



**AGENDA
HARBOR AND WATERWAYS BOARD MEETING
THURSDAY, JUNE 25, 2026
5:30 PM
DESTIN CITY HALL ANNEX CHAMBERS**

- 1. CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF MINUTES**
 - A) April 23, 2025 Minutes**
- 4. CURRENT BUSINESS**
 - A) Work Plan Update**
- 5. PUBLIC COMMENTS**
- 6. NEXT MEETING DATE: July 23, 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 OF THE
HARBOR AND WATERWAYS BOARD MEETING
DESTIN CITY HALL ANNEX
APRIL 23, 2026 - 5:30 P.M.**

1. CALL TO ORDER:

Chairman Green called the meeting of the Thursday, April 23, 2026, Destin Harbor and Waterways Board meeting to at approximately 5:30 p.m., at Destin City Hall Annex, with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present:

Capt. Jim Green
John Stephens
Jerrod Hayden
Ryan Holloway
Bill McKissick
Guy Tadlock

Members Absent:

Staff:

Kim Montgomery Deputy City Clerk
Daniel Butler Principle Planner
Sherry Burney Planner
Kimberly Kopp City Attorney

3. AGENDA APPROVAL:

Motion to approve the agenda as presented was made by Vice Chairman Stephens, with Board member Holloway providing the second. The motion passed 6-0.

4. APPROVAL OF MINUTES:

➤ **October 23, 2026**

Motion to approve October 23, 2026 minutes as corrected was made by Board Stephens with Board member Tadlock providing the second. The motion passed 6-0.

➤ **March 26, 2026**

Motion by Board member Tadlock, seconded by Committee member Holloway to approve the minutes of the February 26, 2026 meeting, as written, the motion passed 6-0.

5. MEMBER COMMENTS:

➤ **Chairman Green – NPEB Fees / LPA Recommendation**

- Chairman Green asked whether the Board had made any movement on the proposed LPA fee recommendations.
- It was clarified that a motion had been made to support the LPA's recommended NPEB structure as presented.
- The proposed fees were discussed:
 - \$50 per year for residential slips.
 - \$100 per year for commercial slips.
- He questioned whether the fee applied to docks or slips.

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- It was clarified that the fee applies to slips, not docks.
- Homestead-exempt properties were discussed and factored in.
- The estimated revenue was approximately \$73,000 per year after exemptions.
- The estimated operating cost was approximately \$60,000 per year.

❖ **Concerns About Fairness**

- Chairman Green expressed concern that the fee structure seemed one-sided.
- The concern was that some residents who live on the harbor and use the waterway daily don't pay anything, if exempted.
- He stated that he feels commercial entities carry more of the burden, but those who directly benefit from waterfront access, and increased property values should contribute to waterway maintenance.
- It was agreed that the plan was generally good but still needed some tweaking.

- Vice Chairman Stephens stated that the Board had limited opportunity to amend the LPA's recommendation because of time limitations.
- The members were informed the issue would go forward to City Council and that they could speak to Council directly.
- Mr. Butler explained:
 - The LPA's recommendation would be included in the Council packet.
 - The LPA is the board that formally recommends ordinance changes.
- Mr. Butler also mentioned the board could send a representative to City Council to voice concerns.
 - He noted that the NPEB fee issue had been discussed for quite some time and it needs to move forward.

➤ **Vice Chairman Stephens - Work Plan Item, Life Jacket Loaner Program**

- Vice Chairman Stephens provided the members with his latest Work Plan - Life Jacket Loaner Program for discussion.
 - The program would provide free loaner life jackets at public water access locations.
 - The initial proposed location was Joe's Bayou Boat Launch.
 - The concept included:
 - A possible stand or kiosk with life jackets.
 - Signage explaining the program.
 - An honor-system process allowing users to borrow and return life jackets.
- It was noted that Bay County recently started a similar life jacket program, reportedly funded by Florida Power & Light.
 - He suggested pursuing a comparable model or seek external support.
- The program could be board-led and monitored by the Harbor and Waterways Board.
 - Possible board involvement could include:
 - Visiting the site on a rotating basis.
 - Checking in at the kiosk approximately once per month.

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- Monitoring inventory.
 - Identifying when life jackets need to be replaced.
- Vice Chairman Stephens explained that the program was not expected to be expensive.
 - Several grant or support options were identified, including:
 - BoatUS Foundation Life Jacket Loaner Program, which offers discounted life jackets.
 - Sea Tow Foundation Life Jacket Loaner Program, which can provide a starter kit.
 - A possible hybrid approach was discussed:
 - Use the Sea Tow Foundation starter kit to establish the program.
 - Use BoatUS or another source to purchase replacement life jackets at a discount.
- Discounted life jackets may cost approximately \$11 to \$16 each, depending on size.
- The Board members discussed the possibility of expanding the program in the future if the initial pilot is successful.
 - Potential future locations included:
 - Clement Taylor Park.
 - Captain Leonard Destin Park.
 - Norriego Point, if applicable.
 - Other City water access or swimming areas.
- It was clarified that the program would not require staffing.
 - The kiosk would operate as an unmanned honor-system program.
 - Users would borrow a life jacket and return it when finished.
 - If life jackets were not returned, the city or program partners would need to replenish inventory.
- A Board member stated that Joe's Bayou would be a good starting location because city staff are often present there during the summer.
 - The members also support future expansion, if the program proves successful.
- The Board discussed the Sea Tow Foundation materials.
 - It was noted that the program may include stickers or imprinting to mark the jackets as loaner life jackets.
 - The Board discussed whether replacement life jackets should be purchased from the same organization that provides the starter kit, if available, to support the program provider.
- Several Board members expressed support for the program.
 - One member noted that life jackets can be lost in transit or forgotten, and having loaners available could provide an important safety backup.
 - Another example discussed was a family arriving with a child who does not have an appropriate life jacket.

➤ **Liability Discussion**

- Board member Tadlock raised concerns about potential liability associated with the program.

- Noting that, under Florida law, the boat operator or boat owner is responsible for ensuring required safety equipment and appropriate life preservers are on board.
- In discussion, the members spoke of how liability could be minimized if kiosks remained unmanned and operated strictly on an honor system where the people would be responsible to choosing their own size of life jacket and return them once back to the docks where the kiosk is located.
- Signage would help users determine which life jacket they need.
- This approach was viewed as consistent with minimizing city involvement in individual fitting or distribution decisions.
- A Board member suggested that the program could eventually include life jackets for children at beach areas in coordination with lifeguards.
 - The member noted concerns about children using arm floaties and suggested that properly fitted life jackets could be a safer alternative.
 - The Board discussed adding this as a potential future action item after piloting the program at Joe's Bayou.
- The City Attorney was asked about liability and indemnification.
 - The City Attorney stated that the city has protections including:
 - Sovereign immunity.
 - Insurance coverage.
 - She explained that the city could still be sued if negligence were alleged, even if the city is providing a free public service.
 - The statutory cap on liability was stated to generally be \$200,000.
 - She mentioned that the Board should consider the issue as a cost-benefit analysis: whether the public safety benefit outweighs the risk.

➤ **Donations and Support**

- Board member Holloway supports beginning the program at Joe's Bayou.
 - Reasons included:
 - The planned beach/play area.
 - The boat launch.
 - The ability to test the program at a site where city employees may already be present during the day.
 - He stated that his waterways-based companies, Holloway Yachts and Fishing Fun Destin, would be willing to donate toward the program.
 - Possible donations discussed included:
 - Building or contributing toward a covered kiosk or stand.
 - Making a financial contribution.
 - Recognition on signage for donations.

The Board discussed how to move the program forward.

- It was suggested that the Board accept the Life Jacket Loaner Program work plan.

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- It was noted that specific program details, such as which vendor or foundation to use, could be brought back later for further discussion.

Motion was made by Chairman Stephens to accept the Life Jacket Loaner Program work plan with Board member McKissick providing the second. In discussion, question was asked whether the Board needed to decide which specific program or foundation to use at that time. Mr. Butler stated that the decision could be addressed later as the work plan progresses with options and possible action. **The motion passed 6-0**

➤ **Chairman Green**

❖ **Discussion: NPEB Fees and Ordinance Process**

- The Board returned to a prior discussion regarding fees, specifically the NPEB fee structure.
 - Chairman Green asked whether the item going to City Council would be a first reading.
 - Mr. Butler confirmed that it would be going for the first reading and explained the ordinance process:
 - The ordinance would go before City Council for first reading.
 - Board members and others may provide opinions, comments, or concerns.
 - City Council may at that point:
 - Recommend approval as drafted.
 - Recommend approval with revisions.
 - If revisions are directed, staff will revise the ordinance before it returns for second reading.
 - The ordinance must have two readings.
- The City Attorney added that if changes are made at first reading, whether the ordinance must return for another first reading depends on the significance of the changes.
 - If the title provided sufficient notice and the changes are minor, it may proceed to second reading.
 - If changes are significant, it may need to return for another first reading.
- A Board member expressed disagreement with the idea of having one person represent the Board at the City Council meeting.
 - The member stated that each Board member may have a different opinion.
 - It was suggested that members attend and speak as individual citizens rather than having one person speak for the entire Board.

❖ **Discussion: Applicability of Fees**

- The members discussed whether all waterways such as Indian Bayou, Joe's Bayou, Marler Bayou, and Destin Harbor were all included.

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- Mr. Butler stated that, as proposed, the fees apply only to slips within the harbor.
- Staff explained that the current NPEB fee is only applicable to projects in the harbor, and the proposed changes maintain that consistency.
- Some concerns were broached that it seems that only harbor properties were being targeted.
- Others suggested that all waterfront homes in the city should pay a smaller amount, which might generate the same revenue or more, while spreading the cost more broadly and fairly.
- A question was asked about where the fees go.
 - Staff stated that there is a account set up for NPEB funds.
 - Staff stated that the Board could make recommendations on how those funds are spent, though confirmation with Finance was needed.
- Current or potential uses of NPEB funds were discussed, including:
 - Water quality studies.
 - Oil catchers.
 - Stormwater outfalls along Highway 98.
 - Dredging.
- Vice Chairman Stephens mentioned how water quality testing is not limited to Destin Harbor.
 - Locations such as Marler Bayou and Joe's Bayou are included.
- Staff clarified that water quality testing is handled through a separate budget line and not through the Choctawhatchee Bay Alliance.
- Several Board members expressed concern that property owners outside the harbor also benefit from clean waterways but do not contribute to the fund.
 - Members stated that waterfront property values are enhanced by clean waterways.
 - Some members felt that broader participation would be more equitable.
 - The member expressed concern that existing water quality data appears inconsistent and that the water quality problems may be caused by boats illegally discharging holding tanks.
- The members suggested that, at some point, the city may need a consultant to:
 - Review available water quality data.
 - Evaluate conditions in the harbor.
 - Examine outfalls entering the harbor.
 - Help determine causes of water quality issues.
- Additional potential sources of pollution were discussed, including:
 - Boats discharging holding tanks.
 - Fish cleaning waste and fish guts being thrown overboard.
- The Board members also discussed whether Okaloosa County and the Tourist Development Council should contribute to harbor-related costs.
 - The members noted that the harbor is heavily marketed as a tourism draw.

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- Some members stated that the County and TDC should have a financial role in maintaining and supporting the harbor.

❖ **Point Mezzanine / Prior NPEB Payment Discussion**

- The members discussed whether there was anything the city could do to ensure that, if a major dock is ever built or rebuilt, the NPEB fee is paid to the city rather than another entity.
 - The discussion specifically referenced the similar situation that involved the Point One Mezzanine.
- The City Attorney explained that, generally, NPEB fees are paid to the city unless City Council declines or redirects the payment.
 - A prior situation in which the sitting Council had indicated an unwillingness to accept payment because it did not want to approve the development.
 - It was stated that the money ultimately was not avoided but was redirected elsewhere at that time.
 - The City Attorney stated that there is not generally a workaround unless Council grants one.
 - She indicated she did not anticipate the City Council to do so in the future.

➤ **Discussion: Management of State-Owned Park / Point Mezzanine Area**

- The City Attorney provided the following update:
 - The City Council had passed Resolution 26-05, stating that the city would like to obtain a lease from the State for the property.
 - The State owns the property.
 - The city proposed leasing the property from the State and preparing the required management plan within one year of receiving the lease.
 - The city also stated it would fund
 - \$5 million, matching a county-related funding discussion.
- She spoke of how city staff and Council members appeared before the Board of County Commissioners to ask the county to support the city's resolution.
 - The city requested that the county support Destin leasing and managing the park.
 - The city's preferred approach was for the city and county to jointly go to the State and state that the county supported the city managing the property.
- The Board of County Commissioners did not approve that request as presented.
 - Commissioner Paul Mixon made a motion to have representatives from the city and county go to the State and ask who the State intended to manage the park.
 - The representatives identified were:
 - Commissioner Palmer.
 - Council Member Destin.
 - The City Attorney.
 - The County Attorney.

