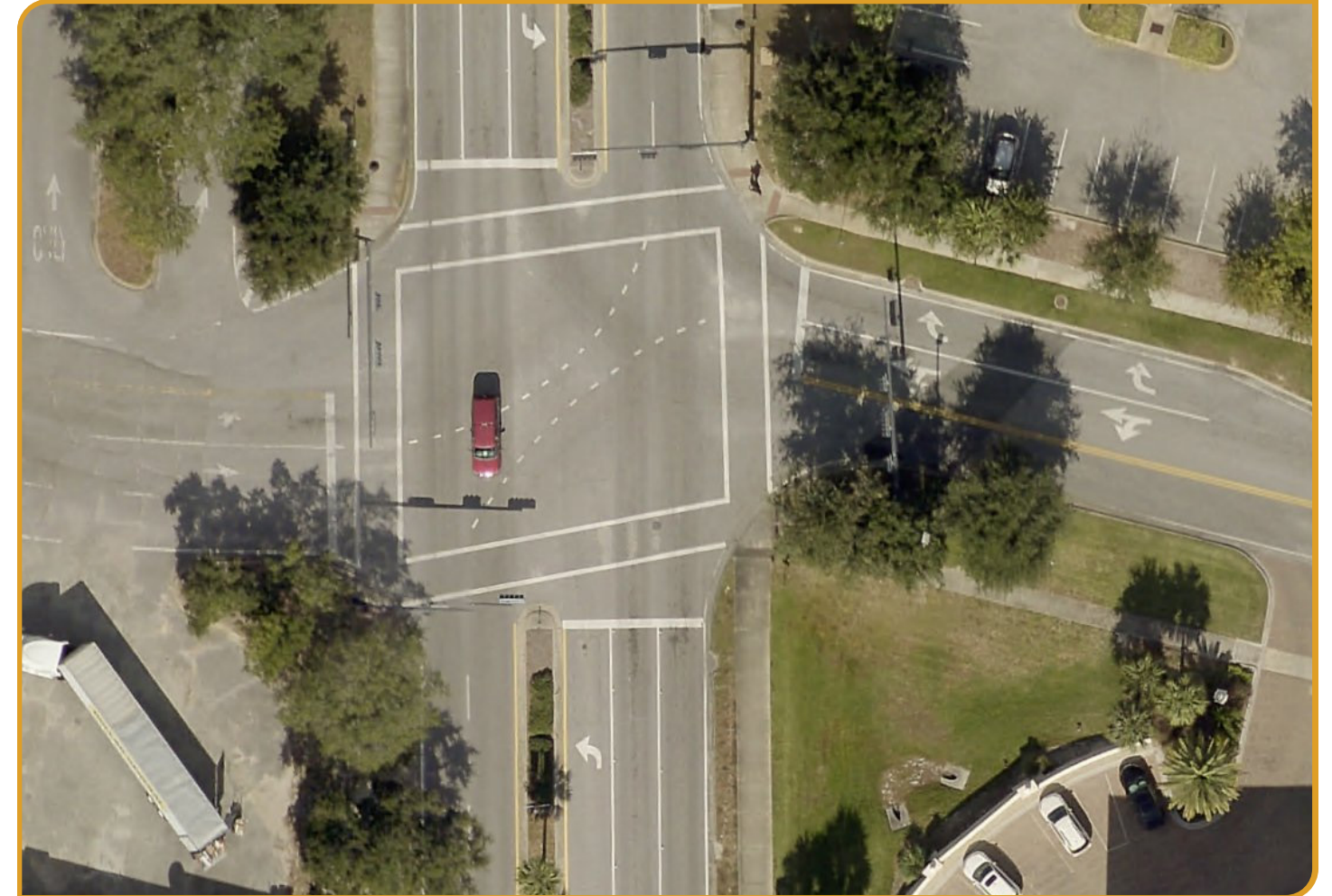
Cost

\$20,668

Priority

Benefit Score: 1	Phase: 3
----------------------------	--------------------

IS-10 Main Street at 98 Palms Blvd



Improvements

- Improve crosswalks
- Reduce turning radii
- Extend center median for pedestrian refuge
- Plan for connection to powerline easement to the north
- Build median on 98 Palms west of Main to reduce crossing distance

Cost

\$566,135

Priority

Benefit Score: 3	Phase: 3
----------------------------	--------------------

IS-11 Main Street at Kelly Street



Improvements

- Add crosswalk to north leg
- Add pedestrian refuges
- Introduce a painted crosswalk to memorialize victim
- In-ground flashing beacons and signage at crosswalks
- Reduce turn lanes to two travel lanes in each direction
- Extend bike lanes
- Reduce curb cut at convenient store

Cost

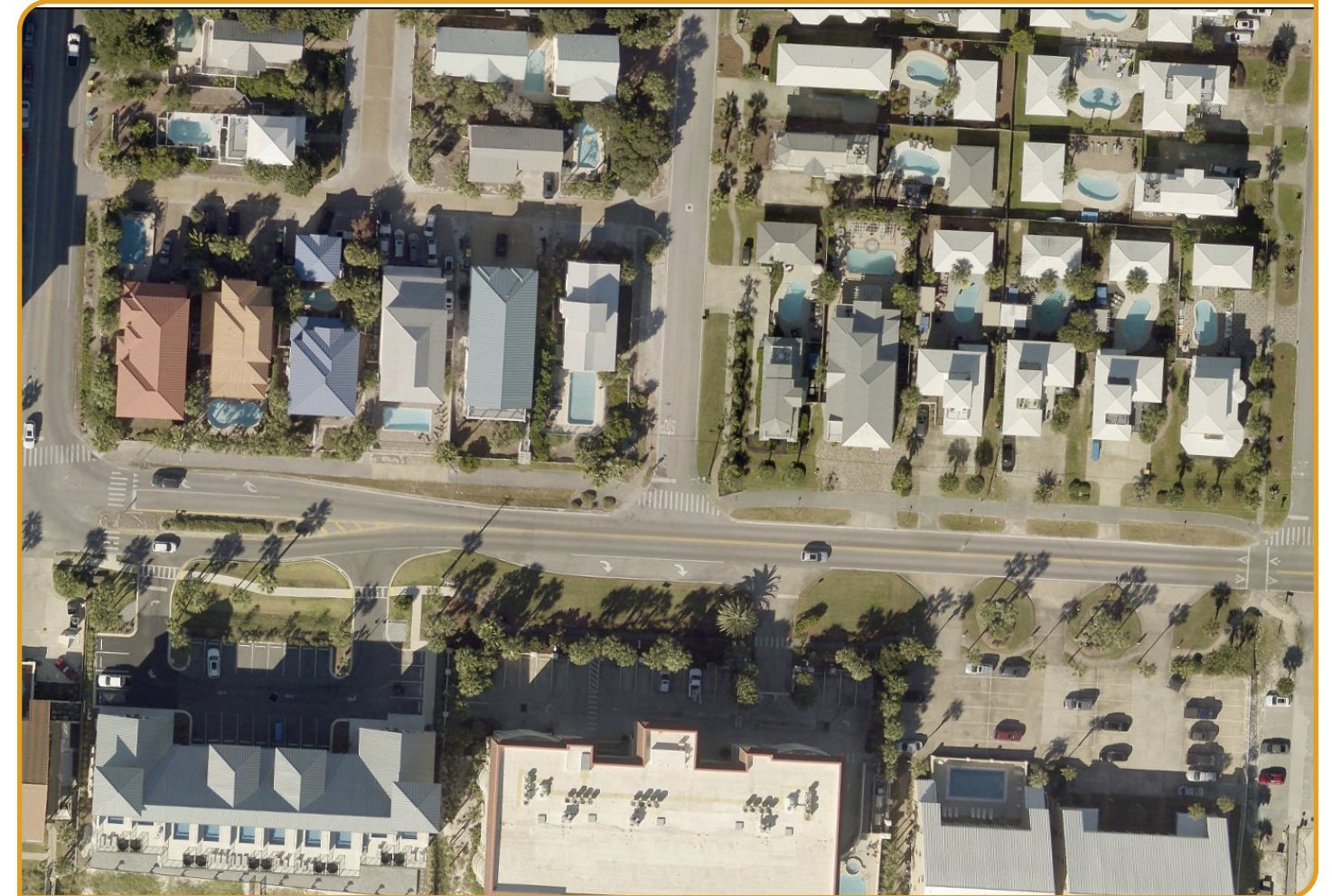
\$240,253

Priority

Benefit Score:
3

Phase:
2

IS-12 Scenic 98 at Matthew Blvd



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

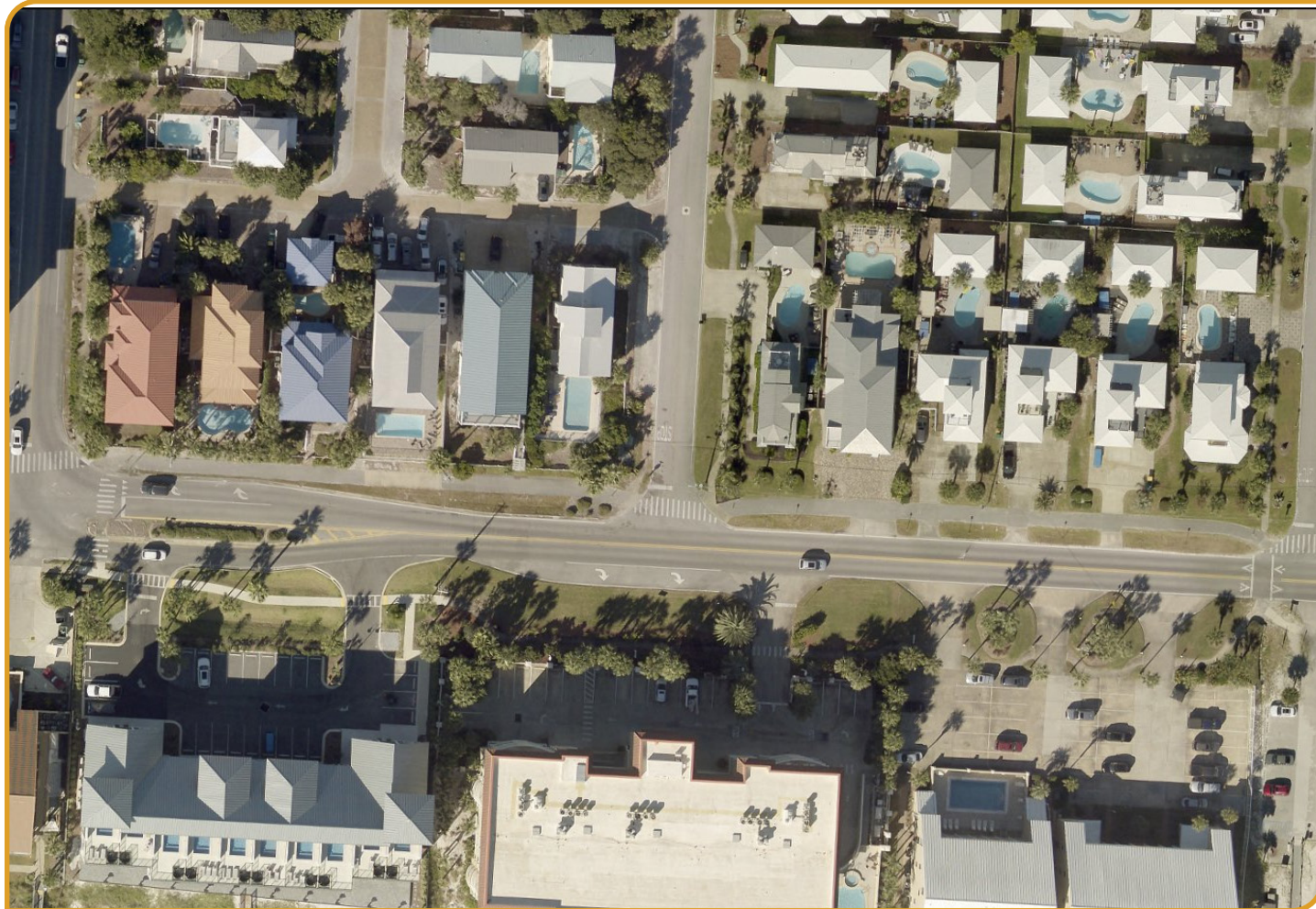
Priority

Benefit Score:
1

Phase:
3

MOBILITY PLAN | Intersection Enhancements

IS-13 Scenic 98 at Shirah Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

Benefit Score:
1

Phase:
3

MOBILITY PLAN | Intersection Enhancements

IS-14 Scenic 98 at Pompano Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

Benefit Score:
1

Phase:
3

IS-15 Gulf Shore Drive at Moreno Point Road



Improvements

- Straighten crosswalk
- Remove unnecessary crosswalk
- ADA compliance

Cost

\$9,217

Priority

Benefit Score: 3	Phase: 3
----------------------------	--------------------

IS-16 Gulf Shore Drive at Norriego Road



Improvements

- Remove both crosswalks to create an ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr

Cost

\$9,217

Priority

Benefit Score: 1	Phase: 3
----------------------------	--------------------

IS-17 Signalization of Mattie M. Kelly Blvd at Airport Road



Improvements

- Signalization

Cost

\$772,480

Priority

Benefit Score:
3

Phase:
3

IS-18 Signalization of Mattie M. Kelly Blvd at U.S. 98



Improvements

- Signalization

Cost

\$772,480

Priority

Benefit Score:
5

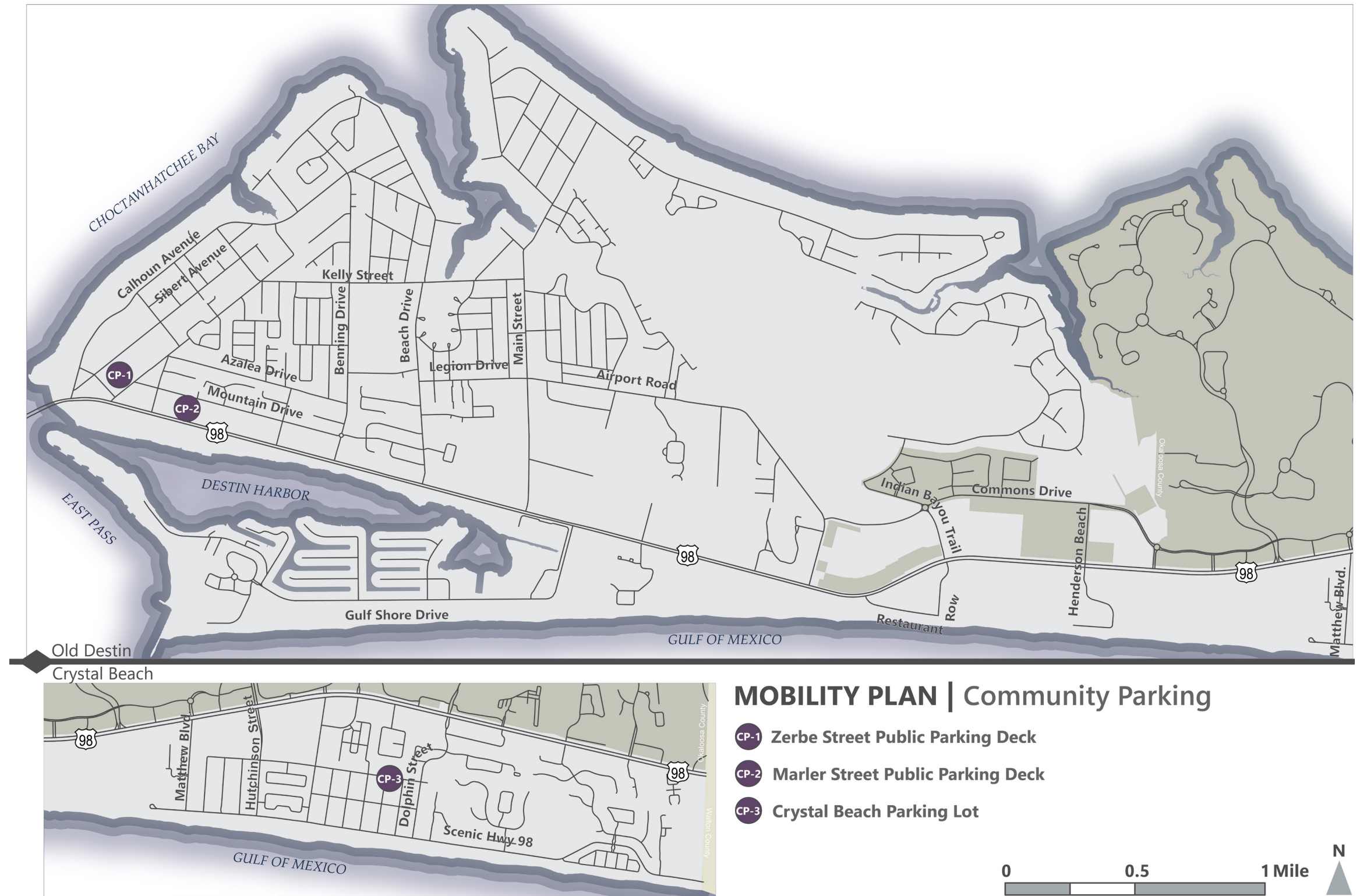
Phase:
3

COMMUNITY PARKING

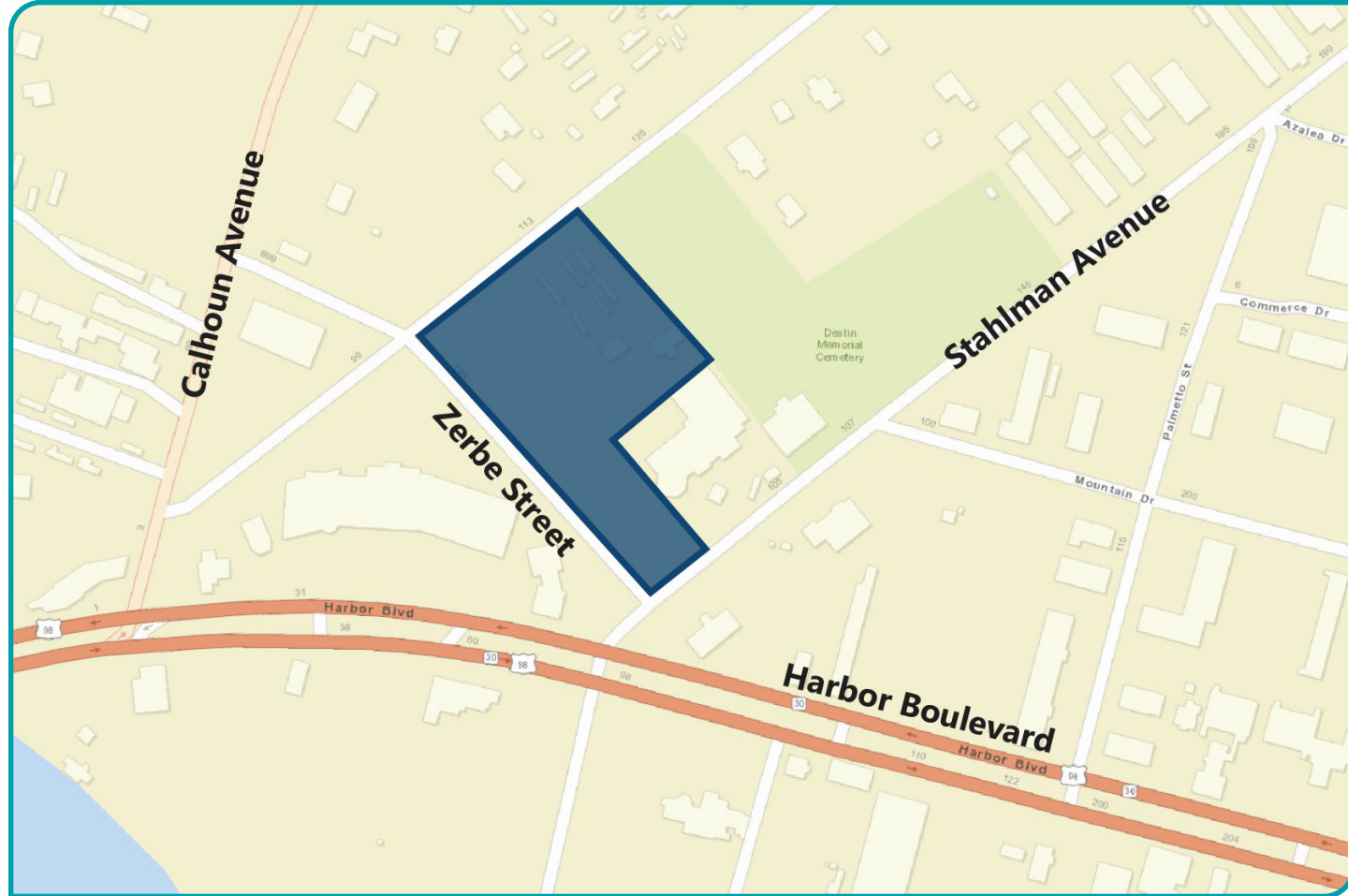
Public parking is a necessity for Destin, especially during peak months (mid-June through August). The Destin Harbor District has four public parking lots: Destin Community Center Pay-to-Park and Permit Parking, Destin Library (after business hours), Marler Street Pay-to-Park, and Zerbe Street Pay-to-Park. The City of Destin charges \$5.00 per day with the exception of handicap parking. These lots are all within a 10 minute walk to Harbor Boardwalk which makes them convenient for users.

Investing in additional public parking is a priority for the City of Destin. Potential locations for expanding public parking options within the Harbor District include the Zerbe Street Lot and Marler Street Lot. Outside of the Harbor District, there is the potential for expanding parking at Crystal Beach. The total cost for all parking projects is 51.7 million dollars.

A parking deck at the Zerbe Street lot could be anywhere from 3-4 stories with up to 625 parking spaces. A parking deck at the Marler Street lot could be 3-4 stories with up to 350 parking spaces. Since this site is 2.12 acres, there would be additional space on the site which could be utilized as a new community center or activity space for residents of Destin to enjoy year-round. Lastly, there is an opportunity to expand public parking outside of the Destin Harbor District at Crystal Beach. The Crystal Beach parking project is a proposed parking lot with 250 parking spaces.



Zerbe Street Parking Deck



Details

Project:
CP-1
Name:
Zerbe Street Parking Deck
Location:
Zerbe Street at Sibert Avenue
Initiative:
Community Parking
Number of parking spots proposed:
625

Cost

\$31,772,869

Priority

Benefit Score:
5

Phase:
1

Marler Street Parking Deck



Details

Project:
CP-2
Name:
Marler Street Parking Deck
Location:
Marler St at Mountain Dr and Harbor Blvd
Initiative:
Community Parking
Number of parking spots proposed:
350

Cost

\$18,442,179

Priority

Benefit Score:
5

Phase:
2

Crystal Beach Parking Lot



Details

Project:
CP-3

Name:
Crystal Beach Parking Lot

Location:
Utility easement between Cobia St and Dolphin St

Initiative:
Community Parking

Number of parking spots proposed:
250

Cost

\$1,501,500

Priority

Benefit Score: 1	Phase: 3
----------------------------	--------------------



3.3 Project Prioritization

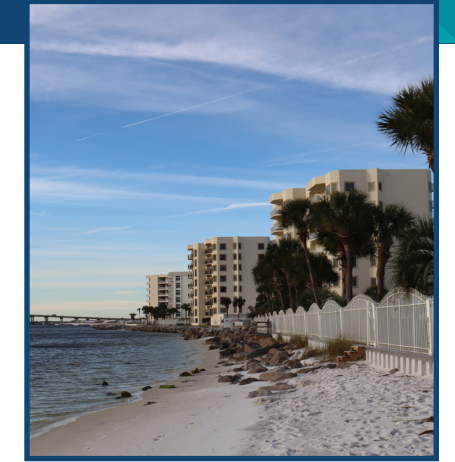
Each project has a prioritization score designed to help the City determine the order of implementation. These scores are calculated by combining a 'Benefit Score' with a 'Phase' assignment. The Benefit Scores are based on data such as crash history, level of service (LOS), and proximity to attractions. Projects are then preliminarily assigned to Phase 1, 2, or 3 based on their total score.

For new street projects, the Benefit Score reflects the reduction in distance traveled before and after the street's implementation. Bike and pedestrian projects are scored based on criteria from the 2009 Pathways Master Plan. Intersection enhancements receive a Benefit Score that averages the level of service (LOS) and crash history. Community parking projects are evaluated based on demand and proximity to key areas like population centers, employment hubs, and activity centers.

Once all projects had a Benefit Score, they were grouped and prioritized from high to low and then distributed into three phases. The Azalea Drive Extension project, which is part of the Cross Town Connector, is already

underway, and therefore was automatically assigned to Phase 1. The initial rankings were presented to the Local Planning Agency, Parks and Recreation Committee, and the Public Works and Safety Committee. Each committee identified their top projects according to their specific goals and objectives.

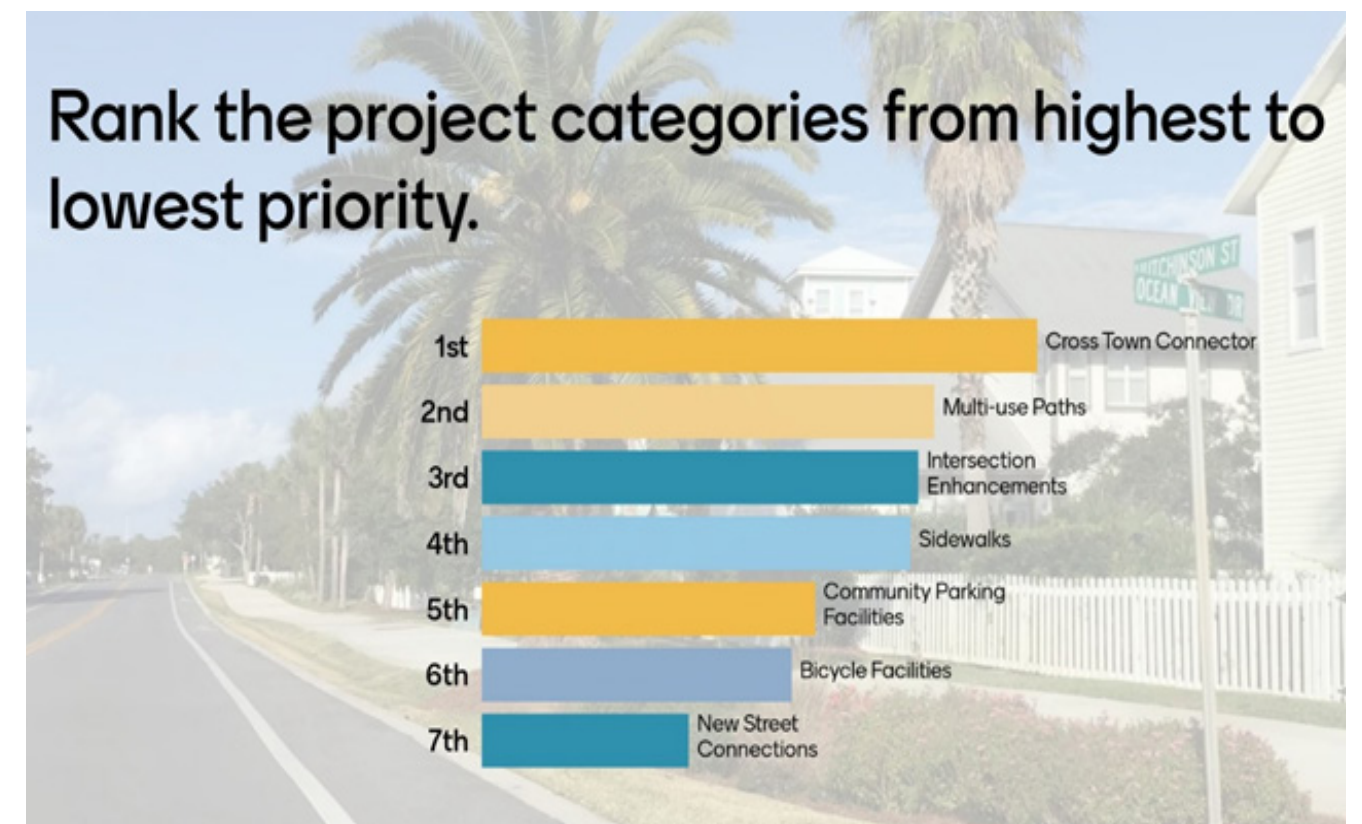
The final project distribution and ranking by phase were established by combining the Benefit Score with the input from these committees. These rankings provide a strategic order for implementing mobility projects in Destin.



The City of Destin held a public open house on August 29, 2023 in the City Hall Annex to obtain public input on priorities for transportation improvements. Attendees reviewed the proposed projects, suggested additional projects, and voted to indicate which projects should be the City's highest priorities. The meeting began with an overview of the Mobility Plan and a presentation of existing conditions that informed the selection of projects to include in the Plan.

Meeting attendees first provided input on how they feel the categories of projects should be prioritized by the City. This showed four distinct tiers of priority:

- Top Priority – Cross Town Connector
- Second Tier Priorities – Multi-use paths, intersection enhancements, and sidewalks
- Third Tier Priorities – Community parking facilities and bicycle facilities
- Fourth Tier Priorities – New Streets



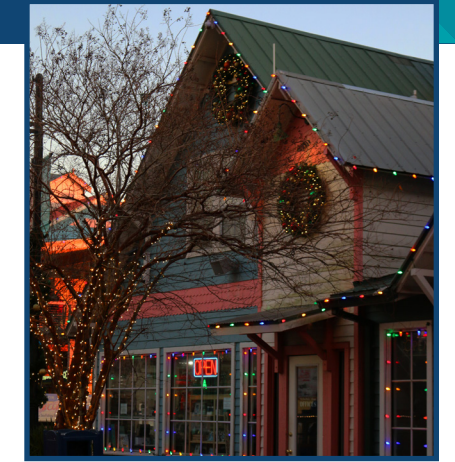
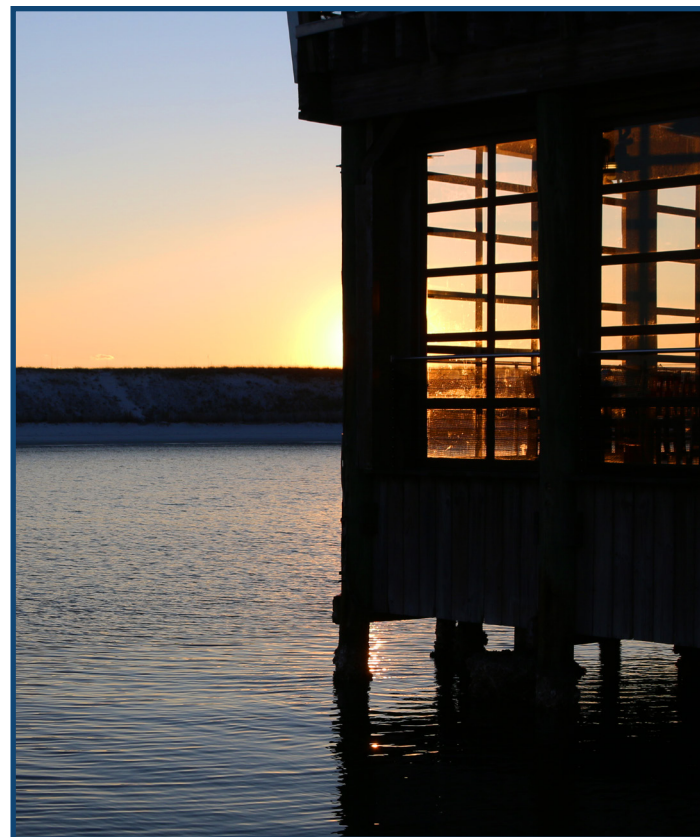
Next people gave their input on individual projects at four stations corresponding to broad project types – Connectivity, Bike/Pedestrian, Community Parking, and Intersection Enhancements. The top project priorities for each category are listed below.

