



**AGENDA
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, FEBRUARY 10, 2021
5:30 PM
DESTIN CITY HALL ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) January 13, 2021**
- 4. OLD BUSINESS**
 - A) Harbor CRA Master Plan Update**
 - B) 2021 Work Plans**
- 5. NEW BUSINESS**
 - A) Livery Presentation - Industry Representative**
 - B) Livery Discussion - Boat Storage**
- 6. COMMITTEE MEMBER COMMENTS/QUESTIONS**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: March 10, 2021**
- 9. ADJOURNMENT**

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

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MINUTES HARBOR COMMUNITY REDEVELOPMENT AGENCY ADVISORY COMMITTEE MEETING JANUARY 13, 2021 - 5:30 PM DESTIN CITY HALL BOARDROOM

1. CALL TO ORDER:

Community Development Director, Louis Zunguze called the meeting to order at 5:30 p.m. on Wednesday, January 13, 2021 in the Destin City Hall Board Room.

2. ROLL CALL & PLEDGE OF ALLEGIANCE:

Present

Mike Buckingham
James Green
Casey Jones
Sandy Trammell
Jan Best
Ian Blaise

Absent

Mike Raim

Staff Present

Kim Montgomery, Deputy City Clerk
Traci Goodhart, Planner
Louis Zunguze CD Director
Himangi Mutha
Daniel Butler
Michael Burgess, PS Director

3. CHAIRMAN/VICE CHAIRMAN ELECTIONS

Chairman:

Motion to nominate Mike Buckingham as Chairman was made by Committee member Green with Committee member Best providing the second. The motion passed 6-0.

Vice Chairman:

Motion to nominate Jim Green as Vice Chairman was made by Chairman Buckingham with Committee member Jones providing the second. The motion passed 6-0.

*Chairman Buckingham welcomed new member Ian Blaise to the committee.

4. PUBLIC RECORDS/SUNSHINE LAW TRAINING:

Mr. Zunguze explained the City Attorney could not make this meeting and his presentation will be scheduled at their next meeting in February.

5. MINUTES FOR APPROVAL: October 14, 2020

Motion by Committee member Trammell, seconded by Committee member Green, the members approved the October 14, 2020 minutes as written with a 6-0 vote.

6. NEW BUSINESS:

➤ Zerbe Street/Calhoun Avenue Pedestrian Improvements

Mr. Burgess explained the purpose of the project is to provide an improved pedestrian access between Zerbe and Sibert to the westside of Calhoun Avenue and all the way to Clement Taylor Park. He

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provided the members with the details of the project and how the contractor for the project will be installing a short boardwalk out in front of Clement Taylor Park where the stormwater retention area is located. He also mentioned how the decision was made to have Coastal Bermuda installed for the grass by the contractor, since it is a grass that is known to do well in coastal Florida.

Several spoke of their discouragement on how they all thought staff had agreed to bring all projects before them prior to getting approval from Council. As well as commenting on how come they were not involved in this project from inception because if they were, they would have made some recommended changes to Council prior to approval.

Mr. Burgess explained that this project was prior to his employment and he could not provide them the answer they are seeking however, he did inform them of the new Project Review Committee (PRC) that was formed this past summer where certain staff members meet and discuss all upcoming projects, how each project is assigned to a staff member who then is responsible to present them to its corresponding CRA District Committee, if applicable, prior to being presented to City Council.

Chairman Buckingham, at first thinking this project was going in at Leonard Destin Park, spoke of how he is against the type of grass and the boardwalk portion of the project and how he feels that the project would not be compatible to the surrounding properties, one being his next door. Once it was made clear that the portion of the project, he was referring to is in front of Clement Taylor Park, he still spoke of being against the boardwalk portion of the plan that is going in over the swales in the right-of-way and how he feels that it would be more economical, in the long run, to have pipes installed to move the water instead of a boardwalk. Noting that eventually the materials used will have to be replaced from wear and weather a lot sooner than concrete pipes.