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- The City Attorney explained that documentation presented to the State Cabinet during the purchase process included references to the County managing the park.
 - She stated that it was unclear whether that material was part of the transaction.
 - The management entity was not included in the contract or as a deed restriction.
 - However, DEP has indicated that the Cabinet may view the county management reference as material.
- She stated that if the State gives the lease to the county, the city will still retain land use and zoning authority.
 - The county would need to come to the city for approvals such as:
 - Comprehensive plan amendments.
 - Rezoning.
 - Development order amendments.
 - She also noted that the docks currently do not have a certificate of occupancy for non-residential use and were tied to approvals that were an assumed condominium use.
- It was noted that the Board of County Commissioners vote was 3-2.
 - Commissioners Carolyn Ketchel and Sherry Cox supported the city's position.
 - Commissioner Paul Mixon made the motion to go to the State without specifically supporting the city.
 - Commissioner Drew Palmer and Chairman Trey Goodwin supported Commissioner Mixon's motion.
- The City Attorney stated that many Destin residents and Council members attended and spoke in support of the city's position.
- The Board members discussed possible motivations behind the County's position.
 - One suggestion was that the county may want the State to make the decision.
 - Another member speculated that the county may want some role or influence if the City ultimately manages the property.
 - The City Attorney declined to speculate in detail but acknowledged that there may be interests involved.
 - FDEP representatives had indicated the property is currently viewed as a county park because of documentation submitted during the Cabinet approval process.
 - However, the City Attorney also understood that the arrangement could possibly be changed if the city and county agreed.
 - If the city and county do not agree, the current interpretation may remain.
- She stated she would provide an update after the directed meeting with State representatives.

➤ **Next meeting: May 28, 2026**

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6. ADJOURNMENT:

With there being no further discussion, the meeting adjourned at 6:35 p.m.

Adopted and approved this _____ day of _____ 2026.

Capt. Jim Green, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 25, 2026
BOARD/COMMITTEE: Harbor & Waterways Board
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.A.

TO: Harbor & Waterways Board

THRU: Kimberly Kopp, City Attorney
Tina Deater, Community Development Director

FROM: Daniel Butler, Principal Planner

DATE: June 23, 2026

SUBJECT: Work Plan Update

I. BACKGROUND: The Harbor CRA Advisory Committee (HCRAAC) recently determined that a couple of the work plan projects that were originally planned for the committee do not fall within the CRA area, and are therefore not appropriate for the HCRAAC to champion. As a result, the Harbor HCRAAC has recommended that these work plans be adopted by the Harbor and Waterways Board (HWB).

II. DISCUSSION: The two work plans that the HCRAAC are requesting the HWB to accept are as listed below:

- Breakwater/Snorkeling Location and Oyster Gardening
- Destin Harbor Mooring Field

These work plans would be in addition to the work plans that the HWB has already approved, which are as follows:

- Million Oyster Project
- Life Jacket Loaner Program
- 'No Boating' Buoys

III. RECOMMENDATIONS: The HCRAAC has requested that the HWB adopt the Breakwater/Snorkeling Location and Oyster Gardening work plan, as well as the Destin Harbor Mooring Field work plan, since the proposed locations of such plans do not fall within the CRA area and would be better suited for the HWB.

IV. RECOMMENDED MOTION: I recommend that the Harbor and Waterways Board (HWB) approve the Breakwater/Snorkeling Location and Oyster Gardening work plan, as well as the Destin Harbor Mooring Field work plan, as presented.

Attachments:

1. Workplan - Breakwater_Snorkeling location & Oyster Gardening
2. Workplan - Destin Harbor Mooring Field



City of Destin Breakwater/Snorkeling location & Oyster Gardening FY-2025 Work Plan

Strategic Focus:

II. Enhanced quality of life and safety for families
VI. A green and sustainable environment

Organizational Goal:

Enhancing marine and coastal ecosystems through the development of oyster gardening, artificial reefs, breakwaters, and living shorelines. This will improve water quality and provide resiliency, erosion control measures to protect our shorelines. This will promote marine biodiversity and provide a habitat for fisheries.

Improve Clement Taylor Park's safety at the swim area & provide a safe beginner snorkeling area that is easily accessible for locals and tourists.

Establish a comprehensive marine habitat restoration initiative starting with Clement Taylor Park. If this project is successful, then expand to other bayfront parks in Destin.

Performance Objective:

- Implement oyster gardens, in conjunction with Choctawhatchee Basin Alliance with educational signage at all city docks/piers.
- Encourage participation from local waterfront businesses and waterfront private/commercial property owners with docks to participate in the Oyster Gardening program.
- Develop a breakwater/living shoreline with modular units or limestone boulder clusters & mature oysters to enhance marine biodiversity and protect the shoreline, starting with Clement Taylor Park. This will provide a safe protected barrier to the current swim area.
- Once oysters are matured (in 1 year), relocate these oysters to breakwaters/ living shorelines of our choosing, with the recommendation being Clement Taylor Park.
 - If the Clement Taylor Park project is not ready, then recommend relocating the oysters to Mattie Kelly Outfall.
 - Then the following year, relocate the next batch to Clement Taylor Park
- Establish a snorkeling area at these breakwater/living shorelines along city-owned waterfront parks, starting with Clement Taylor Park, to support safe areas to learn to snorkel and conservation awareness.

PRIORITY: CRITICAL IMPORTANT DESIRABLE

Measurable Outcome(s):

Outcomes	Fiscal Year			
	2025	2026	2027	2028
Installation of oyster farms at city-owned docks and piers	N/A	1 location	2 locations	More than 3 locations
Participation of local businesses/ private/ commercial property owners in the oyster farming program	N/A	2 private/ commercial properties	5 private/ commercial properties	At least 10 private/ commercial property
Creation of a pilot living shoreline/ breakwater project using limestone boulder clusters at Clement Taylor.	Discussion/ Planning	Design/ Permitting	Development	start process for a new location
Establishment of an official snorkeling area at a coastal park, such as Clement Taylor Park).	Discussion/ Planning	Design/ Permitting	Development	N/A

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date	Done
Develop concept educational signage for oyster gardens at City Properties	John Stephens	2025	X
Design concept drawings for living shoreline/breakwater project	John Stephens	2025	X
Develop concept signage for snorkeling area	John Stephens	2025	X
Present Idea to Choctawhatchee Basin Alliance	John Stephens	2025	X
Present CBA's Oyster Gardening Program & Breakwater/ Living Shoreline Idea to the Harbor & Waterways Board committee and seek approval	John Stephens	April 2025	X
Present CBA's Oyster Gardening Program & Breakwater/ Living Shoreline Idea to Okaloosa County Coastal Resources	John Stephens	May 2025	X
Present CBA's Oyster Gardening Program & Breakwater/ Living Shoreline Idea to Harbor CRA Committee and seek approval	John Stephens	May 2025	X
Introduce Parks & Rec committee to CBA's Oyster Gardening Program & Breakwater/ Living Shoreline Idea and seek approval	John Stephens	May 2025	X
Identify current Oyster Gardeners with CBA that are in Destin.	John Stephens/ CBA	2025	X
Identify city docks/piers for oyster farms	Harbor & Waterways Board	2025	X
Seek Approval to send Workplan to CRA	John Stephens	2025	X

Present concept design/plan to CRA Board(or Council) & seek approval.	Harbor & Waterways Board, CRA Board	January 2026	X
Recommend if using Modular Units or Limestone Rocks	Destin City Council	2026	
If Council approves, then get Council to direct City engineer to design engineered drawings (or hire Coastal Engineer)	City Planner/ Engineer	2026	
Figure out Costs	??	2026	
Department of Environmental Protection Pre-application Meeting to confirm permit type for Clement Taylor Park.	CBA, DEP, Destin staff, Okaloosa County Coastal Resources	2026	
Army Corp of Engineers Pre-application Meeting for Clement Taylor Park	CBA, ACE, Destin staff, Okaloosa County Coastal Resources	2026	
Okaloosa County Pre-application Meeting for Clement Taylor Park	CBA, Okaloosa County Coastal Resources, Destin staff	2026	
Site visit & combined Seagrass Survey during the growing season	CBA, DEP, ACE, Destin staff, Okaloosa County Coastal Resources	2026	
Apply for Permits (8-18 months)	Planning, DEP, ACE	Q1 of 2027	
Apply for Grants	Harbor & Waterways Board/ City Grants Manager	Q1 of 2027	
Coordinate with Council to direct Destin's PIO for awareness of Oyster Gardening Program to citizens/ businesses	Council/Destin PIO	April of 2027	
Training/implementation of Oyster Gardener Volunteers with CBA	Volunteers/ CBA	May 2027	
Begin installation (pending Permits)	Contractor	Q1 of 2028	
Mature Oyster relocation to Clement Taylor Park Living Shoreline Project with CBA. (contingency plan if not ready - Mattie Kelly outfall living shore line idea)	Volunteers/ CBA	May 2028	
Coordinate with Council to promote and launch snorkeling area	Council/ Destin PIO	2028	
Monitor and assess marine biodiversity impact. CBA will need to add another monitoring site.	CBA	2028	
Find new City-owned Waterfront Location for new oyster gardens	Harbor & Waterways Board/ Parks & Rec Committee	2029	
Find new City-owned Waterfront Location for Living Shoreline & mature oyster gardens	Harbor & Waterways Board/ Parks & Rec Committee	2029	

Notes from Action Plan:

- **Clement Taylor Park site visit:**
 - water depth at the roped swimming area is 3.5ft at Winter.
 - Will need to decide if we want to put the breakwaters at this depth (which would be cheaper) or do we want to potentially go out a little deeper and away from fishing pier
 - these breakwaters could attract fishing
 - Need to make sure it's not too close to the fishing pier. swimmers & fisherman could have a conflict
- **CBA** is in full support of the City-wide Oyster gardening & Breakwater plan.
 - Any structure must be at least 3ft away from any grassbeds.
 - CBA's FDEP permits can only go to 10ft from shoreline, so they might not be able to assist with permits.
 - Possibility of leaving Vertical Oyster Gardens at locations in Destin Harbor, to assist in the 1 Million Oyster Program
 - Additional feedback from Rachel Gwin after changes from Committees:
 - It probably would be helpful to have narrowed down whether the reefs will be limestone or some modular units before setting the pre-application meetings. I've seen some other interesting units that have some different shapes in addition the the reef balls and Natrx exoforms. FDEP has been talking about the requirement of a boundary line agreement for individual permits, which one this far from shore would likely fit under. There is also the possibility of using the "general permit to governmental entities for limited environmental restoration or enhancement activities" if the City of Destin or Okaloosa County are going to be the permit holders. They may not be required to do the boundary line agreement with the seawall present there, but that can be asked at the pre-app meeting. State Submerged Lands has been the difficult party recently with state permitting, and may require a public easement since the reefs will be further than 10 feet from the MHWL. This would require certified Engineer stamped drawings, but I saw that Okaloosa County suggested Taylor Engineering and they would be a good option. It may be worth talking with them, or whoever would likely be the engineer on the project, first before setting the pre-app to see what they recommend as far as structures. Large limestone or heavier modular units would be good at heavily used public sites, because if people can pick up and throw a rock
 - One thing I noticed on the proposed drawings that may need to be amended some is the last added reef perpendicular to shore. FDEP and USACE used to be pretty firm against materials being placed perpendicular to the shoreline, mainly in a groin type format, but that may still be the case. If so, angling it a little could change that so they wouldn't try and say that it is a groin and couldn't be placed that way. I'm happy to help however I can.
 - To better understand what is going on, here is a video that CBA produced at Lisa Jackson Park - <https://m.youtube.com/watch?v=nXUYtOJwVz8>
- **Destin Harbor & Waterways** is in full support of the City-wide Oyster gardening & Breakwater plan.
 - Only concern that came up is potentially people standing on breakwaters and

getting cut

- **Okaloosa County Coastal Resources** are in full support of the City-wide Oyster gardening & Breakwater plan.
 - Expressed interest to work collaboratively on this project. Will require County Board of Commissioners approval, but we can start these discussions.
 - Potentially could assist with one of these options:
 - County assists with design and then Destin implements installation.
 - Could potentially use the county's continuing services coastal engineers (Taylor or MRD).
 - Could potentially match funding
 - Limestone rock would be easiest. install 2-3 structures, with 15ft gaps in between.
 - If using prefabricated modular units (like snorkel reefs) could serve as a breakwater, Walter Marine has developed designs that serve as a breakwater system. County is looking at these systems for Okaloosa Island breakwater project
 - Estimated Costs:
 - 2 reefs could cost up to \$60,000 in limestone rocks (material only)
 - prefabricated modular unit cost unknown (if decide to go this route)
 - Mobilization Costs unknown.
 - Pending depth of location, recommend contracting this out
 - Signage:
 - Need to have "Caution - submerged Rocks" signage on each end of the structure
 - Florida's focus is on resiliency & erosion control measures on shorelines right now and there is funding for this.
- **Destin Harbor CRA** is in full support of the City-wide Oyster gardening & Breakwater plan.
 - Only suggestion is to add another breakwater, to give an 'L' shape protection on the Destin Fire Station side. (Drawing has been updated to reflect this)
 - Recommended adding more Breakwaters closer to shore
- **Destin Parks & Rec** is in full support of the City-wide Oyster gardening & Breakwater plan.
- Currently, John Stephens & Dewey Destin's Bayside are the only Oyster Gardeners working with the CBA that lives in Destin. CBA is currently in talks with 2 more potential Oyster Gardeners in Destin.
- City Docks would include:
 - Clement Taylor Park
 - Captain Royal Melvin Heritage Park
 - Captain Leonard Destin Park
 - Joe's Bayou/Mattie Kelly Pier
 - 1 Harbor Blvd (Future)

Process Improvement:

Recommend to Council to have CBA add a new site for continuous monitoring and reporting on water quality improvements.

Recommend to Council for public-private partnerships to ensure long-term sustainability of project.

