

**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
JUNE 17, 2019
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis	Councilmember Prebble Ramswell
Councilmember Steven Menchel	Councilmember Chatham Morgan
Councilmember Cyron Marler	Councilmember Skip Overdier
Councilmember Parker Destin	Councilmember Rodney Braden

Destin City Staff

City Manager Lance Johnson	City Clerk Rey Bailey
Deputy City Manager Webb Warren	HR Manager Karen Jankowski
Public Services Director Michael Burgess	Finance Director Bragg Farmer
Code Compliance Manager Joey Forgione	Parks & Rec. Director Lisa Firth
Community Development Director Louis Zunguze	Public Info Manager Catherine Card
City Land Use Attorney Kimberly Kopp	City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM. The Mayor asked everyone to observe a moment of silence, which was then followed by the Pledge of Allegiance.

AGENDA APPROVAL

Councilmember Destin moved to continue agenda items 5A and 5B to the July 1, 2019 City Council meeting, pull agenda item 7G1, and approve the agenda, as amended. Councilmember Menchel provided a second to the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

1. APPROVAL OF MINUTES

A. Approval of minutes of May 6, 2019 Regular City Council Meeting

Motion by Councilmember Overdier, seconded by Councilmember Menchel, to approve minutes of May 6, 2019 Regular City Council meeting passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

2. PROCLAMATIONS / RECOGNITIONS / SPECIAL PRESENTATIONS / ANNOUNCEMENTS

A. Presentation – Representatives from Florida Department of Transportation (FDOT) – Mr. Rodney Chamberlain, Mr. Tim Smith and Mr. Jared Perdue, Director of Transportation Development

Mr. Jared Perdue, Director of Transportation, Florida Department of Transportation (FDOT) introduced himself and other members of his department. He stated they are prepared to discuss and answer any questions related to the Destin Crosstown Connector.

Councilmember Morgan asked if the last .4 miles of the crosstown connector FDOT is helping to fund is going to be two-lane road.

Mr. Perdue stated that he cannot answer this question with any degree of specificity since the crosstown connector is not an FDOT project. It is a City of Destin project which is listed as one of the priorities of the Transportation Planning Organization (TPO). When the TPO votes to adopt their top priorities, they become eligible for FDOT funding; and what FDOT has in their work program for the crosstown connector is \$2.7 million for right-of-way acquisition in Fiscal Year 21 and 22. However, it is not an FDOT-administered or FDOT-managed program and they are not making any decisions on the project.

Councilmember Morgan stated that they have a two-lane road; but there are some concerns from the Council that the PD&E study conducted years ago showed a proposed section of Legion Drive, from Main Street to Beach Drive and from Beach Drive to Azalea Road, is expanding to a 4-lane road. He asked if the City can keep this road at two-lanes without intervention from FDOT.

According to Mr. Perdue, the determining factor is the federal document that was produced as part of the study that was conducted. He continued that the City obtains approval from the federal government for the impacts of a corridor. They could make changes within that corridor if they are not causing additional impacts; such as socio-economic or environmental impacts. If they are changing the scope so much that they are modifying the purpose and need that was established as part of the original PD&E, then it could cause some issues. However, this is an issue between the City and the federal government.

Councilmember Morgan asked if FDOT has any plans to rename this corridor the "Alternate US Hwy 98"; to which Mr. Perdue replied there is none because it is strictly a local facility. He added that the City's would have within their purview to name this road anything they like.

Councilmember Braden noted that the City has a declared multi-modal transportation district (MMTD) and it affects the way they handle concurrency. He asked if it would affect the traffic count on US Hwy 98 if they build either a two-lane or 4-lane road to get traffic off that highway.

Mr. Perdue replied that FDOT has no authority or jurisdiction in that area; but in reading through the City's multi-modal plan, it appears as though the land use in the land development is responsible for doing certain things as part of that MMTD. He stated that the scope of FDOT's involvement in this regard would be anywhere that the crosstown connector traffic, whether it is relieving congestion or causing more congestion, impacts FDOT at those connections. In which case, FDOT would be involved with how those connections look. He also stated that in terms of traffic, US Hwy 98 has reached its maximum vehicular capacity. In most cases, it is at a level of service F; especially during peak traffic conditions. However, this is just for vehicular traffic. They also have other modes such as pedestrian, bicycle and transit. The purpose and intent of the crosstown connector, as proclaimed by the City, is to provide more connectivity and more networking for the different modes.

The Mayor asked the following two questions:

- *Are there any public record in FDOT archives that could substantiate claims that due to the level of service on US Hwy 98 traffic corridor that FDOT told the City if they did not create an alternative traffic corridor, FDOT would stop the issuance of permits for projects along the US Hwy 98 corridor?*
- *To substantiate the claim in question 1 above by a former Council member, what permit granting authority does FDOT have that FDOT could use to hold the City hostage with threats of withholding development permits of any kind?*

Mr. Perdue stated they are statutory obligated to provide reasonable access to all private property owners. The City, along with the other local government, is a partner of FDOT; and that the idea of one governmental entity holding the other one hostage is ludicrous.

Next, the Mayor asked if FDOT has the statutory authority or policy to dictate to local government like Destin that would take precedence over the City's capabilities or authorities to control development or density in FDOT traffic corridors.

Mr. Perdue stated that FDOT does not have jurisdiction authority over land use in land development. They are strictly in transportation per Florida Statutes.

Councilmember Overdier asked if FDOT has any plans to provide alternate road to Hwy 98.

According to Mr. Perdue, there are a lot of challenges with alternative corridors. The US Hwy 98 is constrained throughout the entire panhandle; and in most cases, by water on both sides. The crossings over that water are limited. He continued that the local TPO, not FDOT, is the entity that studies and conceives the idea of an alternative corridor; and that FDOT does not consider an alternative corridor that has not already been conceived by the local TPO.

Councilmember Menchel asked Mr. Perdue which study he was referring to when he responded to Councilmember Morgan's questions earlier.