➤ **Ordinances 20-16-LC / 20-17-CC**

Mrs. Goodhart explained to the members that staff is looking for a recommendation from them to City Council.

Committee member Trammell spoke of not seeing a difference between long term/short term – year-round versus the and long term/short term – seasonal and asked for clarification, noting that the season has gotten longer, and she does not see the difference and feels it is not necessary.

According to Mrs. Goodhart, she would take her comments back to staff to review.

Committee member Jones asked what they define a Seasonal Marine Vender. According to Mrs. Goodhart, it is someone who would come through Code Compliance to operate an ice cream type business similarly to Crab Island vendors that operate seasonally on the water in and around the harbor and Norriego Point.

Mrs. Goodhart also spoke of the Florida Statute that was passed not allowing municipalities to regulate Mobile Vendors. However, municipalities have the right to regulate business operations in certain districts and to permit their operations in certain timeframes. Explaining further that there is a process in place where Mobile Vendors must go through a Zoning Compliance application. This process allows staff to verify what location they are proposing to operate and to make sure they have proper permission from the property owners.

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Vice Chairman Green made the motion for the Harbor CRA-AC to recommend the City Council approve Ordinance 20-16-LC and 20-17-CC as written. Chairman Buckingham provided the second. The motion failed 3-2 with members Best, Trammell and Blaise voting no, and Committee member Jones abstaining, due to being an owner of a Mobile Vending Food Truck.

Mr. Zunguze asked the Committee members to provide staff with input on what changes they would like to have in the document.

Committee member Trammell stated that what she feels the long-term definition of May to September needs to be removed, since the season is now longer than the old standard of 100-days of summer. Adding that she would support the ordinance if they would remove that timeframe.

Motion by Committee member Trammell for the Harbor CRA-AC to recommend the City Council approval of proposed Ordinance 20-16-LC and 20-17-CC with the changes of removing the length of a season “May through September.” Committee member Best provided the second.

Committee member Green asked Committee member Trammell what she feels she gains by removing that verbiage.

According to Committee member Trammell, she feels it is redundant. With short-term being less than 72-hours and long-term being anything over 72-hours. And as far as special events, they would go under one of those categories. And Seasonal Marine could as well, even though Marine is a separate category.

According to Committee member Best, she feels that Committee member Trammell’s statements are being proactive and avoiding a problem that may come up and the ordinance may need to come back to change the language.

Vice Chairman Green stated the language would enable the staff to track how many are seasonable and how many are year round. Allowing staff to know how much manpower they may need to at different times of the year.

According to Committee member Trammell, she agrees with the categories just not the months.

With no more discussion, the Chairman called for the vote and the motion passed 4-1, with Committee member Green dissenting and Committee member Jones abstaining due to ownership of a Mobile Vending Food Truck.

➤ **Committee member Comments:**

Committee member Best – Spoke of being the process owner for the Livery Vessel Work Plan item and how she has had several calls from some of the business owners with concerns and how they feel they are trying to do what is asked of them by the city. She spoke of how at some point, the city must trust and verify that when they are meeting with city staff, they mean what they say. Additionally, she would like to have further conversation about this topic and for this to be added to the agenda for their next meeting. She also mentioned how she is in the safety business and teaches all the lifeguards and fire department personnel and no one asked for their input on the safety video that is being produced.

Mr. Zunguze informed the members that the Sheriff’s Department is who is producing the video and that it is still a work in progress. Adding that the Livery Vessels has been discussed at the past three

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Council meetings and will be discussed again at the upcoming Council meeting.

Committee member Best stated she understands the issues with Covid that has hindered everyone this past year but feels that this committee should have been more involved in those decisions. Adding that they represent the citizens of the city and if their voices are not heard, how then, can they make a decision that will sit well with everyone.

Mr. Zunguze spoke of how when he was hired, his number one initiative was to keep all of members of all the committees and boards up-to-date and yes, Covid has definitely made an impact this past year. But this is a new year and new staff they will do everything they can to keep them informed of the areas that within their purview.