Recommend adding another city-owned waterfront location, once the pilot one is established

Stakeholders:

Internal	External
<ul style="list-style-type: none"> ☐ City Planning 	<ul style="list-style-type: none"> ☐ Choctawhatchee Basin Alliance (CBA) ☐ Alison McDowell - mcdowel2@nwfsc.edu ☐ Rachel Gwin - gwinr@nwfsc.edu ☐ Tucker Reynolds - reynol59@nwfsc.edu
<ul style="list-style-type: none"> ☐ City Engineer 	<ul style="list-style-type: none"> ☐ Destin High School Students - Volunteer hours
<ul style="list-style-type: none"> ☐ Harbor & Waterways Board 	<ul style="list-style-type: none"> ☐ Okaloosa County Coastal Resources ☐ Michael Norberg - mnorberg@myokaloosa.com
<ul style="list-style-type: none"> ☐ Harbor CRA Committee 	<ul style="list-style-type: none"> ☐ Force Blue (former Navy Seals that help CBA install living shorelines) ☐ Alison McDowell with CBA can put you in contact with them - mcdowel2@nwfsc.edu
<ul style="list-style-type: none"> ☐ Parks & Rec Committee 	<ul style="list-style-type: none"> ☐ Local Business that have access to docks
<ul style="list-style-type: none"> ☐ City of Destin Public Information Office 	<ul style="list-style-type: none"> ☐ Property Owners that have access to docks
<ul style="list-style-type: none"> ☐ City of Destin Grants Manager 	<ul style="list-style-type: none"> ☐ Army Corp of Engineers
<ul style="list-style-type: none"> ☐ Council 	<ul style="list-style-type: none"> ☐ Department of Environmental Protection
	<ul style="list-style-type: none"> ☐ Volunteers, such as Oyster Gardeners
	<ul style="list-style-type: none"> ● Coastal Engineer (if needed)
	<ul style="list-style-type: none"> ● Destin High School <ul style="list-style-type: none"> ○ they have a artificial reef program. might be able to partner with them

Process Owner:

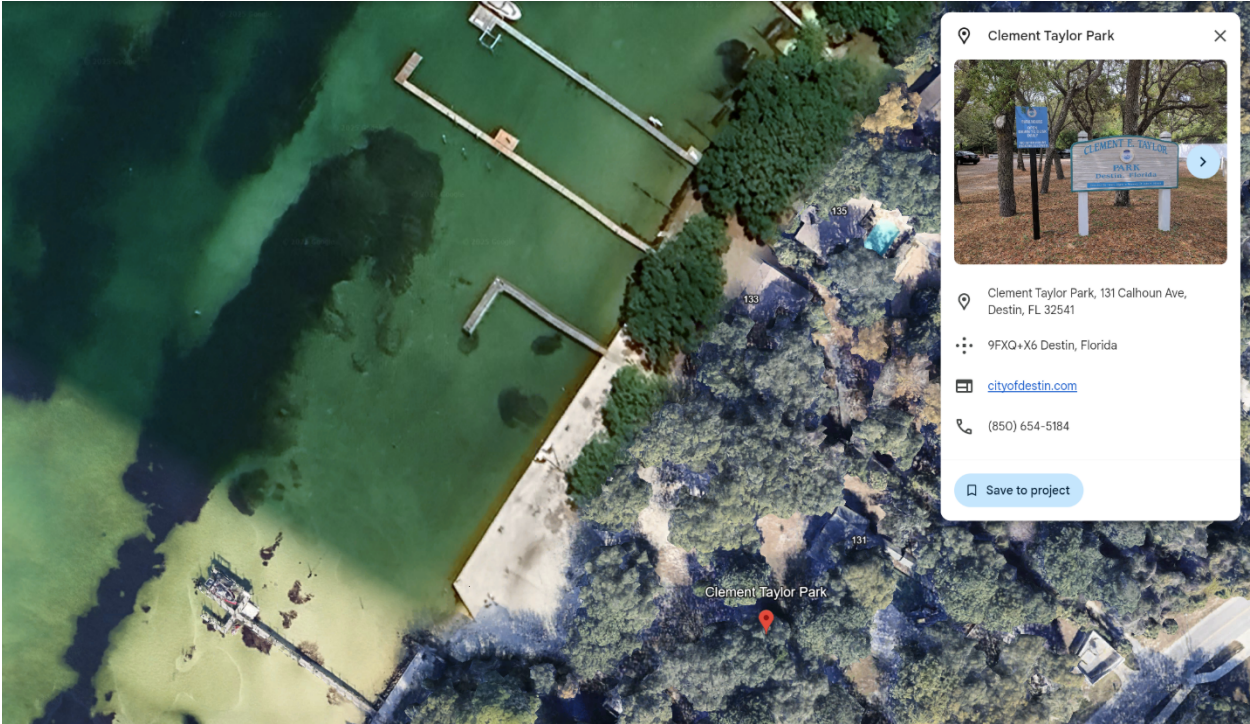
John Stephens

Example:

Current living Shoreline Project in Boca Raton:

<https://www.instagram.com/citybocaraton/p/CUQT4K-r1O-/?locale=pl&hl=am-et>

Aerial View of Clement Taylor Park:

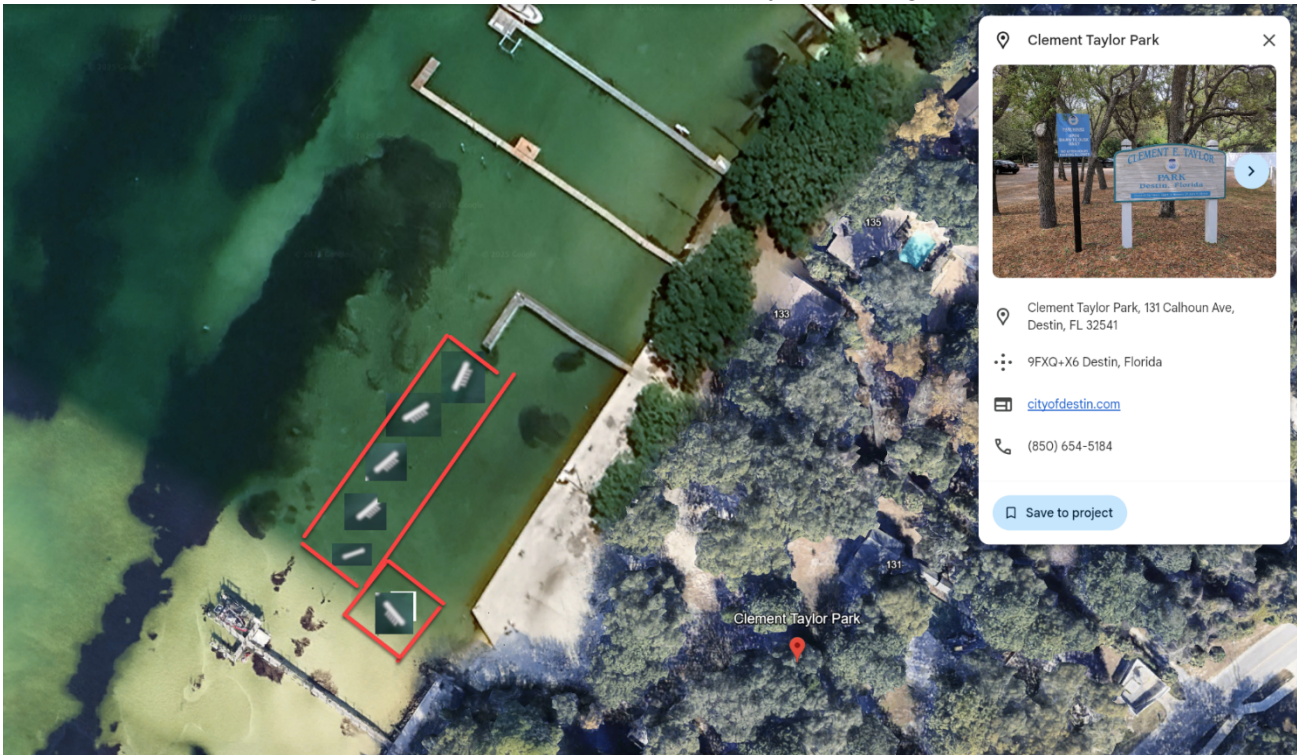


View of Clement Taylor Park:



Concept Breakwater Limestone at Clement Taylor Park:

1. Breakwater/living shoreline must be at least 3ft away from seagrass



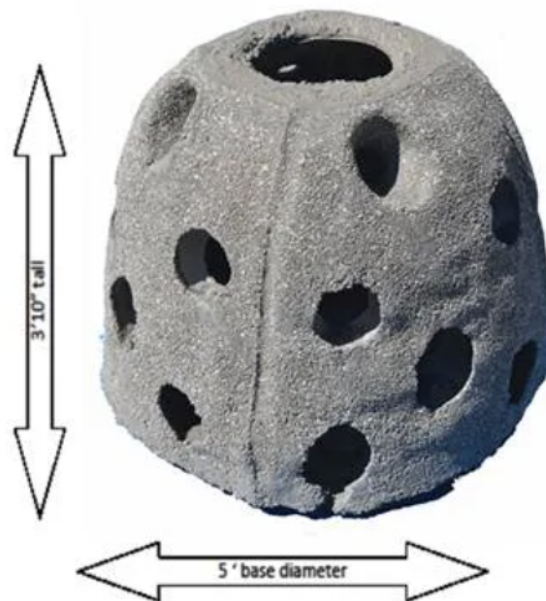
There are 2 methods. **Modular Units or Rock mound Breakwaters**

1. Modular Units

1. <https://reefinnovations.com/>
2. A modular reef ball is an artificial reef structure designed to mimic natural coral reefs and provide habitats for marine organisms. Reef balls are made of a specially designed, pH-neutral concrete that is environmentally safe. Our reef balls come in various shapes and sizes but most are dome-shaped with holes or slots to allow water and marine life to pass through.
3. Ultra Reef Ball Module



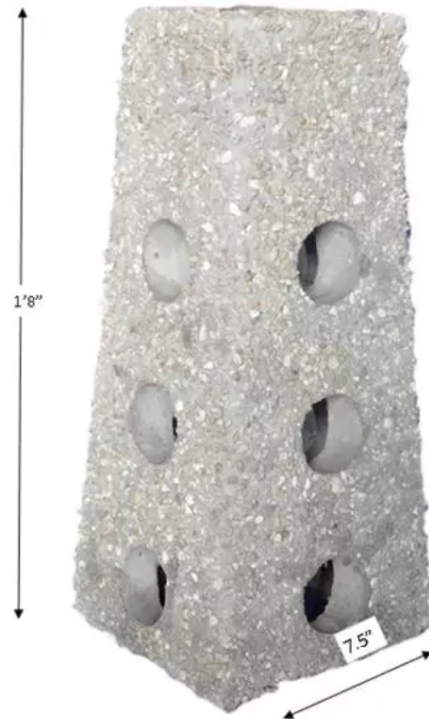
Ultra Reef Ball Module



- 3' 10" tall
- 5 feet base diameter
- surface area 150 sq ft
- Weight 3000—3200 lbs
- average number of holes 25
- wavy bottom
- interconnecting holes
- aggregated exposed outside surface texture

- a.
- b. An ultra reef ball module is a type of artificial reef that is designed to be highly durable and resistant to wave action. It is made of a concrete mixture that is specially formulated to be strong and durable.
- c. Ultra reef ball modules are typically larger than traditional reef balls, and they have a more streamlined shape. This makes them more resistant to wave action and more likely to stay in place on the seabed.
- d. Ultra reef ball modules are often used in deep water, where they can provide habitat for fish and other marine life that prefer deeper waters. They are also used in areas with high wave action, such as nearshore reefs and breakwaters.

4. IJV Habitat



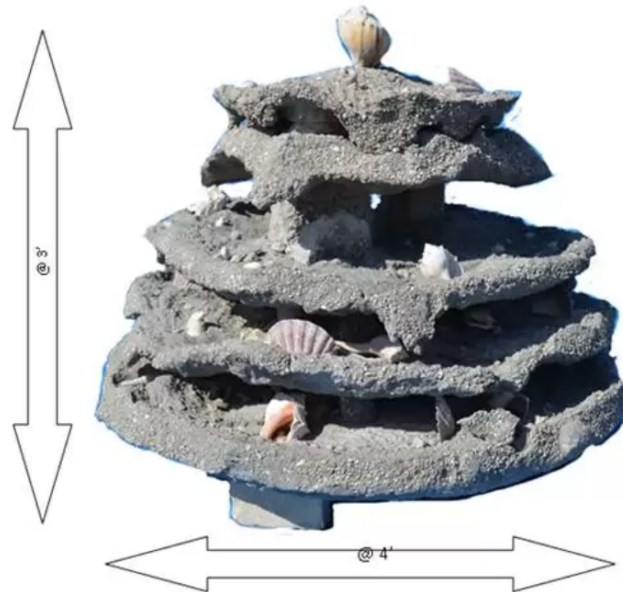
- The Internal Juvenile habitat is a module designed as an addition to our Reef Balls.
- Adding 1 or more inside a Reef Ball can provide additional surface area and small connecting holes.
- aggregated exposed outside surface texture
- Height 1'8"
- Width at the base 7 1/2"
- Base is 7 1/2" square
- Top 5" square
- Internal hole 6 1/2" —→ 2 1/2 "
- Side holes 2 1/2 "

- a.
- b. IJV Habitats are a valuable tool for reef restoration and fisheries management. They can be used to create new habitat for juvenile fish and increase their survival rates. This can help to boost fish populations and improve fisheries yields.