- Cross Town Connector – Azalea Drive Extension
- Multi-Use Paths – Powerline easement path (west and east segments)
- Intersection Enhancements – Stahlman Avenue at Zerbe Street and Harbor Boulevard, Calhoun Avenue at Sibert Avenue, and Main Street at Kelly Street
- Sidewalks – Indian Trail, Mattie M. Kelly Boulevard, and Mountain Drive sidewalks
- Community Parking Facilities – Zerbe Street parking deck
- Bicycle Facilities – Indian Bayou Trail, Beach Drive, and Scenic 98/Restaurant Row bicycle lanes
- New Streets – 98 Palms Boulevard and Mattie M. Kelly Boulevard extensions

Meeting attendees also identified several other transportation improvements they would like to see included in the Mobility Plan, which are listed below.

- Indian Trail – New north side sidewalk from Bayou Drive to North Indian Trail
- Main Street – New sidewalk on the east side between Legion Drive and Kell Aire Drive.
- Restaurant Row – New sidewalk on the east side from public parking lot to U.S. 98.
- Indian Trail/High School Connector – New multi-use path from Indian Trail to Destin High School
- Indian Trail/Harbor Connector – New multi-use path from Indian Trail to the Harbor

The full results of the Open House meeting are included in the appendix.



3.4 Implementation

The priority scores provide guidance for the order in which to implement mobility projects in Destin. As needs change, rankings might shift as well. It is up to discretion of the City Council to decide which projects are necessary.

These mobility projects will be implemented over time using funding from the potential future mobility fee which intends to collect a one-time charge levied by the City on new developments to support an interconnected, multimodal transportation system. Fees are expected to vary for developers depending on land use and district. This fee would replace the transportation impact fee that was passed in 2009.

With the mobility fee, City Council will reevaluate project need and allocate funding to highest priority projects annually. Since the Cross Town Connector is already in the design/engineering phase, it is seen as a separate, high priority, necessary project. The Cross Town Connector will be implemented in phases instead of all at once.

The table below shows the financial breakdown of project types by phase.

Phase	Estimated Total Cost	Project Types				
		Cross Town Connector	New Streets	Bike/Ped	Intersection Enhancement	Community Parking
Phase 1 2024 - 2032	\$61.8 million	1	2	2	2	1
Phase 2 2033 - 2041	\$40.5 million	4	3	21	6	1
Phase 3 2042 - 2050	\$49.5 million	2	2	9	10	1
Total	\$152 million	7	7	32	18	3

Chapter 4

Existing Conditions Report

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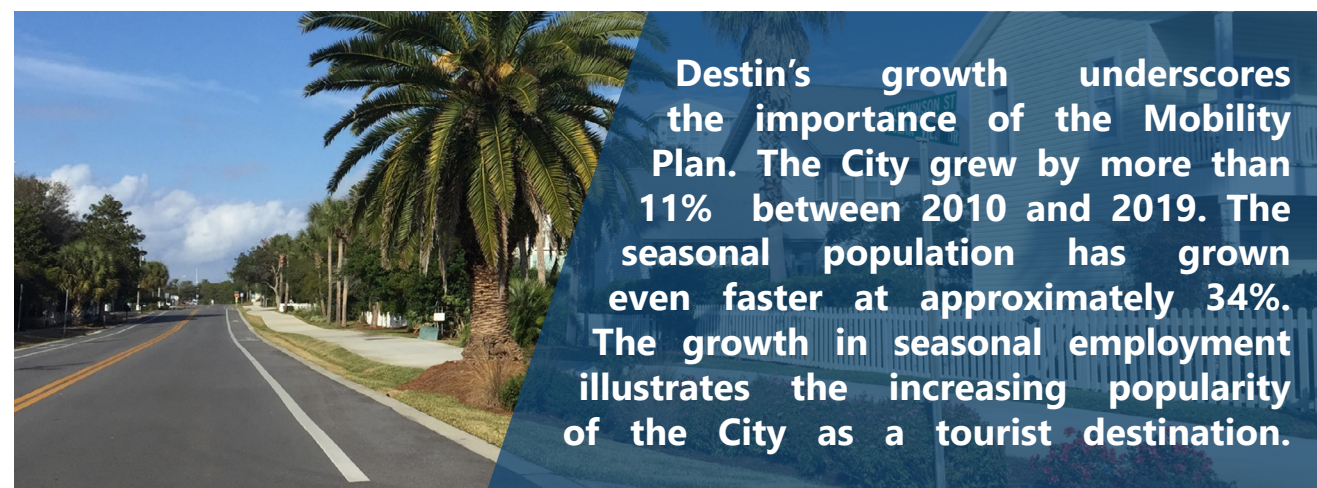
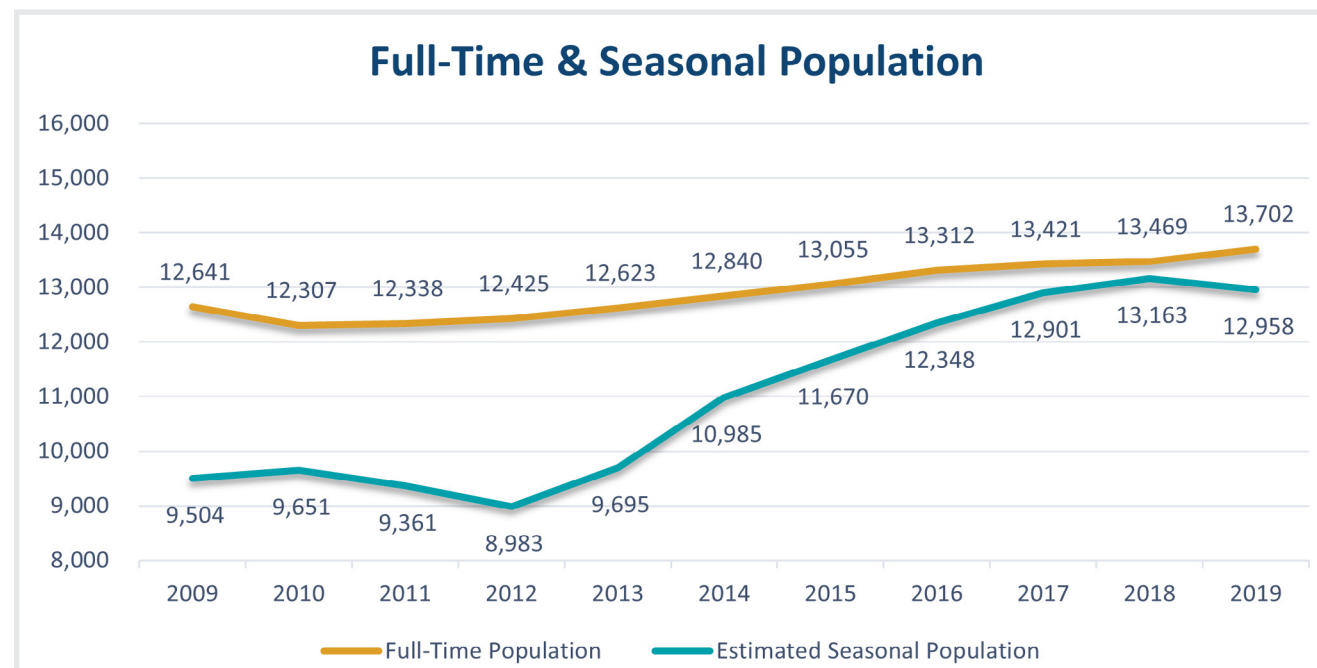
4.1 SUMMARY

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SUMMARY

The purpose of the Mobility Plan is to establish long term transportation needs and responsive projects that will facilitate safe and effective movement of people to and around the City of Destin. The City's implementation of this plan, supported by a potential up-to-date mobility fee, will help ensure proper maintenance of transportation network capacity over the long term. This section documents the existing transportation conditions and influences that impact the functionality of motor vehicles, bicycle and pedestrian circulation, transit service, and transportation safety within Destin. The issues and opportunities described in this section of the Plan informed the development of recommended transportation improvement projects.

Population and Employment



Population and Employment Forecast

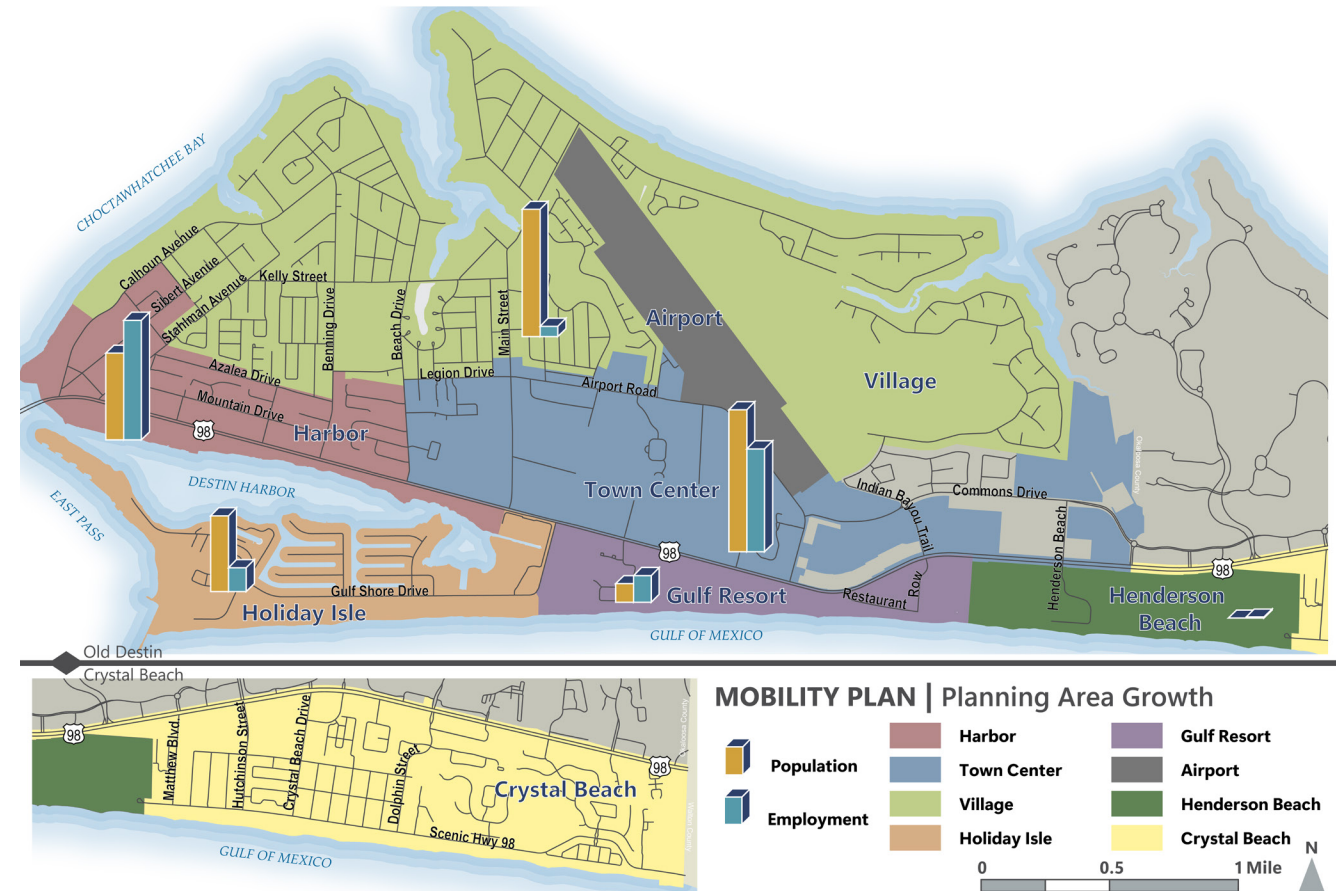
Destin is forecast to continue growing through 2050, which will affect future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. The forecast growth will in turn increase travel in the City, which the projects in this plan are intended to accommodate.

Destin Population & Employment Forecast Growth 2020 to 2050

	Full Time Population	Seasonal Population	Housing Units	Hotel/Motel Rooms	Employment
Net Change	2,127	1,890	1,022	547	1,239



The citywide forecast was sub-allocated to 8 planning areas. Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel and motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally follows full-time population.

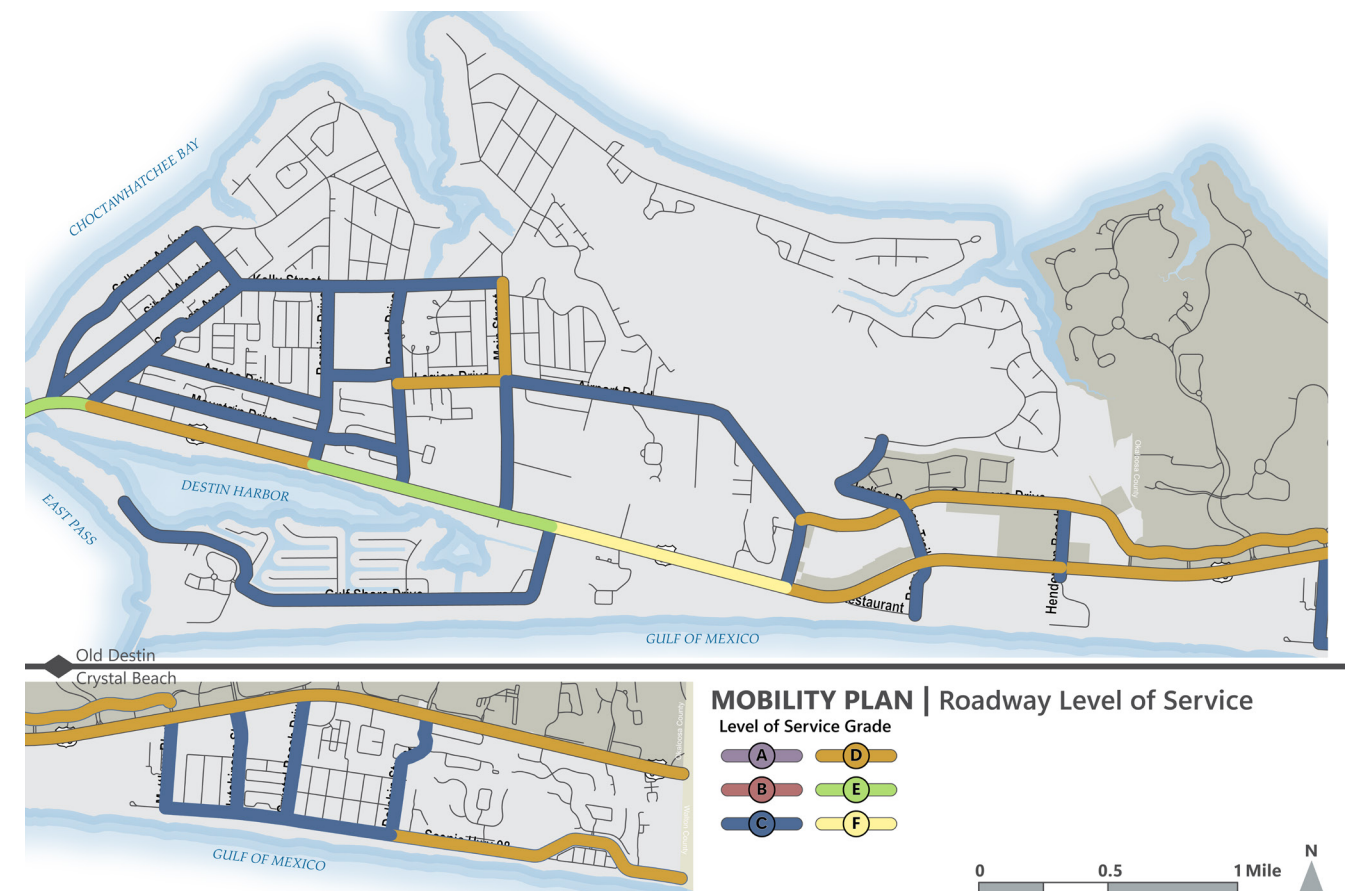


Traffic

The City's growth is a challenge because existing traffic conditions are causing significant congestion during peak travel hours. Level of service (LOS) is a measure that provides insight into a roadway's performance. LOS describes roadway performance using a letter from A to F, with A indicating the best performance and F the worst. Among the key takeaways from traffic analysis are the following:

- None of the City's collectors fall below an LOS D standard, which is generally considered to be an acceptable level of service during the peak hour of the day.
- However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. This underscores the importance of the Crosstown Connector for providing local traffic with a relief valve to U.S. 98 during the busiest periods of the day.
- The additional travel generated by population and employment growth in 2050 would cause unacceptable conditions on many roadways in the absence of transportation improvements. Among the options for improving the transportation network's performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

The map below shows 2021 LOS for U.S. 98 and collector roadways in Destin.

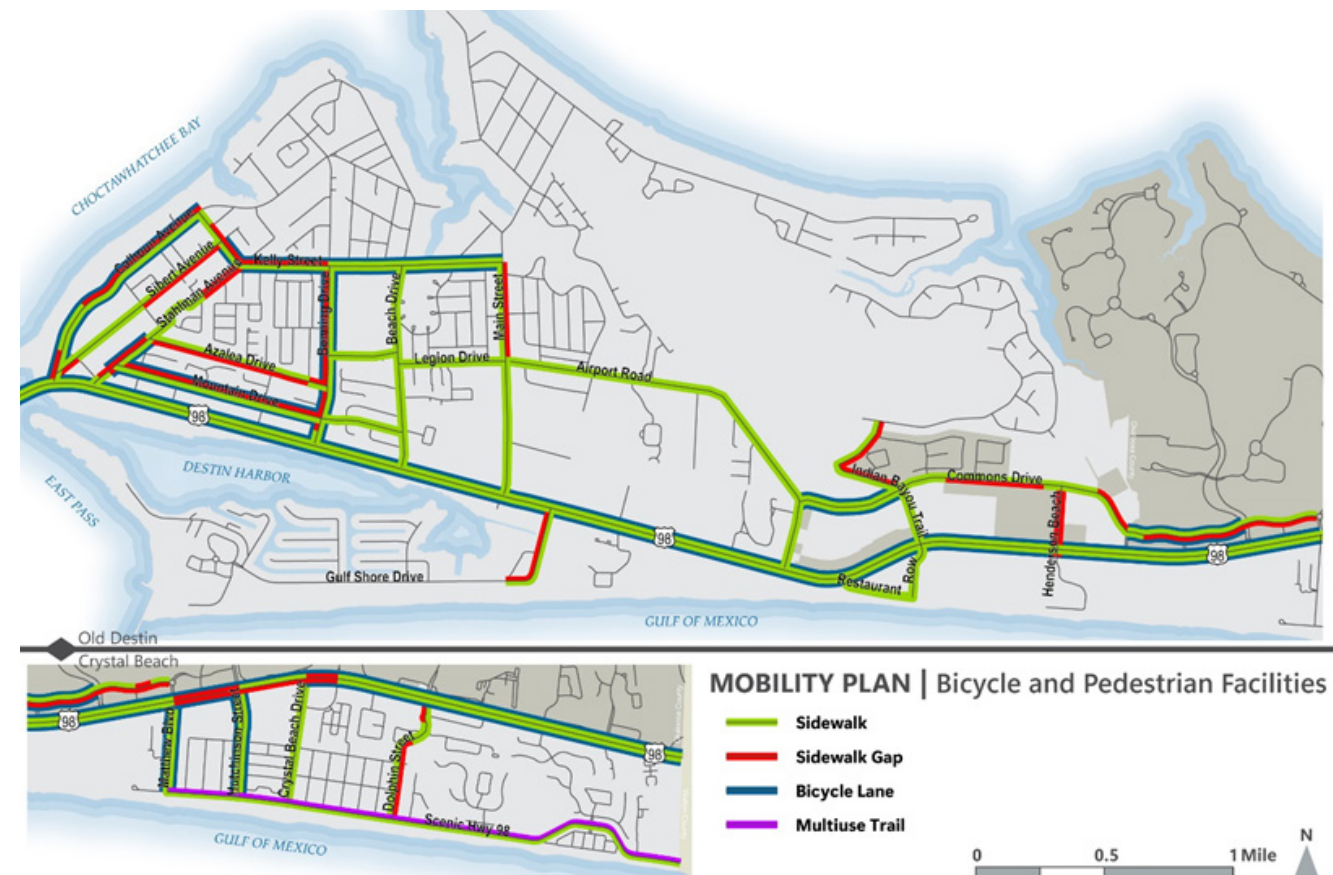


Multimodal

Vehicular LOS is only one way of considering a roadway’s performance, and a limited one at that. Many people walk, roll, bike, and use transit to reach destinations across the City. The City’s adoption of a multimodal transportation district (MMTD) in 2006 changed the game. Rather than requiring all development to support a vehicular LOS standard, the multimodal transportation district elevated the importance of bicycle, pedestrian, and transit performance. The MMTD meant that all developments located in the MMTD had to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach – that cover a large portion of the City’s collector roadway network.

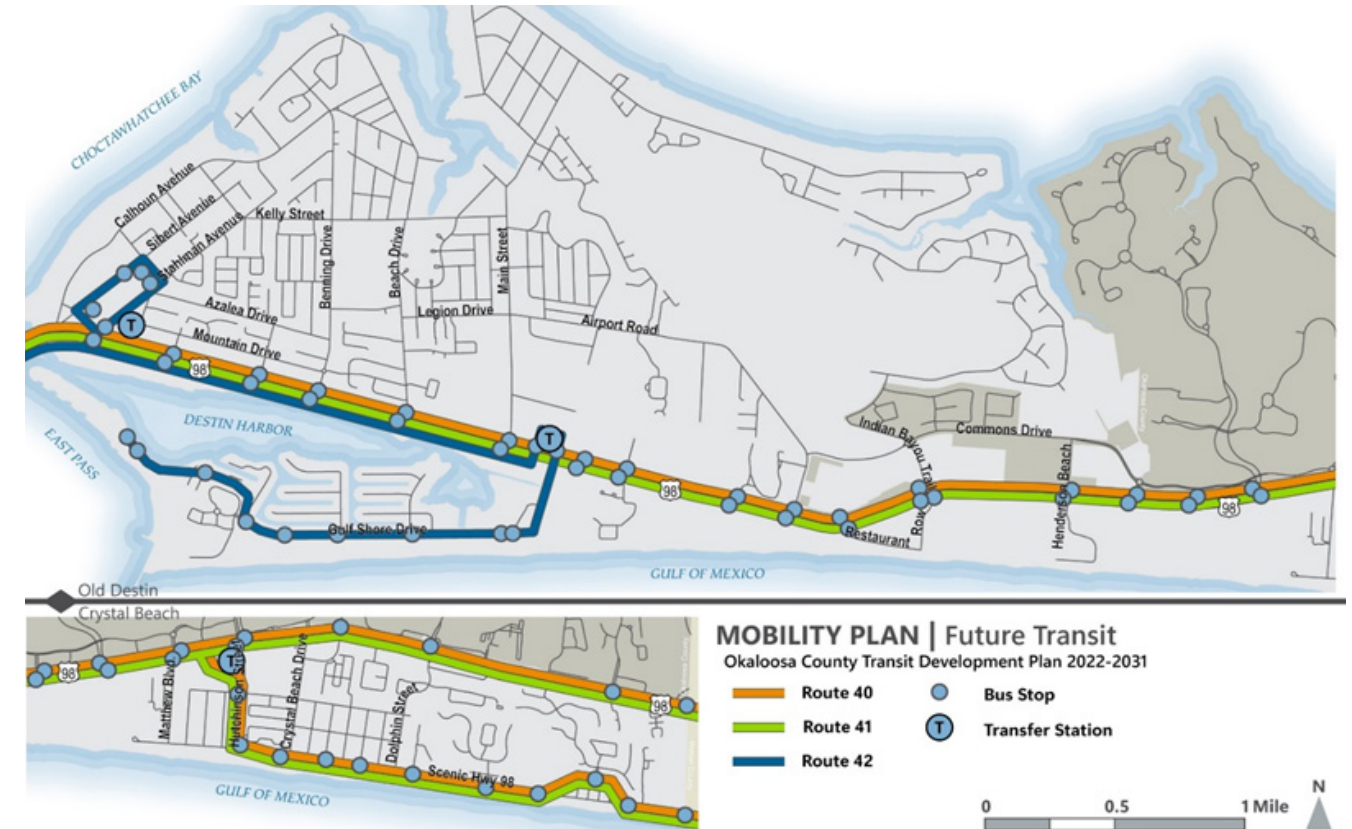
The advent of the MMTD meant that Destin began setting a standard and tracking performance for multimodal level of service (MMLOS). The standards adopted in 2020 are B for bicycle, B for pedestrian, and C for transit. While most of the network falls short of those standards, the City has made progress towards better MMLOS since 2006 by adding many new sidewalks and bicycle facilities.

The map below shows the City’s bike and pedestrian network along its collector roadways and U.S. 98. It also shows gaps for the pedestrian network. Filling these gaps through the projects included in the Mobility Plan would support achievement of the City’s MMLOS standards.



Transit

Transit is not a frequently used mode of travel in Destin. However, some workers rely on transit to get to and from jobs in the City, and transit can help people park once and traverse the City’s numerous tourist destinations on foot. But national and statewide trends in transit use point to limited opportunity to shift significant numbers of travelers from cars to transit within Destin. In fact, transit ridership on the EC Rider system that serves Destin with three fixed route services has been declining steadily since 2013, with an especially sharp decline brought since the COVID pandemic began in 2020.



Destin’s services are focused on moving commuters to and from job destinations along U.S. 98 and Gulf Shores Drive. The system is expected to continue serving commuters via routes traversing U.S. 98 and Gulf Shores Drive, but with streamlined services that are expected to attract more riders. Among planned improvements in EC Transit’s Transit Development Plan for 2022 to 2031 that will affect Destin are:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map above). This change is expected to more than double ridership by 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Upgrade Saturday service by running all routes at the same frequency and service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

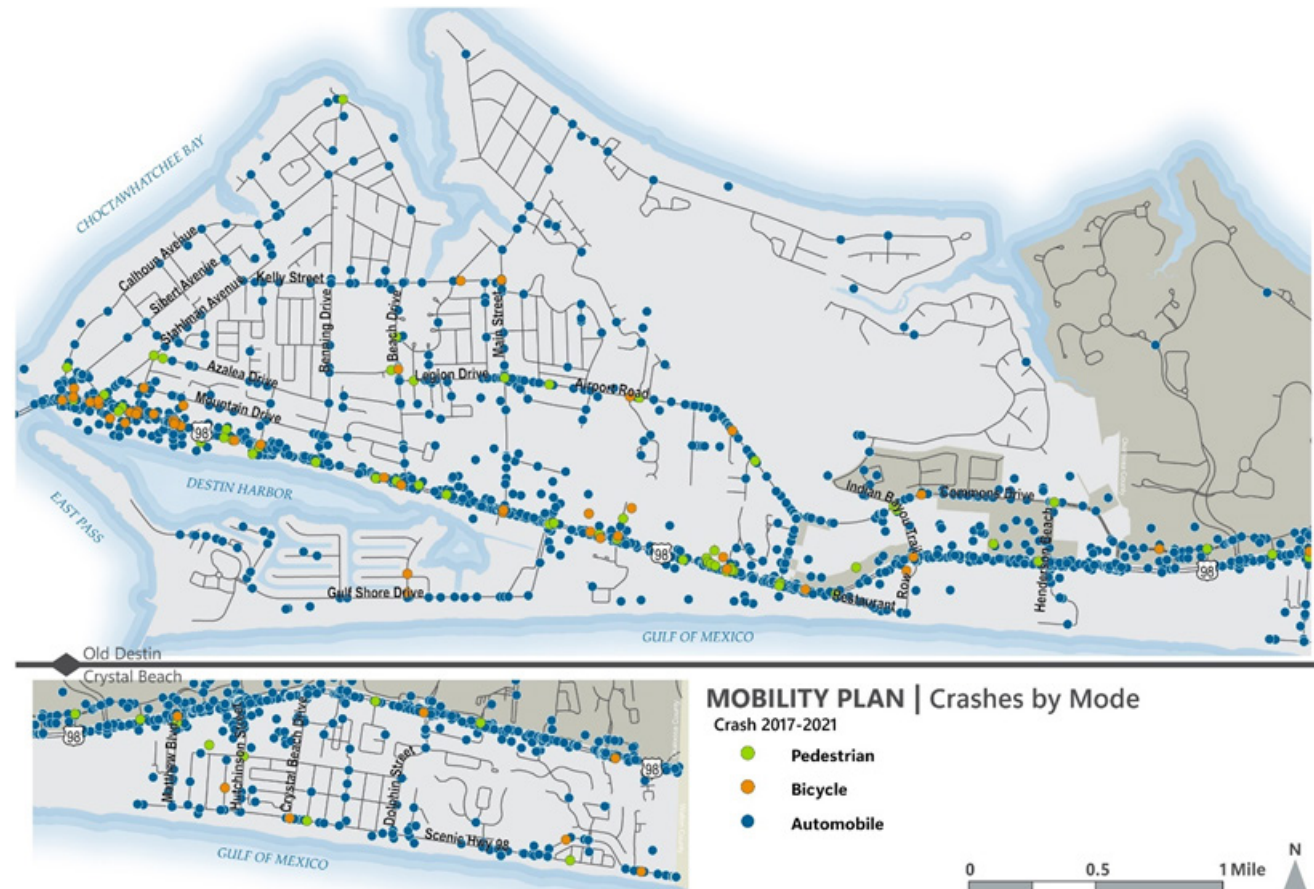
Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The roadways that comprise the Crosstown Connector also stand out for crashes. The upcoming projects to improve these roadways so they can function as a relief valve for U.S. 98 congestion are also an opportunity to improve safety.

Overall the crash trend in Destin has been down since 2017. This runs counter to national and regional trends, which have seen crashes grow with the exception of 2020 when travel was down due to the COVID pandemic. Time will tell if the local downward trend will continue or if it was a statistical anomaly. Regardless of the trend, the absolute number of crashes in Destin remains high, and the human and economic cost is high too. Designing roadways that are safe for users of all ages and abilities is an important strategy that would enhance quality of life and help strengthen Destin’s already outstanding reputation as a home and a tourist destination.

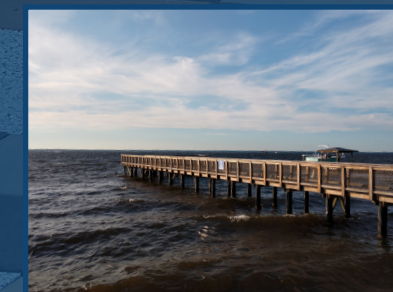
Addressing safety will require the City to collect more data on the specific causes and situations that led to crashes. The federal government’s increased interest in safety planning and implementation at the local level is an opportunity. Planning and implementation grants are available from the Federal Highway Administration. Obtaining a grant can help the City dig deeper into the causes and identify viable solutions for reducing crashes citywide.

The map below shows where crashes were concentrated between 2017 and 2021.



Summary

Destin is a desirable community that is expected to keep growing, just like our neighboring communities. The addition by 2050 of more than 2,000 full-time residents, nearly 2,000 seasonal residents, and more than 1,000 jobs will cause more travel on roadways that are already congested during peak periods. The Mobility Plan is the City’s strategy for keeping congestion to a manageable level by investing in roadway improvements that can provide for more route options (connectivity), improve safety and performance, and give people more options to walk, bike, and use transit. The rest of this report describes in more detail the population and employment forecasts, transportation system performance, and other key issues that the mobility plan will need to address.



DEMOGRAPHICS

The City's demographics have had (and will have) a significant impact on the transportation system. Where, when, and how Destin's full-time and seasonal population and employment are accommodated will have significant impacts on mobility and the infrastructure to support it.

The Destin population and employment forecast methodology is based on a thorough review of available data for a range of socioeconomic and demographic criteria. Primary data sources include two Census products, the American Community Survey (ACS) and the Longitudinal Employer-Household Dynamics (LEHD); GIS data from City, County, and statewide sources; existing parcel data; the Northwest Florida Regional Planning Model (NWFRPM) version 2.1; and others. The forecasting methodology, in general, evaluates what Destin is like now, how Destin has been changing over the past couple decades, and what are the likely drivers of future change. Population-focused forecasts utilize both a more top-down forecasting method, using Okaloosa County forecasts as a basis for determining Destin's growth prospects, as well as a more bottom-up approach using local growth trends, occupancy patterns, land use policies, and available development and redevelopment capacity to forecast future growth.