Committee member Trammell – Asked that all information regarding the Harbor CRA come through them first so they will know everything that is going on, especially when they get calls from citizens. Adding they can help staff, if they know what's going on.

Chairman Buckingham – First apologized to staff for being initially confused on the location of the sidewalks for the project they discussed earlier. And thanked staff, but also asked them to keep in mind that they were appointed by Council for their district and to keep informed of all projects in the district. He spoke of his main goal is to clean the harbor up regarding Livery Vessels and asked for verification if that is what will be discussed at the next Council meeting.

According to Mr. Zunguze, the items being presented to Council for discussion on the 19th, they have previously met and discussed, are on-site boat storage in the off season, the OCSO safety video and how to move forward with the application process for Livery Vessel Application Process.

➤ **Public Comment:**

Mayor Gary Jarvis spoke of their Master Plans and how important it is and how they should know what their Master Plan is. As well as make their recommendations to City Council for its upgrades and approval. He encouraged them to attend the upcoming Visioning Session and for staff to bring the current one to that meeting for discussions. As well as attend Council meeting and provide their comments or have their Chairman attend representing them to express their vision. He explained that it is all a process and how he appreciates all their hard work.

DIRECTORS REPORT:

Mr. Zunguze introduced the new staff members in his department to the committee members.

- **Next meeting: February 10, 2021**

7. **ADJOURNMENT:**

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

Adopted and approved this ____ day of _____ 2021.

Mike Buckingham, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Lauren Witt, Principal Planner
Kyle Bauman, City Attorney
Louis Zunguze, Community Development Director

FROM: Daniel Butler, City Planner
Himangi Mutha, Planner

DATE: February 8, 2021

SUBJECT: Harbor CRA Master Plan Update

I. BACKGROUND: The Harbor Community Redevelopment Master Plan was adopted in 2003. Future land use concepts for the Harbor Community Redevelopment Area (Harbor CRA) support the Harbor CRA Master Plan goals, objectives, and policies. Staff reviewed past meeting minutes and identified and listed committee member recommendations to be included in the update.

At this time, Staff would like direction from the Committee whether to include all recommendations and comments from previous minutes related to the Harbor CRA Master Plan update or prioritize these recommendations.

II. DISCUSSION: The following is a history of the Harbor CRA recommendations:

1. Date: October 11th, 2017

Committee Member Best:

- On page 22 and Page 42 of the plan, to remove or make them consistent to the State's requirements in the eminent domain of the property and Affordable Housing Element from the Comprehensive Plan.
- For any prior predecessor on Harbor CRA Master plan, the Sasaki Report to be reviewed by the staff.

Committee Member Green:

- Consideration of making the language more modern and mirror the State's language but not removing the taking clause completely.

2. Date: November 8, 2017

Committee Member Best:

- Traffic and Parking problems in the West side of Destin and parking availability in the main areas.
- Workshops for Harbor CRA Members and property owners (stakeholders) for a discussion and development concepts to generate funds to improve the parking in South Harbor.

3. Date: December 13, 2017: None

4. Date: January 10, 2018: None

5. Date: February 14, 2018

Committee Member Green:

- Recommendation to redesign the structure and add parking spaces in the Harbor Area.

Committee Member Trammel:

- Include three parking spaces on the water side to the south and work on an agreement with property owners for access to those spaces.

6. Date: March 14, 2018

Chairman:

- Remove "No Parking in the Row" signs on Sibert Avenue and remove temporary paid parking in the parking lot and allowing business owners in the area to help or pay for, at no cost to the city.

7. Date: April 11th, 2018

Committee Member Green:

- Page 15, 3.1.1 – Recommendation of timeframes for Parking Redevelopment Initiatives, due to lack of parking spaces in the Harbor District.
- Page 16 under 3412- Programs and Activities Supporting Commercial Access to the Harbor require addition of words "For Hire" to read as, "For Hire and Commercial Fishing" through the Plan. Addition of words required to read, Economic Stability of For Hire and Commercial "and Sports Fishing Industry".