Mr. Perdue explained that for the crosstown connector to be eligible for federal funding, it would have to go through the national environmental permitting process. There would have to be a PD&E study done for that corridor; and that he was assuming it was the City that conducted that study. If so, he would be glad to provide a copy to the City if they have it on file at FDOT. He added that when a PD&E study is done for a State facility, FDOT will manage the study. But, if it is for a local facility, then typically the local government manages the study.

Councilmember Menchel asked if the completion of the crosstown connector would have any impact on the trips on the road (traffic volume) for US Hwy 98.

Mr. Perdue stated he could not give a definitive answer to that question. He could only speculate that by the nature of the crosstown connector and the activity it is going to provide, it could help with some of the local trips; adding that the more connectivity and the better network they provide, the more options would be available to people which could help alleviate congestions in all facilities and not just on US Hwy 98.

Councilmember Menchel asked who could give a more definitive answer to this kind of question.

Mr. Perdue explained he is trying to address this kind of question the best way he can; adding that since it involves a local road and not an FDOT facility, FDOT does not hold the answers to this question. He continued that any improvements the City makes to any of the side streets throughout the City could impact, whether positively or negatively, the congestion on US Hwy 98. He also stated that in theory, providing more connectivity impacts the traffic on all facilities; but there is no definitive decision whether it is going to alleviate a specific type of traffic on US Hwy 98.

Councilmember Menchel asked if there were any plans for transit on the crosstown connector as far as FDOT is concern.

Mr. Perdue replied since it is a local facility, the City of Destin decides what improvements to make to the crosstown connector. He continued it is clear from the information on the City's website that the crosstown connector is intended to support the multi-modal plan within the City, which means the City would provide facilities for all modes.

Next, Councilmember Menchel asked the following series of questions, followed by responses/discussions after each question.

- *"To FDOT's knowledge, when/if the last four tenth of a mile portion, from Beach Drive to Benning Drive, is completed – does that finish the crosstown connector; or are there any other areas/projects/future expansion/construction projected (i.e, punch through to Calhoun) for the crosstown connector?"*

Mr. Perdue stated that he does not have the answer to this question; adding that the answer should come from the City since it is a City facility.

- *"To FDOT's knowledge, will the crosstown connector ever be named Alternate Hwy 98?"*

Mr. Perdue replied that to his knowledge, FDOT has no intention for the crosstown connector to be named Alternate Hwy 98 since it is a local facility. He added it is not the purpose and intent of the project.

- *"Could it legally be called Alternate Hwy 98 by the City?"*

Mr. Perdue stated that the City could do so; but the City would then have to re-start the process of establishing the purpose and need for the project; to include going through another PD&E study to determine the intent for the facility.

- *"Would FDOT reroute any vehicle traffic to the crosstown connector?"*

Mr. Perdue stated that in his professional opinion, the crosstown connector would just provide more options for motorists; and that FDOT does not specify or dictate where the motorists go and which facility they should use.

- *"Does FDOT have any money earmarked or development plans for Legion Drive, from Main Street to Beach Drive?"*

Mr. Perdue replied that FDOT currently has the funding in their program for \$2.7 million for right-of-way acquisition for the entire crosstown connector.

- *“From an FDOT perspective, on Harbor Blvd or US Hwy 98, how long does the City of Destin have to come into full compliance with the multi-modal plan?”*

Mr. Perdue noted that the multi-modal plan is something developed by the local government under their jurisdictional authority. When FDOT comes in with the project, they simply try to match their project to the comprehensive plan for that particular jurisdiction. He continued that every facility FDOT designs and constructs accounts for all mode of transportation. Since the City of Destin has a multi-modal plan, when FDOT comes in with a resurfacing project, for instance, they take the funding that has been allocated and take the available right-of-way and do the best they can to fit the comprehensive plan.

- *“Does the City’s multi-modal plan have to be approved by FDOT?”*

Mr. Perdue replied FDOT does not have the approval authority for the multi-modal plan; adding that since FDOT is a partner of the City, they simply review the City’s comprehensive plan and provide any comments they may have with regards to transportation.

Councilmember Menchel stated it was his understanding the City developed the multi-modal plan over a decade ago to alleviate some of the trips on US Hwy 98; and that it was allegedly approved by FDOT for this reason.

Mr. Perdue explained that the multi-modal plan is a part of the City’s larger comprehensive plan. Whenever a local government adopts a comprehensive plan, they send it to FDOT for review and comments since they are a transportation stakeholder and a partner. He continued that there may have been some collaboration when the multi-modal plan was developed and FDOT may have provided some comments; but they do not have approval authority over the City’s comprehensive plan.

- *“Does the creation of the multi-modal plan alleviate traffic concurrency on US Hwy 98?”*

Mr. Perdue explained that the multi-modal plan does not physically alleviate anything. The City must actually build the infrastructure to alleviate traffic congestion by providing more connectivity to the different modes.

- *“Even though FDOT did not mandate the crosstown connector, the City basically approved it. There are certain elements of the plan with which the City is currently not in compliance – such as, having enough parking spaces and 10-foot sidewalks – and yet, the City is getting credit for trips on the road because they have a multi-modal plan. Is this a correct assumption?”*

Mr. Perdue states this is out of his area of expertise; but with regards to FDOT facilities, they are constrained by right-of-way on US Hwy 98. They cannot put 10-foot wide sidewalk without purchasing additional right-of-way. They would consider this an infrastructure project that would have to be prioritized by the TPO and put into their long-range plan.

- *“Is there an approved dedicated right-turn lane into the Emerald Grande coming off the Marler Bridge as part of the 3R project?”*

Mr. Perdue replied affirmatively.

- *“Could you speak on the future roadway that was depicted in the 2016 Master Plan which was a part of the list of questions sent to FDOT?”*

Mr. Perdue stated that he had no knowledge of this subject.

The Mayor asked, *“Does the designation of US Hwy 98 as a multi-modal corridor give FDOT a capability to ignore capacity on Hwy 98 or any other corridor in the State?”*

Mr. Perdue replied by stating that they never ignore capacity, safety or economic development. A multi-modal plan gives FDOT more leverage or capability to make improvements that may otherwise be very controversial. A multi-modal plan really helps FDOT come in with some projects and to be more of a collaborative partner with the City.