Employment-focused forecasts were developed for three sub-categories: retail, commercial, and industrial. An analysis of existing and historical employment suggested that tying employment growth to population growth would yield the most defensible forecast, as much of Destin's economy now rests on population and visitation. Citywide growth was then sub-allocated to eight planning areas, guided in large part by existing area characteristics, land use policies, historical change, and local knowledge about development and redevelopment potential.

This section summarizes the past, current, and expected future population and employment to document trends and estimated growth that will have an impact on citywide mobility. This includes the number of residents (full and part-time), ages, income, employment, and housing.

4.2 DEMOGRAPHICS

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Findings and Implications at a Glance

- Destin has experienced steady population growth during the past 30 years.
- The Town Center Commons and Village Planning Areas are expected to account for half of all full-time population growth, while the Harbor District and Town Center Commons areas are expected to be the main focus of employment growth through 2050.
- In contrast to Florida as a whole, Destin has seen a decrease in the median age of its residents.
- Growth is expected to continue, but will shift towards more infill and retrofitting of existing development rather than extensive new greenfield development.
- The implications of population and employment growth, and more infill development and redevelopment, include the potential to shift more trips to walking and biking.
- Infill development will also place strains on existing parking and require new strategies to satisfy parking demand.

Population

This section summarizes changes in population and visitors over the last few decades. Destin's steady growth in full-time residents and visitors contributes significantly to the need for transportation improvements. The ability of the City's residents and visitors to safely and effectively travel throughout the city depends on accommodating this development in efficient locations and serving it with a range of transportation options.

Full-time Population

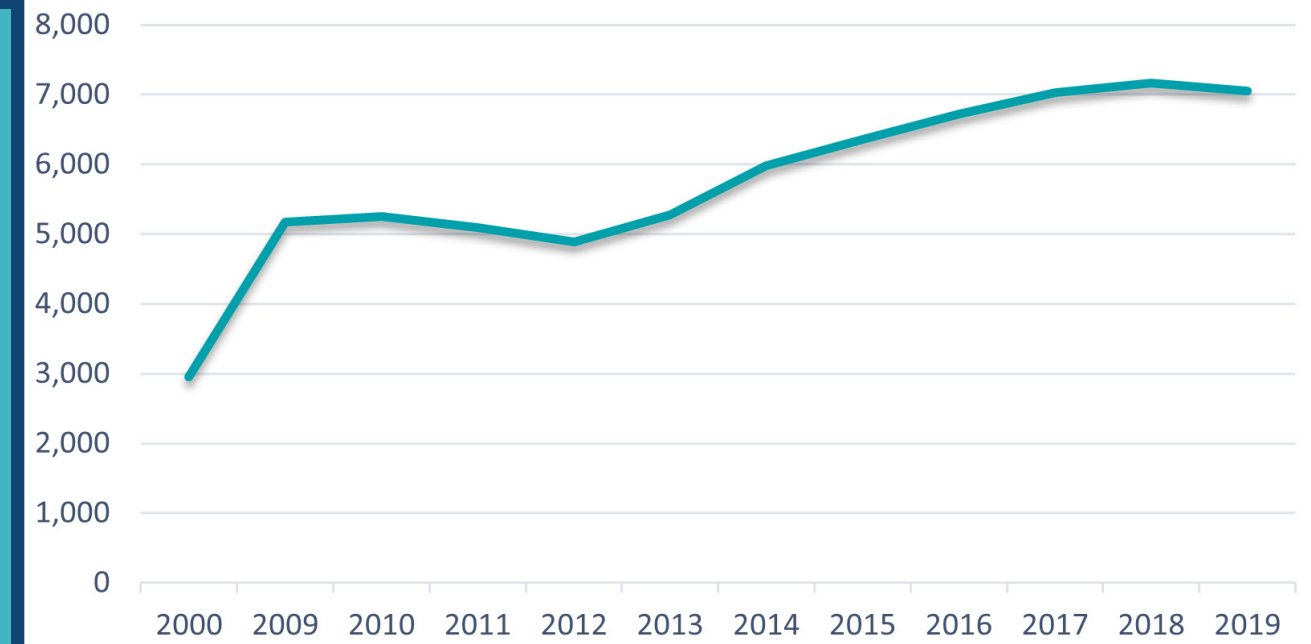
Destin has experienced steady and expansive growth over the past 30 years. The City experienced its most rapid growth in the 1990s, with lower but still steady growth since. This is reflected in the large difference in 1990-2019 population change found in Destin as opposed to Okaloosa County as a whole. Since 2010, Destin's growth has begun to lag behind the County's, at around 11% compared to Okaloosa at 17%.

Jurisdiction	1990	2000	2010	2019	1990-2019 % Change	2010-2019 % Change
Destin	8,064	11,213	12,305	13,702	70%	11%
Okaloosa County	143,776	170,498	180,822	210,738	47%	17%

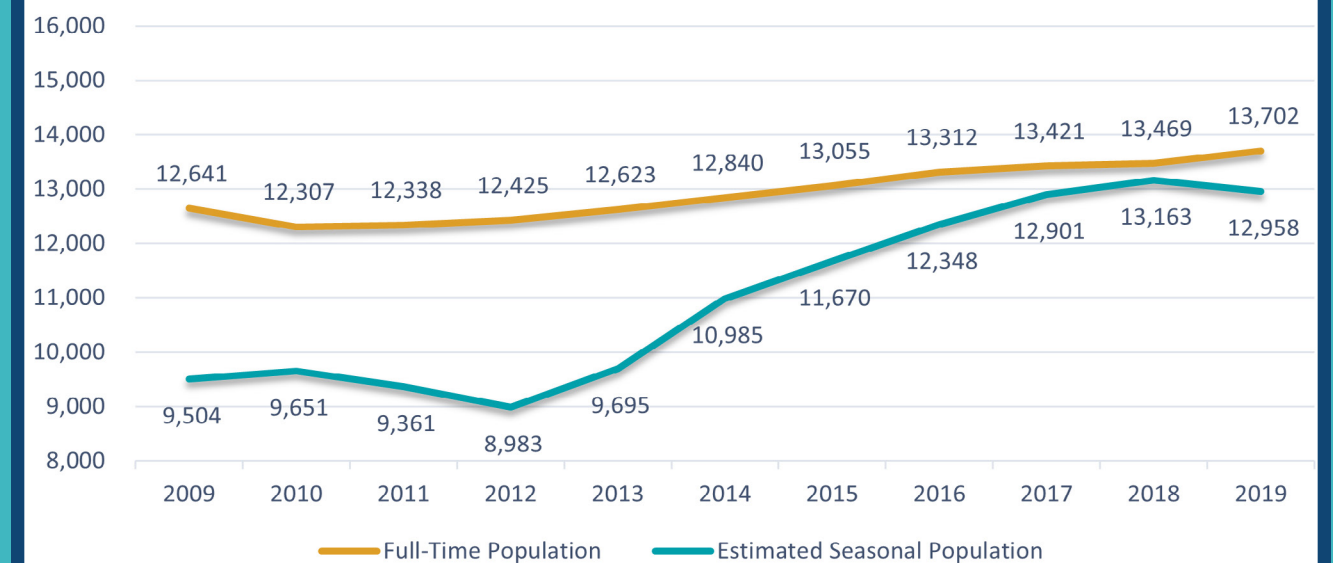
Seasonal Population

Seasonal population is an important component of Destin's overall population profile. While seasonal population data are not explicitly provided by any data source, it can be estimated using Census data on housing unit vacancy and household size by age of the householder. The number of seasonal homes is presumed to be equal to the number of homes listed as vacant for seasonal use. The number of seasonal homes has risen from under 3,000 in 2000 to more than 7,000 in 2019. There has been a spike in seasonal homes over the last half-decade, since the end of the recession in the 2010s, mirroring the growth in seasonal homes between 2000 and 2009. Population in these homes is estimated assuming seasonal home dwellers are generally older and have smaller households, which equates to approximately 13,000 seasonal residents, up from 9,500 at the beginning of the decade.

Seasonal Homes



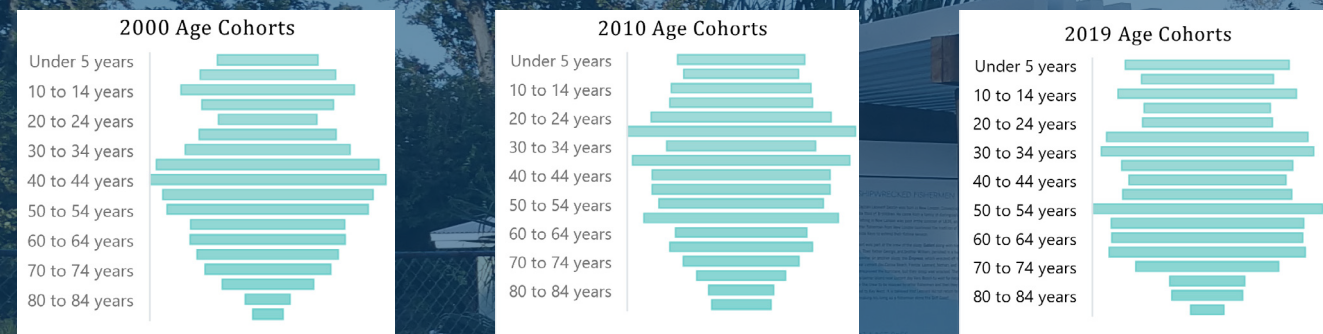
Full-Time & Seasonal Population



Resident Age

Age of population can influence future population growth patterns. Florida as a whole continues to see its median age increase, but Destin has not exhibited this same pattern. In fact, the 2020 median age estimate of 41.9 is less than the City's 2000 median age of 42.4. Florida's median age reported by the Census Bureau for 2020 was 42.2.

A more detailed examination of population by age reveals a changing populace in Destin. In 2000, the population was decidedly older; the 40-44 age group was largest, and the population 40 and up was predominant. By 2010, there was less differentiation in the five-year age bands, with growth in both the youngest and oldest cohorts. In 2019, ages are more stratified, with 50-54 now the largest age bracket, but 25-35 brackets notably larger than prior years.



Income

Annual Median Household Income (\$)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Destin	62,857	65,650	63,716	61,903	63,750	66,324	66,148	68,078	71,407	75,486	79,000
Niceville	67,628	66,658	63,864	64,280	62,614	62,538	58,954	60,497	66,505	72,857	76,823
Miramar Beach	68,385	62,963	64,408	56,845	55,139	52,651	50,208	59,087	64,429	65,435	70,069
Valparaiso	41,814	42,841	43,798	52,063	57,765	60,591	51,082	51,563	57,269	55,882	57,316
Fort Walton Beach	47,209	46,974	47,282	47,228	47,761	49,552	47,149	50,091	52,107	50,666	54,330
Okaloosa County	49,207	51,529	49,158	52,787	55,139	57,640	55,659	60,866	61,866	63,997	64,222
Florida	47,450	44,409	44,299	45,040	46,036	47,463	49,426	50,860	52,594	55,462	59,227

Destin has higher median incomes than its neighbors, and higher than Okaloosa County or Florida as a whole. Destin has had the highest median incomes of any jurisdiction listed in the table above, and this has generally been the case since the end of the recession in 2009. The incomes in this table reflect only full-time residents. Seasonal residents may very well have higher median household incomes, but these data are not available.

While income is not a leading indicator of growth historically, high incomes are sought by the development community and this can lead to increased pressure for new construction or redevelopment if the private sector identifies Destin as having high consumer demand.



Employment

The Census's Longitudinal Employer-Household Dynamics (LEHD) dataset has provided annual employment data since 2002. Between 2002 and 2017 Destin saw employment fluctuations, primarily associated with the recession of 2007-2009, but employment climbed steadily upward after 2011 and reached its highest level in 2017 (the final year data are available). Between 2002 and 2017, employment in Destin rose 12%, from 11,700 to 13,100. Since 2011 - the nadir following the recession - employment has risen 22%. However, this growth has not been consistent across job types. Lower paying jobs in accommodation, food service and administrative support have become increasingly predominant, while office jobs like real estate, finance, and professional services have stagnated or declined.

Destin Employment by Job Type

Job Type (NAICS)	2002	2017	% Change
Accommodation and Food Services	3,072	4,678	52%
Retail Trade	2,881	2,222	-23%
Real Estate and Rental and Leasing	1,740	831	-52%
Construction	561	522	-7%
Other Services (excluding Public Administration)	521	525	1%
Professional, Scientific, and Technical Services	496	469	-5%
Finance and Insurance	449	522	16%
Health Care and Social Assistance	417	457	10%
Administration & Support, Waste Management and Remediation	354	819	131%
Arts, Entertainment, and Recreation	260	484	86%
Transportation and Warehousing	213	171	-20%
Wholesale Trade	199	151	-24%
Public Administration	152	153	1%
Information	114	107	-6%
Manufacturing	113	91	-19%
Utilities	87	77	-11%
Educational Services	21	13	-38%
Management of Companies and Enterprises	20	45	125%
Agriculture, Forestry, Fishing and Hunting	12	4	-67%
Mining, Quarrying, and Oil and Gas Extraction	0	8	N/A
Total	11,682	12,349	6%

Summarized into retail/commercial, industrial, and office uses, a small but important shift is noticeable.

Destin Employment Mix Summary

Employment Type	2012-2017	Pre-2009
Retail/Commercial	60%	53%
Industrial	9%	11%
Office	31%	36%

Before 2009, more than one-third of jobs were office-based, and nearly half of all jobs were non-service oriented. Since the recession of a decade ago, Destin's employment base has shifted towards retail and commercial jobs, now comprising three jobs in five. This means that much of Destin's employment base is dependent on local residents and visitors. If this trend holds, this ties employment growth more closely to population growth, as only population increases would prompt retail and commercial employment growth.

Accompanying the change in job type is a change in the ratio of population change to employment change. Between 2003 and 2018 employment grew more slowly than population. Employment is in general more volatile than population, so there is some volatility in the ratio of employment change to population change in the three time periods listed below. The average of these three ratios is just over 0.5 (i.e. 1 new job per 2 new residents).

Destin Population and Employment Summary

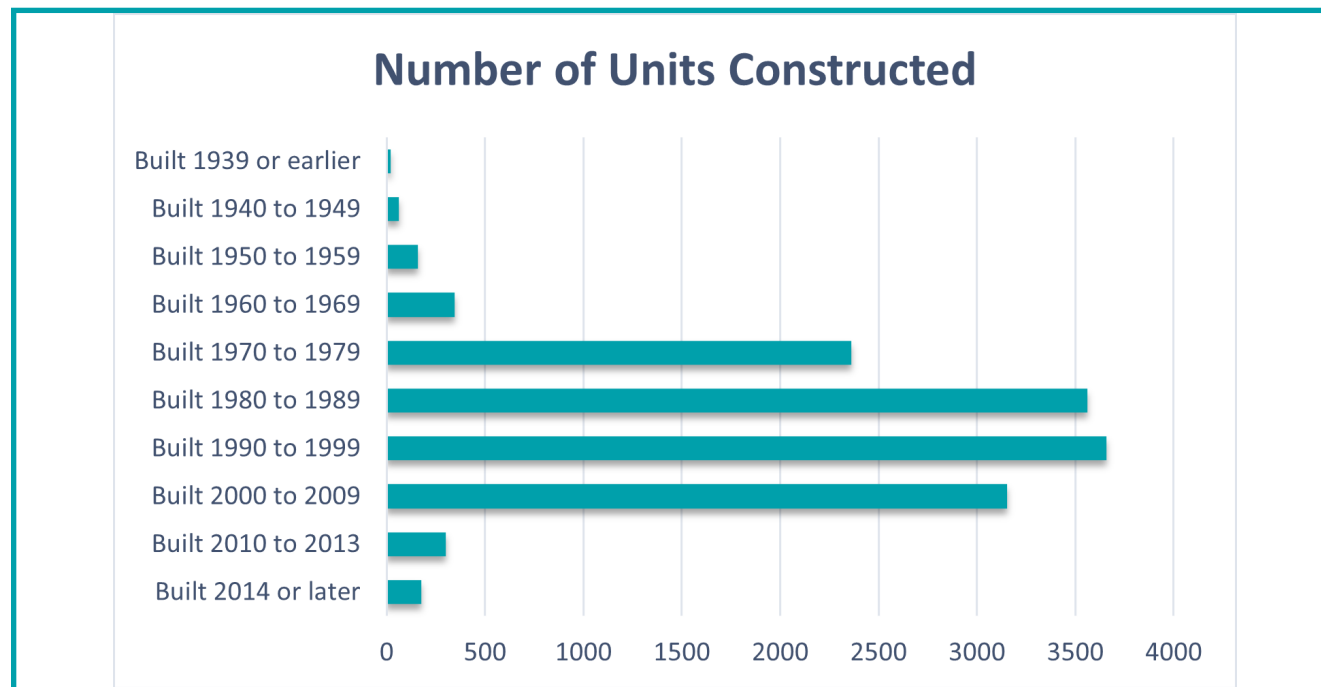
	2003-2018	2009-2018	2013-2018
Employment Change	667	733	642
Population Change	2,365	1,452	829
Emp/Pop Change Ratios	0.39	0.50	0.77

Housing

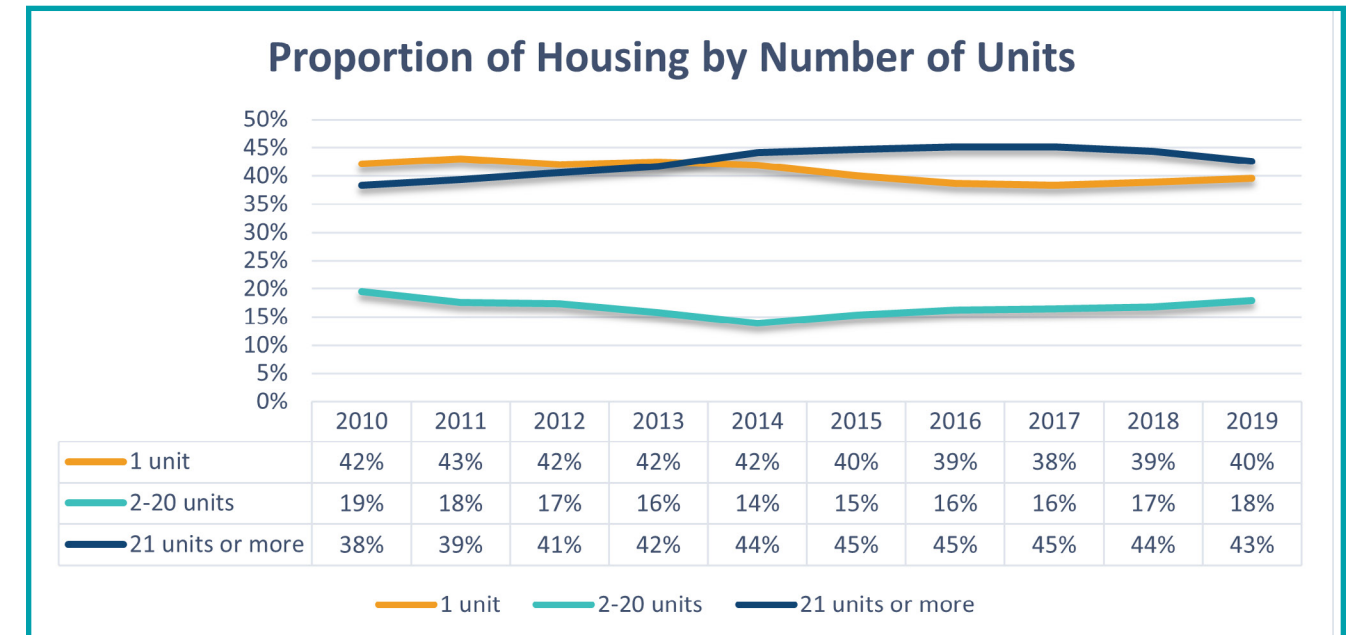
Destin is nearing full capacity of its existing housing stock. While the Census lists Destin's vacancy rate as exceedingly high, with more than 8,000 of Destin's 13,800 housing units classified as vacant in the 2019 American Community Survey, much of this vacancy is due to seasonal use. Extracting seasonal homes from vacancy calculations shows a more accurate vacancy rate and number of units available for new residents. In 2009, 17% of units were vacant for reasons other than seasonal use. Since 2016, that number has remained at 6 to 7%.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Housing Units	12,945	12,979	12,981	13,217	13,290	13,304	13,448	13,563	13,677	13,696	13,800
All vacant	7,409	7,831	7,955	8,023	7,850	7,760	7,746	7,673	7,792	7,972	8,022
Seasonal homes	5,174	5,254	5,096	4,890	5,278	5,980	6,353	6,722	7,023	7,166	7,054
Adjusted vacancy	2,235	2,577	2,859	3,133	2,572	1,780	1,393	951	769	806	968
Adjusted vacancy rate	17%	20%	22%	24%	19%	13%	10%	7%	6%	6%	7%

Meanwhile, Census data indicates that fewer than 500 new units were built between 2010 and 2019, while well over 3,000 were built in each of the prior three decades, showing a significant slowdown in housing construction.

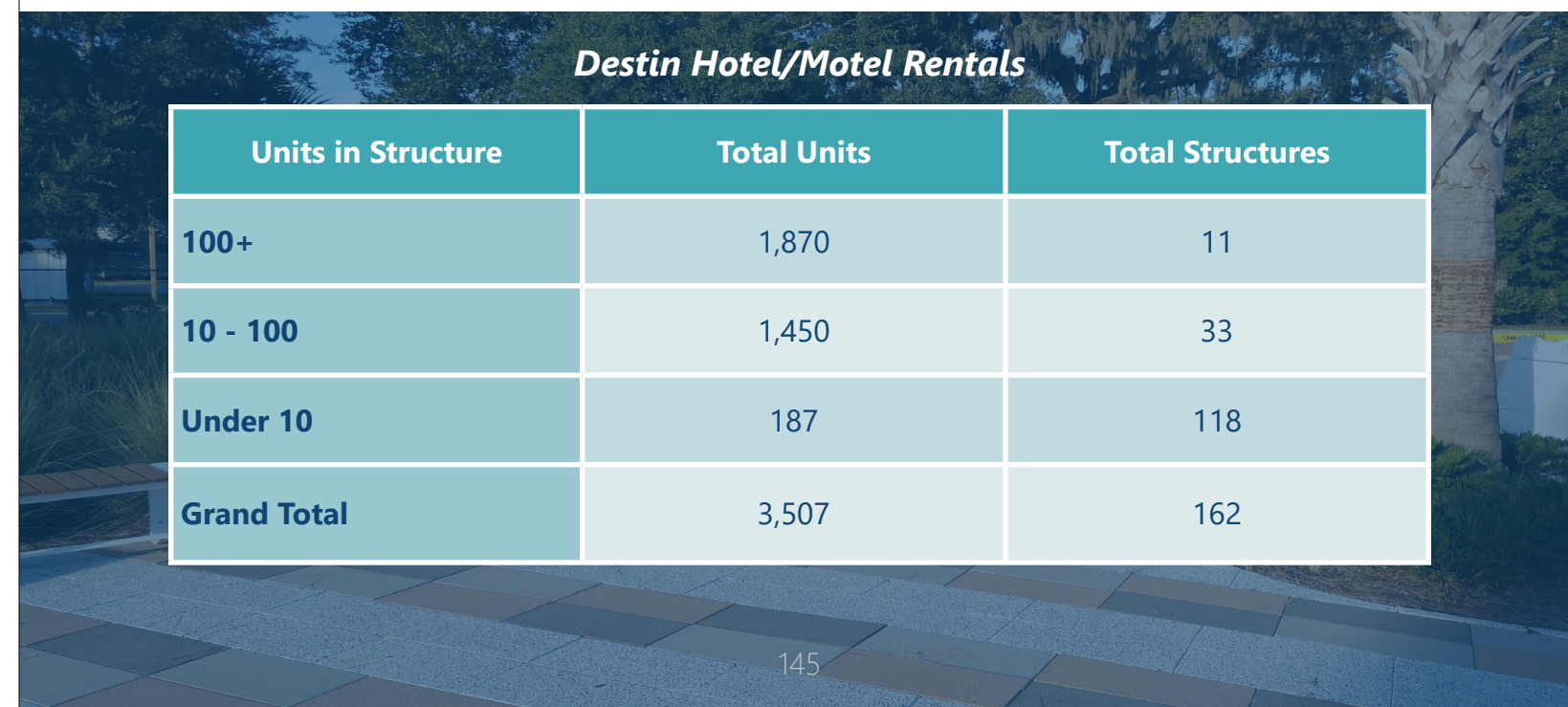


Over the past decade, there has been a change in the type and intensity of housing with an increase in Destin's housing stock in complexes of 20+ units. Between 2010 and 2017 the stock of units in large complexes rose from 38% to 45%. That dropped slightly to 43% in 2019, but this still suggests either the emergence of a new demographic type that the housing market is responding to or the market finally tapping into latent market demand.



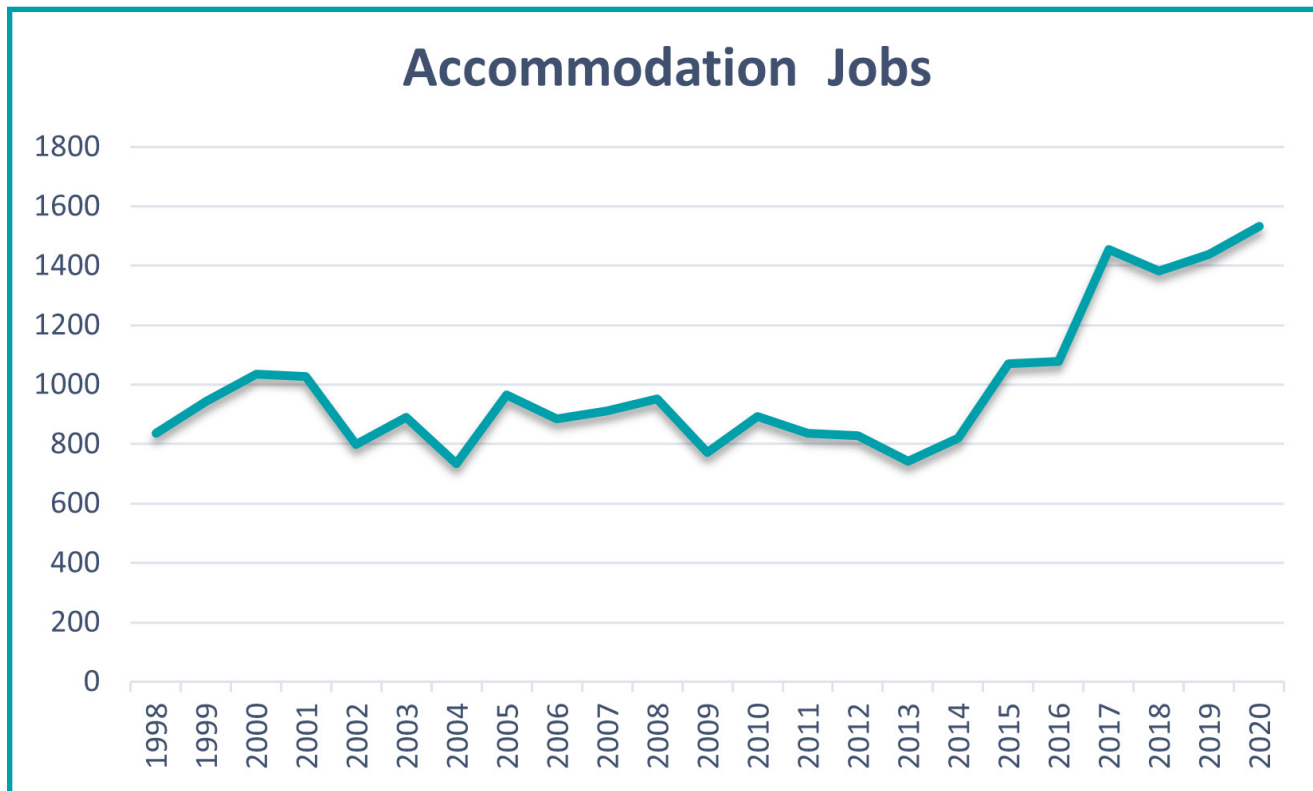
Short Term Rental Units

Destin has a robust tourism industry supported by a large number of hotel, motel, and short-term rental properties. Data on 2016 hotel / motel units registered with the Florida Department of Business and Professional Regulation (DBPR) shows more than 3,500 units in over 160 buildings. Most of the units are in larger structures, while most structures are smaller.





No longitudinal data on hotel units was uncovered during this work, but LEHD data on accommodation jobs (NAICS 721) shows a marked increase since 2016 after nearly two decades of stable employment.



4.3 2050 GROWTH FORECAST

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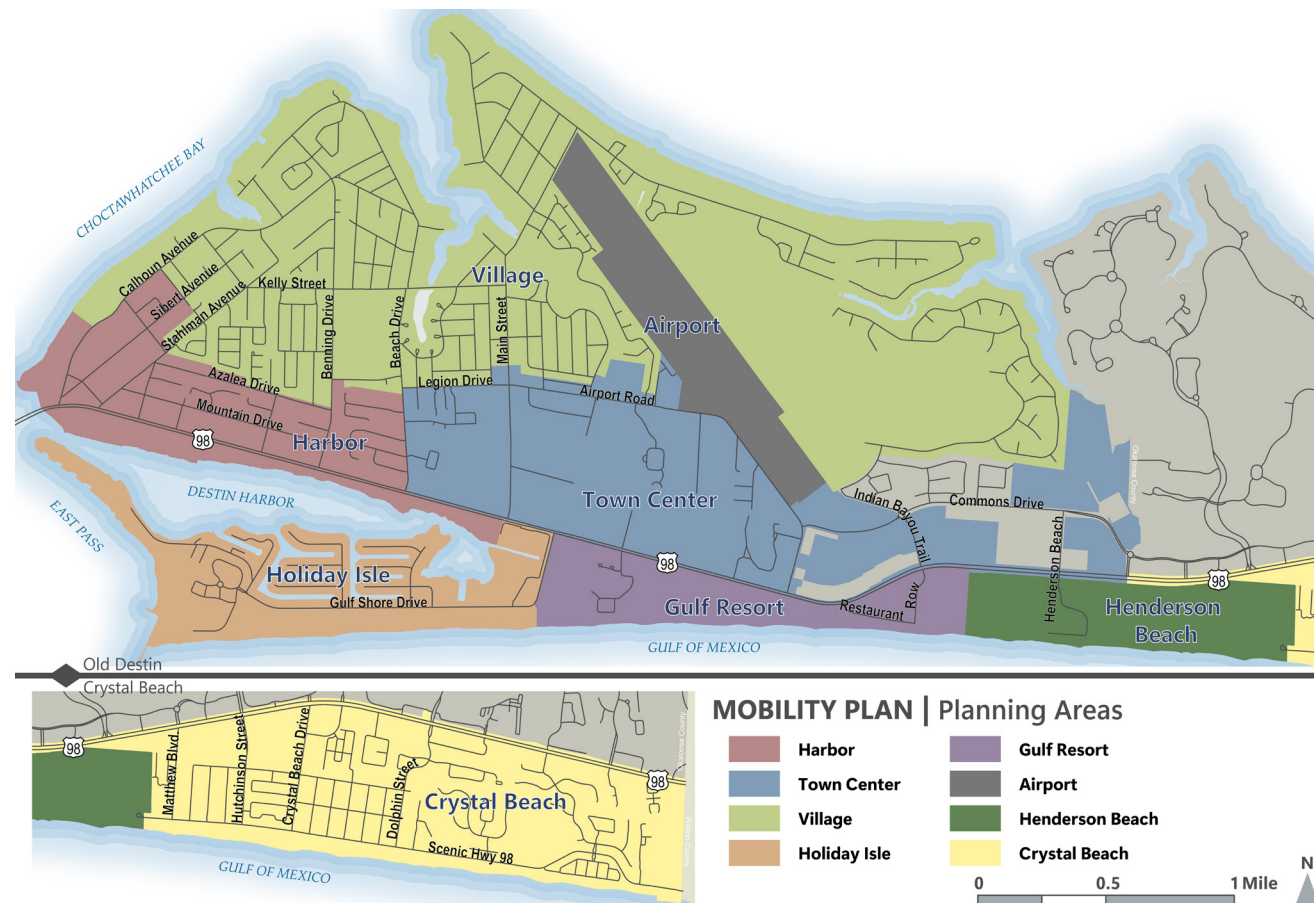
2050 GROWTH FORECAST

This section provides estimates for future population and employment growth within Destin, and describes the assumptions that underlie the estimates. Future population and employment are key drivers of future transportation performance, demand, and investment needs.