- Page 18 - Land development Code language need a clerical update.
- Page 12, 3.2.1 - Parking Improvements for on street Parking on Sibert Ave, to remove the no parking signs and locate parking spaces.

Committee Member Buckingham:

- Parking study by Renaissance Planning Group to be reviewed and discussed by the staff.
- Revisit the take on dropping the speed limit to 25- mph in the western part of Harbor Blvd in the Harbor District.

Committee Member Best:

- Page 11, 3.1.1- Transportation for pedestrian Safety; a request to be made to keep the widening of the sidewalks on the south side of Harbor Blvd.
- Page, 3.5.2.2, Gateway and Wayfinding Signage; needs attention as it lacks to notify the visitors about the location at Harbor Festive Market Place or in Harbor District.
- To update the locations of the public parking facilities.
- Situate the boundaries of Harbor District and the Town Center District.
- Page 17, 3.4.2.1 update of words required, Harbor Boardwalk Northshore Landowners Committee to the “Harbor Community Redevelopment Agency- Advisory Committee.

8. Date: May 9th, 2018

Committee Member Trammell:

- Page 18-34, Urban Design and Streetscape Improvements, sidewalks to be located next to the ROW line along Highway 98 and initiate greenspace between the sidewalks and the road, to provide safety buffer for pedestrians.

Committee Member Best:

- On page 22 and Page 42 of the plan, to remove taking clauses of personal property and Affordable Housing Element from the Comprehensive Plan.

9. Date: September 12th, 2018

Committee Member Trammell:

- Identifying additional parking spaces in the harbor area. Request and review of Structured Parking in the Harbor District.

Committee Member Green:

- For the Parking in the Harbor Area, processing an allowance of an annual parking pass/sticker for local cars to use the parking space like Joe’s Bayou Boat ramp stickers.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: The Harbor CRA Plan needs to be reviewed per the policies outlined in the Comprehensive Plan and updated to reflect the CRA's current need and conditions.

Staff is requesting direction on whether to update the Harbor CRA Master Plan for consistency with the City's current Comprehensive Plan only, or to do a complete update and revision of the Master Plan.

Staff recommends that the updates to the Harbor CRA Master Plan be consistent with the Comprehensive Plan, and request direction whether to complete a partial update for Comprehensive Plan consistency only, or an update and revision of the Harbor CRA Master Plan as a whole.

IV. RECOMMENDED MOTION: I move Staff proceeds to update the Harbor CRA Master Plan for consistency with the City's Comprehensive Plan only.

OR

I move Staff proceeds to update the Harbor CRA Master Plan for consistency with the City's Comprehensive Plan, and complete an update and revision of the Master Plan as a whole.

Attachments:

1. 5-23-03-HarborRedevelopmentPlan-Final

City of Destin

Harbor Community Redevelopment Plan

May 23, 2003

Prepared for:

City of Destin

4200 Two Trees Road

Destin, Florida 32541

And

Destin CRA

Prepared by:

The Cardwell Law Firm

Real Estate Research Consultants, Inc. (RERC)

Herbert-Halback, Inc. (HHI)

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1.0 Introduction

1.1 Background

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

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

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

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

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

1.2 Finding of Necessity Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.3 Intent of the Community Redevelopment Plan