The Mayor asked, *“When FDOT prioritizes or funds or partially funds infrastructure improvements, what is the intent or expectation from FDOT from the city that it is working with and for which they set aside the money?”*

Mr. Perdue replied they have a 5-year work program, and every year a tentative 5-year plan is submitted to the legislature for adoption. The plan is reviewed by the legislature and ultimately pass it into law, and then it becomes a 5-year adopted work program which FDOT considers as a commitment that must be delivered.

Councilmember Braden asked, *“If this Council voted to eliminate the multi-modal plan, would FDOT be able to control any development or re-development on US Hwy 98 once it is at 100 percent capacity?”*

According to Mr. Perdue, FDOT funds the projects that are developed and prioritized by the TPO. The multi-modal plan gives FDOT and the City the opportunity to work together collaboratively. He continued that FDOT tries its best to meet the City’s expectations, but they would not know how the City would want the US Hwy 98 corridor to look like without the multi-modal plan. He added that FDOT has no authority over land development.

Councilmember Ramswell asked, *“There is a PD&E dated 2016 which does not specifically indicate whether FDOT or the City provided it or asked for it. However, it clearly indicates that the two options that were merged together to do the crosstown connector would be done in phases and ultimately ending in a four-lane road on Azalea Drive and Legion Drive. Does FDOT have any information about it?”*

Mr. Perdue stated that this project has been around a lot longer than 3 years, and if there was a PD&E done in 2016, it was probably a reevaluation of a previously existing PD&E study. If a project is not constructed after so many years, the study must be updated for reevaluation to make sure they are still accounting for all the impacts. He continued that the local government typically manages the PD&E study for a local facility; but if request FDOT would manage it for the local government because they have a partnership. He added that FDOT would check their record and see what information they have on this issue.

Councilmember Ramswell asked, *“With the 2016 PD&E being the last one that was done based on the information provided by City staff, would it be the PD&E FDOT ultimately would have viewed and decided to fund?”*

Mr. Perdue replied that if it is for the crosstown connector, and it is the approved National Environmental Policy Act (NEPA) document by the federal government, it would be the one upon which the project would be based.

Councilmember Ramswell asked, *“When the County contacted FDOT about the project, a Maria Showalter from FDOT supposedly told the County that any tweaks to the plan would not be considered minor and it would stall and cause the whole process to be reevaluated. Is that your knowledge as well?”*

Mr. Perdue replied it would depend on the context of that conservation because there is a lot of different things a “tweak” could mean. The FDOT has a delegation out of its central office to review and approve those federal documents. They also have experts within FDOT that could review any proposed changes and make that determination.

Councilmember Ramswell asked, *“Since these are TRIP funds, is there a different set of criteria from FDOT that is needed to be met?”*

According to Mr. Perdue, there are a few different levels of environmental and impact statements that they do in a study. For it to be federal fund eligible, they must go through a whole other level. To be eligible for State funds, they need to do some other levels but not quite as much. He also stated there are some differences between what makes the project eligible for the TRIP funds, and what would make it eligible for discretionary federal funds. They must make sure that the document that was prepared, and the purpose, need and intent of the project are being held true. They would have to go back and reevaluate the document that was done to deliver the project and the overall impacts to the corridor. They would also determine at that point for which the grant project is eligible.

Councilmember Ramswell asked, *“There is \$2.7 million allocated for right-of-way acquisition. Do you know the exact locations where the right-of-way fund is to be utilized?”*

Mr. Perdue noted that money was programmed on the overall project limits that were provided to FDOT by the TPO. It would be up to the local government that is managing the project to determine how that money is spent. It would be a reimbursable agreement. The City would acquire the right-of-way and the expenditure would be reimbursed by FDOT.

According to Councilmember Ramswell, based on the information they have received, and based on the comments made by Maria Showalter of FDOT to the County, and based on the fact that according to the PD&E, they would be expanding Legion Drive to 4 lanes, if they do not want to expand that road to 4 lanes, it would require another PD&E and further research. She asked if this is a correct assumption.

Mr. Perdue stated that he cannot answer this question at this time as it must be reviewed by their experts. He continued that a determination could be made on the document depending on the scope of the changes and the intent of the original document regarding the project.

Councilmember Menchel read the following section of a *Traffic Technical Memorandum* dated November 1994 and revised in April 1995:

“Alternate Corridor Analysis. The project area was initially studied to determine feasibility of alternate corridors. The use of the existing Kelly Drive corridor was determined not to be feasible due to proximity to State Road 30. Because of the wide separation from State Road 30 and the increased travel distance, it was determined that the corridor would not be attractive to thru traffic. Public opinion from the steering group meeting indicated the corridor would not be favorable due to location of the Destin Elementary School and dense residential development along Kelly Drive. Utilizing Airport Road, Legion Drive and Azalea Drive was also considered. Because of the limited right-of-way and residential land use along Legion Drive and a number of required relocations to connect these existing roads, this corridor is not considered a feasible location.”

Councilmember Menchel noted that the above statement came from FDOT, and that he could not find anything that contradicts that statement. He asked Mr. Perdue to comment on the memorandum.

Mr. Perdue stated it is quite possible the memorandum was done by FDOT on behalf of the City of Destin by request of the City. However, FDOT is not the focal point for this facility because it is a local facility.

Councilmember Menchel stated he is trying to determine what happened after 1995 that made the corridor a feasible alternative.

Mr. Perdue explained that the statement Councilmember Menchel just read was part of a larger study; and that there is more to a project than just one specific purpose. He continued there are other elements to a project that make it a good transportation infrastructure project while it may not necessarily meet a very specific goal in one segment.

Councilmember Menchel stated this may have been a direct result of the City Council asking FDOT to conduct the 1995 study; however, FDOT came back with a statement that it is not a viable alternate corridor. He asked Mr. Purdue to find out what happened after 1995 that changed FDOT's opinion about this corridor.

Mr. Perdue explained that the statement was regarding vehicular traffic, and that there are other elements of this project to be considered. It does not make the corridor a non-viable transportation project. It was based on traffic data collected at that time, and there probably have been a few updates to the technical memorandum with a different statement than it was in 1995. He would research this issue and get back to Council.