Planning Area Summary

City planning staff has developed eight (8) discrete planning areas that represent distinct land use conditions within Destin. They are shown in the map below and include:

- Airport
- Crystal Beach
- Gulf Resort
- Harbor
- Henderson Beach
- Holiday Isle
- Town Center Commons
- Village



The table below shows existing land uses based on the citywide parcel database summarized to each planning area. The planning areas have notable land use distinctions, including those without residential uses, planning areas with limited to no commercial or industrial uses, and others with varying degree of vacancy. The table shows the total number of parcels in each area.

Parcel Breakdown by Planning Area

Use	Airport	Crystal Beach	Gulf Resort	Harbor	Henderson Beach	Holiday Isle	Town Center Commons	Village
Commercial	-	86	16	175	-	1	267	1
Governmental/Institutional	23	6	2	24	2	3	21	27
Green Space	-	32	16	18	-	11	24	16
Hotel/Motel	-	4	2	6	-	-	5	-
Industrial	-	11	-	39	-	1	12	2
Mixed Use	-	-	-	15	-	-	5	-
Multi-family	-	772	2,902	562	-	2,180	1,067	195
Single Family	-	1,618	90	360	-	474	1,186	2,820
Vacant	-	253	14	127	-	89	162	153
Unlisted/Other	-	52	40	56	-	57	47	6
Planning Area Total	23	2,834	3,082	1,382	2	2,816	2,796	3,223

Countywide Population Forecasts

Florida's Bureau of Economic and Business Research (BEBR) produces long-range population forecasts for all Florida counties through 2045. Their forecast sees Okaloosa County growing to a little over 240,000 persons by 2045, a near 40,000 person increase. Applying a trendline forecast through 2050, another 4,000 persons would be added by the end of the timeframe Destin is considering for this analysis. This level of growth would amount to a 20% increase in population over the next 30 years. As noted earlier in this report, Destin has recently been growing slower (as a percentage) than Okaloosa County as a whole. This is likely to continue since available land for building is less abundant in the City than County.

Okaloosa County Population Forecast

2020	2025	2030	2035	2040	2045	2050	% Increase
203,951	214,600	223,200	230,000	236,000	241,100	245,400	20%

Citywide Population, Employment and Accommodation Forecast

Using the existing conditions, trends, and forecast data discussed above, a citywide growth forecast from 2020 to 2050 was developed and is summarized below. The forecast includes growth in all population and employment subcategories, led by residential development.

Destin Population, Employment and Accommodation Est. Net Change 2020-2050

SF Pop	MF Pop	Total Pop	Housing Units	Hotel/ Motel Rooms	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp	Total Emp
478	1,649	2,127	1,022	547	1,890	713	433	93	1,239

The forecast presumes redevelopment within city limits, as demand for new housing and commercial square footage cannot be accommodated by existing available land, meaning that identifying where within Destin redevelopment and development intensification is most probable. To that end, the citywide forecast was then sub-allocated to planning areas.

Planning Area Forecast

Suballocations to small areas like Destin’s Planning Areas generally requires using both quantitative and qualitative measures, with a blend of methods employing formulaic calculations and local knowledge and intuition.

Destin’s suballocation began with two tenets that guided the process: new growth should balance market forces and local policy; and new growth should not drastically alter the existing makeup of the Planning Areas as currently constituted unless there is some overwhelming evidence to the contrary.

Planning area growth allocations were thus based on the following data points:

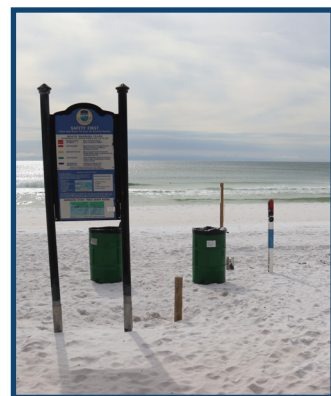
- Existing land use allocation from County parcel data and Census tract data
- Baseline NWFRPM traffic analysis zone (TAZ) level allocations, and future TAZ level allocations
- Historic population and employment growth
- Known vacancies (total parcels and total acreage)
- Destin land use policy
- Developments planned or underway
- Local planning area knowledge



The available data was used to determine both inter-area proportions (i.e. how much of all employment should go to each planning area) and intra-area proportions (i.e. how much of an area's employment should go to service, commercial, and industrial jobs). Blending existing proportions from Census and NWFRPM sources, historical data from Census sources, and forecasted growth from NWFRPM led to the following forecasted growth proportions:

**Planning Area Population, Employment and Hotel/Motel Unit Forecasts
% change 2020 to 2050**

Planning Areas	Full-time Population	Total Employment	Hotel/Motel Units	Seasonal Population
Airport	0%	0.2%	0%	0%
Crystal Beach	16%	9%	15%	18%
Gulf Resort	3%	9%	15%	3%
Harbor	16%	38%	23%	15%
Henderson Beach	0%	0.3%	0%	0%
Holiday Isle	14%	8%	5%	12%
Town Center Commons	26%	33%	42%	24%
Village	24%	3%	0%	28%
Grand Total	100%	100%	100%	100%



Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas.

The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel / motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally – but not identically – follows full-time population.

**Planning Area Population by Housing Type
and Employment Type Forecasts
% change 2020 to 2050**

Planning Areas	SF Pop	MF Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0%	0%	74%	16%	10%
Crystal Beach	31%	69%	53%	41%	6%
Gulf Resort	15%	85%	64%	29%	7%
Harbor	17%	83%	48%	42%	9%
Henderson Beach	0%	0%	69%	25%	6%
Holiday Isle	13%	87%	68%	24%	8%
Town Center Commons	16%	84%	52%	41%	8%
Village	34%	66%	53%	39%	9%
	22% (of pop)	78% (of pop)	58% (of emp)	35% (of emp)	8% (of emp)

Population growth is expected to be more than three-fourths accommodated in multi-family structures, with no planning area anticipated to see more than one-third of its population growth in single-family units. Service employment is expected to continue its dominance as the primary employment sector for new Destin-based jobs, while commercial and industrial jobs are still relevant in the coming decades.

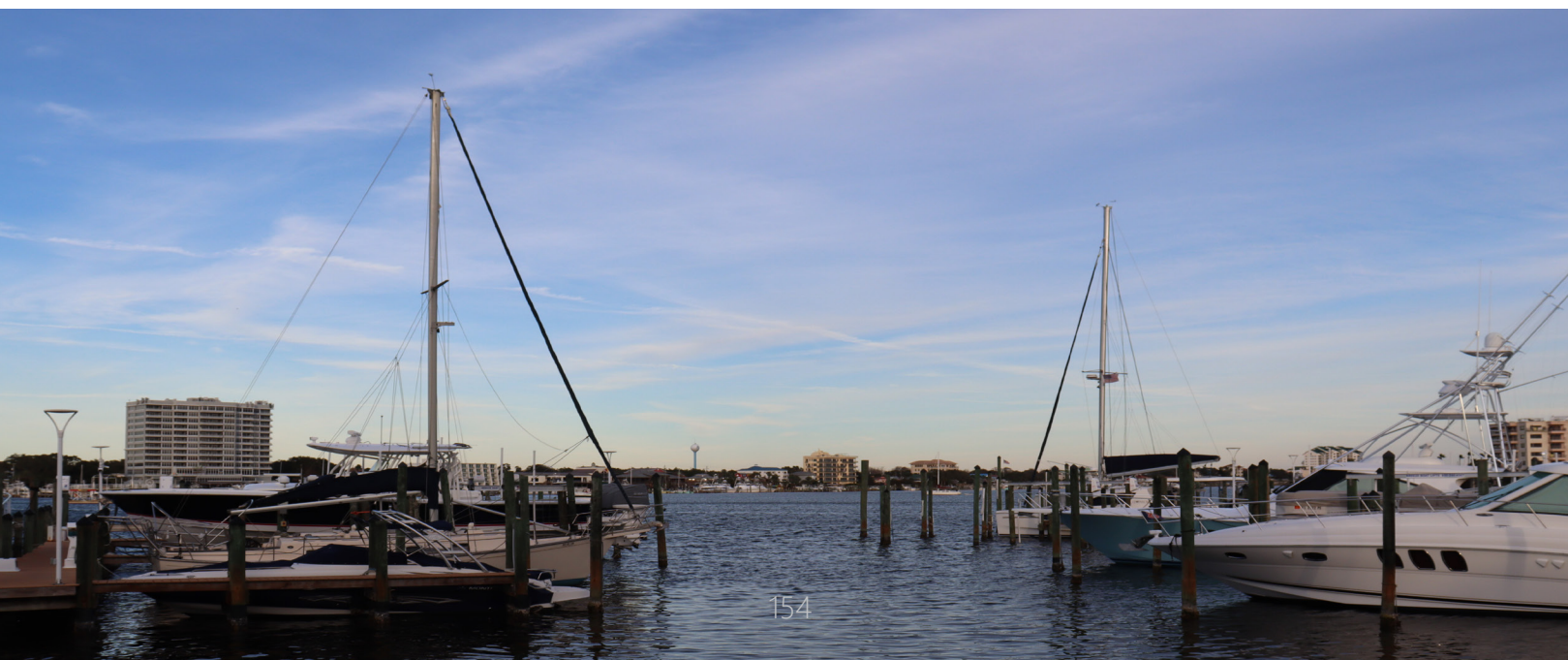
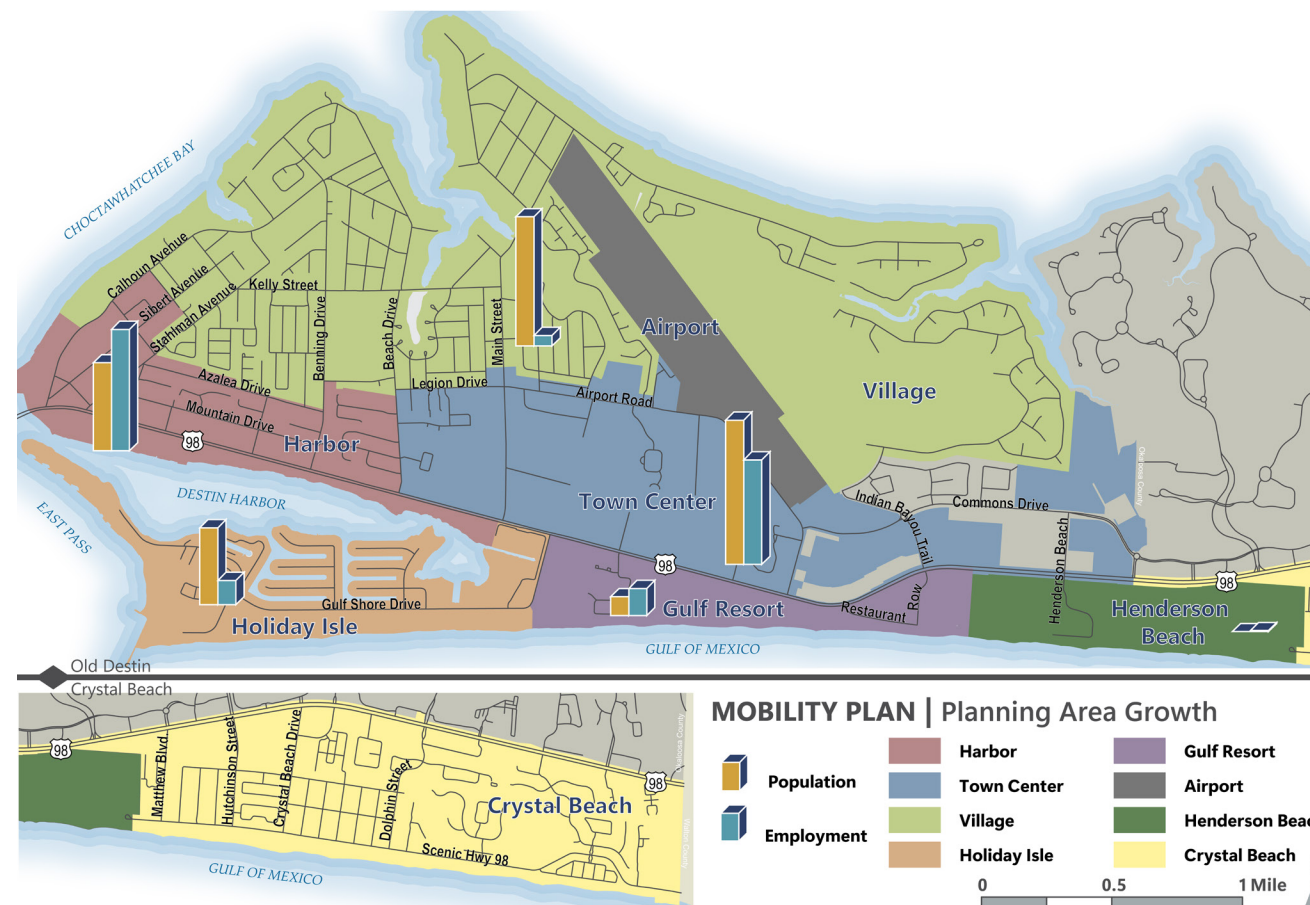
These inter- and intra-area breakdowns result in the planning area forecast provided here:

Planning Area Growth Est. Net Change 2020 to 2050

Planning Areas	SF Pop	MF Pop	Housing Units	Hotel/Motel Units	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0	0	0	0	0	2	0	0
Crystal Beach	104	236	163	80	340	59	45	18
Gulf Resort	11	63	36	84	59	51	45	0
Harbor	59	284	165	125	280	301	138	21
Henderson Beach	0	0	0	0	0	3	1	0
Holiday Isle	38	262	144	30	225	64	23	8
Town Center Commons	90	472	270	228	449	211	165	43
Village	173	331	242	0	531	22	16	3
	475	1,648	1,020	547	1,884	713	433	93



The map below shows the net growth in population and employment by planning area.



4.4 MOBILITY

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MOBILITY

The preceding sections on population and employment are important context for this section on mobility because it's the people that live in and visit Destin that create the demand to travel and the need for improvements to make sure the transportation system functions well in future years. Destin's growth means more people traveling, however, the future growth is likely to take different forms than past growth. More infill development and redevelopment of already developed areas will put more people near popular Destin destinations. Cars will likely be a popular mode of travel well into the future, but other options – such as walking and biking - will also be viable and nurturing their use through transportation improvements will be important to ensure the system functions well for all users.

Findings and Implications at a Glance

- Driving is by far the most frequently used mode of transportation in Destin, but pedestrian activity has grown substantially during the last five years.
- U.S. 98 is the City's most congested roadway, with several segments falling below acceptable conditions during the peak travel hours. The most congested segment for vehicles was between Henderson Beach Road and Airport Road.
- Traffic volumes grew on most roadways between 2017 and 2021. Total traffic counts on the City's collector roadways grew by about 9 percent. Traffic counts on U.S. 98 increased by 17% over the same period.
- Transit ridership has declined substantially since 2013, with declines accelerating since the onset of the COVID-19 pandemic in 2020.



Motor Vehicles

Personal motor vehicles are the most common mode of transportation in Destin. The U.S. Census Bureau's American Community Survey in 2020 estimated that more than 85% of work trips in the city are by personal vehicle. The city's geography, being hemmed in by water on three sides, limits the number of route options in the transportation network for people to travel to or through the city by vehicle. Harbor Boulevard/U.S. 98 is the primary east-west option and as such experiences significant traffic congestion. Most other roadways in the city serve locally-oriented traffic. This section summarizes key datapoints that characterize the performance of the City's transportation network for people using motor vehicles.

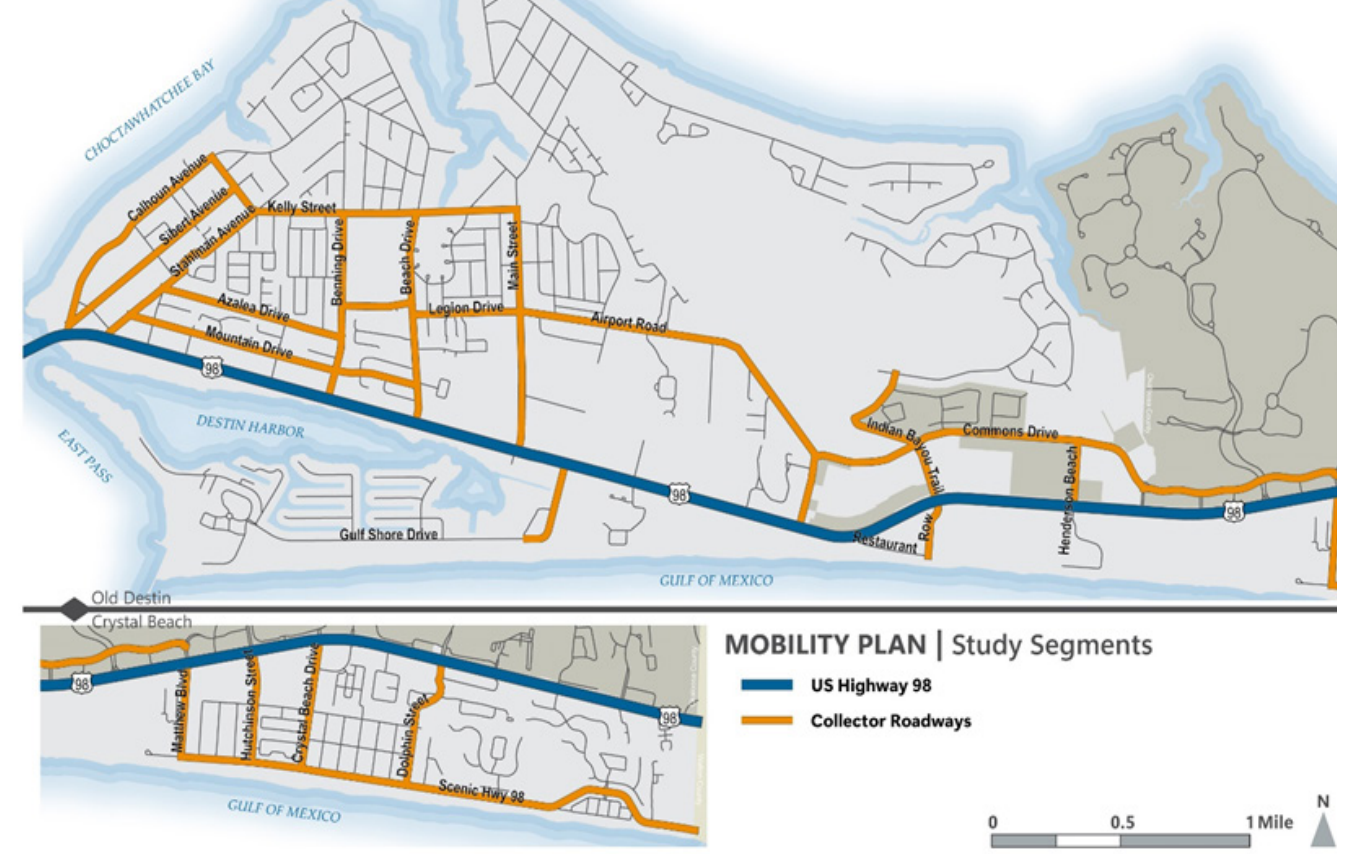


Roadways

In September 2020 there were 766 miles of county-owned paved roads and 144 unpaved roads, and nearly 64 miles of city-owned roads in Destin. The City's street network with streets defined by their functional classification is provided in the map below. Roads not identified as either U.S. 98 or collector roadways are either minor collectors or local streets.

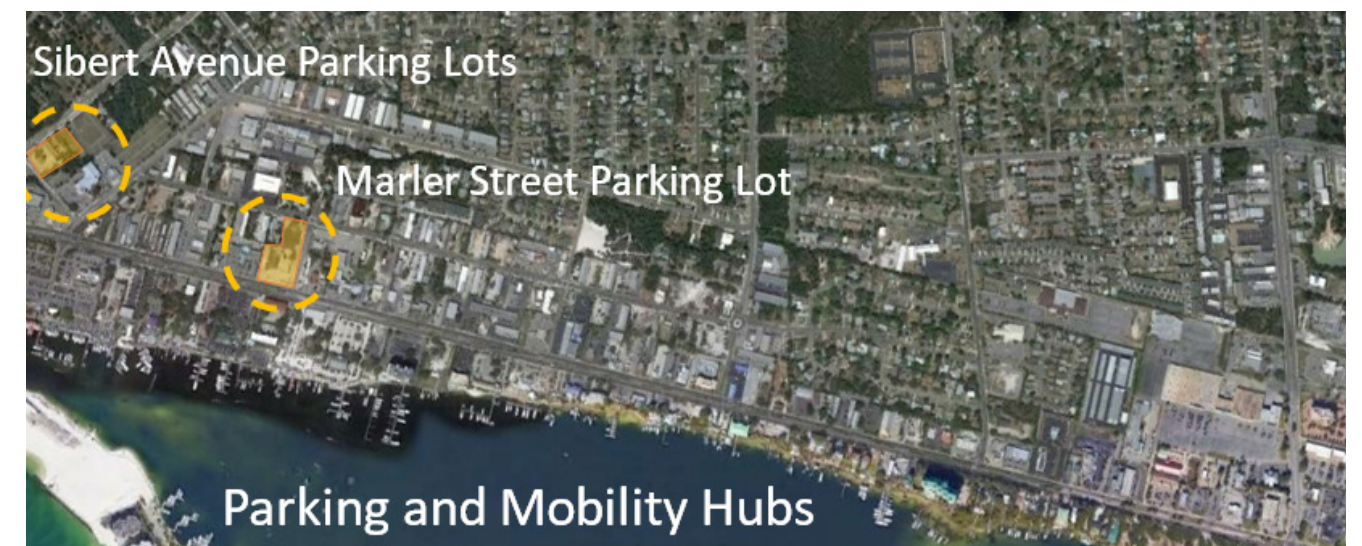
U.S. 98 is Destin's primary facility for moving people and freight and connecting the City to adjacent communities. FDOT classifies U.S. 98 as an urban principal arterial. The department has also been working to classify roadways according to their context (i.e. their surrounding land use and building form). This approach respects the fact that U.S. 98 in the heart of Destin is serving a much different context and purpose than U.S. 98 in western Okaloosa County.

FDOT has given U.S. 98 a context classification of C-4, which is "urban general." This classification can influence roadway design. For example, in 2020 for roadways classified as C4 FDOT eliminated the requirement for minimum pedestrian volumes to establish midblock crossings and mark unsignalized crosswalks, and for engineering studies to implement leading pedestrian intervals at traffic signals. These standards are important to consider as Destin seeks improvements to U.S. 98.



Parking

The city maintains four public parking lots in the Destin Harbor District – the Destin Library, Destin Community Center, Marler Street, and Zerbe Street. The city charges a flat fee of \$5 to park at the Marler and Zerbe lots. The library lot is only available after library hours, and the community center includes both permit and pay-to-park spaces. Destin partners with the Passport parking app to accept parking fees via their application.



Traffic Counts

The City most recently collected traffic counts in July 2021 to support the development of the Mobility Plan. Peak hour/peak direction traffic volumes are available for each of the segments of US 98 within Destin for years 2007 to 2021. The years 2018 to 2020 were estimated by interpolating between years 2017 and 2021. Similarly, peak hour/peak direction traffic volumes were available for each of the segments of the collector roadways within Destin for years 2007-2021. However, only years 2019 and 2020 were estimated by interpolating between years 2018 and 2021.

Traffic volumes changed in inconsistent ways between 2017 and 2021. Some roadways experienced significant increases in traffic volumes while others saw significant declines. The COVID-19 pandemic influenced travel behavior and it may take a few more years of data collection to get a clearer picture of the direction for traffic volume trends on the City's major roadways. The table below lists PM peak hour traffic counts for Destin's arterial and collector roadways.

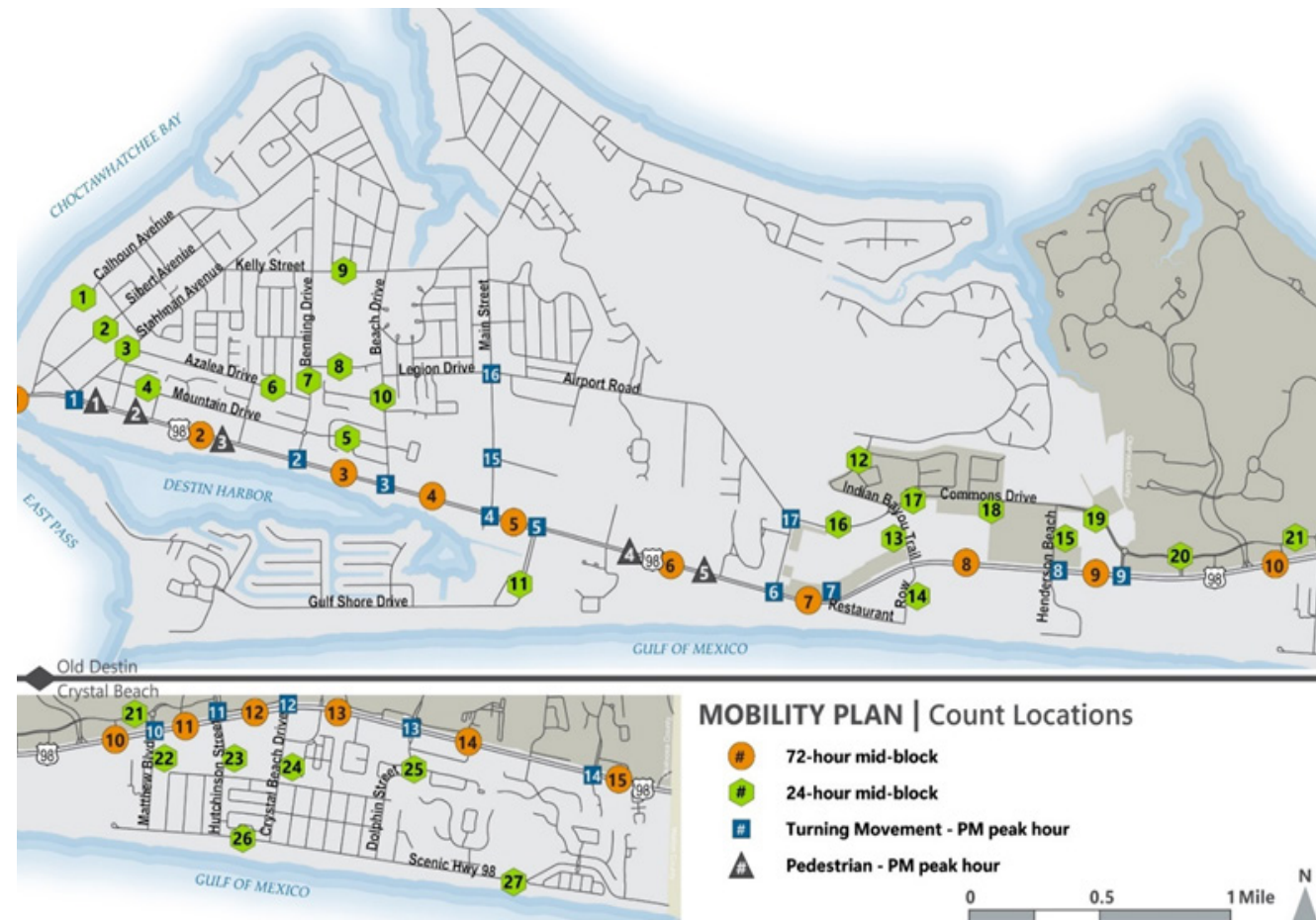
PM Peak Hour Traffic Counts for Arterial and Collector Roadways

Roadway	From	To	2021	2017	% Change
U.S. 98	Marler Bridge	Stahlman Ave	3,282	3,075	7%
	Stahlman Ave	Benning Dr	2,909	2,505	16%
	Benning Dr	Beach Dr	3,255	2,815	16%
	Beach Dr	Main St	3,279	2,841	15%
	Gulf Shores Dr	Airport Rd	3,538	3,047	16%
	Airport Rd	Scenic Highway 98	3,996	3,159	26%
	Scenic Highway 98	Henderson Beach Rd	4,184	3,431	22%
	Henderson Beach Rd	Triumph Rd	4,130	3,390	22%
	Triumph Rd	Matthew Blvd	4,144	3,848	8%
	Matthew Blvd	Danny Wuerffel Way	4,421	3,380	31%
	Danny Wuerffel Way	Crystal Beach Dr	4,519	3,620	25%
Regatta Way Blvd	Tequesta Dr	4,125	3,822	8%	
Airport Road	U.S. 98	Commons Dr	818	670	22%
	Commons Dr	Main St	1,894	1,980	-4%

Roadway	From	To	2021	2017	% Change
Azalea Drive	Stahlman Ave	Benning Dr	587	524	12%
Benning Drive	U.S. 98	Kelly St	398	269	48%
Calhoun Avenue	U.S. 98	Kelly St	501	351	43%
Commons Drive	Airport Rd	Indian Bayou Trail	1,594	1,560	2%
	Indian Bayou Trail	Diamond Cove	1,403	1,258	12%
	Diamond Cove	Henderson Beach Rd	1,272	1,254	1%
	Henderson Beach Rd	Triumph Rd	1,420	1,285	11%
	Kelly Plantation Dr	Matthew Blvd	1,367	1,007	36%
Crystal Beach Drive	Scenic Highway 98	U.S. 98	555	500	11%
Gulf Shore Drive	U.S. 98	Curve	1,145	964	19%
Henderson Beach Rd	U.S. 98	Commons Drive	404	531	-24%
Hutchinson Street	U.S. 98	Scenic Highway 98	570	822	-31%
Kelly Street	Calhoun Ave	Main St	902	562	61%
Legion Drive	Benning Dr	Beach Dr	609	509	20%
	Beach Dr	Main St	1,098	1,226	-10%
Main Street	U.S. 98	98 Palms Blvd	619	1,081	-43%
	Airport Rd	Kelly St	1,076	1,001	7%
Matthew Blvd	Scenic Highway 98	U.S. 98	776	614	26%
Mountain Drive	Stahlman Ave	Benning Dr	592	536	10%
	Benning Dr	Beach Dr	466	633	-26%
Regatta Bay Blvd	Scenic Highway 98	U.S. 98	515	298	73%

Roadway	From	To	2021	2017	% Change
Scenic Highway 98	Matthew Blvd	Dolphin St	963	742	30%
Sibert Avenue	Calhoun Ave	Kelly St	580	324	79%
Stahlman Avenue	U.S. 98	Kelly St	762	714	7%

The map below shows the locations where the City counted traffic, and the type of traffic count. Not all locations are shown in the preceding table because some locations lacked reliable count data for 2017.



Roadway Level of Service

Level of service is a quantitative measure of how well vehicle traffic flows on a roadway segment. The LOS describes roadways using a letter from A to F to describe performance, with A indicating the best performance and F the worst. It is important to note that the A to F letters do not necessarily indicate desired performance. A LOS of A is often not feasible, cost effective, or even desirable

given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, "transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas."

Therefore LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard. The City's policy as described in the Comprehensive Plan is also to maintain its system of collector roadways at an LOS of D or better. However, there are a different set of standards, described in the subsequent section, for collector roadways within multimodal transportation districts. Within these districts there are also LOS standards for pedestrian, bike, and transit modes using different data to quantify performance.