5. Pallet Layer Cake



Pallet Layer Cake



- 3' tall
- 4' max. diameter
- surface area sq ft
- weight 1300 lbs
- layers allowing more surface area
- interconnecting holes
- aggregated exposed outside surface texture
- various decorative material, shells provide a unique habitat.
- complex design increases marine diversity
- weight will vary between modules

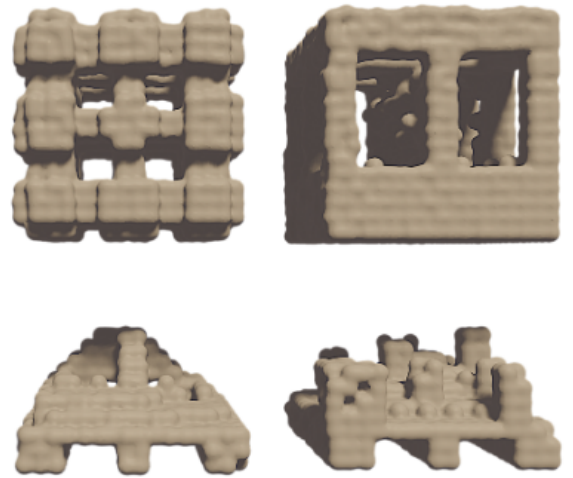
- a.
- b. A pallet layer cake is a type of artificial reef that is made up of a series of recycled pallets that are stacked on top of each other. Pallet layer cakes are typically made of a lightweight material, such as wood or plastic, and they are designed to be placed in shallow water.
- c. Pallet layer cakes are a popular choice for reef restoration projects because they are easy to deploy and maintain. They are also a good choice for areas where there is limited funding for reef restoration.
- d. Here are some examples of how pallet layer cakes have been used:
 - i. The Reef Ball Foundation has used pallet layer cakes to restore damaged reefs in the Florida Keys and the Caribbean Sea.
 - ii. The National Oceanic and Atmospheric Administration (NOAA) has used pallet layer cakes to create artificial reefs in areas off the coast of California.
 - iii. The California Department of Fish and Wildlife has used pallet layer cakes to protect shorelines from erosion and improve water quality.
- e. Pallet layer cakes are a versatile and effective tool for reef restoration and coastal protection. They can be used to create new reef habitat, improve water quality, reduce erosion, and restore damaged reefs.

6. More options & Pricing can be found here:

<https://reefinnovations.com/products-specs/product-price-list/>

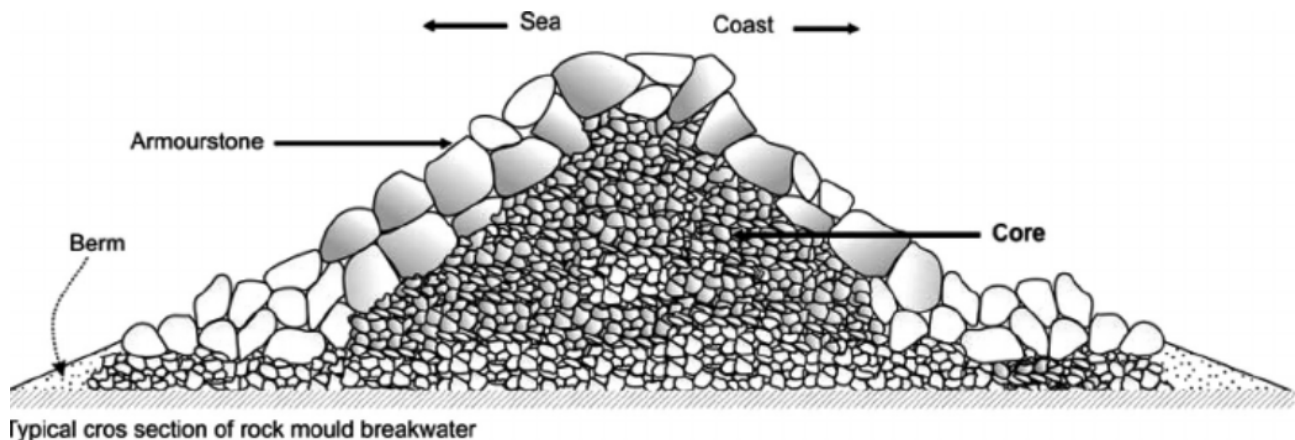
2. Natrx has other types of modular units

a. Natrx ExoForms™



- i. Natrx ExoForms™ are designed to leverage nature to provide more benefits than traditional methods with far less material.
- ii. And because ExoForms™ are a nature-based system, they promote new habitat growth right away and grow even stronger over time.
- iii. ExoForms™ can be customized to best benefit the specific demands of each project.
- iv. Digital design allows for rapid prototyping to explore the best approach to creating resilience and habitat-positive benefits.
- v. <https://natrx.io/more/natrx-tech-overview-natrx-exoforms>
- vi. <https://natrx.io/natrx-exoform-modules>

3. Typical cross section of rock mound breakwater:



FUNDING/GRANT INFORMATION:

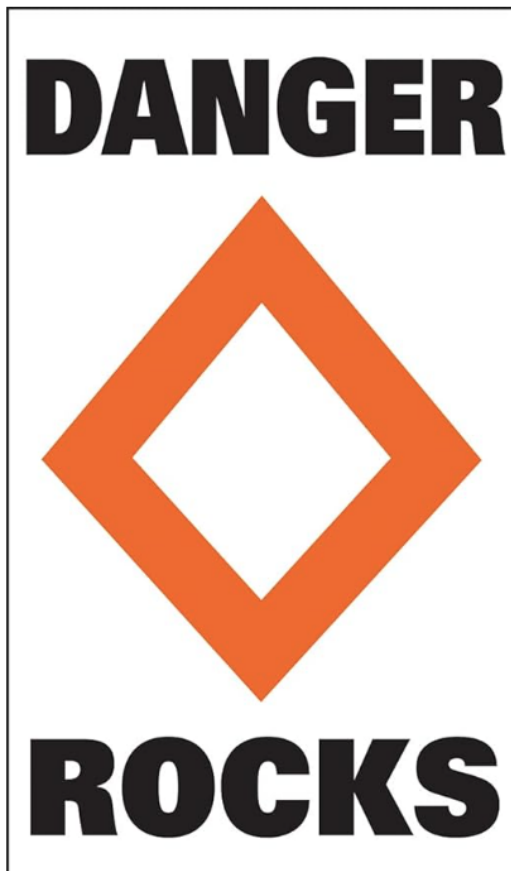
1. City of Destin
 - a. Coordinate with Krystal Strickland, Finance Director, for advice on funding possibilities.
2. TDC
3. FWC Florida Artificial Reef Program
 - a. Deadline is March of each year
 - b. Website: <https://myfwc.com/fishing/saltwater/artificial-reefs/>
4. NOAA

- a. \$100 million in funding for transformational projects that restore coastal habitat and strengthen community resilience
 - b. Deadline is April of each year
 - c. Website: <https://www.noaa.gov/legislative-and-intergovernmental-affairs/noaa-tribal-resources/grant-education-opportunities>
5. **National Fish and Wildlife Foundation (NFWF)**
- a. Coastal Resilience Grants (supports living shorelines and marine biodiversity projects)
 - b. Website: <https://www.nfwf.org/>
 - c. Gulf Environmental Benefit Fund:
 - i. Website: <https://www.nfwf.org/gulf-environmental-benefit-fund>
 - d. Coastal Resilience Fund:
 - i. Website: <https://www.nfwf.org/programs/national-coastal-resilience-fund>
6. **Florida Department of Environmental Protection**
- a. Resilient Florida Program
 - i. Website: <https://floridadep.gov/rcp/resilient-florida-program>
7. **Gulf Coast Ecosystem Restore Council**
- a. Website: <https://www.restorethegulf.gov/>
8. **Corporate & Foundation Partnerships**
- a. Engage companies in eco-tourism, seafood, water sports, DWU, FPL, High Speed Internet
Provides for sponsorship opportunities.
9. Explore community-driven funding initiatives, such as the **Friends of Destin Parks**
10. Explore environmental conservative funding initiatives, such as **Force Blue**
11. Reach out to Destin High School is a collaboration effort, see: <https://www.getthecoast.com/destin-high-school-aims-to-deploy-15-new-artificial-reefs-with-upcoming-fundraiser/>

Concept Snorkeling Area Signage:



Boater awareness signage for submerged rocks



CBA Living Shoreline Signage (from Lisa Jackson Park in FWB)



Concept Oyster Gardening Signage:

1. Provide this sign with each Vertical Oyster Garden



CITY OF
DESTIN
FLORIDA

Oyster Gardening Program to
restore our bay, one oyster at time.

Please leave oysters in their
current state.

To learn more or to get involved:



In partnership with:



2. QR code will go to City of Destin Website link that will show contents:
 - a. What is Oyster Gardening, 101

Discover Oyster Gardening with the Choctawhatchee Basin Alliance

Calling all City of Destin residents! Help restore our bay—one oyster at a time.

The **City of Destin**, in partnership with the **Choctawhatchee Basin Alliance (CBA)** invites you to be part of a hands-on, rewarding environmental program: **Oyster Gardening**. Whether you're passionate about protecting our coastal ecosystems or just love being on the water, this is your chance to make a real impact in your own backyard.

What is Oyster Gardening?

Oyster gardening is a community-driven initiative where volunteers grow juvenile oysters on Vertical Oyster Gardens suspended from private docks. These oysters help improve water quality, support marine life, and eventually get placed on living shoreline restoration projects throughout the Choctawhatchee Bay. This project in particular, will have all mature oysters benefitting the City of Destin's shorelines. Now is the time to make your impact on our bay.

What is a Vertical Oyster Garden?

A **Vertical Oyster Garden (VOG)** is a simple, space-efficient method for oyster gardening, especially well-suited for Destin's residential & commercial docks. This project is low-maintenance, but highly effective. Here's how it works:

- **Recycled oyster shells** are threaded vertically along ropes and suspended from your dock into the bay.
- During the warm summer months—typically from **late May through August—free-swimming oyster larvae**, or spat, naturally settle out of the water column.
- These spat are drawn to hard surfaces and begin attaching to the recycled oyster shells in your vertical garden.
- Once attached, the spat will begin to grow into juvenile oysters, creating a thriving habitat right under your dock!
- Once these oysters mature and a date is set (usually in May), everyone will be part of “Move your Mollusk” to relocate their oysters to a TBD shoreline restoration project location.
 - Your oysters can be transported to the site in a cooler on ice with a damp cloth or newspaper covering your oysters. They should even be fine if you put them on ice the night before.
 - If you would like to help place your oysters on the reefs, please wear clothes you can get wet in and closed toed shoes.
- You will be receiving your new Vertical Oyster Garden and instruction on how to maintain it for the upcoming year, if you're interested in continuing the program.

Vertical gardens attract juvenile oysters naturally and also serve as shelter for small fish, crabs, and other marine life—making them a mini-ecosystem right at your fingertips!

Why It Matters

- One oyster can filter up to **50 gallons of water per day**.
- Oyster reefs protect shorelines from erosion and storm surge.
- Vertical gardens increase biodiversity and restore damaged habitats.

How to Get Involved

If you have access to a dock or waterfront property, you can become an oyster gardener! CBA provides all materials—including the vertical garden setup—and teaches you how to care for your oysters over the season. It's a great activity for families, classrooms, or anyone who loves our bay.

- b. Oyster Gardening info diagram:
 - i. http://www.flseagrant.org/wp-content/uploads/2022/07/Aquaculture_Infographic_oystergardening_2.jpg

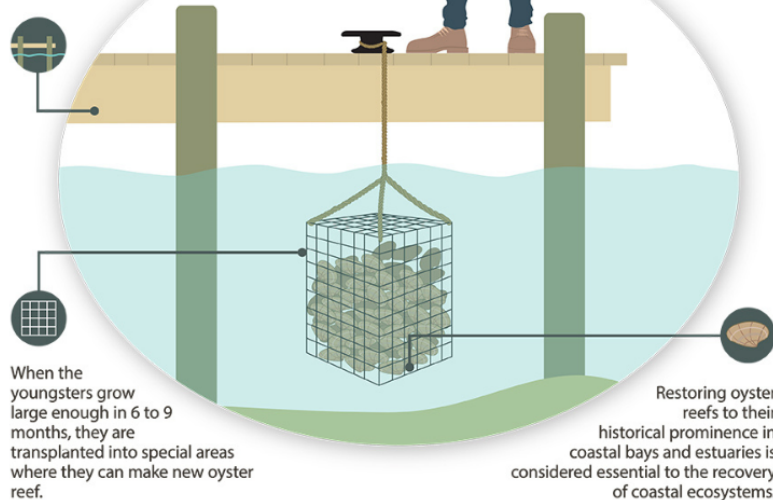
OYSTER GARDENING

One adult oyster can filter up to 50 gallons of water each day, a capacity that UF/IFAS and Florida Sea Grant are using as part of a larger strategy to help restore water quality at imperiled waters in Florida, such as the Indian River Lagoon.

How does it work?

Thousands of residents thus far have signed up to turn their backyard docks into garden plots that will raise baby oysters from newly hatched larvae, or seed.

These volunteers grow oysters inside specially designed cages suspended from their docks, and collect data on growth, survivability and recruitment.



FLSEAGRANT.ORG/RESTORATION/



Florida Sea Grant is a member of the National Sea Grant College Program network which is supported by the National Oceanic and Atmospheric Administration.