Councilmember Destin inquired as to the methodology FDOT use to determine funding for a local facility.

Mr. Purdue explained there is a statutory formula involved. They look at the overall need as well as population. Since this district is not as densely populated, they have a very specific discretionary allocation. He continued there is not enough funding for all the priorities in every TPO region and so they consider projects with the highest priority. They look at the viability of each project and the progression of the project in the pipeline because there are certain things that

need to be done for a project to be delivered. They would not want to commit funds to a project that is at risk of not being delivered because some part of the process has not been done. He also stated that local investment makes a project competes better. The crosstown connector has been at a very high priority for many years; but, from FDOT's perspective it is a local road and it is not eligible for all the discretionary capacity funds. It is eligible for State funded program like TRIP as well as discretionary federal funds.

Councilmember Destin pointed out that the priorities that have historically been represented on this Council have been that of development community, the Chamber of Commerce and pro-development for growth. They allow many developments, which put the City in such a crippled position from an infrastructure standpoint. He stated that many of their constituents do not want the crosstown connector. They worry about the fact they are currently acquiring rights-of-way for a 4-lane road. There are also some issues regarding the Stahlman interchange not functioning properly and that they do not have a viable plan to get all the crosstown traffic reconnected to US Hwy 98 to quickly move traffic west to the Marler Bridge. He expressed concern that if they just take the \$2.7 million to acquire properties for a two-lane road, FDOT has already alluded to the fact it could very well affect the availability of all the money.

Mr. Perdue noted that FDOT does not have a position on either the 4-laning or 2-laning of the crosstown connector; adding that they simply fund and deliver transportation projects that are local priorities. He also stated they fund projects that are regional in nature, which is why they have a regional TPO; and that they defer to the local TPO board's decisions.

Councilmember Morgan pointed out that the last .4-mile road to be built is a two-lane road. The PD&E shows it could eventually be a 4-lane road. He asked if anyone from FDOT can say with a high degree of certainty that if the City was to request an amendment to the PD&E from FDOT to include the section of Legion Drive and the .4 mile to stay a 2-lane road in perpetuity that they would risk jeopardizing funding from FDOT.

Mr. Perdue stated that the City Council is in a position to approve the project that has been funded as it is currently intended by the TPO. Otherwise, he recommends City staff advising the TPO staff in the Planning Council so that there would be collaborative discussions among the City staff, Planning Council staff and FDOT about the change in the plan. Any modification to the project has to be vetted through all the appropriate organizations.

Councilmember Morgan noted that all the funds that have been allocated for the crosstown connector were to specifically build a 2-lane road. The PD&E and future plans call for a 4-lane road; but in terms of Legion Drive from Main Street to Beach Drive there have been no funds allocated to widen the roads to 4-lane. He asked if they could amend the PD&E and keep the road at 2-lanes in perpetuity and assure the public it is not going to be a 4-lane road.

Mr. Perdue stated this is a staff level issue that need to be vetted by subject matter experts. They have no position on the matter and they just want to make sure the TPO priority is delivered as it was committed in FDOT's 5-year work program.

Councilmember Morgan asked how long it would take to engage in a 4-lane road widening project that is not in the TPO's priority list.

Mr. Perdue stated it is a complicated question, but it could take several years for the crosstown connector because there are a lot of elements involved in the process. It could also be quicker for a slight modification.

According to Councilmember Destin, they could probably convince the TDC to pay for some of the construction costs for this project; adding there have been some proposed legislation to pass on some of the road construction infrastructure projects to the local TDC all over the State.

Councilmember Ramswell noted that the PD&E study looked at 4 different options – No Build, Increasing the Transportation Systems Management and Operations, Multi-Modal Alternatives and Build Alternative. She stated that the first three were not feasible or helpful to the City's situation, and that all the build alternatives are 4-laning Azalea Drive and Legion Drive. She further stated it is surprising to hear that despite of the statement from the *Traffic Technical Memorandum* which Councilmember Menchel read earlier that this corridor was not considered as a feasible location, that FDOT could still find it viable and fundable.

Mr. Perdue stated that it would all depends on the purpose and need of the study. He continued this is a very complex process where they evaluate different kinds of impacts; and that the statement from the *Traffic Technical Memorandum* Councilmember Menchel read earlier only deals with vehicular traffic on the road. There are other aspects of transportation project to consider such as pedestrian, bicycle and transit.

Councilmember Ramswell noted that some of the comments she heard tonight seemed to indicate that FDOT will take the guidance of whatever the local government has developed and put together and brought before FDOT.

Mr. Perdue stated that it is an accurate statement; adding that while Councilmember Menchel read the traffic part of the study dealing with vehicles, there are many elements involved in a transportation project. Based on the City's multi-modal plan in their comprehensive plan, the purpose of the crosstown connector is multi-modal networking and connectivity specifically related to bicycles, pedestrian and transit.

Councilmember Morgan moved to direct City staff to coordinate with the local TPO and FDOT to pursue the viability of keeping the crosstown connector portion of Legion Drive from Main Street to Benning Drive at two lanes without jeopardizing funds for the crosstown connector project; seconded by Councilmember Ramswell.

According to Councilmember Marler, when the City purchased the Destin Campground property, he was very heavily involved with affordable workforce housing as a member of the Council. It was never voted on, but it was his intent as well as the Blue-Ribbon Panel for Affordable Workforce Housing empaneled at the time to use the excess land in that area to build affordable housing. They never looked at the possibility of 4-laning that road. He further stated that the crosstown connector was never intended to be an alternate route to US Hwy 98 but for local traffic to get to their destination faster and easier. He added there are a lot of misinformation being circulated about the crosstown connector that are causing most of the problems.

Councilmember Menchel asked if FDOT has control over the synchronization of lights on Harbor Blvd or US Hwy 98.

Mr. Perdue replied it is ultimately FDOT's responsibility. He stated that when they have congested corridor that is connected to other congested corridor, it makes sense to form a partnership because the traffic signal system is a network and not one standalone facility. They have formed a partnership with Okaloosa County. The County actively manages and operates the roadway traffic signal system.

Councilmember Menchel asked who is responsible for the temporary lights on US Hwy 98 with the ongoing constructions on that roadway.