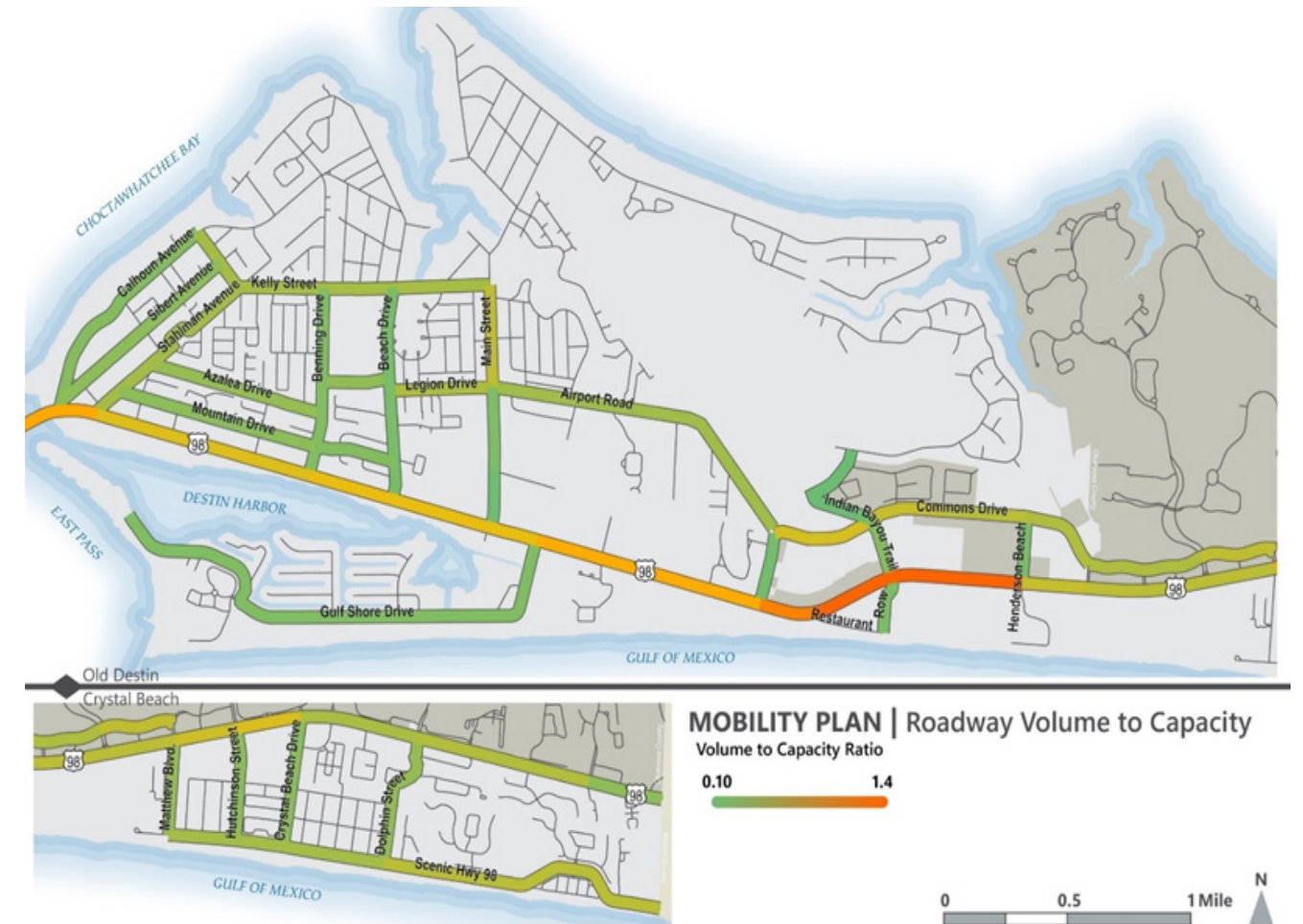


The Level of Service (LOS) Standard for the City's collector roadways and for U.S. 98 is LOS D. However, most of the City's collector network falls within a multimodal transportation district, where LOS standards for pedestrian, bicycle, and transit modes also apply.

The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin's only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. A v/c ratio under 1.0 indicates this segment is meeting the LOS D standard. A v/c ratio of more than 1.0 indicates the segment is not meeting this standard. Green is meeting the standards, yellow is near the standard limit, and red is failing (does not meet the standards). The map below also shows the v/c ratio for the City's collectors, all of which are operating below a 1.0 v/c ratio.



U.S. 98 Segments - Volume to Capacity	2021	2016	2011
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	1.03	0.92	0.91
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	0.97	0.88	1.00
U.S. Hwy 98 between Benning Drive and Beach Drive	1.00	0.93	1.05
U.S. Hwy 98 between Beach Drive and Main Street	1.01	0.95	1.03
U.S. Hwy 98 between Main Street and Gulf Shore Drive	1.01	1.13	1.00
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	1.12	1.00	1.09
U.S. Hwy 98 between Airport Road and Scenic Highway 98	1.28	0.96	1.15
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Rd	1.39	1.05	1.08
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	0.91	0.99	1.08
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	0.89	0.73	0.80
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	0.93	0.76	0.80
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Dr.	0.96	0.74	0.80
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	0.84	1.21	1.19
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	0.87	1.11	1.19
U.S. Hwy 98 between Tequesta Drive and Walton County Line	0.78	1.06	1.22



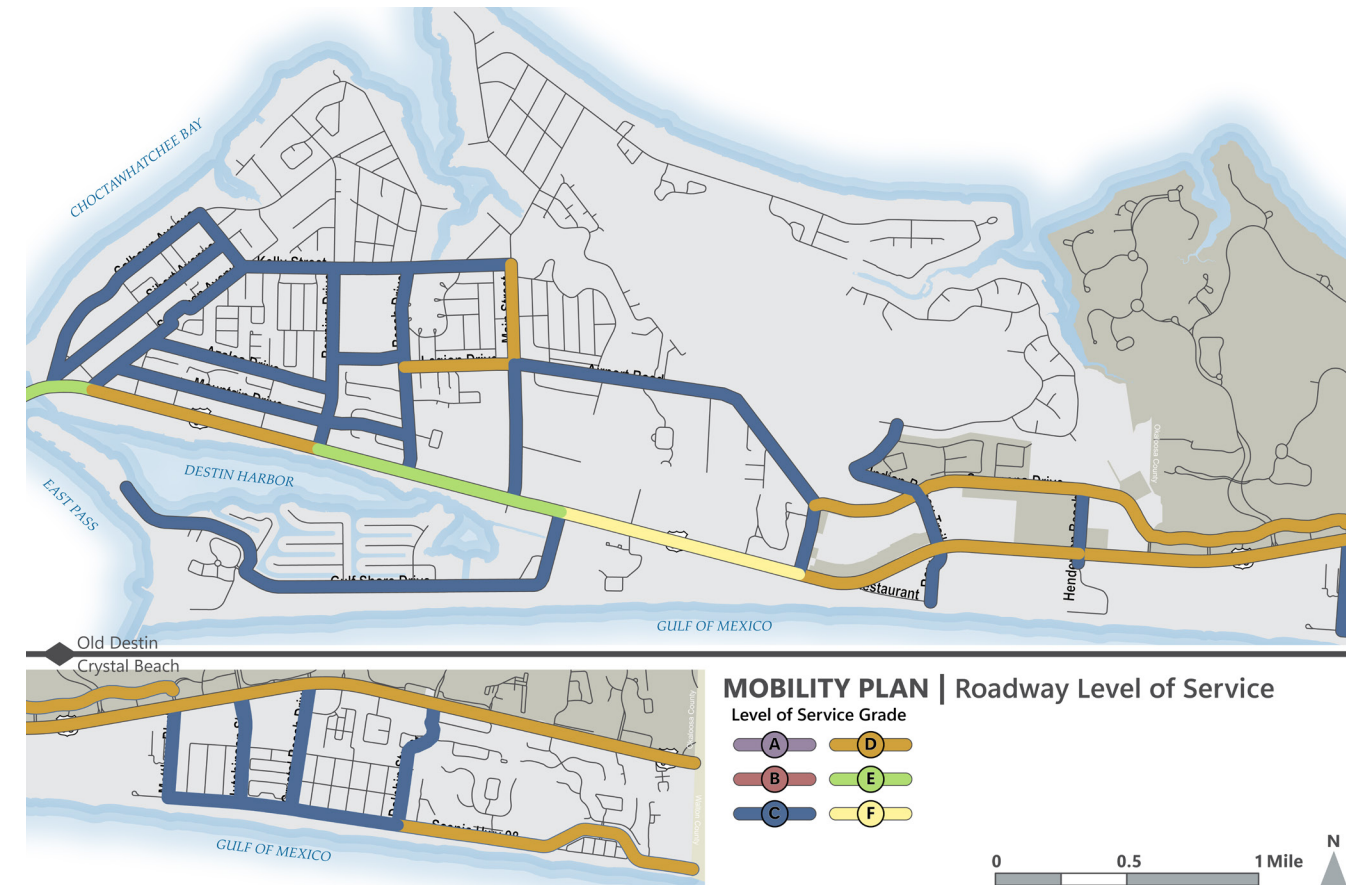
The tables below list segments of both collector roadways and U.S. 98 where the peak hour LOS is D, E, or F. None of the City's collectors fall below an LOS D standard. However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. Following the tables is a summary of the method used to calculate the LOS.



Collector Segments	Pk Hr LOS (2021)
Commons Drive between Airport Road and Indian Bayou Trail	D
Commons Drive between Indian Bayou Trail and Diamond Cove	D
Commons Drive between Diamond Cove and Henderson Beach Road	D
Commons Drive between Henderson Beach Road and Triumph Drive	D
Commons Drive between Triumph Drive and Kelly Plantation Drive	D
Commons Drive between Kelly Plantation Drive and Matthew Boulevard	D

Collector Segments	Pk Hr LOS (2021)
Legion Drive between Beach Drive and Main Street	D
Main Street between Airport Road and Kelly Street	D
Scenic Hwy 98 between Dolphin Street and Walton County Line	D

U.S. 98 Segments	Pk Hr LOS (2021)
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	E
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	D
U.S. Hwy 98 between Benning Drive and Beach Drive	E
U.S. Hwy 98 between Beach Drive and Main Street	E
U.S. Hwy 98 between Main Street and Gulf Shore Drive	E
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	F
U.S. Hwy 98 between Airport Road and Scenic Highway 98	D
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Road	D
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	D
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	D
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	D
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Drive	D
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	D
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	D
U.S. Hwy 98 between Tequesta Drive and Walton County Line	D



Below is a summary of the steps taken to calculate the vehicular LOS displayed in the preceding tables and maps.

- For U.S. 98, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables, the Peak Hour Peak Direction capacities were established for each segment.
- Similarly, for the Destin collector roadways, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables for non-state roadways with 35 mph or lower speeds, the Peak Hour Peak Direction capacities were established for each collector segment.
- For both the U.S. 98 segments and the collector road segments, the peak hour directional volumes were compared to the peak hour directional LOS standard capacities to calculate the volume to capacity ratio (v/c) as well as the LOS.
- Additionally, the physical capacity of the roadway was used to determine the physical v/c ratio. The physical capacity of a roadway is the capacity at LOS E (or just before LOS F). LOS F is considered failing. The v/c ratios using physical capacity are used to show the depth into a failing condition a segment is performing, versus just a letter of F.
- This process was followed for each of the years from 2007-2021.

Roadway Improvements

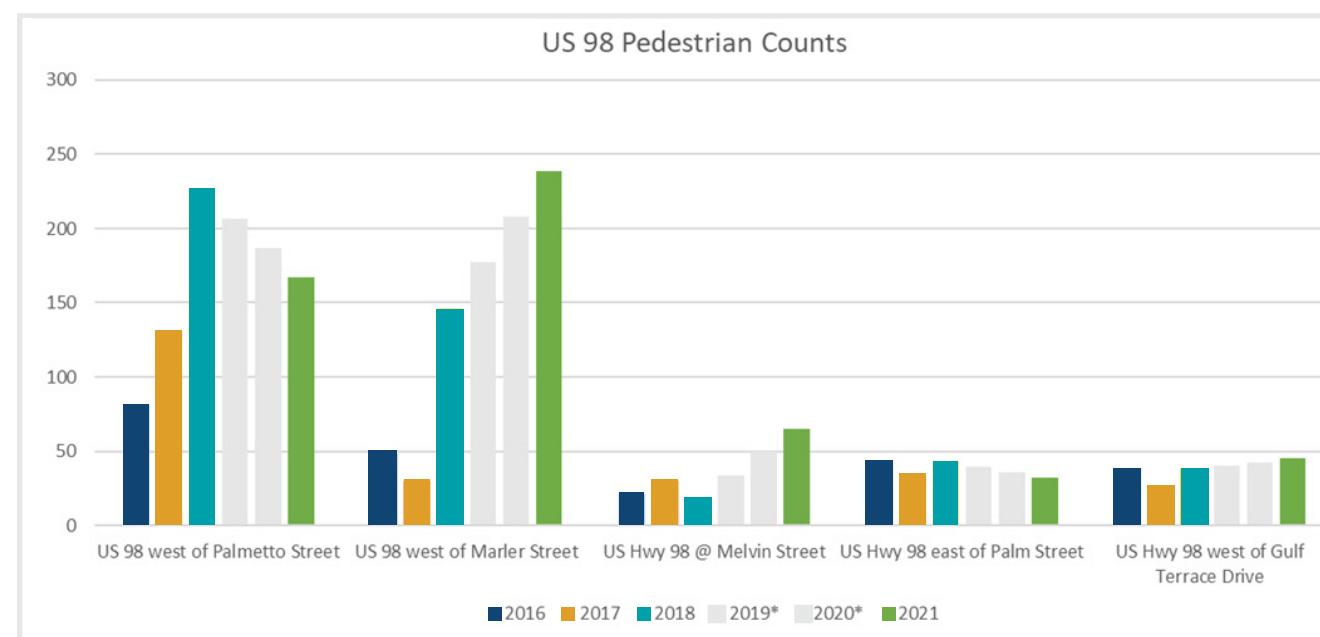
The most significant recent roadway improvement added capacity to U.S. 98 east of Airport Road. This FDOT-led project widened U.S. 98 from four to six lanes. The project also added bicycle lanes, new sidewalks, and better drainage infrastructure. The project improved level of service for this stretch of U.S. 98, although higher traffic volumes are filling up the new capacity realized by the widening.

Multimodal

Destin's streets do much more than move vehicles. They are an important part of the public realm and it is important that they are safe and inviting for all users. This section summarizes data on the existing conditions for pedestrians, bicyclists, and bus transit riders.

Pedestrian Counts

The City last collected data for pedestrian activity on U.S. 98 in July 2021. While the counts only come from a single roadway, they are a useful indicator of the general growth of pedestrian activity in the City. U.S. 98 is also an important facility from a pedestrian safety perspective as serious and fatal crashes involving pedestrians are concentrated on this roadway, as the next section will describe. U.S. 98 also is a significant barriers for many pedestrians, especially those looking to cross from the north side of the road to the Harbor District on the south side. Many bus riders must also cross U.S. 98 each day. The graph below shows that pedestrian activity during the peak evening hour has steadily increased since 2016 on U.S. 98. The increase is especially high in the Harbor District, with growth exceeding 50% since 2016. The growth of pedestrian activity is not surprising, but is an important finding. The combined growth of pedestrian and vehicle traffic on Destin's roadways underscores the importance of incorporating pedestrian safety elements into transportation projects.



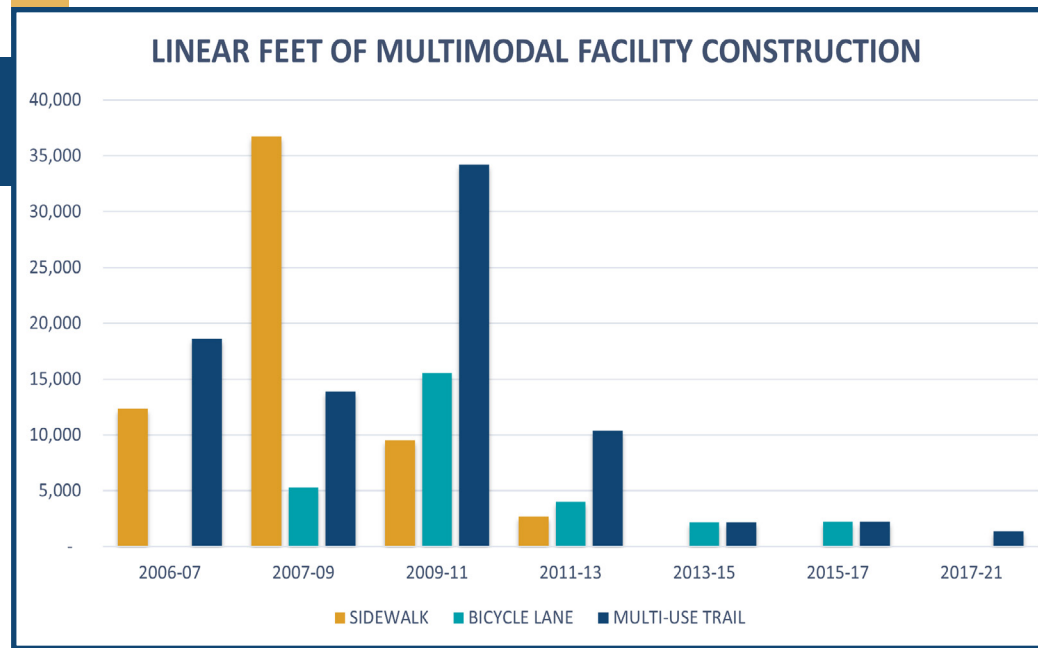
Multimodal Level of Service

Destin in 2006 was the first city in Florida to establish multimodal transportation districts (MMTD). The purpose for establishing a multimodal transportation district is to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design consistent with the City's Comprehensive Plan. All developments located in the MMTD are required to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach. Together these districts cover much of the City's collector roadway network.

New development within the MMTDs has been required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards listed in the table below. Level of service is a concept that also applies to the other key modes of transportation. However, different measures are used to calculate LOS for each mode. The amount of mitigation that has been required corresponds to the project's impact as calculated through application of the City's transportation impact fee. The intent of this study is to support an update to this process.

MMLOS for Collectors

Year	Bicycle	Pedestrian	Transit
Adopted Standard 2006	C	E	F
2007	C	D	F
2009	C	D	F
Adopted Standard 2011	B	C	E
2011	B	C	F
2013	C	C	F
2015	B	B	F
2017	B	C	F
Adopted Standard 2020	B	B	C
2021	C	C	F



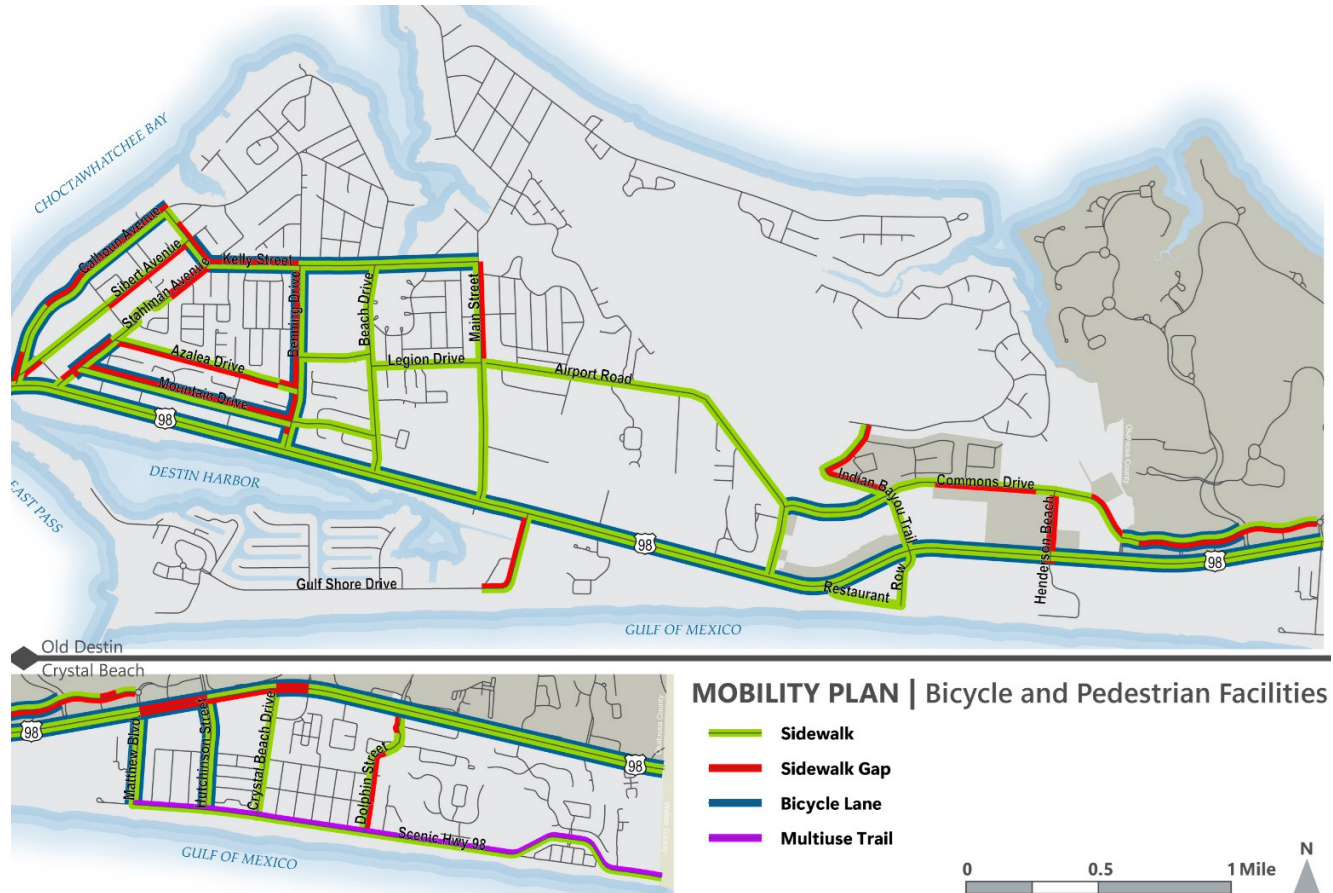
Multimodal Improvements

The City has made progress towards accommodating modes other than personal vehicles on its streets. Destin has added several linear feet to its network of sidewalks, bicycle lanes, and multi-use trails since 2006, as shown in the figure below. However, most of the network additions were built prior to 2011. Several gaps in the network remain, and the mobility plan identifies several projects for helping close them. Closing these gaps is important for achieving a truly multimodal network that gives travelers several options and reduces the amount of travel that can only be met via a personal motor vehicle trip.

Destin is well set up to support extensive bicycle and pedestrian transportation. The topography is flat and the street network is fairly well connected, allowing for more direct paths for people that are walking and biking. However, several prominent gaps exist. For example, Legion Drive and Airport Road are especially prominent gaps for bicycles, where a lack of bicycle lanes or a multi-use trail limit the opportunity to ride between the west and east sides of Destin. Sidewalk gaps are also present on Azalea Drive, Mountain Drive, and Kelly Street, which are important east-west connections; and Calhoun Avenue, which is an important north-south connection. Pedestrian and bicycle gaps in the City’s collector roadway network are summarized in the table below.

Roadway	Sidewalk Gap	Side	Length
U.S. Highway 98	Matthew Boulevard to Regions Way	South	3,400
	Matthew Boulevard to Hutchinson Street	North	1,200
Calhoun Avenue	U.S. Highway 98 north 660'; Clement Taylor Park to Kelly Street	West	3,900

Roadway	Sidewalk Gap	Side	Length
Sibert Avenue	Calhoun Avenue to Zerbe Street and Forest Street to Kelly Street	East	2,500
Stahlman Avenue	Pine Street to Kelly Street	Both	2,000
Mountain Drive	Stahlman Avenue to Benning Drive	North	4,250
Azalea Drive	Stahlman Avenue to 400' west of Benning Drive	South	3,300
	400' west of Benning Drive	North	400
Kelly Street	360' east of Calhoun Avenue to Benning Drive	North	2,750
Benning Drive	Mountain Drive to Kelly Street	West	3,000
Main Street	Airport Road to Kelly Street	East	1,800
Gulf Shore Drive	U.S. Highway 98 to Sandpiper Cover Drive	West	1,850
Indian Bayou Trail	Country Club Drive to Commons Drive	East	2,600
Commons Drive	900' east of Indian Bayou Trail to 400' west of Henderson Beach Road	South	2,100
	750' east of Henderson Beach Road to Triumph Road	North	1,000
	200' east of Triumph Road to Matthew Boulevard	South	3,700
Henderson Beach Road	U.S. Highway 98 to Commons Boulevard	Both	2,000
Regatta Bay Blvd	U.S. Highway 98 south 530'	West	530
Dolphin Street	250' north of Scenic Highway 98 to 850' south of U.S. Highway 98	East	1,650



Transit

Transit is an important part of the transportation mix in Destin, especially for people working in the City's service industries and commuting from outside Destin. However, transit ridership has been declining steadily in the region since 2013, and dropped massively during the COVID pandemic. There are several potential causes for this decline, described later in this section. Transit in Destin is unlikely to peel away many travelers from other modes. The City does not have the type of urban form – mix of uses at a high density - that is conducive to extensive transit use. But the travel mode will continue to play an important role, particularly for lower to middle wage workers that lack other reliable forms of transportation and are commuting in from neighboring communities.

Bus transit can also help the City optimize its parking supply by bringing in workers that do not require a parking space, and helping people park once and explore the community by a combination of foot and transit, using a trolley-like service. But generally speaking the number of people that use transit is likely to remain small unless unforeseen circumstances cause people to choose it more often for their trips.

Governance

The Okaloosa County Board of County Commissioners (BCC) serves as the Community Transportation Coordinator (CTC) for the County and operates fixed and demand response services as Emerald Coast (EC) Rider through the Okaloosa County Transit Cooperative. EC Rider provides services for Fort Walton Beach, Crestview, Okaloosa Island, and Destin/South Walton and is operated by MV Transportation, Inc.

The Okaloosa Transit Cooperative (Co-op) was created under a Memorandum of Agreement (MOA) between Okaloosa County and participating jurisdictions, including Cinco Bayou, Crestview, Destin, Fort Walton Beach, and Niceville. Its purpose is to foster cooperation among the County and participating municipalities in the coordination of fixed-route transit service and formulate and implement consistent plans, programs, policies, and procedures in the operation, maintenance, and development of transit service throughout the legal service areas of the participating jurisdictions.

The Co-op is responsible for the operation of the public transit system and recommends changes to the BCC regarding routes, stops, or other components of the fixed-route system. The Okaloosa County Local Coordinating Board was created in 1989 and includes 18 state agencies and community representatives of the transportation disadvantaged population. Its role is to identify local service needs and to provide information, advice, and direction to the CTC.



Fare Structure

EC Rider offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. If not approved, riders must pay the standard fare. Children 36" or shorter ride free with a paying adult.

For riders that use EC Rider at least three days per week, the agency will provide up to four free rides from work to home per year in the event of an emergency.

Fixed Route Fares

31 Day Pass	\$40.00
31 Day Reduced Pass*	\$20.00
31 Day Express'	\$50.00
31 Day Reduced Express* '	\$25.00
15 Day Pass	\$20.00
15 Day Reduced*	\$10.00
All Day Pass	\$4.00
All Day Reduced*	\$2.00
Single Ride	\$2.00
Single Reduced Ride*	\$1.00
Single Express Ride'	\$3.00
Single Reduced Express*'	\$2.00
Transfer	Free
Paratransit to Fixed Route	\$1.00

* Disabled riders are eligible for a Reduced Fare with a valid EC Rider Reduced Fare ID card. MEDICARE cards will also be accepted as proof of eligibility for Reduced Fare.

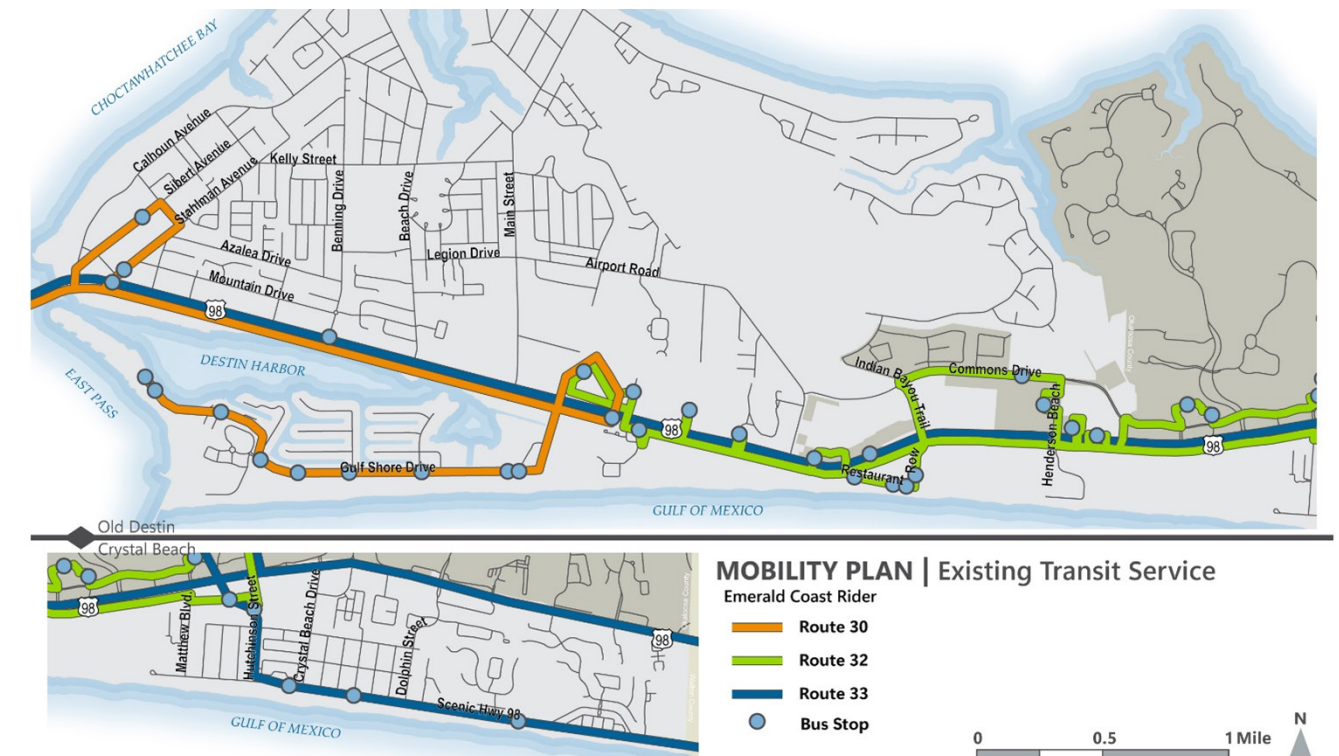
' Currently, there is no express bus service to/from Destin

Fixed Routes

There are currently three fixed routes that serve the City of Destin.

- **Route 30: Destin Connector (Okaloosa Island—Destin):** Connects Destin with Okaloosa Island via U.S. 98. The route has 15 stops, 13 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 20 from Okaloosa Island to Fort Walton Beach at its western terminus and Route 32 in Destin.
- **Route 32: Destin East (Local):** Provides local service within the City of Destin primarily via U.S. 98 between Gulf Shore Drive and Mid-Bay Bridge Road. The route has 25 stops, all within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides connections to Route 30 at the west end of the route and Route 33 at the east end.
- **Route 33: Crystal Beach (Destin—Miramar Beach):** Connects Destin with Miramar Beach via U.S. 98 and Scenic Highway 98. The route has 8 stops, 7 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 32 in Destin.