Florida Sea Grant
FOSTERING RESPONSIBLE AQUACULTURE

- ii.
- 3. Vertical Oyster Gardening (VOG) Information:
 - a. Volunteers must
 - i. Acquire VOG from Choctawhatchee Basin Alliance
 - 1. potentially see if City of Destin can have a pick up location & application to acquire one
 - 2. Need a way to store volunteer name, cell phone, & email for updates
 - ii. Fill out [form for FWC Special Activities License](#)
 - iii. What you need
 - 1. <https://tbep.org/get-involved/volunteer/vertical-oyster-garden/> for reference of how it's done in Tampa
 - 2. An eye screw or wood screw
 - 3. A drill
 - 4. If your dock is significantly higher than the water: twine or line to adjust the height
 - iv. Choose a place for your VOG. Be sure to choose a spot with the most water flow and that has deep enough water to cover VOG at hide tide. Keep in mind that oysters need brackish water, so your VOG won't help to restore oysters if you try putting in a stormwater pond or freshwater lake.
 - v. Once you have chosen a good spot for your vertical oyster garden, screw the eye screw or wood screw into the side of the dock. If you are using a wood

screw, be sure to leave enough of the screw exposed to hang your VOG off of.

- vi. After your screw is in place, you will then need to determine the best height or depth to hang your VOG.
 - vii. To calculate appropriate depth for your VOG, check the dock pilings and seawalls for oyster/barnacle growth. This is easiest to do at low tide. The region with the greatest amount of barnacle or oyster growth is the optimal location for your VOG.
 - viii. You can then hang your VOG off the wood screw or eye bolt, making sure that your VOG is in the optimal barnacle growth zone. You may need to use some line or twine to lower the VOG down.
 - ix. Remember to be patient; it may take several months for oysters to colonize your VOG.
- b. Volunteers must “Move you Mollusks” on a certain date TBD
- i. City of Destin should coordinate with Tucker Reynolds with CBA
 - 1. Office: 850-200-4175
 - 2. Reynol59@nwfsc.edu
 - ii. If VOG is in Destin Harbor, consider leaving them there to assist in the 1 Million Oyster Program



City of Destin Harbor Mooring Field FY-2025 Work Plan

Strategic Focus:

- I. Financially sound city providing service excellence
- II. Enhanced quality of life and safety for families
- III. Economic development and revitalization
- IV. Effective, efficient, and aesthetically pleasing infrastructure
- V. Improve mobility and connectivity
- VI. A green and sustainable environment
- VII. Offer livable wages and benefits to attract and maintain a high caliber, qualified staff

Organizational Goal:

- Development and implementation of a regulated Mooring Field in Destin Harbor to enhance safety, environmental stewardship, and economic development.
- Establish a self-sustaining, user-funded mooring field system with associated facilities and governance to provide secure mooring for vessels, enhance harbor management, protect water quality, and support tourism and local business.
- Currently, the city can't enforce the current 5-10 vessels that are mooring the Harbor. Looking to create at minimum 5 mooring balls that will be regulated by the City. The vessels will have to meet Destin's standards to have access to the mooring balls.

Performance Objective:

Complete permitting, engineering, and construction of a mooring field and associated on-land facilities at 1 Harbor Blvd, and hire a Harbormaster to manage operations and enforcement.

PRIORITY: CRITICAL IMPORTANT DESIRABLE

Measurable Outcome(s):

Outcomes/Task	Resource Needs (persons/organization)	Fiscal Year Completion							
		2025	2026	2027	2028	2029	2030	2031	Done
Presented Mooring Field PowerPoint slide to Council on May 6, 2024.									X

<p>Councilmember Stephens moved to direct the City Manager to have city staff review and determine the feasibility of the potential mooring harbor plan, present the result of their review to the Harbor CRA Advisory Committee for their input, and then bring back recommendations to the city council; seconded by Councilmember King. Motion passed 6-0.</p>									
<p>Presented on August 28, 2024 to Harbor Capacity Steering Committee</p>	John Stephens/ HCSC								X
<p>Present Mooring Field Workplan to Harbor CRA</p>	John Stephens/ Harbor CRA	X							X
<p>Present Mooring Field Workplan to Harbor & Waterways</p>	John Stephens /Harbor & Waterways	X							X
<p>Present Mooring Field Workplan to Public Works/Public Safety</p>	John Stephens/ Public Works/Public Safety	X							X
<p>Seek approval from Harbor CRA to send to CRA Board</p>	John Stephens/Harbor CRA	X							X
<p>Present concept design/plan to CRA Board & seek approval</p>	Harbor CRA/ CRA Board	X							
<p>Apply for Grant to assist in Mooring Field Study</p>	Grants Director	X							
<p>Department of Environmental Protection Pre-application Meeting</p>	Harbor CRA member/ FDEP, Destin staff		X						
<p>Army Corp of Engineers Pre-application Meeting</p>	Harbor CRA member/ USACOE, Destin staff		X						
<p>US Coast Guard Pre-application Meeting</p>	Harbor CRA member/ USCG, Destin staff		X						
<p>FWC Pre-application Meeting</p>	Harbor CRA member/ FWC, Destin staff		X						
<p>Okaloosa County Pre-application Meeting</p>	Harbor CRA member/ Okaloosa County, Destin staff		X						
<p>Site visit & combined Seagrass Survey during the growing season</p>	Harbor CRA member, CBA, DEP, ACE, Destin staff		X						
<p>Host public input workshop #1</p>	City Planner, Harbor CRA, Public		X						
<p>Hire Coastal Engineering Consultant for Mooring Field Study</p>	City Manager, Coastal Engineer		X						
<p>Need to give direction of Pump out Boats, Pump out station, or both (after Study)</p>	Council		X						
<p>Review Mooring Field Study,</p>	Coastal Engineer,			X					

once completed	Harbor CRA, Council								
Host public input workshops #2	City Planner, Harbor CRA, Public			X					
If Council approves to continue, then get Council to direct City engineer to design engineered drawings	City Planner/ City or Coastal Engineer			X					
Begin permitting and environmental study review	City or Coastal Engineer, Planning, Permitting, FDEP, USACOE, FWC, USCG, Okaloosa County			X					
Complete engineering design and cost estimates	City or Coastal Engineer				X				
Host public input workshop #3, if needed	City Planner, Harbor CRA, Public				X				
Draft and adopt Mooring Field Management Plan	City Planner, City Attorney, Harbor CRA				X				
DEP permit secured	Coastal Engineer, Planning, Permitting, DEP				X				
Army Corp of Engineers permit secured	City or Coastal Engineer, Planning, Permitting, ACE				X				
FWC permit secured	City or Coastal Engineer, Planning, Permitting, FWC				X				
US Coast Guard permit secured	City or Coastal Engineer, Planning, Permitting, USCG				X				
Okaloosa County permit secured	City or Coastal Engineer, Planning, Permitting, Okaloosa County				X				
Apply for Grants to assist with Construction	Grants Director				X				
Start Bidding Contract Processes	City Attorney, Purchasing					X			
1 Harbor Blvd Construction – Harbor Master office	Permitting, Contractors						X		
1 Harbor Blvd Construction - Dinghy Docks	Permitting, Contractors						X		
1 Harbor Blvd Construction - Restrooms	Permitting, Contractors						X		
1 Harbor Blvd Construction - Pump-out holding tank or pursue Pump Out Boat	Permitting, Contractors						X		
1 Harbor Blvd Construction - Transient Docks	Permitting, Contractors						X		

Mooring Field Construction	Permitting, Contractors							X	
Hiring and onboarding of a full-time Harbormaster	HR							X	
Develop Mooring Field Ordinance & Rules	Planning, City Attorney							X	
Develop Mooring Field Master Plan	Planning, City Attorney							X	
Online reservation system for mooring rentals	IT								X
Install signage where needed	Public Works, FWC, USCG								X
Update Public information website	IT/ PIO								X
Open Mooring Field, transient docks	City Manager								X
Monitor & report usage, maintenance, & water quality impacts	Harbor CRA, Public Works, CBA								X
Finalize operating procedures and adjust fee structure based on usage trends	Harbor CRA, Planning								X

Process Improvement:

- Enhance harbor oversight through dedicated Harbormaster
- Implement enforcement and compliance system for vessel regulations
- Use reservation technology to streamline operations and improve user experience
- Improve environmental protections through regulated pump-out and waste management

Process to establish a Mooring Field:

- Permit Provisions
 - Moorings must be made available to public on first-come-first-serve basis
 - Commercial activities prohibited
 - Use of revenue may be restricted
 - Manatee education plan must be put in effect
- Permits applications (May require coastal engineering consultant)
 - Navigational
 - Biological
 - Water Quality
 - Hydrology
- Signage needs
 - Federal permits (Rivers & Harbors Act, Section 10, USACOE)
 - State Permits (“Uniform waterway markers” Florida Statute 327.40)

Legal Steps for a Mooring Field:

- Confirm ownership of submerged lands
- Confirm relevant jurisdiction
- Review Destin Comprehensive Plans to determine whether Managed Mooring Field will be consistent with the plan
 - Initiate drafting of Proposed Ordinance or Resolution
 - see Thomas Ankersen, Christopher H. Pearce, An Annotated Model Municipal Harbor Management Ordinance (Aug. 2001)
- Obtain authorizations
 - Submerged lands lease
 - Environmental Resource Permit - DEP
 - Boating Restricted area - FWC
 - Obstructions to Navigation – section 10 – Rivers and Harbor Act (USACOE)
 - Special Anchorage Area Designation – USCG
- Resource Agency Consultations
 - Fish & Wildlife Service
 - Fish and Wildlife Conservation Commission
 - Other
- Destin & County attorney Consultation

Public Input:

- Provide public input workshops prior
 - Planners should provide:
 - Maps
 - Location of amenities
 - Harbor Management Plan
 - Planners should Determine:
 - How many mooring balls do we want to have? Not alot, but use this as a management tool
 - Any information that is missing from maps, such as environmental constraints or user conflicts
 - Length of stay
 - Restrictions of length of stay within mooring field
 - Liveboards in mooring field – benefits are increased security, similar to campground hosts
 - State generally discourages live-boards, but they are allowed. Would recommend only in the mooring field, if we want to offer at all.
 - Fee Structure – tiered fees

- Different Transient vs live-aboard fees
- Reduced rate for off-peak season
- Facility fee for amenities not included in base rate
- Long term stay rates
- Relationship between Harbor Master & boaters

Stakeholders:

Internal	External
□ Harbor CRA	□ Okaloosa County
□ Planning Dept	□ Florida Department of Environment Protection (FDEP)
□ Public Works	● US Army Corps of Engineers (USACOE)
● Parks & Rec	● US Coast Guard (USCG)
● Harbor & Waterways Board	● Florida Fish & Wildlife Commission (FWC)
● Code Enforcement	● Destin Water Users (DWU)
● City Attorney	● Public Boaters & local Businesses
● City Manager's Office	
● City Council	
● IT	
● Public Information Office	

- City of Destin:
 - Work with Okaloosa County on interlocal agreement or change the city boundaries via legislation
- Okaloosa County
 - Enter into an interlocal agreement with City of Destin
- Florida DEP
 - Are there seagrass beds?
 - Environmental permits must be obtained
 - Authorization for exclusive use of sea bed must be obtained
 - Annex the submerged lands with the consent of the landowner (DEP)
 - Aquatic Preserve designation presents additional regulatory overlay
- US Army Corps of Engineers
 - environmental permits must be obtained

- USCG
 - Special Anchorage Designation
 - permit navigational/informational markers & mooring buoys
- Florida FWC
 - permit navigational/informational markers & mooring buoys.
 - Authority over protected species & fish habitat impacts.
 - Will create boating restricted area

Notes from Action Plan:

- **Live aboards** are allowed currently in the Destin Harbor. Mooring field will provide a location for these vessels. Once a mooring field is approved, then live aboards can be controlled
- **Destin Harbor CRA -**
 - Approved motion,
 - approve Mooring Field work plan, in coordination with Harbor & Waterways Board
 - Learning that Harbor CRA doesn't cover anything in water, recommend that Harbor & Waterways board be the lead on this work plan.
 - Recommend that Harbor & Waterways board be the advisory board to the Mooring Field/Transient docks/Harbor Master (document updated)
- **Destin Harbor & Waterways -**
 - Received approval. No input or changes
- **Destin Public Works/Public Safety -**
 - Received approval. No input or changes

Process Owner:

John Stephens

Funding/Grant Information:

- **City of Destin**
 - Coordinate with Krystal Strickland, Finance Director, for advice on funding possibilities.
- [America Rescue Plan](#) - to assist with Destin Mooring Field Study (Pensacola is doing this)
- [Florida Boating Improvement Program](#) (FBIP)
- [Boating Infrastructure Grant Program](#) (BIG)
- [Clean Vessel Act Program Pumpout Grant](#)
- [Waterways Assistance Program](#) (WAP)
- [Triumph Gulf Coast Fund](#)
- Florida Department of Transportation (may only apply to Ports, might not be option)

- min of \$100 million annually must be allocated from State Transportation Trust Fund(STTF) to the seaport program.