Mr. Perdue replied the contractor is responsible for those lights. The contractor is required to maintain the infrastructure so that it can be actively managed by the maintaining agency.

Councilmember Menchel asked if it was possible some of the traffic light synchronizations are off due the ongoing construction.

Mr. Perdue stated that it is quite possible because all the detection around the intersection that send signals to the computer that cars have arrived is an integral part of that operation. When the contractor is transitioning from the current condition to a temporary condition back to permanent condition, there could be very challenging issues with detection. One intersection with detection problems could affect the entire corridor.

Councilmember Braden asked if there is a way to preserve this road at two lanes from Main Street to Stahlman if they decide to move forward with it.

Mr. Perdue clarified that FDOT will help review the changes the City would like to make and how they would affect the eligibility of FDOT's financial participation. He continued that the City can do whatever they want if they have the funding source.

Councilmember Morgan offered an amended motion to direct City staff to coordinate with the local TPO and FDOT to pursue the viability of keeping the crosstown connector portion from Main Street to Stahlman Avenue at two lanes without jeopardizing funds for the crosstown connector project. Councilmember Ramswell provided a second to the amended motion.

Councilmember Ramswell spoke of the significant number of serious accidents on the Marler Bridge. She asked what it would take to get a flashing sign or something similar at the foot of the bridge to alert motorists of the upcoming traffic light and get them to slowdown.

Mr. Perdue stated that a safety study on this bridge was performed before the resurfacing project was designed. The study looks at the symptoms and evaluate the different movements that are happening and makes a recommendation on how to alleviate the problem. He continued that the right turn lane to the Emerald Grande is supposed to significantly help alleviate the accidents occurring on that bridge. It is a proven effective method for reducing rear end crashes. They will re-evaluate the situation once the resurfacing project is completed to determine the effectiveness of the right turn lane.

Councilmember Ramswell stressed that something needs to be done immediately because some of the accidents have resulted in fatalities; adding they need to be proactive in putting something on that bridge that will get people's attention and get them to slow down.

Mr. Perdue stated that they want to provide the absolute safest facility and will consider the appropriate tools necessary to help avoid accidents on the bridge.

At this time, the Mayor announced he will allow public comments on this subject.

Ms. Cindy Putman noted that she has been a resident of Destin for over 25 years, and that her home is located on Sandalwood Drive. In the last few years she has been in California taking care of her 96-year old mother who is very sick. Last September she was approached by Ms. Marsha Hays who is the City's representative for the property acquisition and offered her a price of \$154,000 plus an additional \$40,000 and professional movers to be provided by FDOT. She stated that she agreed to the offer mainly because she realizes the importance of the crosstown connector to the City. However, the contract she received afterwards was for \$154,000 with no mention of any additional funds and no closing date. She requested that these two items be added to the contract several times. Finally, upon assurance that the sale is going through, she arranged for someone to stay with her mother in California and she flew back to Destin. She entered into a contract to purchase a house in Fort Walton Beach and then flew back to California. One month later and no word from the City, she put up an additional \$5,000 on earnest money contract to secure another month before they close on the new house. Another month went by and with no word from the City, she lost the contract on the house at Fort Walton Beach. Five months later, with her mother's health failing and trying to decide what to do with her treatment, they received a call from the City advising her they would need to close in two weeks. With no one to take care of her mother in California, she was forced to purchase a house online without first driving around the neighborhood and inspecting the house. She notified Ms. Hays of her intention to move and arranged for a professional mover to help her pack and move to the new house. The day after the move is completed, she received an eviction notice from Destin and a bill for \$1500 for rent if she was not out of the property within 30 days. She stated that since she informed Ms. Hays of her intention to move, the eviction notice is totally unnecessary. She also did not feel any compassion from the City throughout this whole ordeal.

Councilmember Morgan states that the City clearly failed Ms. Putnam and that he apologizes for it.

Councilmember Ramswell asked the City Manager to reach out to the contact person from the City to find out what happened so it could be remedied and avoid this type of incident from happening again.

Ms. Becky McFarland spoke next. She stated that she has been a Destin resident since 1981. They purchased a home on Legion Drive in 1988 and lived there for 12 years. She stated that the mid-town connector, as it was known back in those days, was being discussed. They talked about widening Legion Drive and taking two parking areas of their townhomes to make it happen. They were more than happy to oblige because they believe the connector would be beneficial to the City. They are now at full capacity all year long and they need the crosstown connector. They have been expecting it for over 20 years. They now live in a house located at the corner of Seaview Drive and Beach Drive. During spring break, she cannot get out of her driveway unless she backs into her garage and drive forward to get out. She stated most of the people in her neighborhood are not aware the crosstown connector has been stopped. It also came as a surprise to her because the City already spent a lot of money in preparation for this project. The City purchased a campground and evicted the people that lived there; many of which were fishermen. They also purchased two properties on Beach Drive. She stated that the crosstown connector is going to alleviate traffic off Kelly Street, Beach Drive, Benning Drive

and Mountain Drive, and will be a tremendous help to the residents in those areas. It was supposed to stop at Stahlman. It was never intended to go all the way to US Hwy 98. She urged the City Council to move forward with this project.

Mr. Bill McKissick stated that he had lived in his home on Calhoun Avenue for over 24 years. He stated that all cities have traffic problems and there is no perfect solution. He believes directing traffic in the neighborhood on one road will help traffic run smoother and safer. He urged the City Council to move forward with the crosstown connector.

Mr. Mike Buckingham, a Destin resident, stated that he is against the crosstown connector but he would like to clarify statements previously made about people bringing false information to the Council; and that only the developers and/or the people that work for them are in favor of the crosstown connector. He stated that during his previous conversations with FDOT, he learned that Harbor Blvd is nearing its full traffic capacity; and that the City cannot keep allowing construction of big buildings without some kind of traffic alternatives because the road can only hold so much traffic. He stated this is the information he brought to the Council which is based on his conversation with FDOT.

Mr. Claude Perry, a Destin resident and businessman, asked about the timeline for completion of the 3R project, and if there are anything planned for Harbor Blvd beyond resurfacing.