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

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

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

2.0 Legal Boundary Description of CRA

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

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

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

Insert Figure 1 Boundary Map of CRA

3.0 Harbor Redevelopment Initiatives

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

3.1 REDEVELOPMENT OBJECTIVES

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

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

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

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

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

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

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

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

3.2 TRANSPORTATION AND PEDESTRIAN SAFETY REDEVELOPMENT INITIATIVES

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

3.2.1 Transportation and Pedestrian Safety Program Initiatives

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

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

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

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

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

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

3.2.2 Transportation and Pedestrian Safety Capital Improvement Projects.

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

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

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

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

3.3 PARKING REDEVELOPMENT INITIATIVES

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

3.3.1 Parking Program Initiatives

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

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

3.3.2 Parking Capital Improvements

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

3.4 HARBOR ACCESS, OPEN SPACE AND RECREATION

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

3.4.1 Harbor Access, Open Space And Recreation Program Initiatives

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

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

3.4.2 Harbor Access, Open Space and Recreation Capital Improvements

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

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

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

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

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

3.5 URBAN DESIGN AND INFRASTRUCTURE

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

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

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

3.5.1 Urban Design and Infrastructure Programs

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

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

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

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

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

3.5.2 Urban Design and Infrastructure Capital Improvements

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

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

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

3.6 GENERAL STRATEGY FOR FUNDING FINANCING, MANAGEMENT AND PROMOTION PROGRAMS

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

3.6.1 Identification and Securing Equitable Funding and Financing Mechanisms

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

3.6.2 Property Assembly Program

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

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

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

3.6.3 Branding and Promotion

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

3.6.4 Comprehensive Plan, Land Use and Zoning Changes

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

3.6.5 Programs that Encourage Public-Private Partnerships

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

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

3.6.6 Programs that Maintain a Safe and Clean Environment

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

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

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

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

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

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

3.6.7 Maintenance of Redevelopment Area Database

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

Insert Figure 2 Redevelopment Initiatives Diagram

4.0 FINANCIAL ANALYSIS AND PLANNING

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

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

4.1. Tax Increment Revenue Forecasts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2 Capital Improvement Plan and Operating Budget

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

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

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

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

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

Harbor Community Redevelopment Area Projected Capital Budget

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

Table 1: Harbor Community Redevelopment Area Projected Capital Budget

4.3 FUNDING SOURCES

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

- The City is an appropriate source of funds for initial redevelopment planning support through its staff and consultants. These costs could be recovered from the CRA.
- Non-ad valorem assessments could be developed and imposed to fund the construction and maintenance of specific public improvements and essential services. Non-ad valorem assessments can facilitate the underlying credit for issuance of bonds or other financial instruments for anticipated capital improvement programs. A substantial portion of the tax increment revenues can be earmarked to offset or buy down such special assessments.
- The Florida Department of Transportation (FDOT) has a number of programs that could contribute funding for redevelopment efforts involving state highways. These include the Highway Beautification Grants Program, The Highway Safety Grants Program, T-21, Local Government Cooperative Assistance Program and the Adopt-a-Highway Program.
- Criteria considered by FDOT for participation and scheduling is availability of matching community funding which the CRA provides. The City shall approach FDOT regarding the impacts of the CRA and the possibility of FDOT as an additional funding source.
- The Florida Department of Community Affairs sponsors a grant program providing financial assistance to local governments within Florida's coastal counties. Florida Coastal Management Program grants are funded by the National Oceanic and Atmospheric Administration and the US Department of Commerce for such projects as management of coastal development and redevelopment, protection and management of coastal resources and hazard mitigation.

- The Florida Department of Community Affairs can also provide technical and financial assistance through such programs as the Community Development Corporation Support and Assistance Program and Emergency Management Preparedness and Assistance Competitive Grant Program.
- The Northwest Florida Water Management District may provide technical assistance in the design of stormwater improvements.
- The Florida Department of Environmental Protection has a number of sources that may be used in the acquisition and development of recreation and open space facilities.
- The Florida Department of Agriculture and Consumer Services' Florida Small Business Administration Tree Planting Program and the Urban and Community Forestry Matching Grant program offer financial support for tree planting and urban forestry programs.
- The Economic Development Administration of the U.S. Department of Commerce provides funding for public work works projects that create permanent jobs or construction jobs through the Grants and Loans for Public Works and Development Facilities Program through the Public Works Impact Projects Program.
- The Waterfront Florida Community through the DCA makes a total of \$75,000 in funds available to three communities that are designated to help with revitalization efforts in their traditional working waterfront areas.