Capital Costs:

- Mooring Field Permitting:
 - Costs: \$75,000 - \$100,000
 - Time: 12-18 months
- Mooring Field Engineering:
 - Costs: TBD
 - Time: (8-12 months)
- Bidding Process:
 - Time: TBD
- Mooring Construction:
 - Cost: \$7,500 - \$10,000 per mooring
 - Time: TBD
- On-Land Facility @ 1 Harbor Blvd:
 - Permitting:
 - Cost: TBD
 - Time: TBD
 - Engineering:
 - Cost: TBD
 - Time: TBD
 - Bidding:
 - Cost: TBD
 - Time: TBD
 - Construction:
 - Cost: TBD
 - Time: TBD

Fees that can be generated from Mooring Field:

- Mooring Ball Rental suggested fees, which include showers, one holding Tank Pump-Out (additional fees apply for holiday day/week)
 - Daily: \$40 + tax (seen a lot of \$25/day)
 - Weekly: \$250 + tax
- 1 Harbor Blvd Dinghy Dock rates (additional fees apply for holiday day/week)
 - Daily: \$20 + tax
 - Weekly: \$100 + tax
- 1 Harbor Blvd Transient Slip rates, which includes showers (additional fees apply for holiday day/week)
 - Hourly: \$10-20/hour + tax
 - Daily: \$3.50/ft plus tax
 - Weekly: \$18/ft plus tax, one holding Tank Pump-Out.
- Pump-Out Station (pending if we offer Pump-Out Station, Boat, or both)

- Additional Pump-Outs (& Non-Marina Customers) - \$5 (harborwalk charges \$20) (unless we get grants to pay for it)
- Mobile Pump Out Boat (free if we can get grants to pay for this)
- if we offer Pump-Outs for free, more people would use it and it would clean our waterways. Just a thought
- Laundry Facilities – Card operated. Does not include detergent
 - Washer: \$3/load, Dryer: \$3/load
- Water & Ice
 - Filtered water (honor system) - \$.20/gallon, Ice: \$3/bag
- If we want to offer Shore Power:
 - 30 Amp Electricity: extra \$4/day, 50 Amp Electricity: extra \$6/day
- Car parking from Parking Lots (such as Zerbe parking lot, if we don't have parking onsite) that want to utilize marina/mooring balls
 - \$15/day

Council Decisions to Make:

- Decide location of Mooring Field -
 - Recommend using a Coastal Engineer to decide options and present to City Council, with Council selecting locations.
- Decide how many Mooring Balls to start off with.
 - Recommend a low number such as 5, with the ability to expand.
 - There are currently roughly 10 vessels moored in the Harbor, with 2 that are currently live-aboards
- Recommend that Harbor & Waterways Board be the advisory board to the Mooring Field/Transient docks/Harbor Master
 - Figure out funding mechanisms for signs, moorings, improvements, and amenities (dinghy docks, showers, restrooms, laundry facilities, ect)
 - Recommend this plan go to Committees for review
- Mooring Field Fees
 - How many mooring balls do we want to have?
 - Offer long-term & transient moorings. Is there a breakdown of what ratio?
 - Mooring Balls should offer controlled live-aboards, that meet our standard
 - Currently:
 - Liveaboards are allowed in Destin, without having a mooring field in place.
 - there are currently 2 live-aboards in harbor currently that has not moved in a long time. Where is the raw sewage going?
 - Do we want to offer a Pick up/Drop off service (fee based) or see if Local Water Taxi service wants to offer this
- Pump Out Station Fees (do we want to offer for free to help keep our water clean?)
 - or do we want to offer Pump Out boats, or both?
- Dinghy Docks Fees
 - \$/day or \$/week
- Transient Docks, Commercial Docks, or Both at 1 Harbor Blvd
 - Dredging for various vessels. With natural flow, will need maintenance
 - Do we offer Commercial activity at City Park?
 - Hourly, Daily, or Weekly Fees?

- Did you want to offer overnight transient slips at 1 Harbor Blvd?
 - Consider winds can beat up vessels & docks at this location
 - Recommend dynamic pricing pending season (such as July 4th)
- Do we need shoreline power at transient slips? If so, fees?

Additional Notes:

- Coordination required for submerged land lease, annexation, and compliance with environmental regulations
- Special attention to vessels that cannot pass under Destin Bridge
- Harbormaster duties to include enforcement, emergency response, inspection, and oversight of BTR compliance
- [Mooring Field Power Point slide presentation](#) presented to Council

What is a Mooring Field:

- A mooring field is a legally defined area within a body of water.
- A mooring field is established by local ordinance, codifying a management plan that regulates activity within the mooring field.
- Customers of the field are assigned a mooring and can then secure their boat to the mooring buoy which is attached to permanent anchors
- Mooring Buoys provide an organized & secure way to protect both boats and the environment
- Provide public access to Florida waters
- Be ecologically and habitat friendly
- Promote tourism and provide economic benefit to merchants with minimal infrastructure requirements
- Be a self sustaining, user-funded amenity
- Fees support Harbormaster, all on-land facilities, mooring maintenance
- Provide proprietary moorings more secure than normal anchors
- Enable higher density of vessels for space available
- Not accommodate or allow derelict or abandoned vessels
- Enhance oversight of the water resource
- Enhance real estate values

- Has Harbormaster
- Commercial Ferry
- 2. [Destin Harbor, FL](#)
 - ONLY has 3 transient slips
 - NO Harbormaster
- 3. [Padanaram, MA](#)
 - Has harbormaster & Deputy Harbormaster
 - Has a Dartmouth Waterways Commission
 - Has transient moorings
- 4. [Bristol, RH](#)
 - Has Harbormaster & Deputy Harbormaster
 - Has moorings & public docks
- 5. [Shelter Cove, Hilton Head, SC](#)
 - Ability to rent boat slips
 - Has harbormaster
- 6. [Pillar Point Harbor, CA](#)
 - Has Harbormaster
 - Has Harbor Commission
 - Ability to rent boat slips
 - Ability for Live aboard
 - Ferry boat service
- 7. [Gloucester Harbor, MA](#)
 - Has Harbormaster
 - Has Harbor Plan Committee
 - Has transient Mooring
- 8. [Charlevoix, MI](#)
 - Has Harbormaster
 - 77 slip marina
 - Slip rentals
- 9. [Brookings, OR](#)
 - 502 moorage slips
 - Has Harbormaster
- 10. [Depoe Bay, OR](#)
 - Transient mooring
 - Has Harbormaster

- Harbor CRA goal that will be met:
 - City Marina - using 1 Harbor Blvd
 - Marine Waste Pump Out Facility
- Harbor Capacity Steering Committee recommendations will be met:
 - Objective 1, Recommendation #3:
 - lack of Harbor Master to enforce local regulations

- Objective 3, recommendation #10:
 - Optimise slip configurations in the harbor based on user demand and improve slip usage efficiency
- Suggested Cap Section 107 Study be done with ACE
 - Dredge harbor navigation channel from East Pass through harbor with a more uniform alignment & consistent dept to alleviate vessel congestion & operator confusion
 - Recommend including Mooring Harbor idea in study
- City of Destin come up with a Harbor Master Plan to suggest to ACE
 - Then send a letter of what we want in the Harbor Master Plan
 - Develop Harbor & Waterways vision & Management Plan
 - Realignment of channel
 - Mooring Harbor
 - Create Destin Harbor & Waterway Special District

How are mooring fields beneficial to Destin:

- There are currently roughly 10 vessels that are moored in the Destin Harbor, that the City can not do anything with, without assistance from FWC. We could create 5 mooring balls that the City decides where they are located and we are not increasing the # of vessels that are mooring in the Harbor.
- Benefits to safety:
 - Moorings will not attract unlawful tenants, it will actually eliminate them
 - Gain Harbor Master, who has authority on our waterways
 - Harbor Master can ask vessels to leave before a severe storm, such as an approaching hurricane
 - Moorings offer greater holding strength than anchors
 - Allows for fewer break-away vessels, which will protect other vessels & shore-side infrastructures
 - if vessel does break free, Harbor Master will know who to contact
 - Vessels are kept out of illegal or inconvenient places in the waterway
 - At night, vessels are required to display anchor lights
 - Vessels must meet standards:
 - Comply with USCG regulations & safety standards and Chapter 327 of Florida Statutes
 - Must be in good operational condition
 - Capable of maneuvering under their own power
 - Display current registration/documentation
 - Have liability insurance coverage
 - Vessels are able to swing with wind and current without hitting other vessels
- Benefits to environment:
 - Pump out services required for vessels in mooring field
 - illegal discharge of solid or liquid waste into waterway can be controlled
 - derelict vessels can be identified and removed easier
- Benefits to local economy:
 - No mooring fields in the panhandle. Could make Destin a destination for Loopers

- Mooring field generates revenues, which go back into operations & maintenance of facilities
- Mooring field patrons use local services & products, such as boat repairs, groceries, shopping, dining, entertainment venues
- Benefits to boating community:
 - there are no available boat slips in Destin
 - boaters can stay on their own boat in a mooring field
 - boaters have access to amenities like restrooms, showers, & other land-based activities

Current Free Harbor Locations in Destin per Waterway Guide:

Destin Harbor East

Location: Old Pass Lagoon

Mile Marker: GIWW Mile 227.7 EHL

Lat / Lon: N 30° 23.440' / W 086° 29.880'

Depth: 6-14 Feet

Description:

NOTE: Per Florida Statute 327.4109

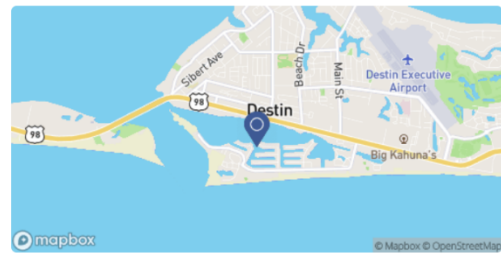
The owner or operator of a vessel or floating structure may not anchor or moor such that the nearest approach of the anchored or moored vessel or floating structure is:

1. Within 150 feet of any marina, boat ramp, boatyard, or other vessel launching or loading facility;
2. Within 300 feet of a superyacht repair facility. For purposes of this subparagraph, the term "superyacht repair facility" means a facility that services or repairs a yacht with a water line of 120 feet or more in length; or
3. Within 100 feet outward from the marked boundary of a public mooring field or a lesser distance if approved by the commission upon request of a local government within which the mooring field is located. The commission may adopt rules to implement this subparagraph.



3 Boater Reviews

[Back to the Waterway Explorer](#)



[View in Waterway Explorer](#)

[Suggest Updates](#)

[Add A Review](#)

Destin Harbor Southwest

Location: Old Pass Lagoon

Mile Marker: GIWW Mile 227.7 EHL

Lat / Lon: N 30° 23.350' / W 086° 30.320'

Depth: 6-9 Feet

Description:

NOTE: Per Florida Statute 327.4109

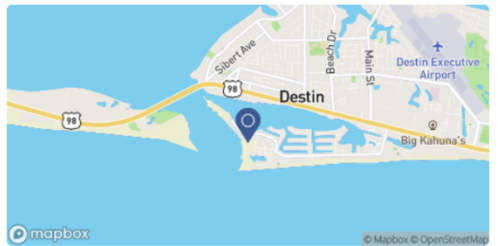
The owner or operator of a vessel or floating structure may not anchor or moor such that the nearest approach of the anchored or moored vessel or floating structure is:

1. Within 150 feet of any marina, boat ramp, boatyard, or other vessel launching or loading facility;
2. Within 300 feet of a superyacht repair facility. For purposes of this subparagraph, the term "superyacht repair facility" means a facility that services or repairs a yacht with a water line of 120 feet or more in length; or
3. Within 100 feet outward from the marked boundary of a public mooring field or a lesser distance if approved by the commission upon request of a local government within which the mooring field is located. The commission may adopt rules to implement this subparagraph.



4 Boater Reviews

[Back to the Waterway Explorer](#)



[View in Waterway Explorer](#)

[Suggest Updates](#)

[Add A Review](#)

Joese Bayou

Location: Choctawhatchee Bay

Mile Marker: GIWW Mile 229.5 EHL

Lat / Lon: N 30° 24.430' / W 086° 29.190'

Depth: 8-10 Feet

Description:

NOTE: Per Florida Statute 327.4109

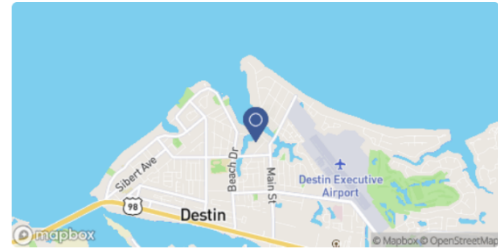
The owner or operator of a vessel or floating structure may not anchor or moor such that the nearest approach of the anchored or moored vessel or floating structure is:

1. Within 150 feet of any marina, boat ramp, boatyard, or other vessel launching or loading facility;
2. Within 300 feet of a superyacht repair facility. For purposes of this subparagraph, the term "superyacht repair facility" means a facility that services or repairs a yacht with a water line of 120 feet or more in length; or
3. Within 100 feet outward from the marked boundary of a public mooring field or a lesser distance if approved by the commission upon request of a local government within which the mooring field is located. The commission may adopt rules to implement this subparagraph.