These three routes connect at designated stops and transfers are included in a trip's fare. EC Rider has three transfer locations within Destin – 98 Palms Plaza, Crystal Beach Plaza, and Holiday Inn Express & Suites. There is also one transfer location just outside of the City limits – The Shoppes at Paradise Key. Service is generally available Monday through Friday 8:00 am to 7:00 pm year-round (excluding major holidays). The frequency of service differs, with more frequent service (20-minute headways) in the summer (Memorial Day through Labor Day) than the winter (45-minute headways).



Demand Response Service

EC Rider provides door-to-door Dial-A-Ride paratransit service to Okaloosa County residents unable to access the system's fixed-route service. The cost of this service is based on distance traveled. Reservations are required, and can be made up to seven days in advance but no later than 1:00 PM the day before requested travel. This demand response service operates Monday through Friday from 4:00 AM to 8:00 PM, Saturday from 4:00 AM to 7:00 PM, and Sunday from 5:00 AM to noon.

Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost-sharing assistance for individuals who are not sponsored and meet eligibility criteria. EC Rider also offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. Otherwise the fares vary between \$2 and \$3 per ride. The private pay rate is \$2.40 per mile.

Planned Future Fixed Route Service Improvements

Recommended transit improvements are included in the most recent Transit Development Plan adopted by Okaloosa County in July 2022. The TDP articulates goals and objectives that set the framework for EC Transit to meet community needs by: documenting the existing conditions as they relate to transit ridership and operations; identifying transit demand, mobility needs, and service and capital requirements, and; providing an estimate of operating/capital expenditures and revenue sources to facilitate implementation. The improvements support EC Transit's five goals for transit service:

1. Effectively improve transit awareness and support
2. Maximize the performance and quality of the EC Rider system
3. Forge relationships with key regional partners and stakeholders
4. Expand the EC Rider system to provide new connections
5. Pursue capital improvements and innovative technology

EC Rider studied several factors that indicate a propensity for people to use transit. The data indicate that Destin has low to moderate propensity for transit use, lagging places such as Fort Walton Beach and Crestview. However, the City also has many service industry jobs, some of which are filled by people living outside of Destin. The transit services along U.S. 98 help some of these workers reach their jobs. One of the challenges identified in the plan for these transit riders is



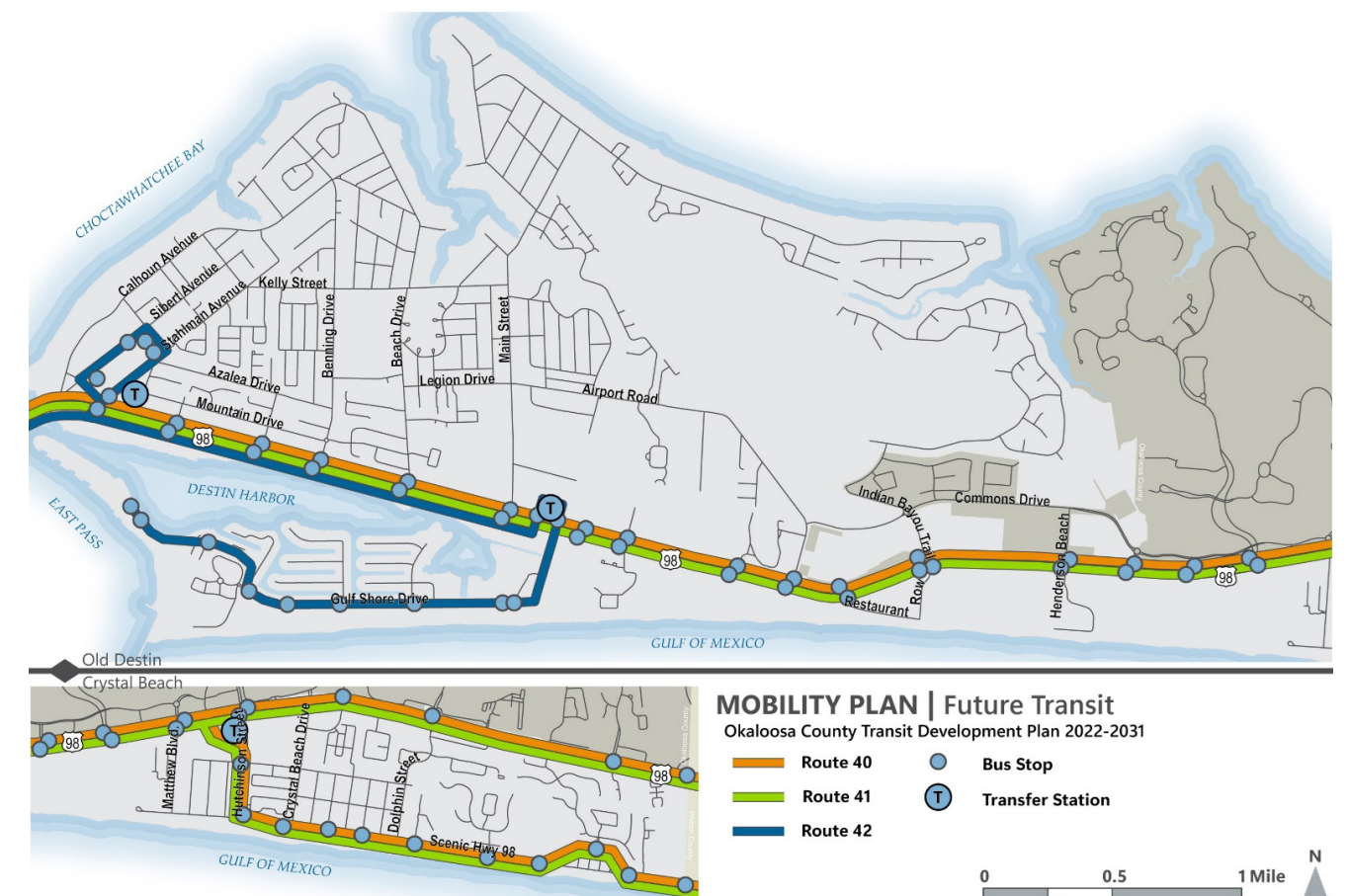
Figure 1 - Existing Transit Service and 1/4 Mile Walkshed

“first mile/last mile connectivity.” Using transit in Destin is likely to require riders to cross U.S. 98 on foot once per day, which can be difficult due to the traffic volumes and speeds.

EC Rider's 10-year Transit Development Plan includes the following proposals that would affect transit service in Destin:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map below). This change is expected to more than double ridership in 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Add a new Crestview to Destin Commons route via the FL-293 bridge. The northern terminus would be where FL-85 meets Airport Road, and the route would serve Crestview's Main Street, City Hall, and Northwest Florida State College (NWFSC) following the path of Route 14.
- Upgrade Saturday service by running all routes at the same frequency as the same service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

The plan also recommends land use and urban design strategies to support more transit use, such as mixed use development in close proximity to bus stations

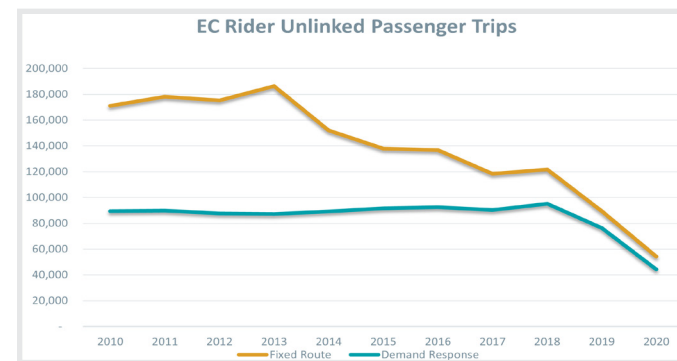


Park and Ride

There is one designated park and ride lot within the City of Destin on Legendary Drive at the Destin Commons shopping center. Destin has four other park and ride lots in the Harbor District where people can park and access an EC Transit service. These are the Destin Community Center, Destin Library, Marler Street, and Zerbe Street.

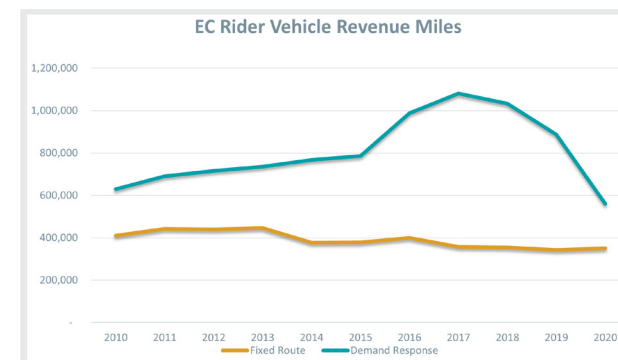
Performance

In 2020, EC Rider operated 32 demand response and 10 fixed transit vehicles during peak periods. Within the calendar year the service provided 54,130 fixed route passenger trips and 44,430 demand response trips, with 350,560 fixed route revenue miles and 560,710 demand response revenue miles.



Unlinked Passenger Trips

Throughout the past decade, passenger trips have declined with annual fixed-route trips peaking in 2013 (~186,000) to a low in 2020 (~54,000). Annual demand response ridership remained steady up to 2018 (~95,000) when it began to decline in 2019 (~76,000) and 2020 (~44,000).

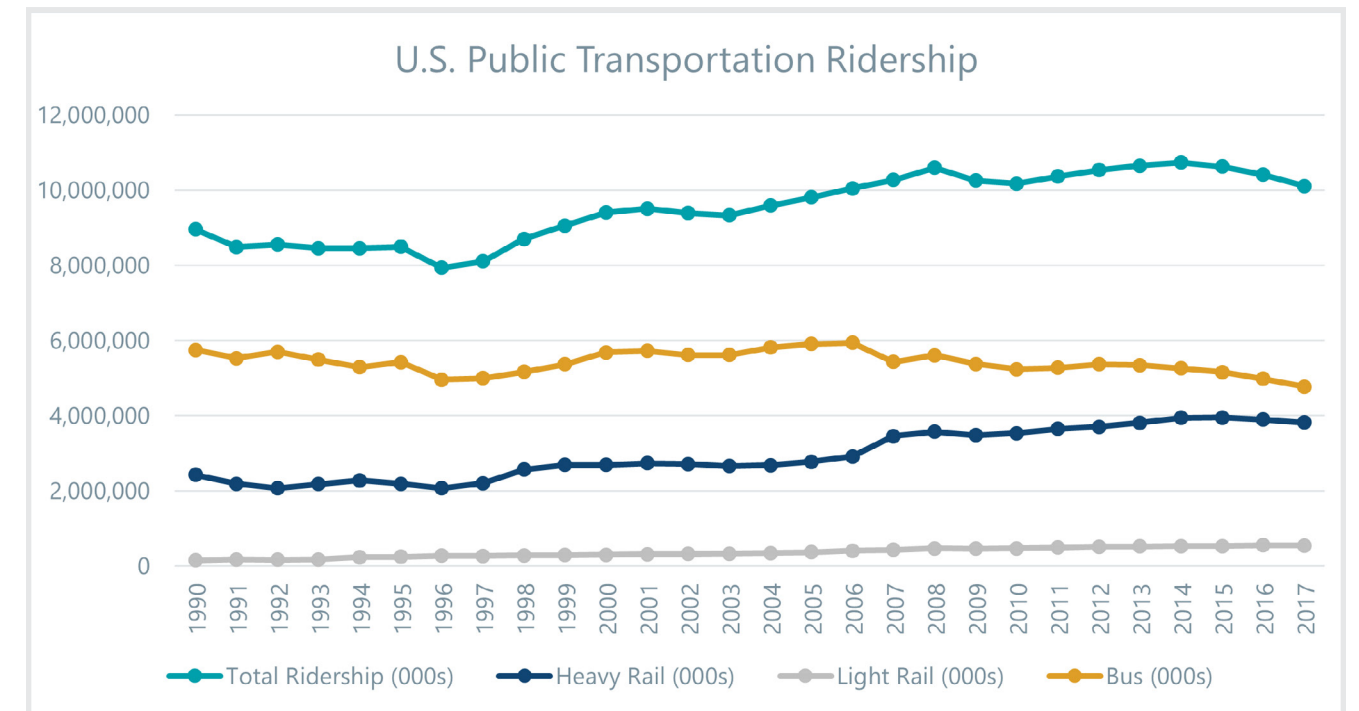


Vehicle Revenue Miles

Fixed route vehicle revenue miles remained relatively consistent throughout the decade between 2010 and 2020, with demand response vehicle revenue miles dropping in response to decreased ridership.

Factors Affecting Transit Ridership

Transit ridership in Destin and the communities serviced by EC Transit reflect broader trends in transit use across the country. The COVID pandemic exacerbated these trends, causing ridership levels to plummet. Transit use is far shy of its pre-COVID levels, even while other modes of transportation have bounced back. This points to a potentially bleak future for transit outside of the major metropolitan areas where it is essential. But transit remains an important part of the transportation mix in Destin and elsewhere. Many people rely on it for travel to and from work. This section outlines some of the causes of ridership decline, looking at data from across the country in the absence of local research on the topic.



Since 1990 (according to the American Public Transportation Association - APTA), nationwide transit ridership peaked in 2014 and has declined every year since. This downturn looks to have different root causes than previous downturns, which coincided with major national economic downturns. Among the most discussed root causes are income improvements and the emergence of ride-hailing services. If transit ridership in Destin is to improve, addressing these causes must be part of the discussion.

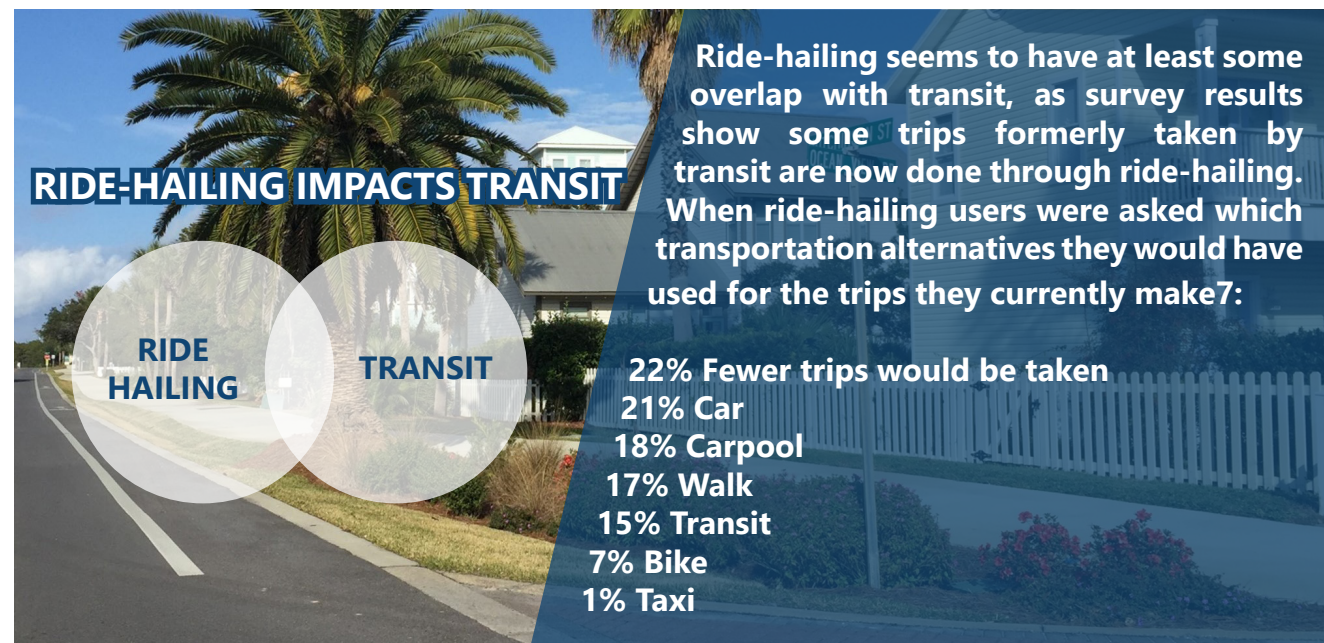
Real Income

Real per capita disposable income (inflation adjusted) rose nearly \$4,000 from 2013 to 2017 after a half-decade of stagnation. This is a more robust growth rate than any time in the previous 30 years. There have been improvements in employment rates over the same period, which are generally associated with ridership improvements. However, improvements in real per capita income are allowing former transit riders to have increased access to non-transit modes, which is mitigating to some extent the transit ridership boost from economic activity. Trends in vehicle miles of travel (VMT) support this hypothesis, as after nearly a decade of declining or steady total VMT, travel has been increasing again since 2013.

Ride-Hailing Services

Ride-hailing services such as Uber, Lyft, and others are transforming transportation throughout the United States. With ride-hailing's surge in availability and ridership being a relatively recent phenomenon, there is little information on the impacts ride-hailing has on public transportation. The largest study to date on ride-hailing's impact on transportation behavior found the majority

of ride-hailing service users did not have any change in transit use after adopting ride-hailing as a mode choice . A minority of respondents reported change in transit use after adopting ride-hailing. The overall change in behavior was limited but showed declines for the primary transit modes and technologies. For those with a change in transit use, bus use declined 6% and light rail use declined 3% while commuter rail increased by 3%. These findings, along with demographic data on ride-hailers (who are generally more affluent and own more cars than transit users as a whole) suggest ride-hailing users and transit users have only modest overlaps, and ride-hailing replaces transit in only certain circumstances. Results from the same research showed ride-hailing is a substitute for travel for all the primary modes of surface transportation, including for local and regional trips (see graphic on the right). Other surveys of ride-hailing customers have found one-quarter to one-half of riders would have otherwise traveled via public transportation for their trip and understanding this dynamic within each region would require additional study.



Other studies pertaining to ride-hailing and public transportation found more mixed results. A Pew Research Center study found frequent ride-hailing users are less likely than other Americans to own a car – but also rely heavily on a range of other transportation options, suggesting ride-hailing and transit are mutually beneficial as ride-hailers abandon cars and add transit as a travel mode . This is corroborated by an APTA report noting ride-hailing services often see service demand in the 10 PM – 4 AM time period when public transit is infrequent or unavailable, furthering the complementary nature of the service . Conversely, a study focused on mobility in New York City noted during 2015 and 2016 when ride-hailing services expanded substantially in New York, bus ridership declined both years while subway ridership declined sharply from 2015 to 2016 . Looking more closely at the types of trips taken via ride-hailing services, the number of trips under 3 miles were effectively unchanged from 2013 to 2016, while the number of trips above 3 miles and particularly longer than 5 miles grew exponentially.



Other Possible Causes of Transit Ridership Decline

There is less research on other root causes of ridership decline, but other possibilities have been discussed.

Regional growth and urban settlement patterns

Regional growth patterns and low-income household settlement patterns have changed significantly over the past several decades. All of the major regions of the country have seen urban footprints grow significantly, even those not seeing significant increases in population. Transit coverage has not been able to keep up with the expanding geography of urban areas. Transit systems for the most part have not expanded, changed their service delivery model, or added routes to adequately serve developing areas. Many systems cover areas substantially the same as they have been for decades. The reasons for this are complex, but the limitations can mostly be explained by lack of funding, lack of understanding of benefits of different service delivery models, lack of ability or regional will to expand transit systems across jurisdictional lines, and lack of rationale for serving suburban and exurban areas not designed to support transit – either in transportation infrastructure or physical development. In addition to the challenges of serving most newly developed areas with transit, there is the challenge of serving the older, inner ring suburbs first built in the 1950s, 1960s and 1970s. Some of these neighborhoods have transitioned from lower-middle to middle income neighborhoods into low-income neighborhoods where a higher percentage of the population have transit needs or a propensity to ride transit. This same demographic shift has been seen in the mill villages and industry-oriented neighborhoods of North Carolina. These were designed around walking to work and getting goods and services in the neighborhood or nearby downtowns. The current day residents of these neighborhoods seek employment and services outside of the neighborhood. They are potential transit riders, but the design of their communities, and lack of transit therein, is not helping to grow transit ridership.



Demographics

Some have suggested changing demographics have been a part of ridership decline. For instance, per Census data, immigrant workers are more likely to commute via transit than native-born workers, and the longer an immigrant stays in the U.S., the less likely they are to use transit. As immigration rates decline, so too would transit ridership. Similarly, there might be transit commuter ridership losses due to baby-boomers aging out of the workforce.

Housing Displacement of Lower Income Transit Riders

America's cities are getting more expensive, and it may be lower income transit riders are being priced out of neighborhoods with transit. The following table shows growth in rent from 2010-2016 for three types of areas within North Carolina: Census tracts in counties without fixed route transit, tracts adjacent to fixed route transit, and tracts in counties served by fixed route transit, not adjacent to transit.

Areas	Counts of Tracts	Average of 2010 rent	Average of 2016 rent	Average Percent Change in Rent
No Fixed Route Transit in County	880	\$476.95	\$546.79	14.6%
Counties with Fixed Route Transit	1214	\$639.24	\$737.43	15.4%
Adjacent to Transit	753	\$661.99	\$769.79	16.3%
Not Adjacent to Transit	461	\$602.08	\$684.56	13.7%
Grand Total	2094	\$571.04	\$657.31	15.1%



Retail Trends

Electronic commerce is likely influencing transit ridership, especially among transit-dependent populations. E-commerce retail sales have grown from approximately \$40 billion per quarter in 2010 to over \$120 billion per quarter in 2018. Shoppers are likely making fewer trips to brick and mortar establishments. There has also been a notable decline in the growth rate of retail employment starting in 2016 after several years of strong growth in the wake of the Great Recession's peak effect.

Other

Additionally, changes in congestion levels, lack of planning for faster transit in congested corridors, cross jurisdictional travel required due to lack of affordable housing closer to the jobs, changes in fuel prices, slowdowns in transit service expansions, changes in car ownership rates, increases in telecommuting, and new bicycle and pedestrian infrastructure also play roles in the level of transit ridership.



4.5 SAFETY

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SAFETY

The COVID pandemic brought a brief reduction in crashes in Destin and statewide related to the drop in vehicle miles traveled during the pandemic. Crashes increased in 2021 and continue to be a significant issue in the region. Serious crashes in Destin involving a fatality or serious injury are heavily concentrated on the U.S. 98 corridor. The roughly one mile stretch from the bridge to Beach Drive especially stands out. U.S. 98 also has many of the City's crashes involving pedestrian and bicyclists. Creating safer crossings of this major arterial for residents and tourists that want to access the destinations south of U.S. 98 is an important priority. The streets that will comprise the Crosstown connector also have significant clusters of serious crashes, which should be considered as the connector is designed and improved. While the location of crashes is known and mapped on the following pages, more data is needed to identify and prioritize interventions. Safety is increasingly a top concern and priority of the U.S. DOT, creating an opportunity for the City to plan and set itself up for federal funds to address safety issues.

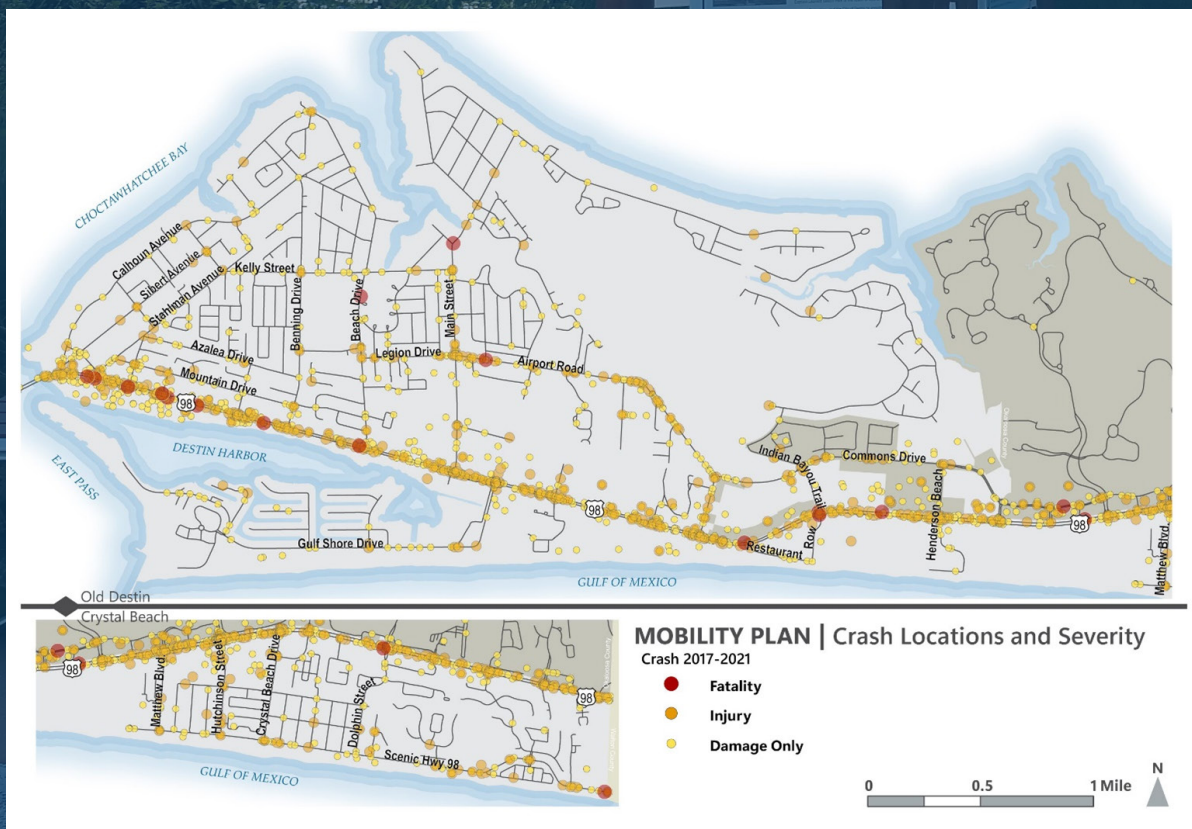
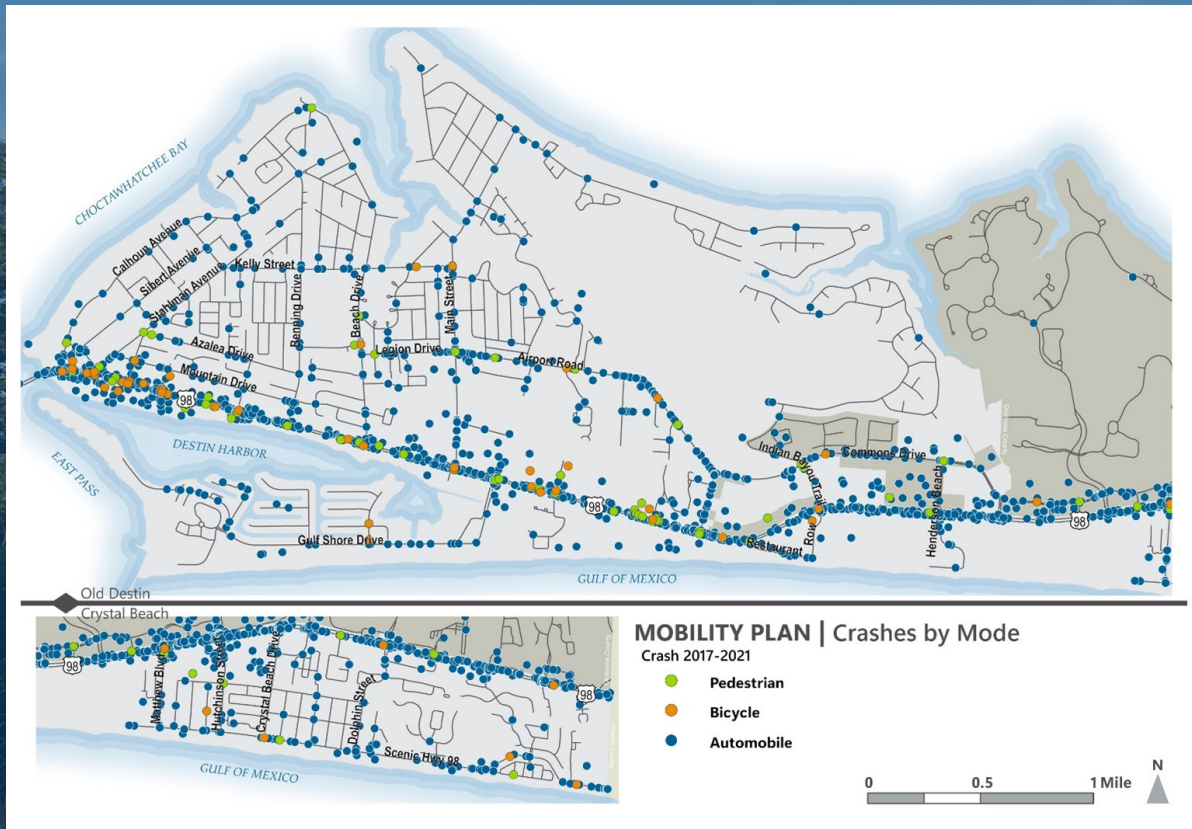
Findings and Implications at a Glance

This section presents safety and crash data that point to several key issues that will inform the recommendations of the mobility plan:

- U.S. 98 has several areas with crash clusters that are related to conflicts among the various users of the roadway; roadway design can help improve this situation.
- Collector roadways serving neighborhoods also have concentrations of crashes related to speed and design.
- Data driven assessment is needed to identify and prioritize interventions for safety.
- It is important that the assessment result in attainable goals that can be tracked and actively implemented.
- New federal planning and implementation programs provide funds directly to local governments to address roadway safety issues; this is something for Destin to consider as a way of identifying and implementing safety projects.

Crashes

The maps below show the locations for crashes between 2017 and 2021. U.S. 98 and some of the facilities that comprise the Crosstown Connector - specifically Legion Drive and Airport Road - have high numbers of crashes. Fatalities were especially concentrated on the western and eastern ends of U.S. 98. The speed and amount of travel likely contributed to these areas having concentrations of crashes resulting in a serious injury or fatality.



Crash Trends

State and County Trends

The COVID pandemic briefly reduced crashes as many people stayed home for significant portions of 2020. However, recent data show that crashes have picked back up since 2021. The national trend in crashes is upward, with fatalities reaching new highs in recent years. The data below show the trends in Florida, which mirror national trends. Especially disconcerting has been the significant increase in pedestrian and bicyclist fatalities.

- Total crashes decreased from 2019 to 2020 as did Vehicle Miles Traveled (VMT) within the County.
- Total crashes decreased 15% statewide and 14% within the county, while countywide VMT decreased 7.3% from 2019 to 2020.
- Total crashes increased 4.3% statewide and 1.9% countywide in 2021 as of 11/30/2021.

Crashes in Florida

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	395,785	3,176	515	653	140	901
2017	402,385	3,116	515	654	128	834
2018	403,626	3,135	531	720	160	1,020
2019	401,867	3,185	550	734	156	1,101
2020	341,399	3,332	552	715	169	1,096
2021	401,496	3,731	620	831	195	1,179

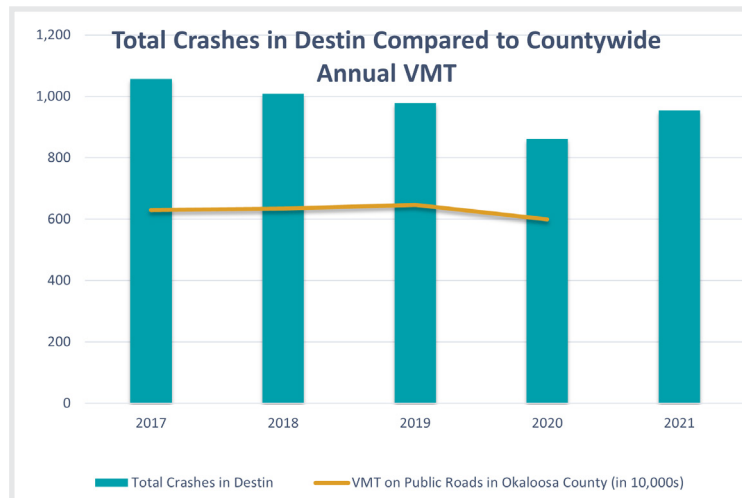
Crashes in Okaloosa County

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	3,214	21	1	8	-	4
2017	3,527	32	6	7	2	6
2018	3,532	27	4	6	1	11
2019	3,576	39	9	3	2	8
2020	3,075	45	6	13	2	5
2021	3,716	42	13	9	2	5

Destin Trends

The trendline for Destin has bucked the state and national trends, with crashes declining heading into the 2020 pandemic. The 2020 and 2021 data must be taken with a grain of salt, as VMT and travel behavior changed substantially during the pandemic and coming out of it in 2021. It will be important to carefully study 2022 data as it becomes available to decipher whether the 2017-2019 trendline has continued its downward trajectory or increased similar to other parts of the state and country.