Mr. Perdue stated they have allotted 300 days on milling and resurfacing; adding that resurfacing does not normally take that long but there are a lot of extra work to be done. They are narrowing the travel lanes, adding bike lanes and trying to fit as much as they can with the existing right-of-way. They are also improving a lot of the sidewalk because of issues relating to ADA accessibility. They also have funding for \$1.5 million in their work program in Fiscal Year 2021 for a PD&E study of Harbor Blvd, from Calhoun Avenue to Airport Road. The TPO has a priority for a study of the Stahlman Avenue and US Hwy 98 intersection; but FDOT went ahead and funded the study for the full limit because of the City's multi-modal plan and the desires of the City to develop the harbor district.

Mr. Perry stated that the harbor property owners have always discussed having a trolley system within the harbor district. If the multi-modal plan was to be cancelled would it impact the trolley system on US Hwy 98.

Mr. Perdue noted this question is more geared towards the City of Destin because the multi-modal plan belongs to the City. He continued that FDOT participates in some transit funding, but transit is the responsibility of the local government entity.

Mr. Perry asked if they could get the speed limit reduced from 35 mph to 25 mph on US Hwy 98 since they are narrowing the lanes and adding bike lanes.

Mr. Perdue explained that the posted speed of a roadway is an engineering tool, but it does not actually control the speed that motorists drive. Researchers have proven that lowering the posted speed limit does not necessarily reduce the speed of the vehicles. The way the facility looks and feels influences the behavior of motorists.

Councilmember Morgan asked if US Hwy 98 reaches its full traffic capacity based on FDOT's estimation, whether FDOT has the legal ability to regulate development.

Mr. Perdue replied that FDOT has no legal authority whatsoever over land use and land development.

Having no further comments from the public, The Mayor called for a vote on the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Ms. Marcie Bell, a Destin resident, stated that she attended the May 28th TDC meeting when they were having a preliminary discussion on the proposed Fiscal Year 2020 budget. She noted that the total revenue collected by the TDC was approximately \$24 million. Over 40 percent of that amount had been earmarked for Sales and Marketing, but only 10 percent is earmarked for public safety. They are spending a large amount of this revenue to bring people to this area, but they are spending a lot less money to protect them. She continued that the 10 percent is shared among the Okaloosa County lifeguards (29 percent), Destin lifeguards (39 percent), marine/law enforcement (26 percent), new equipment (4 percent) and reserve (1 percent). She expressed concern over the safety of residents and visitors to their beaches as there are situations happening out on these beaches. For instance, a young man recently drowned. He lost his life because they do not have appropriate resources to protect visitors. She continued there are multiple situations on their beaches that people do not hear about. Residents are saving the lives of tourists. Her own daughter saved someone’s life when she was only 14 years old because she had proper training through the Okaloosa County Junior Lifeguard Program. She urged the City to take the necessary steps to obtain more money for public safety from the TDC.

4. CITY MANAGER REPORTS

A. Purchasing Policy – Resolution 19-07

The City Manager explained this resolution establishes comprehensive purchasing procedures for the City of Destin. This revision of the purchasing resolution adds the federally funded procurement requirements to the policy. This will allow the City to be in compliance with the federal government when purchasing goods and services while using federal funds.

Councilmember Menchel moved to adopt Resolution 19-07; seconded by Councilmember Destin. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

B. Traffic Signal Synchronization – City of Destin

Public Services Director Michael Burgess noted that he received some correspondence from Okaloosa County and District 3 of FDOT stating that the last time US Hwy 98 corridor was assessed for traffic light synchronization was in 2016; which was the same time the pedestrian signals were placed. They also provided the following information:

- The US Hwy 98 arterial in Destin, Florida currently services an average of 368,000 vehicles per week within the retiming project area

- Twenty traffic signals were retimed/coordinated along the approximately 7-mile corridor, which also included the feeder signal at the intersection of State Road 293 and Commons Drive
- Based on the non-intrusive Bluetooth detection data, there is a weekly time savings of approximately 5000 vehicle-hours along the corridor resulting from the retiming efforts
- According to the Synchro model calculations there is also a weekly fuel savings of approximately 10,000 gallons

Mr. Burgess also noted that FDOT made the following recommendations:

- The City of Destin should consider reconstructing the northbound approach of Harborwalk Village and the southbound approach of Stahlman Avenue
- The City of Destin should reduce the southbound skew on Stahlman Avenue as much as practical to allow for 8-Phase Signal Operations and removal of the existing Split Phase Signal Operations

The Mayor asked how robust the County's plan after the completion of the 3R project was as compared to the new technology that was presented by Councilmember Ramswell at a previous Council meeting.

Mr. Burgess stated that he posed this question to Mr. Jason Autrey, Okaloosa County Public Works Director and Mr. Cliff Johnson of FDOT and that it is their belief at this time they would again re-install a loop-based actuation system versus cameras.

Councilmember Menchel noted that on his way to this meeting he witnessed the northbound traffic light on Matthew Blvd turned green and stayed green for 26 seconds. He stated that he has been doing some independent analysis along US Hwy 98 the last few weeks and produced several charts. They have some obvious problems. Some of the timings are off due to the construction, and that he will be back to this Council with some information.

Councilmember Menchel also pointed out that when they had the 6-car wreck on top of the Marler Bridge which resulted in a fatality, it took him an hour and 26 minutes to go from the Brooks Bridge to the Marler Bridge. He later learned that the wreck has long been cleared before he got to the Marler Bridge, but it took that much time because the light on Stahlman Avenue took a while to synchronize. When he finally got to the traffic light at Stahlman Avenue, he could drive 35 mph because there were no cars there. He pointed out that in a situation like this in other cities, law enforcement officers or code enforcement officers go to the traffic control box and pull the manual control. He also mentioned that when travelling east bound on US Hwy 98, traffic is backed up all the way to Wal-Mart no matter what time of the day because of the traffic light at the Matthew Drive intersection.

Councilmember Ramswell noted that the technology she presented was the most current technique that are being employed in different cities. It is far superior to what they have and could make an immediate impact if they are able to employ it.