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

4.4 APPLICATION OF SOURCES

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

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

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

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

5.0 Neighborhood Impact Assessment

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

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

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

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

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

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

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

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

6.0 Implementation Plan

6.1 The Redevelopment Trust Fund

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

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

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

6.2 Redevelopment Powers

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

6.3 Relocation Procedures

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

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

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

6.4 Duration of the Plan

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

6.5 Plan Modification

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

6.6 Severability

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

6.7 Safeguards, Controls, Restrictions or Covenants

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

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

6.8 Consistency with Other Plans

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

6.8.1 Future Land Use Element

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

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

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

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

1. Destin Harbor
5. US Highway 98

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

Policy 1-1.2.1: Protect Residential Areas

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

1. Harbor Area Festive Market Place and Boardwalk

Policy 1-1.7.3: Underground Utilities.

Policy 1-3.2.5: Tier 3 Development Incentives.

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

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

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

Policy 1-3.4.2: Preserving Harbor Access

Policy 1-3.4.4: Grants for Improvements

Policy 1-3.4.5: Public and Private Sector Partnerships

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

Policy 1-3.4.7: Code Enforcement Activities

Policy 1-3.4.8: Prioritization of Capital Improvements

Policy 1-3.5.7: Promote Compact Development

Policy 1-3.9.3: Hurricane Evacuation and Roadway Improvements

Policy 1-3.12.8: Urban Design and Community Appearance

6.8.2 Transportation Element

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

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

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

Policy 2-1.2.3: Shared Access

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

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

Policy 2-1.3.6: Promote Destin Harbor Water Taxi Service

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

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

6.8.3 Housing Element

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

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

Policy 3-1.1.2: Assist Affordable Housing Provisions

Policy 3-1.2.1: Enforce Building Codes and Zoning Regulations

Policy 3-1.3.3: Provision of Diverse Housing Types

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

Policy 3-1.5.2: Maintain Active Code Enforcement

Policy 3-1.5.3: Minimize Potential Blighting Influences

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

6.8.4 Public Facilities Element

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

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

Policy 4-2.1.4: Elimination of Septic Tanks

- Goal 4-3:* Solid Waste Services.
- Goal 4-4:* Stormwater Management Services. Minimize stormwater runoff into Destin Harbor.
- Goal 4-5:* Flood Management. Provide adequate stormwater drainage to protect against flood conditions and prevent degradation of quality receiving waters
- Policy 4-5.1.4:* Roadway Drainage Facilities
- Policy 4-5.1.6:* Citywide Drainage Study
- Goal 4-6:* Protect Natural Groundwater Recharge Areas. Provide for the recharge of.....

6.8.5 Conservation Element

- Goal 5-1:* Natural and Environmental Resources. To conserve, manage, use, and protect the natural and environmental resources.....
- Obj. 5-1.4:* Protection of Natural Resources.
- Policy 5-1.4.7:* Managing Stormwater Runoff
- Policy 5-1.5.2:* Connection to Central Sewer Systems and Limited Use of Septic Tanks

6.8.6 Coastal Management Element

- Goal 6-1:* Coastal Management. Restrict development activities that would damage or destroy coastal resources, protect human life, and limit public expenditures in areas subject to destruction by natural disasters.
- Obj. 6-1.1:* Protect coastal resources, wetlands, estuaries, living marine resources, and coastal wildlife habitats.
- Policy 6-1.2.1:* Stormwater System Improvements
- Policy 6-1.4.2:* Preservation of Public Shoreline Access
- Obj. 6-1.9:* Hurricane Evacuation. The City shall coordinate with
- Policy 6-1.9.4:* Designated Evacuation Routes