1 Boater Review

[Back to the Waterway Explorer](#)

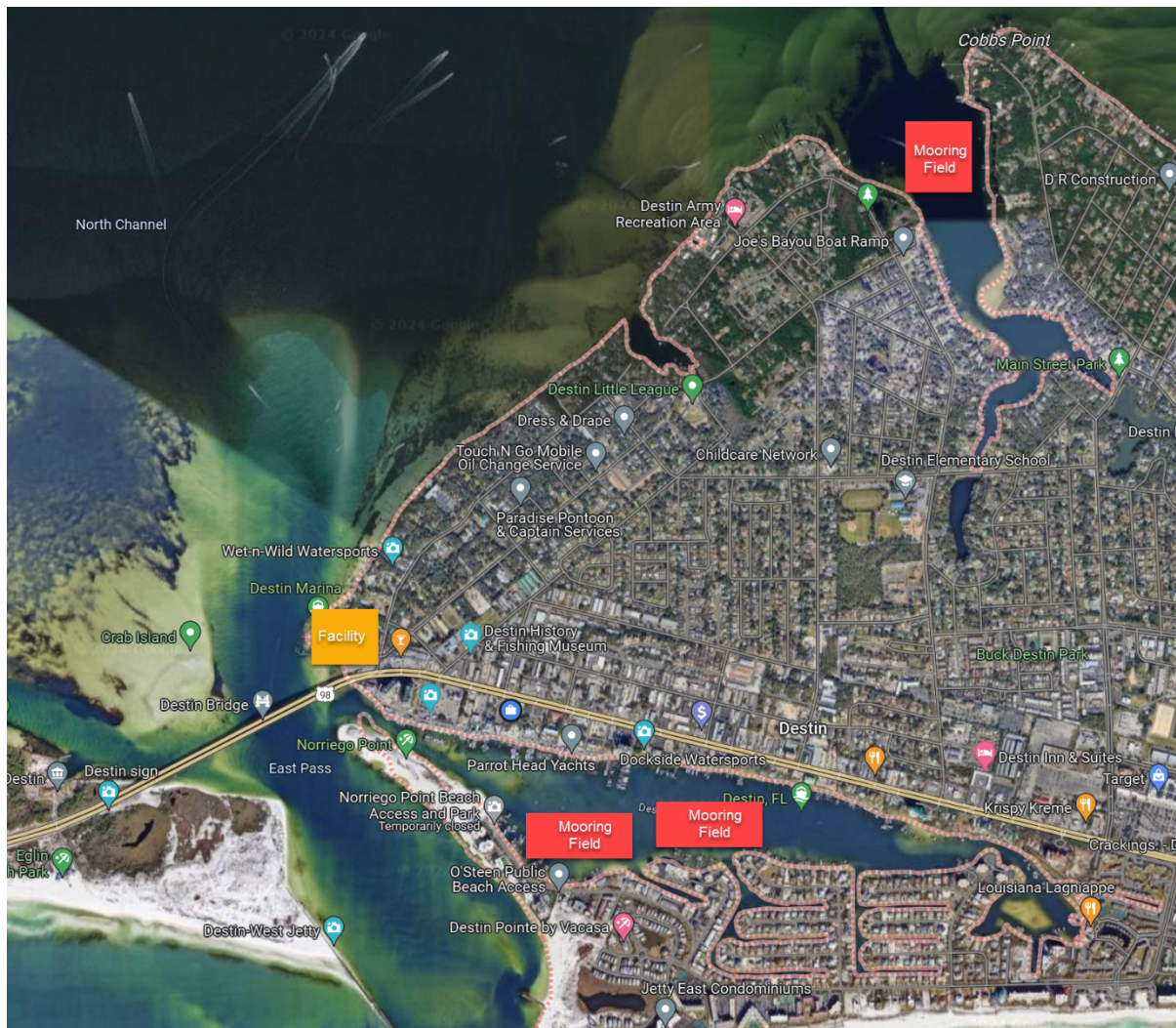


[View in Waterway Explorer](#)

[Suggest Updates](#)

[Add A Review](#)

Potential Mooring Field locations: (Not confirmed, just based on free harbor locations)

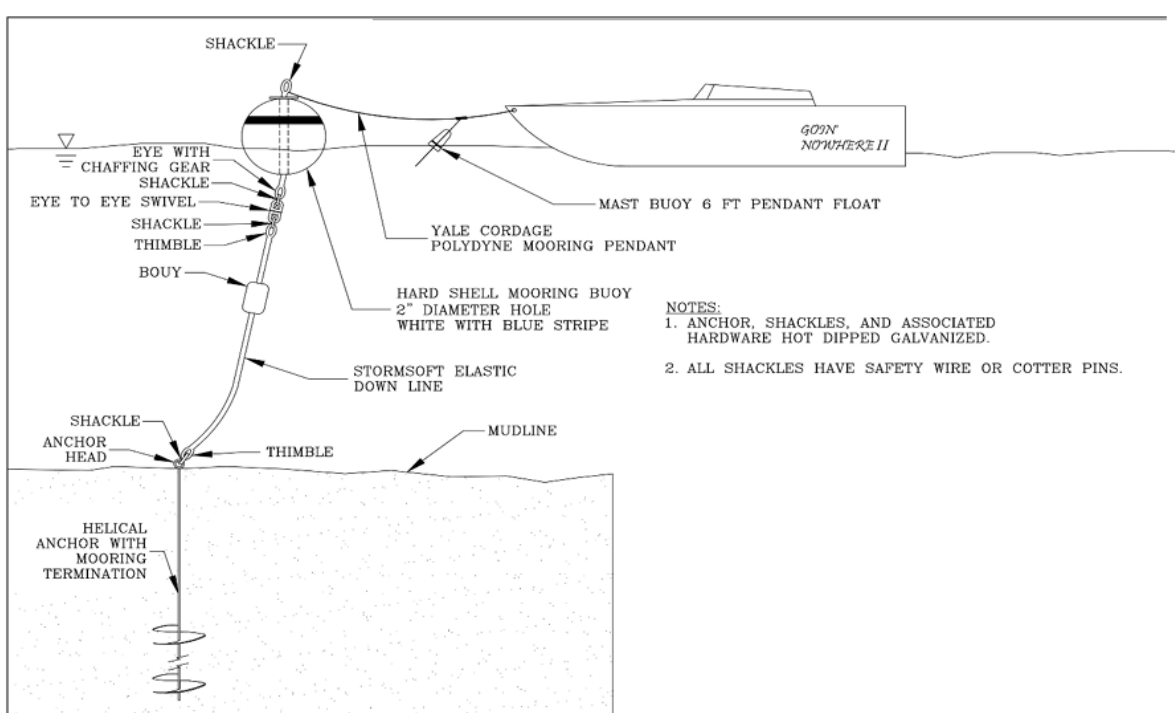


- We could have two mooring fields go to 1 facility at 1 Harbor Blvd
 - two mooring fields are based on what is currently listed on Waterway Guide's current free Harbor location

- Red box is not exact, somewhere in those bodies of water.
- Exact locations needs to be worked out with Destin Council, FWC, DEP, Army Corp of Engineers?
- There is no rule on distance of mooring field to facility
- Typically, vessels hail the harbormaster to ask which mooring ball to moor to. Then they use their dinghy to come to the dinghy docks.
- 2 mooring fields use 1 facility, as long as there is capacity
- North of Destin Bridge, some sailboats can't go under, so intercostal vessels are stuck north of bridge. Then can dinghy over to dinghy docks
- Joe's is muddy bottom - use big concrete blocks for mooring balls
- South of Destin Bridge, some sailboats can't go under, so Gulf vessels are stuck south of bridge. Then can dinghy over to dinghy docks
- If we push the anchored vessels out of the harbor, they would go to Marler or Joe's Bayou. So, I want to prevent this, by having 2 mooring fields, with Harbormaster able to control these bodies of water

How do Mooring Balls Work?

How do moorings work?



Advances in the design and construction of moorings have improved methods for securing vessels while protecting the environment. A mooring buoy is connected to a downline with a shock absorber component that is connected to an anchor securely installed in the sea floor.

What else is part of a mooring field?



- Upland Facilities required (potentially at 1 Harbor Blvd):
 - There are currently two options for 1 Harbor Blvd. Refer to these documents for potential ideas for 1 Harbor Blvd.:
 - **Open Space Concept:**

GATEWAY DISTRICT - Harbor One Open Space

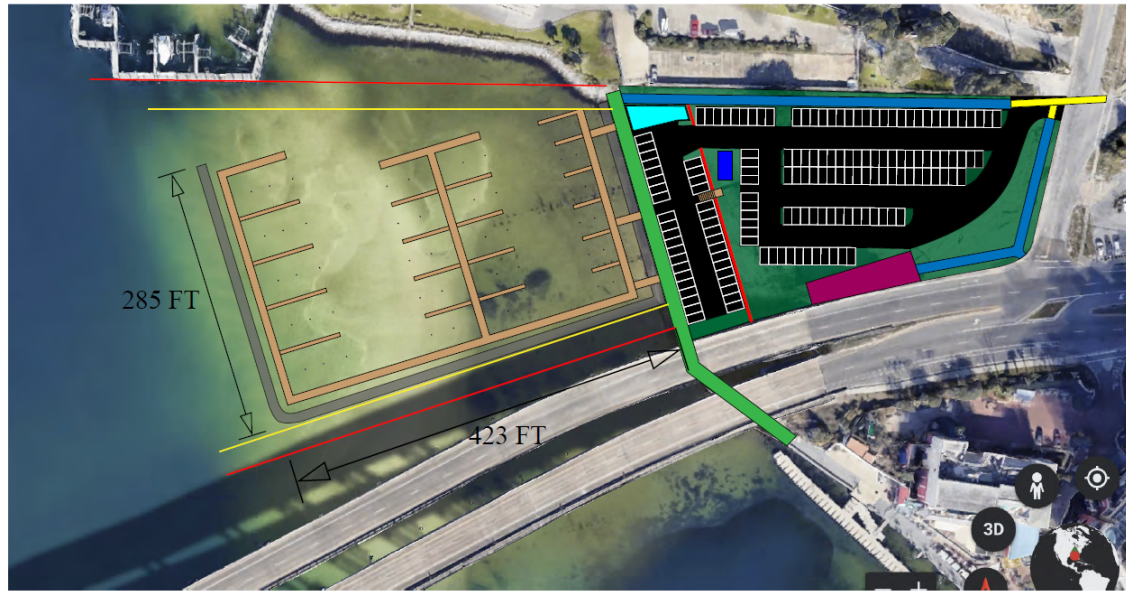


- https://docs.google.com/presentation/d/17SJMklxeGqiFYjYRT_9yo568t1VJ30Rr/edit?usp=drive_link&oid=105404369919663588836&rtpof=true&sd=true

■ **Destin Municipal Marina:**

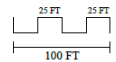
Proposed City of Destin Municipal Marina

- Property Line
- Dock (8 ft)
- Phase II Boardwalk (15 ft)
- Office
- Crosswalk
- Setback Line
- Jetty (10 ft)
- ADA Sidewalk (10 ft)
- Observation Area
- Pump Out Area



- Slip Count
- 10 - 30ft L x 15ft W
 - 20 - 50ft L x 18ft W
 - 10 - 65ft L x 22ft W

1 - 22ft W slip for Pump Out or Water Taxi Slip

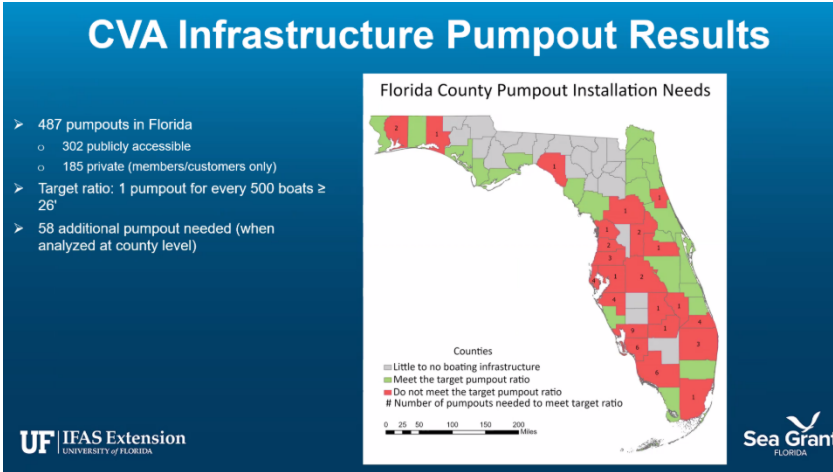


- https://docs.google.com/document/d/1aQ21z0xQ1AYnx04QTOenEu38c2zq_J_qprdIDQ22ReY/edit?usp=sharing

- Harbormaster:
 - Manages mooring field operator
 - Ensure proper upkeep of all facilities
 - ability to enforce regulations
- Public Restrooms on upland facility
- Indoor shower on upland facility with key/code entry
- Laundry access on upland facility with key/code entry
- Dumpster/Garbage disposal on upland facility
- Dinghy docks

out facilities at County-owned locations, and to encourage new and/or existing marinas to adopt BMPs as recommended by FDEP Clean Marina Program

- [Clean Vessel Act Needs Assessment](#). This basically looks to see where in the state where more pumpouts are needed and the boating community's knowledge, attitudes, and behaviors regarding sewage waste management.
- The link below is a document about the influence on Wastewater Treatment Plant Operations. One solution that works with treatment plans that are hesitant to allow highly concentrated boat waste into their facility is that has been adopted to help alleviate this issue is to hold the boat waste in a holding tank and allow the treatment plant operator to control the input (timing and quantity). The ability to control the input allows the treatment plant operator to ensure the boat waste does not overwhelm and adversely affect their system.
 - https://drive.google.com/file/d/1UX_6PidpKCr5DMSXQ04c9WgSII_CFIT5g/view?usp=sharing
- Clean Vessel Act
 - [Grant Program link](#)
 - [Grant Application link](#)
 - Grant Program funds 75% of the costs
 - Construction, renovation, operation and maintenance of waste reception facilities
 - Educational programs
 - Reimbursement based
 - Must have a signed contract before work can begin
 - Must be open to the public
 - Must be listed on the Pumpout Nav App
 - Can not charge more than \$5 per pumpout
- CVA infrastructure Pumpout Methodology
 - 1 pumpout per 500 boats that are less than 26ft
 - # boats are highly variable. Look at infrastructure (with direct access to the water) instead.
 - Included all slips (on the water with or without a lift), moorings, and dry storage spots with on-site access to a launch ramp or lift
 - Two size categories: less than or equal to 26ft, and greater than 26ft