The Mayor asked staff to obtain a cost comparison of the system currently being utilized by the County and the new technology that was presented by Councilmember Ramswell.

Councilmember Marler commented that the Stahlman traffic light is not the only problem. Something also need to be done about the two pedestrian crossings that follow it. He suggests they either get rid of them or adjust their timing.

C. CRA Board Meeting – July 1, 2019 at 5:45 PM

5. PUBLIC HEARINGS

A. Second reading of Ordinance 19-02-LC – Zoning Map Amendment

Second reading of Ordinance 19-02-LC continued to July 1, 2019 City Council meeting.

B. Second reading of Ordinance 19-03-PC – Future Land Use Map Amendment

Second reading of Ordinance 19-03-PC continued to July 1, 2019 City Council meeting.

C. First reading of Ordinance 19-09-LC – Amends the official zoning map as referenced in the Land Development Code, Section 7.12.01(A)2 zoning maps to include a change in zoning designations of parcels to match the assigned land use designation of the Future Land Use Map of the Comprehensive Plan.

The City Attorney read Ordinance 19-09-LC by title, and then presented it to the City Council on first reading.

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

The City Attorney sworn in the following individual for testimony:

Louis Zunguze, Community Development Department Director

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for discussion and consideration.

Mr. Zunguze gave the following presentation:

Future Land Use Map and Zoning Map Alignment

- Council workshop on February 26, 2019
 - ❖ Future Land Use Map and Zoning Map are not aligned
 - ❖ Staff presented a total of 16 areas with zoning inconsistencies
 - ❖ Conclusion of current Future Land Use Map and Zoning Map alignment effort
- Next Steps
 - ❖ Determine Future Land Use and zoning designations for areas 4,5,7&15
 - Designate City owned parking lots from ROI-GD and NHMU to INST
 - ❖ Amend the Comprehensive Plan policies regarding TCMU height and density
 - ❖ Update Comprehensive Plan (per State coastal requirements)
 - ❖ Update the Land Development Code based on Comprehensive Plan amendments
 - ❖ Update impact fees
- Area 7 – Zoning Inconsistencies
 - ❖ FLU: TCMU – Town Center Mixed Use
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: CG – Commercial General
 - ❖ Change adopted with 2020 FLU
- Area 15 – Zoning Inconsistencies
 - ❖ FLU: CG – Commercial General
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: ROI-TD – Residential, Office & Institutional – Tourist Development
 - ❖ Change adopted with 2020 FLU
- Areas 4 & 5 – Zoning Inconsistencies
 - ❖ FLU: ROI - Residential, Office & Institutional
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: Medium Density Residential – Village
 - ❖ Change adopted with 2020 FLU
 - ❖ Needs specified designation
 - ROI-VR
 - ROI-GD
 - ROI-TD
 - ROI-CBR
- 452 parcels to be rezoned

Councilmember Overdier moved to approve Ordinance 19-09-LC on first reading and direct staff to advertise it for second reading; seconded by Councilmember Menchel. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

D. First reading of Ordinance 19-11-CC – Amends the Election Day for the City of Destin

The City Attorney read Ordinance 19-11-CC by title, and then presented it to the City Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO ELECTION DAY; PROVIDING FOR AUTHORITY; PROVIDING FOR THE AMENDMENT OF THE CODE OF ORDINANCES CHAPTER 9 ELECTIONS BY AMENDING SECTION 9-4 ELECTION DAY; PROVIDING THE ELECTION DAY FOR COUNCIL MEMBERS AND MAYOR TO BE HELD ON THE FIRST TUESDAY FOLLOWING THE FIRST MONDAY OF NOVEMBER IN EACH EVEN-NUMBERED YEAR; PROVIDING FOR REAFFIRMATION OF THE CANDIDATE QUALIFYING DATES PROSCRIBED BY THE CODE OF ORDINANCES CHAPTER 9 ELECTIONS, SECTION 9-8 CANDIDATE QUALIFYING DATES; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Attorney noted that per City Council's direction, this ordinance will be held in abeyance if it passes tonight until they receive a response from the State Attorney General clarifying whether the Council has the ability unilaterally to move the election day.

The Mayor asked how long it would take to get the Attorney General's opinion.

The City Attorney stated it could take 3 to 4 months, but there is no guarantee.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for discussion and consideration.

Councilmember Menchel moved to approve Ordinance 19-11-CC on first reading; seconded by Councilmember Braden. Motion passed 6-1 (Council members Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes"; Councilmember Morgan voted "no").

6. CONSENT AGENDA

- A. Resolution 19-09 – Amending Rules and Procedures for City Council Meetings
- B. Position Reclassification – Administrative Assistant, Parks & Recreation
- C. Airport Road Signing and Pavement Marking Project – RFQ 19-02-PS
- D. Disaster Recovery Services – RFB 19-04-PS

Motion by Councilmember Overdier, seconded by Councilmember Marler, to approve Consent Agenda items 6A thru 6D, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

- A. Councilmember Braden

Councilmember Braden inquired as to the status of the outdoor parking requirements ordinance.

Mr. Zunguze stated they would bring a document for discussion at the first meeting in July.

B. Councilmember Ramswell

C. Councilmember Menchel

1. Sheriff's Office's proposed Fiscal Year 2020 Budget

Councilmember Menchel noted there is a proposed 6 percent increase for law enforcement services for the next fiscal year. He stated that he supports the Sheriff's Office 100 percent; however, since around 80 percent of the calls for service year-round come from tourists, he feels it would be appropriate for the TDC to be an alternate funding source for Destin's law enforcement services. He added it would not be right for the residents of Destin to pay for 100 percent of the amount when they are only receiving 20 percent of the service.