6.8.7 Recreation & Open Space Element

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

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

Policy 7-1.1.5: New Neighborhood Parks

Policy 7-1.1.6: Maintain Beach and Shoreline Access Points

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

Policy 7-1.3.6: Beach and Park Directional Signage

6.8.8 Intergovernmental Coordination Element

Goal 8-1.1: Provide for Improved Intergovernmental Coordination

6.8.9 Capital Improvements Element

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

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

- a. ad valorem taxes/general obligation bonds

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

6.9 Conclusions

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

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

Appendix

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

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Kyle Bauman, City Attorney
Louis Zunguze, Community Development Director

FROM: Daniel Butler, City Planner
Himangi Mutha, Planner

DATE: February 8, 2021

SUBJECT: 2021 Work Plans

I. BACKGROUND: The Harbor CRA Advisory Committee is tasked with reviewing and updating the Harbor CRA Work Plan items annually to ensure items continue to meet the requirements outlined in **Policy 1-1.3.4 – Harbor CRA Redevelopment, Infrastructure, and Design Enhancements.**

The included Work Plans were rolled over to FY21 at the October 2020 Harbor CRA Meeting.

II. DISCUSSION: Below are the selected FY2021 Work Plan items for the Harbor CRA Advisory Committee, and the City projects which will incorporate the work plan items:

1. Harbor Parking & Transportation Improvements

a. Land Development Update – Expected Completion: End of 2021

2. Improved Harbor Regulations

a. Harbor Capacity Study – Active March 2021 through September 2021

3. Harbor Stormwater Mitigation Plan

a. City Stormwater Management Plan Update – Presentation to Harbor CRAAC scheduled for March 2021

4. Harbor Median Landscaping

- a. Wayfinding Master Plan – Presentation to Harbor CRAAC March/April 2021
- b. FDOT Landscape Project: Marler Bridge to Airport Road – Construction in 5-year plan for 2022

5. Update Harbor CRA Master Plan

- a. Review and Update of Master Plan – Expected Completion: End of 2021

As these City projects related to the Work Plans progress, Staff will provide updates to the Harbor CRA at their scheduled monthly meetings.

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

III. CONCLUSION: There are current and future City projects that support the goals and objectives of the Harbor CRA Master Plan & the selected FY2021 Work Plan items. City Staff will continue to update the Harbor CRA of such City projects and provide opportunity for recommendations to City Council.

IV. RECOMMENDED MOTION: None required - this item is informational and intended to update the Work Plan's progress.

Attachments:

- 1. Work Plans combined



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

4 ENHANCED QUALITY OF LIFE AND SAFETY

Redevelopment Objective:

3 HARBOR ACCESS, OPEN SPACE AND RECREATION

Performance Objective:

ESTABLISH HARBOR REGULATIONS

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Register all livery operations within the City of Destin			
Prohibit Rogue Operators			
Increased Boating Safety			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Moratorium	CDD, CCD, HCRA-AC, CM	TBD
Identify Rogue Operators	CCD, HCRA-AC	12/2021
Harbor Capacity Study	CDD, ACOE, HCSC, CM	TBD

Process Improvement:

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Stakeholders:

Internal	External
City Manager (CM)	US Army Corp of Engineers
Code Compliance Department (CCD)	Property Owners
Community Development Department (CDD)	Business Owners
Public Services Department (PSD)	
HCRA-AC	

Process Owner: Jan Best, Casey Jones



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

4 ENHANCED QUALITY OF LIFE AND SAFETY FOR FAMILIES

Organizational Objective:

OBJECTIVE 4 – URBAN DESIGN AND INFRASTRUCTURE

Performance Objective:

Low maintenance landscaping (xeriscape)

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Square footage of ROW improvements			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Harbor District Landscape Plan	CDD, HCRA-AC, CM	12/2021

Process Improvement:

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Stakeholders:

Internal	External
City Manager (CM)	Property Owners
Community Development Department	Business Owners
Public Services Department	
HCRA-AC	