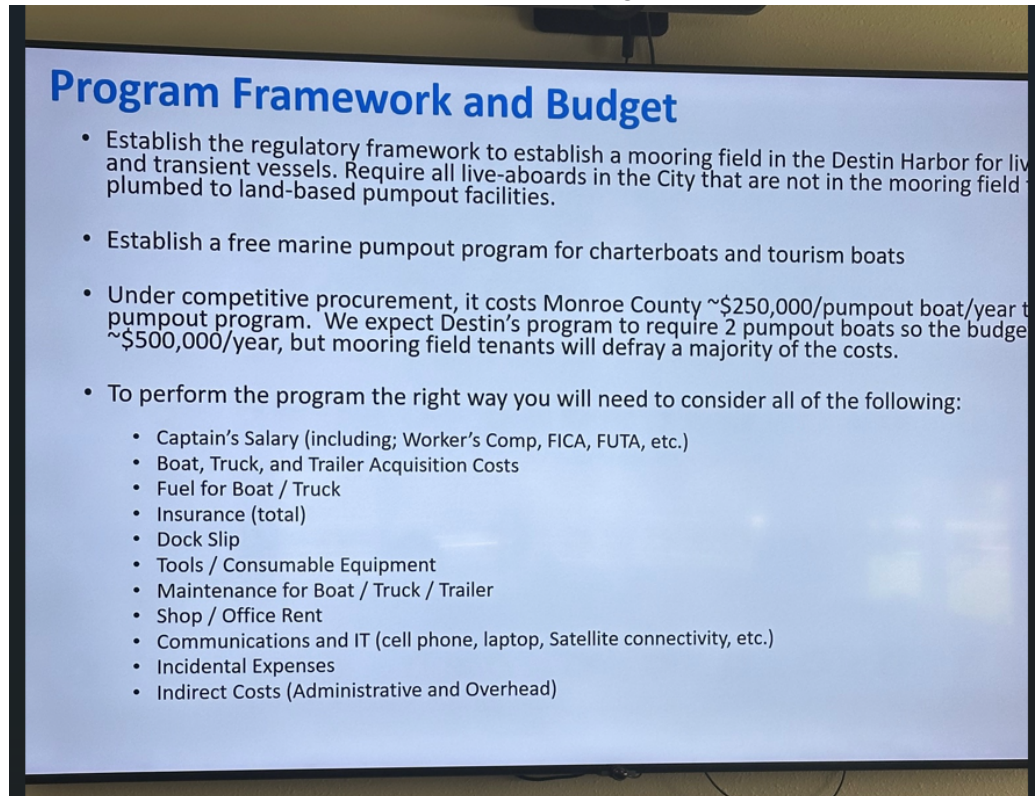
- 1 pumClean marina offers discount on State Land Lease.
- [Sea Grant Newsletter sign up Ink](#)
- Contacts
 - Victoria Gambalee – Clean Vessel Act Education Coordinator
 - 352-562-1134
 - v.gambale@ufl.edu
 - Thomas Cottle – Grand Management with Pump Outs. He can answer any questions.
 - Eric Best – Northwest Clean Boating Coordinator. He can help us with the CVA application. He’s also a former USCG member).
 - Eric.best@ulf.edu
- Sewage Pump-out Station (need to decide either station or boat or both)
 - Location at 1 Harbor Blvd
 - Below are a list of Pump Out stations that are listed in Okaloosa County.

#	Facility Name	Address	City	County	ZIP	Phone
134	East Pass Towers Marina	100 Gulfshore Drive	Destin	Okaloosa	32541	850-598-4231
136	Ft. Walton Beach Yacht	104 Miracle Strip Pkwy SW	Ft. Walton Bch.	Okaloosa	32548	850-244-5725
133	Legendary Marine - Marina	690 Regatta Bay Blvd.	Destin	Okaloosa	32541	850-974-2525
96	Shalimar Yacht Basin	100 Old Ferry Road	Shalimar	Okaloosa	32579	850-651-0510
	Bluewater Bay Marina	290 Yacht Club Drive	Niceville	Okaloosa	32578	850-897-2821
	Harborwalk Marina	66 E. Highway 98	Destin	Okaloosa	32541	850-337-8250

Latitude	Longitude	pub/priv	Type of facility	# of wet slips	# transient	pumpout
30.3908	86.50955	private	marina	39		yes. Free. Please call first
		private	marina	94		yes. \$5
		private	marina			yes free
30.2617	86.3517	private	marina	130	6	No charge. Please tip if serviced
		private	marina			no charge
						Open to public. \$20.00

- Sewage Pump-Out Boat (need to decide either station or boat or both)
 - If vessels can’t go from south under bridge to Pump Out Station, then we might need to offer a Pump-Out Boat. Unless we have a pump out station that is offered by the city North & South of Destin Bridge

- Previous meeting with City and Pumpout USA about possible pumpout boats.
 - Date: 7/11/2024
 - Attended: Louis Zunguze, Donny Brown with Pumpout USA (pousa@pumpoutusa.com), Craig Barker with Pumpout USA(craig.barker@pumpoutusa.com), John Stephens
 - One screenshot from the meeting here below



- Joe's Bayou Pump out is NOT active.
 - DWU stated that no current DWU permitted pump outs in Harbor. Unsure of Joe's Bayou & Harborwalk
- Destin Water Users issues with Vessel Pump Station
 - DWU plant is not equipped to handle concentrated boat waste
 - Boat waste is classified as septic waste, typically requiring special treatment & doesn't want the enzymes into their system
 - Recommend having a holding tank
 - have a company come to routinely pump out the station on a regular basis
 - sewage hauled to Okaloosa County's permitted facility

Must have Mooring Field Management Plan

- Rules that must be followed by every vessel within mooring field
- Customers must show proof of pump-out and/or be pumped out every 3 days

- Plan stipulates that the discharge of any solid or liquid waste into waters are prohibited
- Violators are subject to immediate ejection from facility, loss of security deposit, and will be turned over to law enforcement
- Harbormaster will create consistent oversight & monitoring to prevent illegal anchoring, dumping, and other undesirable activities
- No vessel shall any occupy any mooring without approval of Harbormaster
- Only vessels that are authorized to moor at facility:
 - in compliance with USCG environmental & safety standards and in good operational condition
 - Capable of maneuvering under their own power
 - Must have current registration/documentation & insurance
- Department of Environmental Protection's Mooring Field Management Plan Example -
 - <https://floridadep.gov/water/submerged-lands-environmental-resources-coordination/documents/mooring-field-management-plan>
- Examples of Mooring Field Management Plan -
 - <https://www.fortmyersbeachfl.gov/DocumentCenter/View/21853/Mooring-Field-Map>
 - <https://www.fortmyersbeachfl.gov/DocumentCenter/View/17791/21-02-Matanzas-Mooring-Field-Management-Plan>
 - <https://www.miamibeachfl.gov/wp-content/uploads/2024/02/Mooring-Field-Management-Draft-2024-02-16.pdf>
 -
- Example of User License Agreement –
 - https://www.ci.marathon.fl.us/sites/default/files/fileattachments/marina_and_ports/page/30901/marina_user_agreement_4-15-
- Principles of Harbor Management:
 - A harbor management plan should be developed.
 - Harbor & Waterways or Harbor CRA should create the local harbor management plan.
 - A Harbormaster should be identified.
 - The management plan should focus on providing adequate space via moorings both for transient boaters and for safe shelter during storm events.
 - The management plan should provide for a dinghy dock and on-shore facilities for boaters.
 - The management plan should provide for signage.
 - Schedule inspections & maintenance during off-peak season
 - The board should inquire into funding mechanisms for signs, moorings, improvements and amenities (dinghy dock, showers, laundry facilities, etc.).
 - Create a dispute resolution mechanism.

Managed Mooring Ordinance - Regulations on Activities

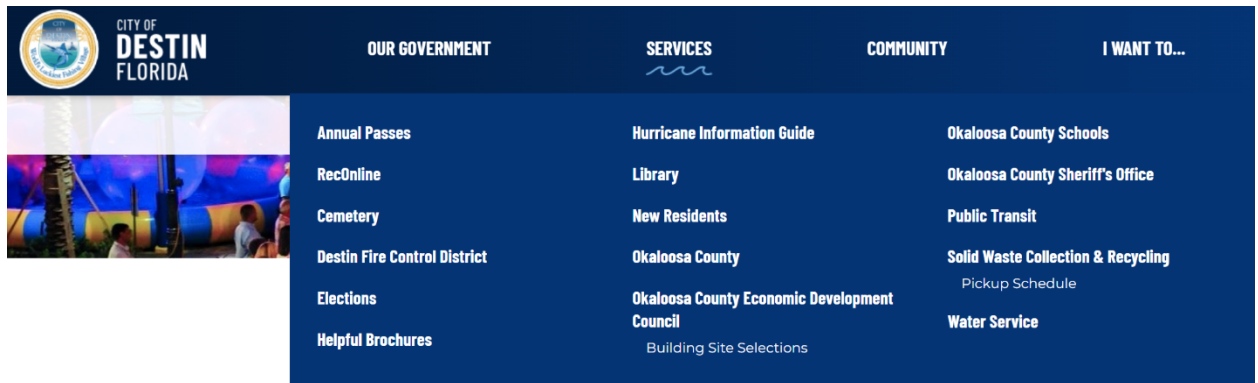
- Such as:
 - Reference local noise ordinance
 - Reference Florida Statute Chapter 327 regarding vessel operational requirements
 - Refer to State Statutes 327.40 & 327.60 for Mooring references
 - Prohibit other nuisance-like activities such as:
 - Rowdy conduct
 - Hanging laundry
 - Hours for repairs, or Not Allow Repairs
 - Consider Major or Refitting Vessels vs Minor
 - Limit for Sale Signage
 - No advertising or soliciting
 - Operational Hours for Noise & Machinery
 - Swimming Prohibited
 - Feeding Wildlife Prohibited

Create/Update City of Destin Harbor Master Job Description:

- Position could be joint Harbor Master/Code Compliance
 - Budget in 1 year in advance of hiring. Note that this position is not fully complete, as they are will be assigned with helping with plans, until Mooring Harbor Plan is into effect & then can have jurisdiction
- Create & uphold Strategic Action Plan
- Responsible for development, coordination, & implementation of Mooring Field Management Plan
- Plan, develop, & manage capital improvement projects as directed.
- Responsible for ensuring property maintenance & improvements in all Harbor areas
- Assist in water sampling with CBA & Analytical Services, then provide updates
- Inspection of BTR's on all businesses on Harbor, Inspection of livery medallions, find illegal charters
- Enforcement of ordinances, harbor upland parking restrictions, & all other city marine codes
- Patrol of Destin Harbor & all City adjacent waterways that we are able to get jurisdiction to with the Mooring Harbor
 - Joe's Bayou, Indian Bayou, Marler Bayou
- Marine permitting and inspection
 - Reviews application for marine construction for code compliance as well as site construction
- Respond to complaints from citizens and businesses & Emergency situation response within Harbor District

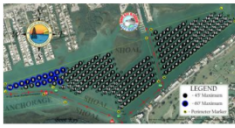
- Harbor & Waterways Board & Harbor CRA Committee involvement – attend meetings & provide Monthly reports?
- Responsible for annual budget

Website Updates to www.cityofdestin.com



- Harbor Master Contact information
- Online Reservation System to reserve Mooring Balls, with pricing
- Mooring Field Map, with Dinghy docks & on-land facilities
- [Mooring Field Management Plan](#)
- [End-User Agreement Forms](#)
- [FAQ's about Mooring Fields in Ft. Meyers](#)
- [FAQ's about Mooring Fields in Miami Beach](#)
- [FAQ's for Potential Mooring Fields \(can be used in Workshops\)](#)

Marina and Ports

Information	<h2 style="margin: 0;">Anchorage Areas</h2> <p>Anchorage Areas There is a large anchorage area south of the main Harbor channel, between Sister Creek and the Boot Key Bridge. In an East or Northeasterly wind, good protection can be found on the West side of Boot Key, just outside and to the south of the West entrance to the Harbor.</p>
Pricing	
Forms	
Accessibility	
Hours and Directions	
Public Boat Ramps	
Boat Ramp Etiquette	
Local Links	
<h3 style="margin: 0;">Contact Information</h3> <p>Address</p>	<h2 style="margin: 0;">Mooring Balls and Information</h2> <p>The City mooring field occupies most of Boot Key Harbor, North and East of the main Harbor channel. It consists of 226 permanently attached, engineered mooring systems that provide secure holding for vessels up to 60' in length. Since very little scope is required, more vessels can be accommodated within the same space as compared with a traditional anchorage. This increases the overall Harbor capacity and eliminates crossed-lines, flaring tempers and other ills associated with over-crowded anchorages.</p> <h3 style="margin: 0;">Renting a Ball</h3> <p>Vessels wishing to acquire a mooring ball must contact the City marina upon entry into Boot Key Harbor. Moorings are assigned on a first-come, first-served basis; there are no reservations. If all mooring balls are occupied, customers may place their name on a waiting list by coming in-person to the Marina office. Vessels will be assigned based on mooring availability and vessel length. 211 moorings have a maximum vessel length of 45', while 15 moorings allow for vessels up to 60'.</p> <p>Canal Deception Information</p>

Examples of Mooring Fields:

- Marathon – Florida -
 - <https://www.ci.marathon.fl.us/marinaandports/page/anchorage-areas>
- Fort Myers Beach – Florida – (stated they are losing money)
 - <https://www.fortmyersbeachfl.gov/109/Matanzas-Pass-Mooring-Field>
- GulfPort – Florida –

- <https://mygulfport.us/marina/>
- Put-in Bay – Ohio –
 - <https://putinbayohio.com/pib-services/put-in-bay-mooring-buoys/>
- Catalina islands – California –
 - <https://www.visitcatalinaisland.com/things-to-do/two-harbors/boating/mooring-info-and-rules/>