- Destin crashes had been declining but increased in 2021 (compared to 2020).
- Total 2021 crashes (954) was a reduction from (pre-pandemic) 2019 crashes (978).

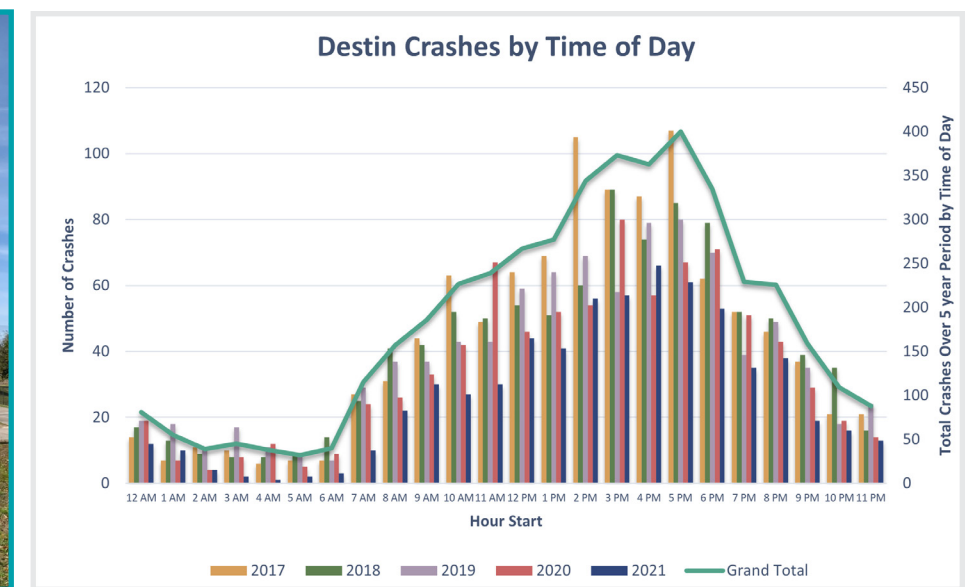


Crashes in Okaloosa County

Year	Annual VMT in County	% VMT Change	Total Crashes in Destin	% Crash Change
2016	6,104,353			
2017	6,294,202	3.1%	1,057	
2018	6,344,696	0.8%	1,009	-4.5%
2019	6,464,132	1.9%	978	-3.1%
2020	5,990,682	-7.3%	862	-11.9%
2021			954	10.7%

Prior to 2020, the number of crashes was decreasing while VMT was increasing. This is a counterintuitive trend that has several potential explanations. First, the project to widen U.S. 98 east of Airport Road had the effect of calming traffic temporarily and may have contributed to a reduction in crashes. Congestion in general can have the effect of slowing traffic and reducing the severity of crashes. Vehicle technology may also be a contributing factor. Newer vehicles typically come with technologies aimed at improving safety such as automatic emergency braking, blind spot detection, and driver monitoring systems. Whatever the causes for this trend, it is not safe to assume travel and crashes will diverge. Roadways across the country still have an unacceptable level of severe and fatal crashes. Technology can help improve the situation, but so can community and roadway design. As the projects recommended in this plan are implemented it is important to view each as an opportunity to enhance safety and continue to trend of fewer crashes.

Destin's daily crash pattern remained fairly steady between 2017 and 2021. Crashes most frequently occur during the afternoon and early evening before dropping after 7:00 PM.



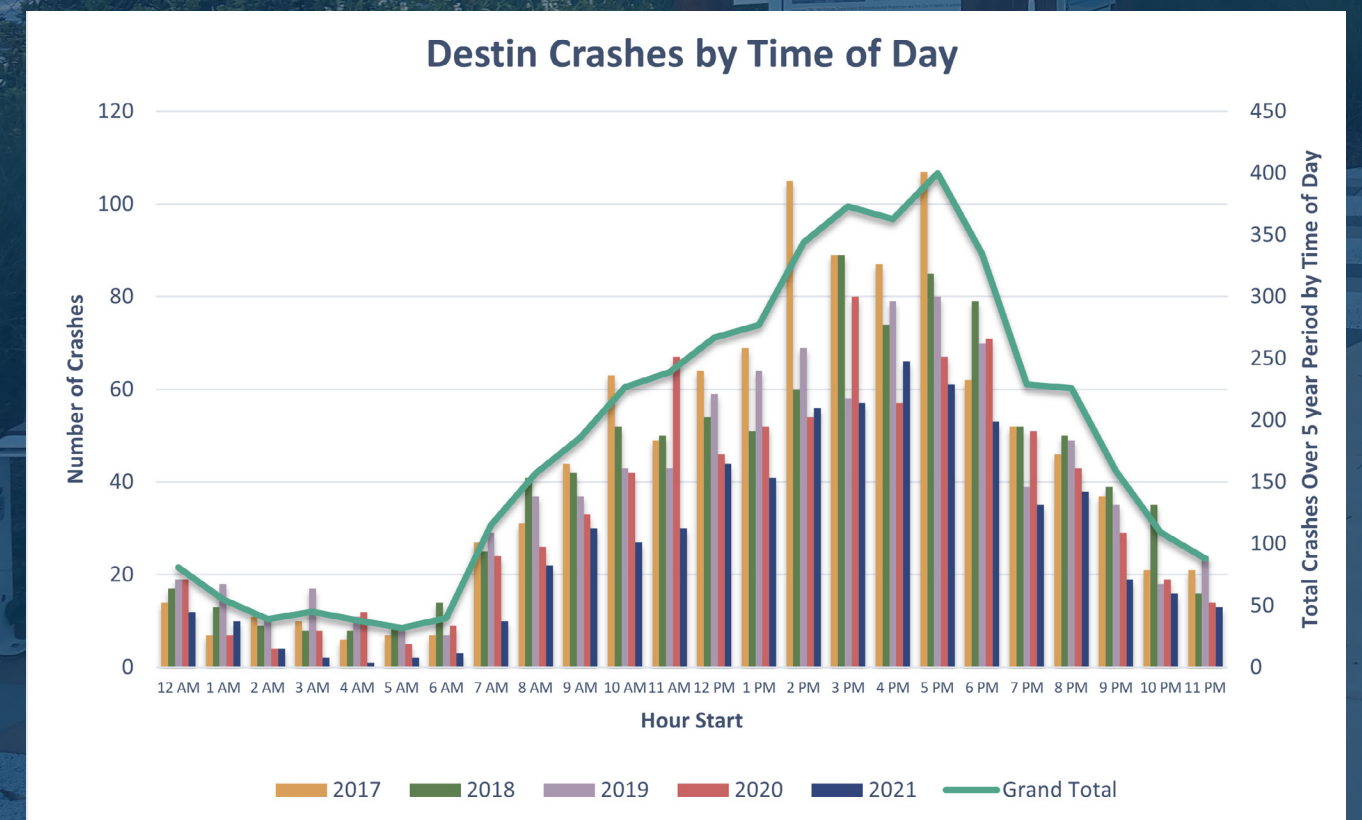
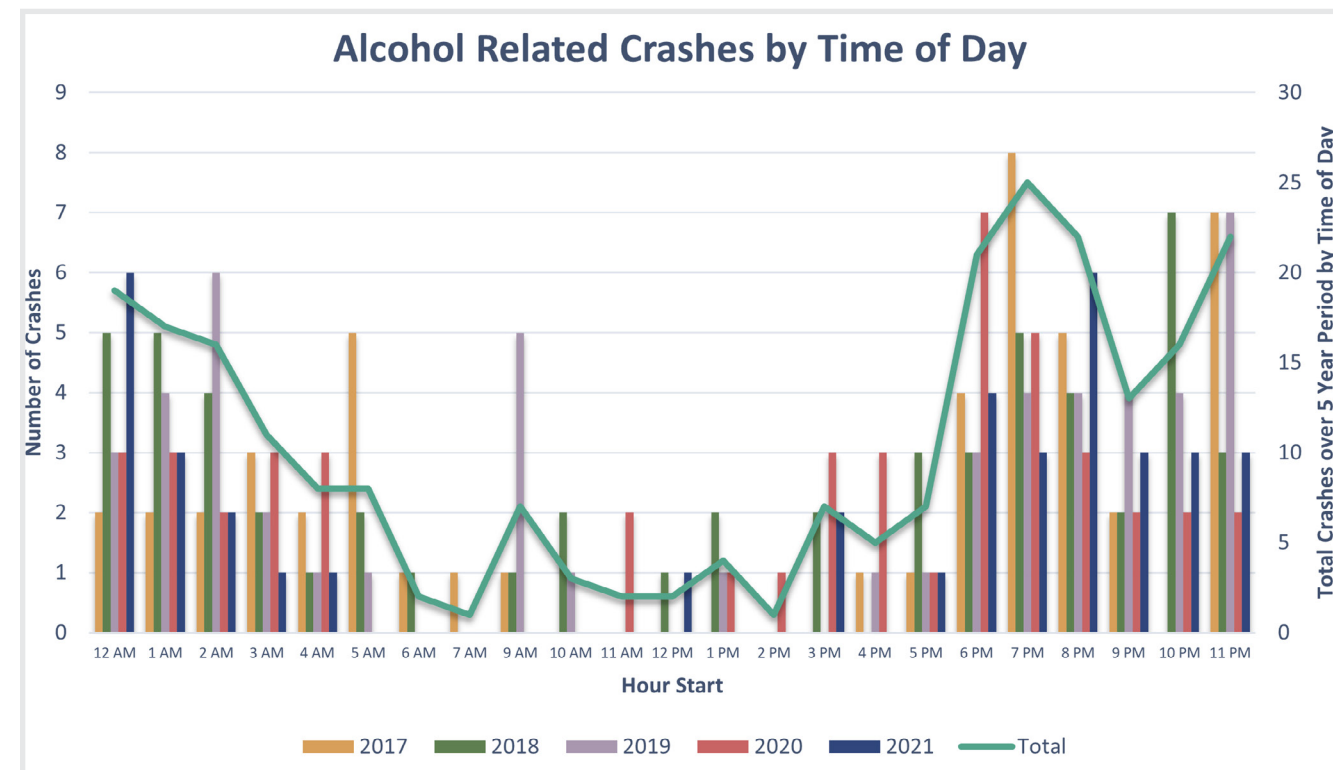
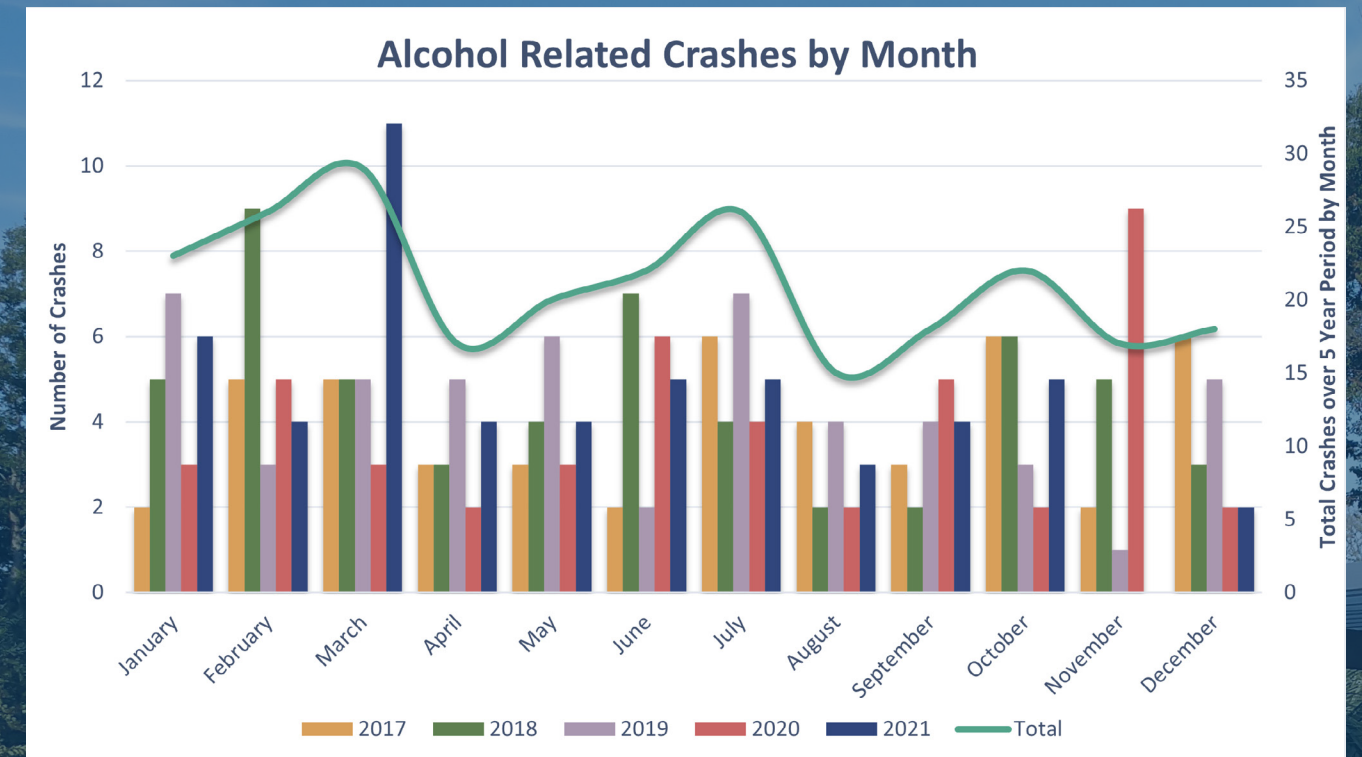


Alcohol-Related and Distracted Driver Crashes

Alcohol is a significant factor in many crashes and especially serious crashes resulting in a fatality or serious injury. These crashes peak between between 6 and 8 PM and in the overnight hours (11 PM to 1 AM). Very few alcohol-related crashes occur between 6 AM and 4 PM. Destin also shows a seasonality to these types of crashes; they have typically peaked in March, July, and October over the past 5 years.

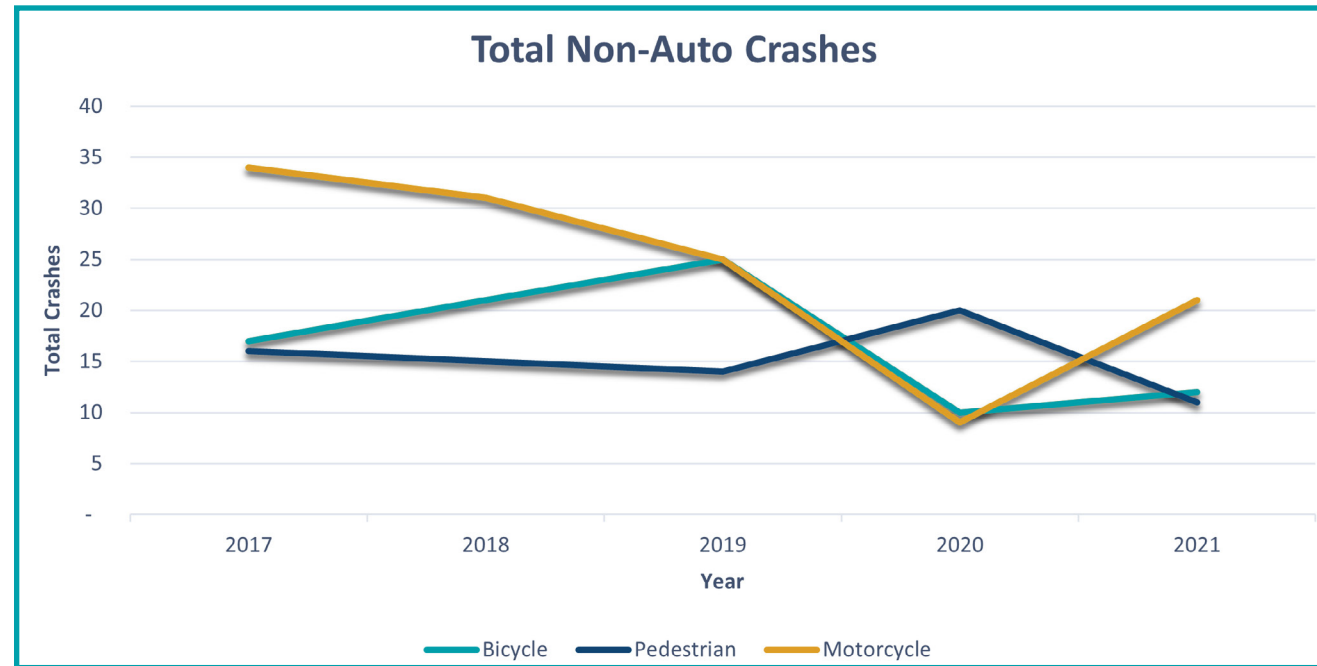
Distracted driving has become an urgent concern in recent years. These crashes occur with the greatest frequency in the early afternoon to evening hours (2 to 6 PM) with fewer occurring overnight or in the morning.

Data for Okaloosa County show an increase in alcohol-related crashes between 2019 and 2021. Countywide there were 55 alcohol-related crashes in 2019, 77 in 2020, and 83 in 2021. Serious injuries resulting from alcohol-related crashes doubled between 2019 and 2021.

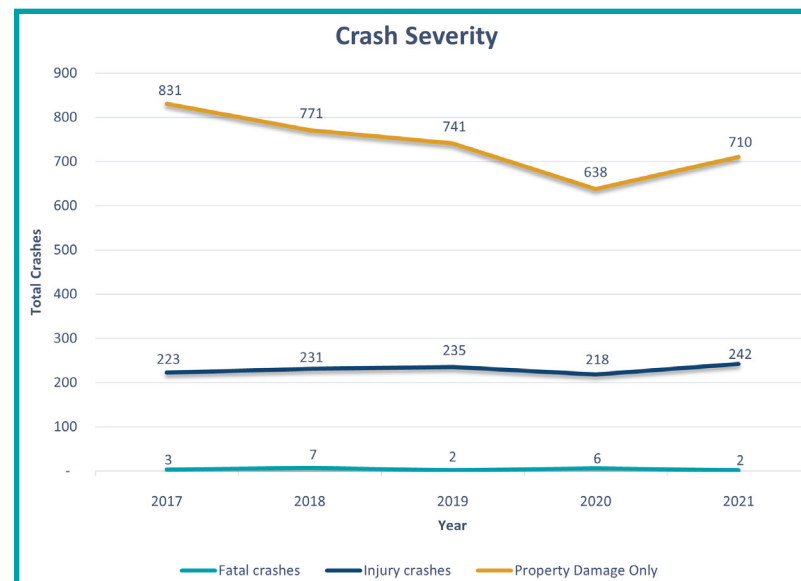


Crash Type and Crash Severity

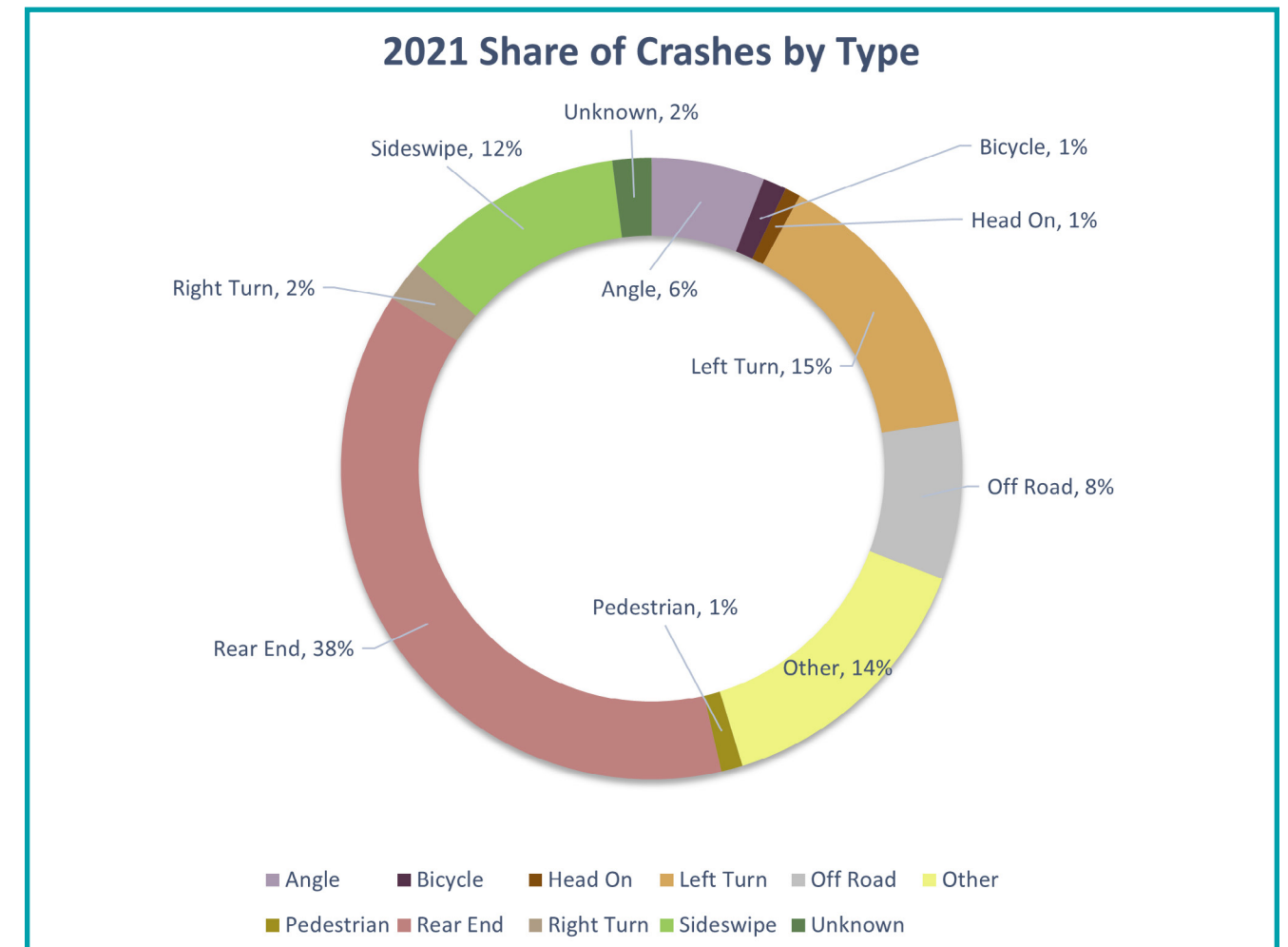
Non-auto crashes happen with greater frequency in Florida than much of the nation. This may be due in part to the climate, tourism, relatively flat terrain, and high concentration of older retirees in the state. Roadway design is also an important factor. Destin, like most Florida cities, has experienced many crashes involving pedestrians, bicyclists, and motorcycles. While these crashes have declined in absolute numbers since 2017, the pandemic is a confounding event that makes it difficult to know the true trend. As with auto crashes, it will be important to closely study the 2022 data to see if these crash types are truly declining.



The chart below shows the total number of crashes in Destin and if they involved fatalities, injuries, or property damage only. In some instances, a crash may have more than one fatality or injury. The overall trend line has been downward to crashes. However both injury crashes and property damage only crashes have increased since their 2020 pandemic-induced lull. Fatal crashes are too infrequent to draw any significant conclusions; they have been fairly flat since 2017 with upticks in 2018 and 2020. Overall bicycle and pedestrian crashes each comprise only about 1% of total crashes.



The most common type of crash is Rear end. These made up about 38% of crashes in 2021. Left turns and sideswipes were the other two largest crash types at 15% and 12% respectively.

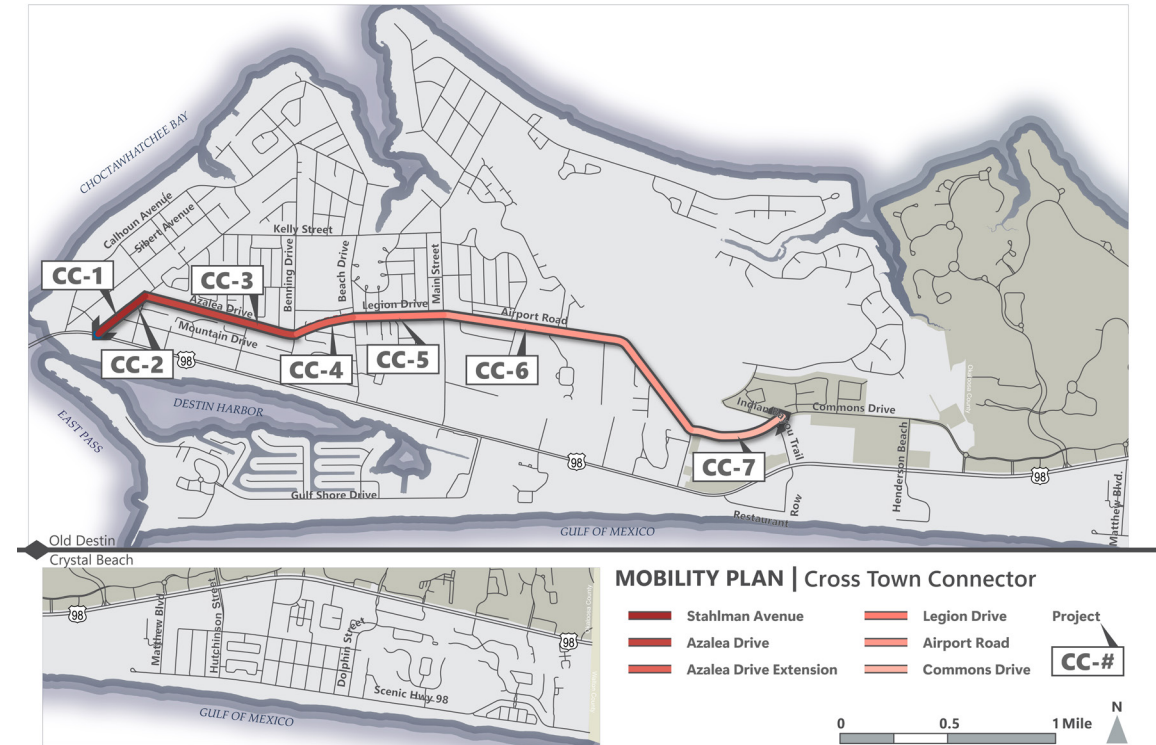


In conclusion, crashes are a significant issue in Destin. Not only do residents need to reach their destinations in a reasonable amount of time and by the mode of their choosing, they must also feel safe and comfortable in doing so. The emphasis in pedestrian and bicycle planning in recent years has been on creating streets that are safe and comfortable for people of all ages and abilities. Given the City's strong tourism industry and range of people from kids to retirees that visit or live here, designing future facilities for people of all ages and abilities is a suitable goal for Destin. This goal will help to make the transportation network better for all users.