Councilmember Ramswell noted that in 2015 she worked closely with then State Representative Matt Gaetz on a bill that would give another 10 percent of the TDC funds to public safety and first responders. She continued that two years earlier, Commissioner Fountain tried to work on a similar bill with then Senator Don Gaetz, but they did not gain the necessary traction at that time. In 2015, they actually gained momentum and the bill passed. The bill was worded specifically such that the new 10 percent funding would not supplant existing funds that were being used for public safety and first responders. They added this language specifically knowing that a significant amount of money was already being spent on lifeguards and other public safety related matters on the beach. To this day, the TDC continues to only provide 10 percent for public safety and all their documentations refer to the 10 percent cap; which is not accurate nor was it the intention of the bill. She also stated that the on-line analysis from the senators and representatives regarding this bill reiterate that "these funds are not used to supplant pre-existing expenditures on these services." She added that even back in 2015 and 2016, before this bill was passed, the County was spending between \$1.1 to \$1.2 million, at a minimum, on the lifeguard. They continually fund the lifeguard right now, but they only provide \$1.9 million; which should mean there is at least another \$1 million they could use to fund first responders and public safety throughout the County. She recommends having Councilmember Destin, the City's representative to the TDC, investigate this matter. She could also make another presentation to the TDC if necessary.

Councilmember Destin suggests Councilmember Ramswell contact Ms. Jennifer Adams, the TDC Director, and request to be placed on the agenda for the June 25th TDC meeting for a presentation.

Next, Councilmember Menchel asked staff to advertise the fact that according to the LDC, it is the responsibility of the abutting property owner whose drive accessway or other entrance to that property extends into the public ROW, to maintain said drive accessway or other entrance within the public ROW.

D. Councilmember Overdier

E. Councilmember Marler

F. Councilmember Destin

1. Appointment of Mr. Quinten Selby to the Harbor & Waterways Board

Motion by Councilmember Destin, seconded by Councilmember Ramswell, to appoint Mr. Quinten Selby to the Harbor & Waterways Board passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

Councilmember Destin requested that the City Manager bring some proposed dates for the workshops for the budget building process. He stated that they have talked about creating a more collaborative approach with multiple meetings and workshops towards creating a final budget for Fiscal Year 2020.

The City Manager will provide proposed dates for the budget workshops after the 4th of July Holiday week.

G. Councilmember Morgan

1. Release the property appraisal of 604 Sandalwood Drive – Mr. Greg Leblanc

Item pulled from the agenda.

2. Nomination of Mr. Scott Fischer for membership to the Board of Adjustment

Motion by Councilmember Morgan, seconded by Councilmember Ramswell, to appoint Mr. Scott Fischer to the Board of Adjustment passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

Councilmember Morgan asked the City Manager to invite the Destin Little League Teams to a future meeting to be recognized by the Council for all their successes this year.

H. Mayor Gary Jarvis

The Mayor requested that some lights be installed on the City’s newly acquired parking lot.

I. Land Use Attorney

1. Update on Concluded Litigation (BI Inc. v. City of Destin), Acknowledgement of Dismissal by Third-Party Intervenor, and Request for Executive Session Transcripts of Dismissed Lawsuit

The Land Use Attorney noted that the litigation between BI Inc v. City of Destin has been dismissed with prejudice and concluded back in April 2018. Generally, executive session transcripts are exempt from disclosure under the Public Records Law and the Sunshine Law until such time litigation is concluded; at which time these transcripts can be disclosed to a party that request them. She stated she has attached an email to the agenda packet from the attorney for the Destin Fishing Fleet where he acknowledges as the case intervenor the conclusion of the litigation and requests copies of the executive session transcripts. The City immediately provided copies of these transcripts given that the litigation was over. The attorney for the intervenor has received the benefit of seeing the executive session transcripts including the City’s strategies and negotiations and is now seeking on behalf of his client to essentially force the parties to continue litigating by arguing motions that have been rendered moot by the dismissal. The attorneys for both the BI, Inc and the City of Destin believe that the position of the intervenor is not consistent with Florida law

and the rules of civil procedure and she would like to advise this Council there may be additional costs involve, even though the litigation is concluded, because they have an intervenor who is trying to prolong it.

Councilmember Braden asked if the City would be able to counter sue for any legal fees they acquire.

The Land Use Attorney stated they cannot counter sue at this point, but it is not something she could rule out in the future.

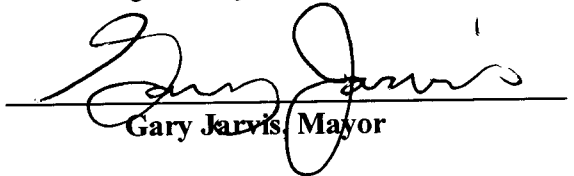
J. City Attorney

PUBLIC COMMENTS

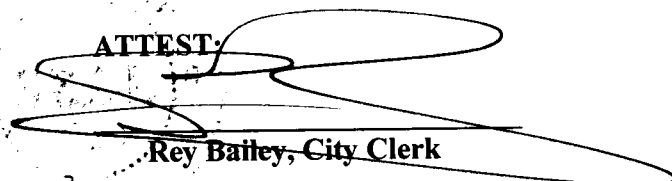
Ms. Marcie Bell reported the following:

- She recently attended the helicopter workshop at the airport as well as the Crab Island meeting at the County building in Shalimar. The National Park Service made some very interesting statements at both meetings
 - ❖ Based on the comments at the helicopter meeting, the general opinion was the FAA is not following their own regulations. They received some admonishment from the Aviation Board, the National Park Service, some of the County Commissioners and members of the public
 - ❖ FAA representatives commented that if an incident is reported to the Sheriff's Office, they cannot do anything about it. They would have to witness it first-hand. Videos older than 6 months do not count
 - ❖ There is a long, arduous process one has to go through to report incidents with helicopters
- She contacted the Code Compliance Department over the weekend in reference to parallel parking at the Osteen property and very satisfied with the response she received. She also contacted the Okaloosa County Sheriff's Office several times about the same issue. They were 5 minutes late in responding behind Code Compliance. Because of their shortness in resources, there are not enough deputies to respond to all the calls they receive
- There are approximately 8 condominium units from Destin on the Gulf west to the jetty; which put about 3,000 people on both public beaches at the west end of Holiday Isle with only one, sometimes two, lifeguards available. The resources are very scarce for 3,000 people especially if there is ever a real emergency. There is also one lifeguard at the East Pass, at the finger jetty, for hundreds of beachgoers

Having no further business at this time, the meeting was adjourned at 8:55 PM.


Gary Jarvis, Mayor

ATTEST:


Rey Bailey, City Clerk