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Cross Town Connector



APPENDIX

Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Azalea Drive Extension	CC-4	\$9,632,529	Azalea Drive to Legion Drive	New street connection to close gap in Cross Town Connector	●●●●●●●● (8)
2	Commons Drive	CC-7	\$1,130,271	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	●●●●● (5)
3	Stahlman Avenue	CC-2	\$2,327,859	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	●●●●● (4)
4	Stahlman Avenue	CC-1	\$276,915	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	●●● (3)
4	Legion Drive	CC-5	\$1,116,415	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	●●● (3)
4	Airport Road	CC-6	\$4,143,607	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	●●● (3)
5	Azalea Drive	CC-3	\$8,725,686	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	●● (2)

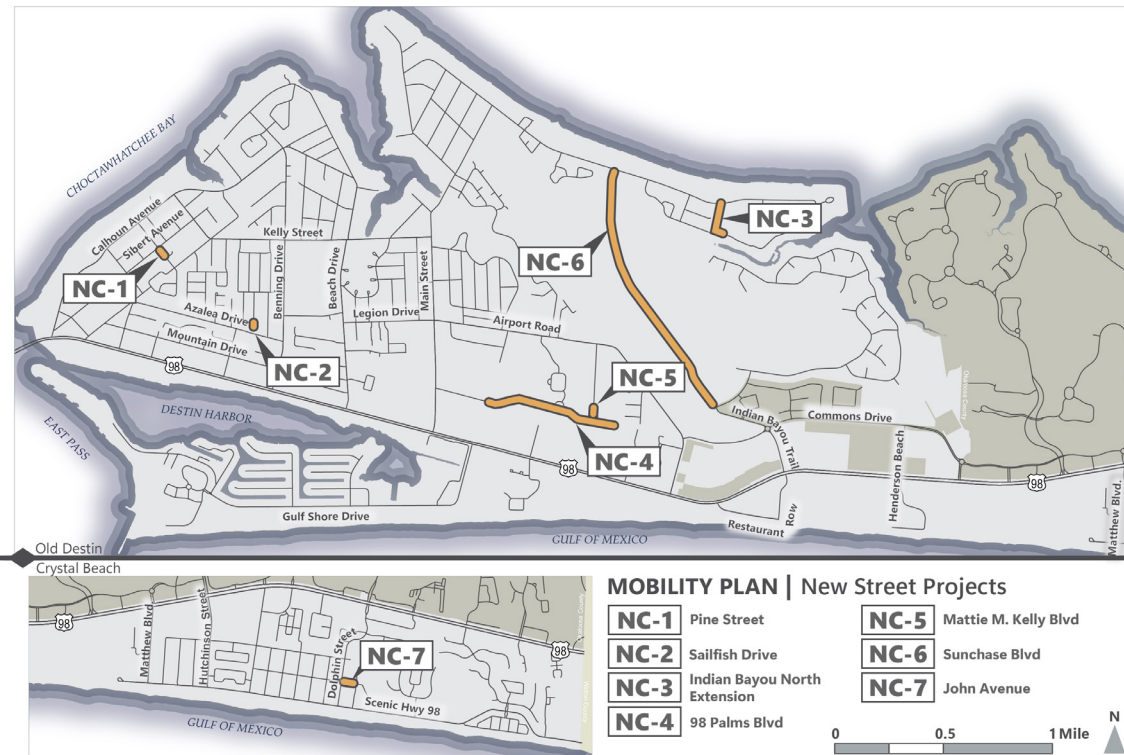


DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

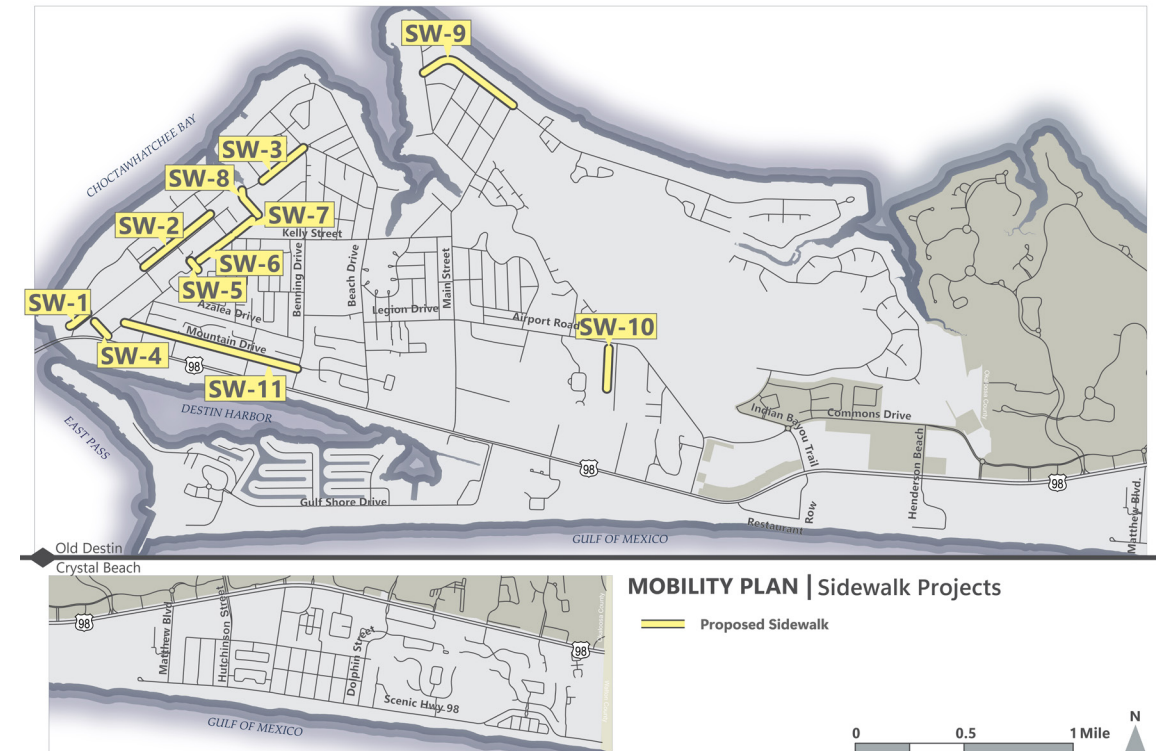
New Streets



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	98 Palms Boulevard	NC-4	\$9,149,623	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	●●●●●●●●●● (16)
2	Mattie M. Kelly Boulevard	NC-5	\$844,581	From existing ends of northern and southern roadways	New minor collector	●●●●●●●●●● (12)
3	Sunchase Boulevard	NC-6	\$17,313,901	Indian Bayou Trail to Indian Trail	New minor collector	●●●●● (5)
4	Indian Bayou North Extension	NC-3	\$1,857,605	Current end of Indian Bayou North to Indian Trail	New local street (residential)	●●● (3)
4	John Avenue	NC-7	\$866,882	Dolphin Street to Sunfish Street	New local street (residential)	●●● (3)
5	Pine Street	NC-1	\$743,042	Sibert Avenue to Blue Marlin Court	New local street (residential)	(0)
5	Sailfish Drive	NC-2	\$619,202	Azalea Drive to Sailfish Circle	New local street (residential)	(0)

Sidewalks



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Trail Sidewalk	SW-9	\$278,099	Bayou Drive to Main Street	South side sidewalk	●●●●●●●●●● (9)
2	Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	\$222,801	Existing sidewalk to Airport Road	West side sidewalk	●●●●●● (6)
2	Mountain Drive Sidewalk	SW-11	\$674,700	Stahlman Avenue to roundabout	North side sidewalk	●●●●●● (6)
3	Sibert Avenue Sidewalk	SW-2	\$419,030	Forest Street to Kelly Street	East side sidewalk	●●●● (4)
3	Zerbe Street Sidewalk	SW-4	\$103,606	Sibert Avenue to Stahlman Avenue	South side sidewalks	●●●● (4)
4	Sibert Avenue Sidewalk	SW-1	\$105,269	Calhoun Avenue to Zerbe Street	East side sidewalk	●●● (3)
5	Hickory Street Sidewalk	SW-8	\$79,613	Stahlman Avenue to Sibert Avenue	South side sidewalk	●● (2)
6	Stahlman Avenue Sidewalk	SW-6	\$123,461	Pine Street to Primrose Lane	Sidewalk	● (1)
7	Sibert Avenue Sidewalk	SW-3	\$255,506	Cross Street to Benning Avenue	East side sidewalk	(0)
7	Pine Street Sidewalk	SW-5	\$31,082	Blue Marlin Court to Stahlman Avenue	North side sidewalk	(0)
7	Stahlman Avenue Sidewalk	SW-7	\$169,656	Kelly Street to Hickory Street	West side sidewalk	(0)

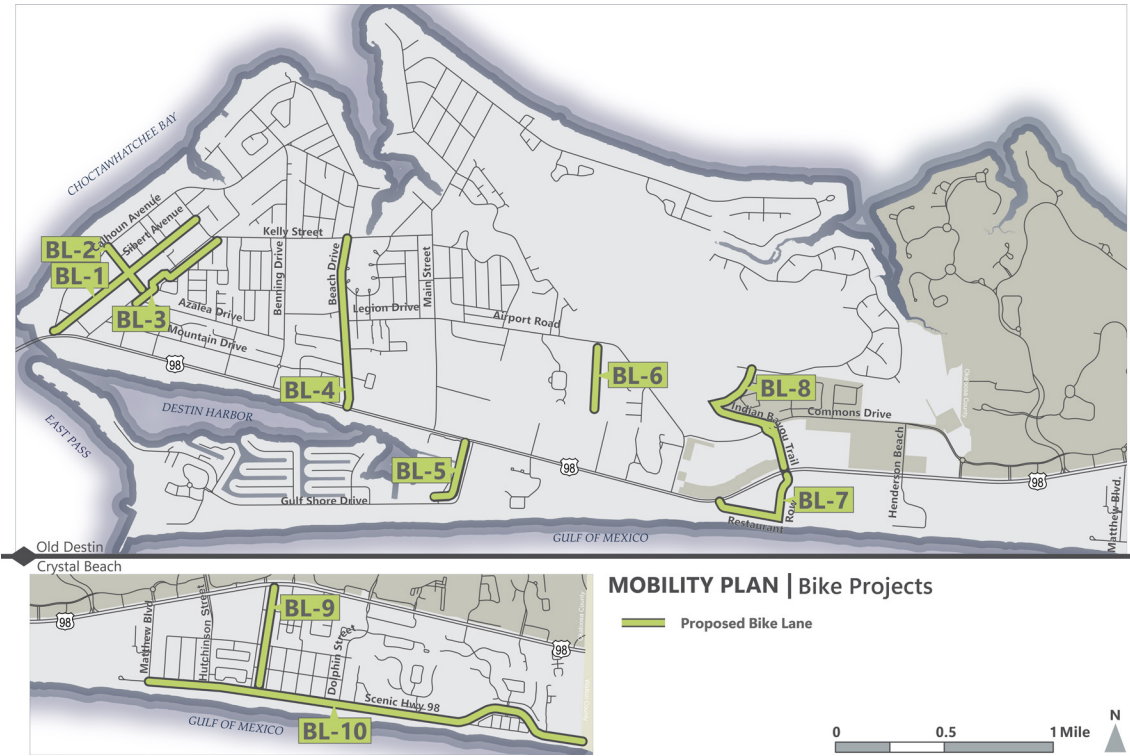


DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



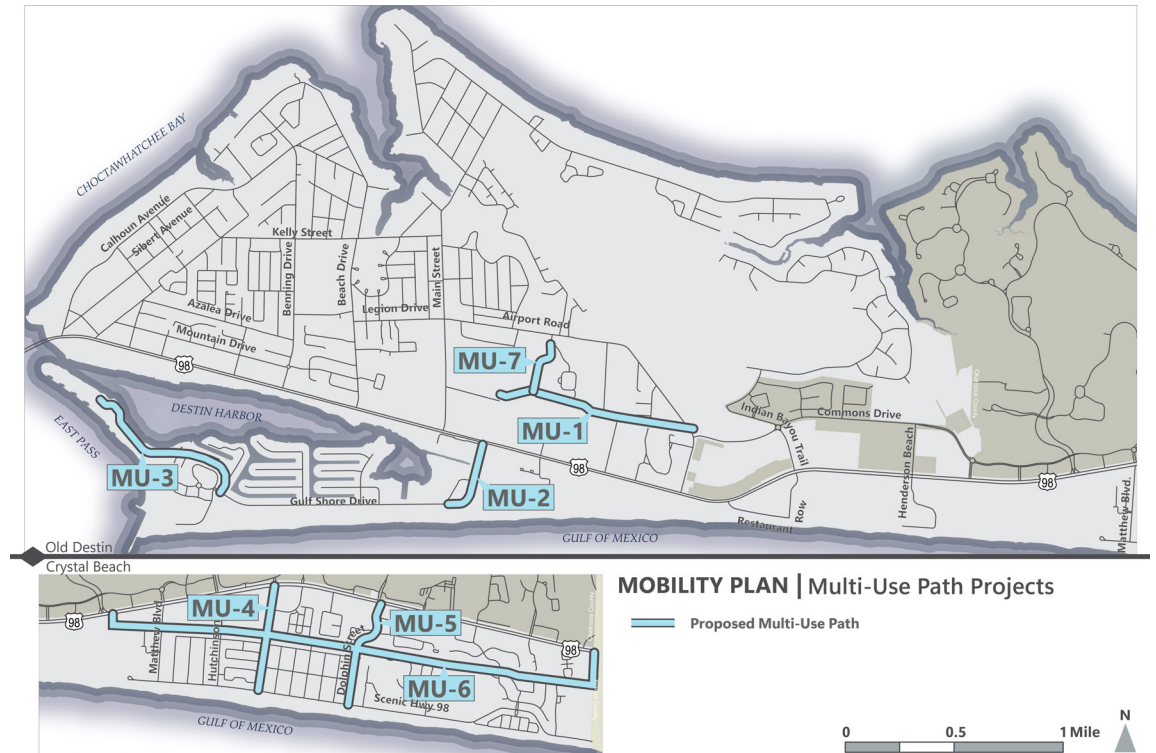
DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Bike Lanes



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Bayou Trail Bicycle Lanes	BL-8	\$541,324	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	●●●●●●● (7)
2	Beach Drive Bicycle Lanes	BL-4	\$573,455	Harbor Boulevard to Kelly Street	Bicycle lanes	●●●●●● (6)
2	Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	\$2,286,414	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	●●●●●● (6)
3	Sibert Avenue Bicycle Lanes	BL-1	\$600,696	Calhoun Avenue to Kelly Street	Bicycle Lanes	●●●●● (5)
4	Gulf Shore Drive Bicycle Lanes	BL-5	\$257,042	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	●●●● (4)
4	Crystal Beach Drive Bicycle Lanes	BL-9	\$352,036	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	●●●● (4)
4	Scenic 98 (east) Bicycle Lanes	BL-10	\$9,673,289	Matthew Boulevard to Walton County Line	Bicycle Lanes	●●●● (4)
5	Stahlman Avenue Bicycle Lanes	BL-3	\$360,417	Azalea Drive to Kelly Street	Bicycle lanes	●●● (3)
5	Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	\$185,377	Existing end roadway to Airport Road	Bicycle lanes	●●● (3)
6	Forest Street Bicycle Lanes	BL-2	\$85,215	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	●● (2)

Multi-Use Paths



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Powerline easement (west) Multi-use Path	MU-1	\$10,000,000	Main Street to Airport Road	Multi-use path	●●●●●●●● (14)
1	Powerline easement (east) Multi-use Path	MU-6	\$1,941,257	Emerald Coast Parkway to Walton County Line	Multi-use path	●●●●●●●● (14)
2	Gulf Shore Drive Multi-use Path	MU-3	\$557,162	Norriego Point to Durango Road	West/south side multi-use path	●●●●●●●● (8)
3	Gulf Shore Drive Multi-use Path	MU-2	\$298,017	Sandpiper Cove to Harbor Boulevard	West side multi-use path	●●●●●●● (7)
4	West of Twin Lakes	MU-7	TBD	98 Palms Boulevard to Airport Road	Multi-use path	●●●●●● (6)
5	Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	\$453,504	Scenic 98 to Emerald Coast Parkway	East side multi-use path	●●●●● (5)
6	Crystal Beach Drive Multi-use Path	MU-4	\$408,154	Scenic 98 to Emerald Coast Parkway	East side multi-use path	●●●● (4)



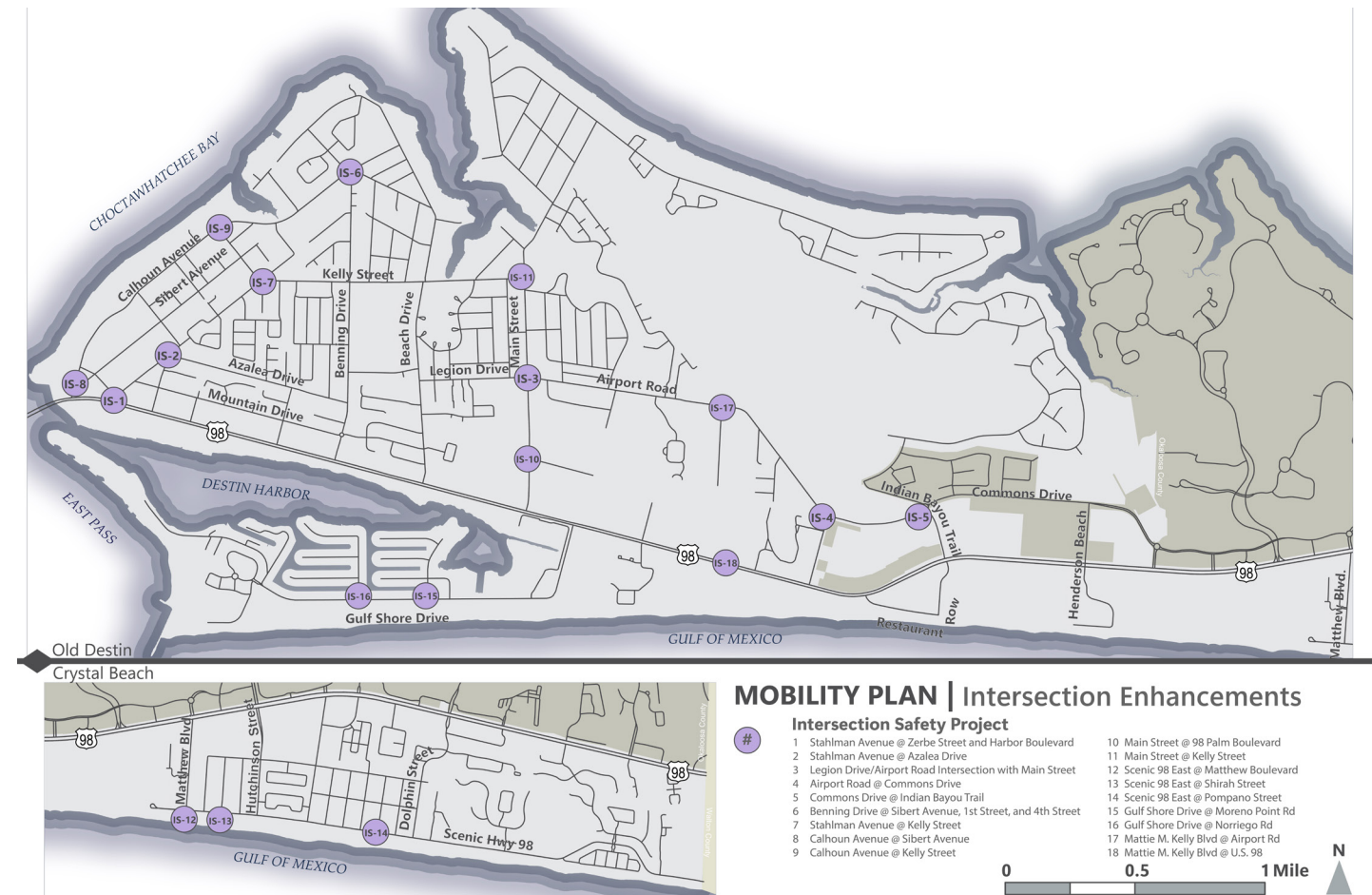
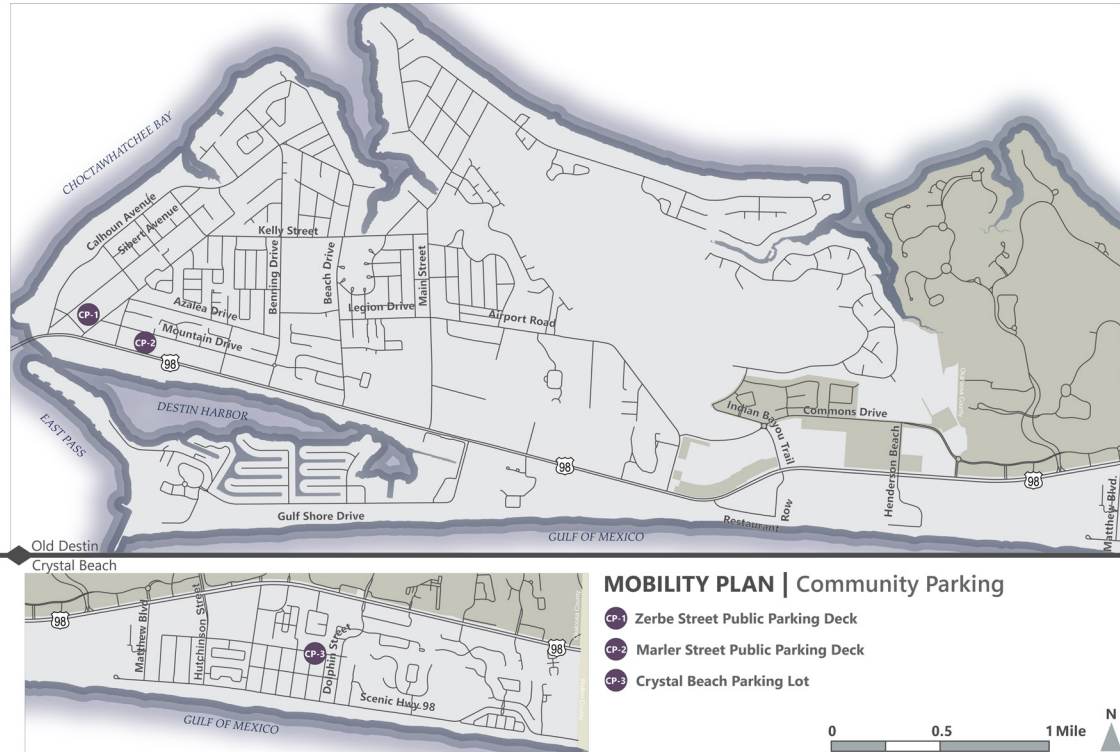
DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Community Parking

Intersection Enhancements



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Zerbe Street Public Parking Lot	CP-1	\$31,772,869	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	●●●●●●●●●●●●●●●● (17)
2	Marler Street Public Parking Lot	CP-2	\$18,442,179	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	●●●●●●●●●●●●●●●● (13)
3	Crystal Beach Parking Lot (FPL easement)	CP-3	\$1,501,500	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	●●●●●●●●●●●●●●●● (12)

Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	\$135,828	Intersection with Zerbe Street and Harbor Blvd	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	(10)
2	Calhoun Avenue at Sibert Ave	IS-8	\$19,399	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	(8)
3	Main Street at Kelly Street	IS-11	\$240,253	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	(7)
4	Legion Drive/ Airport Road at Main Street	IS-3	\$631,990	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	(6)
5	Airport Road at Commons Drive	IS-4	\$66,983	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	(5)
6	Benning Drive at Sibert Ave, 1st St, and 4th St	IS-6	\$1,201,471	Intersection with Sibert Avenue, 1st St, and 4th St	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	(4)
7	Stahlman Avenue at Azalea Drive	IS-2	\$123,159	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop	(3)
7	Commons Drive at Indian Bayou Trail	IS-5	\$38,798	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	(3)
8	Stahlman Avenue at Kelly Street	IS-7	\$1,062,945	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	(2)
9	Calhoun Avenue at Kelly St	IS-9	\$20,668	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	(1)
9	Main Street at 98 Palms Blvd	IS-10	\$566,135	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	(1)
9	Scenic 98 East at Matthew Blvd	IS-12	\$791,371	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	(1)
9	Gulf Shore Drive at Moreno Point Rd	IS-15	\$9,217	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	(1)
9	Gulf Shore Drive at Norriego Rd	IS-16	\$9,217	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	(1)
10	Scenic 98 East at Shirah St	IS-13	\$791,371	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	(0)
10	Scenic 98 East at Pompano St	IS-14	\$791,371	Intersection with Pompano Street	Mid-block crossing links to beach access	(0)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Questions/Comments

Cross Town Connector

No comments

New Streets

Concerns regarding the impact of Sunchase Boulevard and Indian Bayou subdivision

Preference for sidewalks on Indian Bayou North before NC-3

Concerns about traffic noise, light pollution, installation of speed tables, and homeowner landscaping if NC-3 moves forward

Sidewalks

Suggestion for a sidewalk from Bayou Dr/Indian Trail to turn north at North Indian Trail (along SW-9)

Bike Lanes

Concerns regarding safety of BL-7 and BL-8 left turns at US Highway 98

Multi-Use Paths

Suggestion for a multi-use path getting kids from Indian Trail to Destin High School

Suggestion for a multi-use path from Indian Trail to Harbor

Community Parking

Concerns about pedestrian access and overall accessibility regarding parking projects

Intersection Enhancements

No comments

New Mobility Project Suggestions

Name	Location	Improvement
Indian Trail	Bayou Drive to North Indian Trail	New north side sidewalk
Main Street	Legion Drive to Kell Aire Dr	New east side sidewalk
Restaurant Row	From public parking lot to US Hwy 98	New east side sidewalk
Indian Trail	Starts alongside NC-3 and ends at Destin High School	New multi-use path
Indian Trail	Indian Trail to Destin Harbor	New multi-use path





COMMUNITY DEVELOPMENT DEPARTMENT

AGENDA ITEM

HARBOR COMMUNITY REDEVELOPMENT AGENCY ADVISORY COMMITTEE

MEETING DATE: March 11, 2026

TYPE OF AGENDA ITEM: Presentation

TO: Harbor Community Redevelopment Agency Advisory Committee
(Harbor CRAAC)

THRU: Kim Kopp, City Attorney
Noell Bell, Interim Community Development Director
Daniel Butler, Principal Planner

FROM: Jesse Hernandez, Senior Planner

DATE: March 3, 2026

SUBJECT: Development Projects and City Projects Update – February 2026

BACKGROUND:

This report includes updates on the Development Projects in the Harbor Community Redevelopment Area and active City Projects. Provided is the list of projects which are approved or currently under review.

DISCUSSION:

Below are the development and City projects within the Harbor CRA from the month of February.

I. DEVELOPMENT PROJECTS:

Under Review

- **Project: Harbor Walk Village Phase II (DEV-001575-2025)**
 - **Project Location:** 76 Harbor Boulevard.
 - **Parcel ID:** 00-2S-22-0630-0000-0900
 - **Status:** Pending Staff Review.
 - **Scope:** Construction of Phase II of the HarborWalk Village and Emerald Grande.

Approved Projects

- None

Denied Projects

- None

II. CITY PROJECTS:

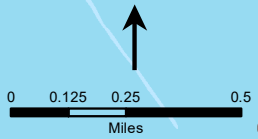
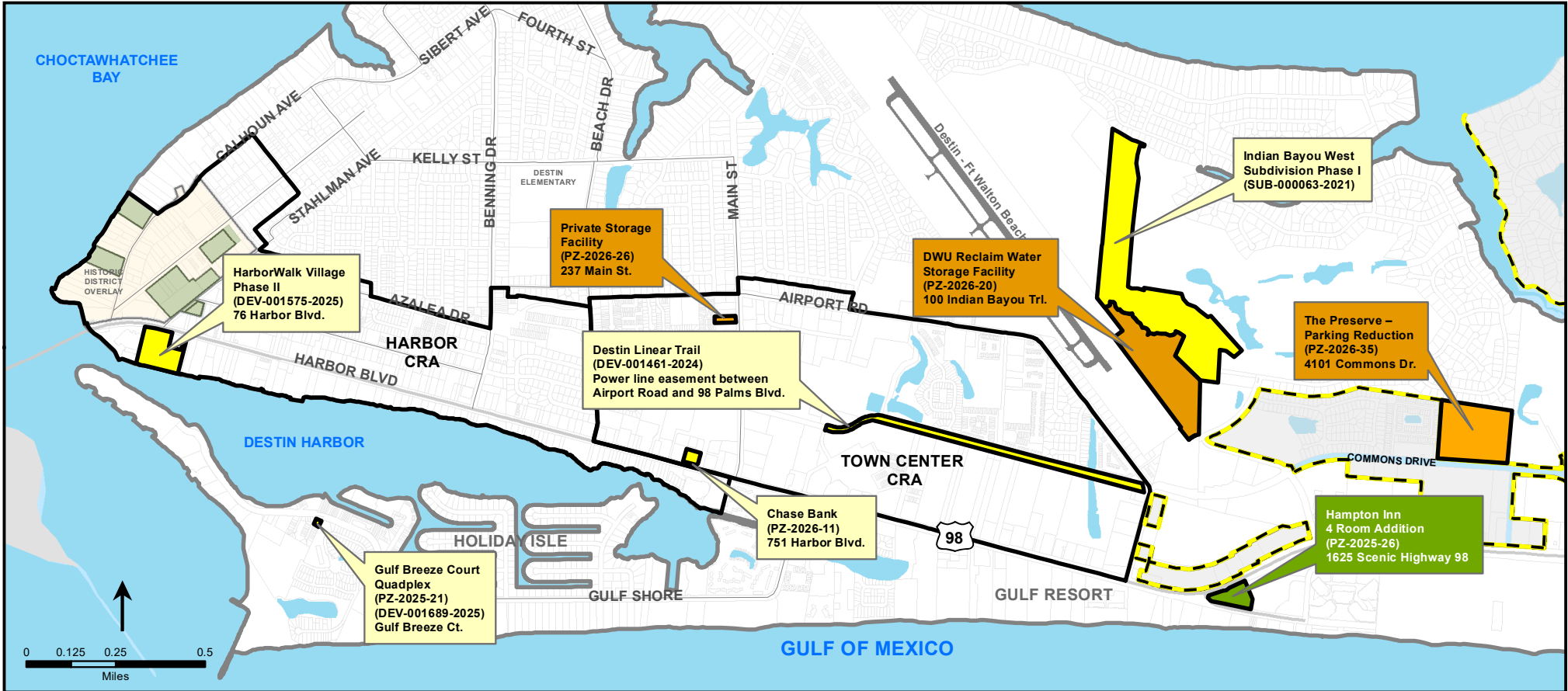
- **Cross-Town Connector (Beach to Benning)**
 - **Status:** Phase II to begin construction on March 11, 2026.
 - This is the final segment of the overall Cross-Town Connector to provide a secondary East-West corridor through the City of Destin and provide pedestrian pathway connectivity between the east and west sides of the City.
- **City of Destin Zerbe/Calhoun Pedestrian Boardwalk Project Phase II (Boardwalk Under the Bridge) & Stahlman Avenue Project Development and Environmental (PD&E) Study**
 - **Status:** Working on a new contract with Baskerville Donovan, Inc.
 - A.K.A., Boardwalk Under the Bridge, this project will provide pedestrian crossing of US Highway 98 under Marler Bridge for safe pedestrian access between the Harbor Boardwalk and City parking.
- **Clement Taylor Park Improvements.** Project Location: 131 Calhoun Ave
 - **Status:** Under Construction.
 - This project will include new restrooms, parking lot improvements and enhanced pedestrian access improvements.
- **CTC Wayside Trail** – will span from Benning Dr east to Beach Dr
 - **Status:** In Procurement.
 - This project will provide a trail along the span of the CTC.
- **Utility Undergrounding** – Marler Bridge to Airport Road
 - **Status:** Under Construction.
 - This project will provide underground utility infrastructure.

As the Development Projects and City Projects are under review, Staff will continue to provide updates to the Harbor CRA at their monthly meetings.

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

RECOMMENDED MOTION: Informational Item

February 2026 City Wide Development Projects

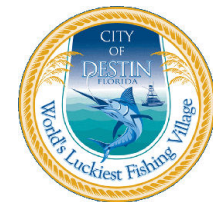


▲ West Destin
▼ East Destin



LEGEND

- City Limit Line
- New Development Project Applications Received
- Development Projects Under Review
- Development Orders Issued/ Applications Approved
- Zerbe-Calhoun Historic District Overlay
- Existing Municipal Facilities



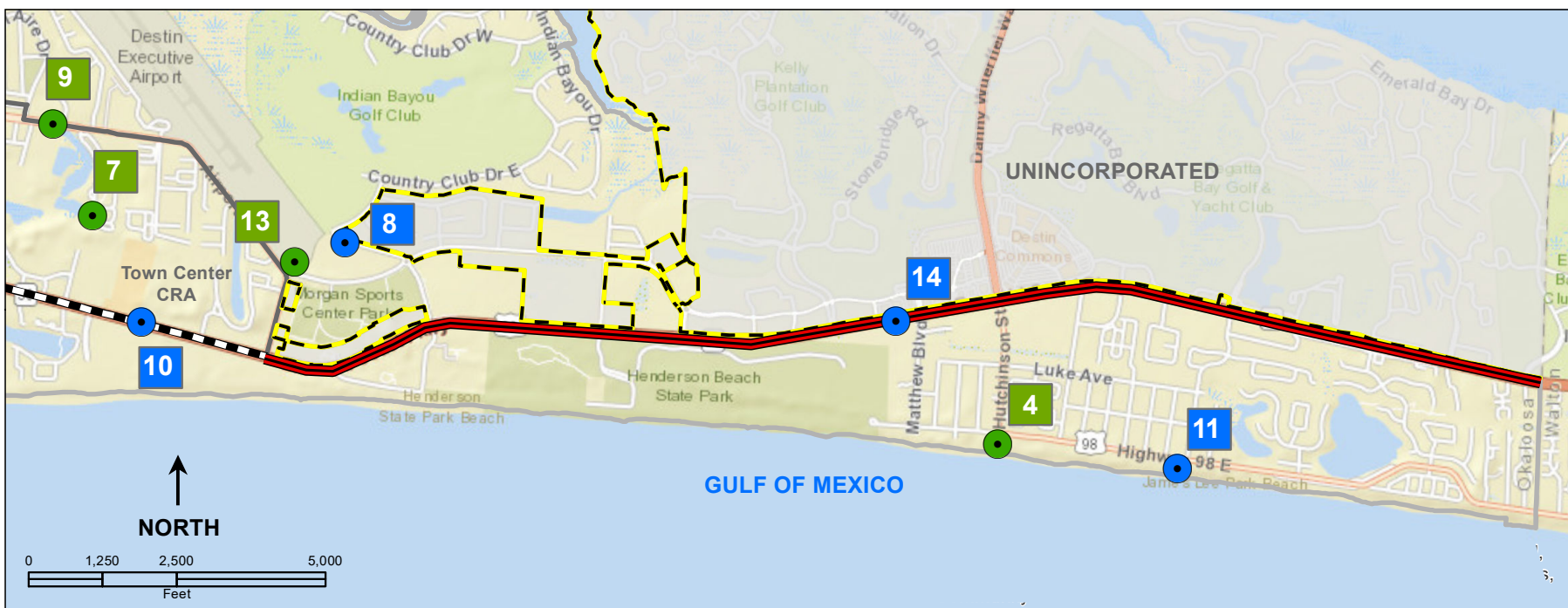
City Projects February 2026

LEGEND

- Under Design/Permitting
- Under Construction
- Utility Undergrounding (Marler Bridge to Airport Road)
- Emerald Coast Pkwy, Airport Road to Walton Co. Line Landscaping Project (FDOT).
- City Limit Line



▲ West Destin
▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase II (Boardwalk under the Bridge).
3. Clement Taylor Park Improvements, 131 Calhoun Ave.
4. Shore at Crystal Beach Park Expansion.
5. Joe's Bayou Renovation Project (FDEP).
6. CTC Wayside Trail.
7. Linear Trail.
8. Pickleball.
9. Airport Road/Industrial Park Road Median Improvements.
10. Utility Undergrounding (Marler Bridge to Airport Road).
11. Tarpon Beach Park.
12. Mattie Kelly Park Drainage Outfall Project.
13. Pedestrian Improvements at Airport Rd. and Commons, Traffic Signal.
14. Emerald Coast Pkwy, Airport Rd to Walton Co. Line, Landscaping Project (FDOT).