Process Owner: Mike Buckingham



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

4 ENHANCED QUALITY OF LIFE AND SAFETY

Redevelopment Objective:

1 TRANSPORTATION AND PEDESTRIAN SAFETY

Performance Objective:

IMPROVED CONGESTION & MOBILITY

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2020	2021	2022
Improved Pedestrian Crossing	100%		
Reduced Congestion			
Increase MMTD & Mobility			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Install Pedestrian Crosswalks along Hwy 98	CDD, CCD, HCRA-AC, PSD, CM	Complete
Stahlman Intersection Improvements	CCD, HCRA-AC, PSD	12/2021
Crosstown Connector	CDD, HCRA-AC, PSD, CM	TBD

Process Improvement:

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Stakeholders:

Internal	External
City Manager (CM)	US Army Corp of Engineers
Code Compliance Department (CCD)	Property Owners
Community Development Department (CDD)	Business Owners
Public Services Department (PSD)	
HCRA-AC	

Process Owner: Dr. Michael Raim



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

4 ENHANCED QUALITY OF LIFE AND SAFETY

Redevelopment Objective:

2 PARKING IMPROVEMENTS

Performance Objective:

INCREASED PUBLIC PARKING IN HARBOR DISTRICT

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Reduce Pay for Parking on Private Property			
Increased Public Parking			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Quantify current public parking in the HCRA	CDD, CCD, HCRA-AC, CM	12/2021
Identify areas suited to increase public parking	CDD, HCRA-AC, CM	
Stakeholder workshop	CDD, HCRA-AC, CM	

Process Improvement:

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Stakeholders:

Internal	External
City Manager (CM)	Business Owners
Code Compliance Department (CCD)	Property Owners
Community Development Department (CDD)	
Public Services Department (PSD)	
HCRA-AC	

Process Owner: Jim Green



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

5 ECONOMIC DEVELOPMENT AND REVITALIZATION

Organizational Objective:

5A Implement the Harbor CRA Master plan

Performance Objective:

5A4 Review and revise the Harbor CRA Master plan

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Conduct comprehensive review of current plan	25%		
Conduct workshops and public outreach for input on the updated plan			
Complete a red-line copy of the plan for presentation to CRA Board			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Review and familiarize committee with the plan content	DCM, HCRAAC	
Conduct workshops and public outreach for input	CM, DCM, HCRAAC	
Craft a red-line copy of the plan to recommend change to the CRA Board	CM, DCM, HCRAAC, PSD, CDD	

Process Improvement:

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Stakeholders:

Internal	External
City Manager and Deputy City Manager	Property owners
Community Development staff	Business owners
Public Services staff	Consultant
HCRAAC	Residents and visitors

Process Owner: Community Development Department



City of Destin

FY 2021 Committee Work Plan

Strategic Goal:

4 ENHANCED QUALITY OF LIFE AND SAFETY FOR FAMILIES

Organizational Objective:

OBJECTIVE 4 – URBAN DESIGN AND INFRASTRUCTURE

Performance Objective:

REDUCE STORMWATER AND IMPROVE WATER QUALITY IN THE HARBOR

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Improved Water Quality			
Clean Marina/Harbor Designation			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Harbor District Stormwater Mitigation Plan	CDD, HCRA-AC, CM	12/2021
Clean Marina/Harbor Designation	CDD, HCRA-AC, CM	

Process Improvement:

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Stakeholders:

Internal	External
City Manager (CM)	Property Owners
Community Development Department	Business Owners
Public Services Department	
HCRA-AC	

Process Owner: Sandy Trammell

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU: Louis Zunguze, Community Development Director
Kyle Bauman, City Attorney
Lauren Witt, Principal Planner

FROM: Daniel Butler, City Planner
Himangi Mutha, Planner

DATE: February 8, 2021

SUBJECT: Livery Discussion - Boat Storage

I. BACKGROUND: The City Council has directed that the Harbor CRA engage the livery community to discuss the issue of boat storage during times of maintenance as well as the off-season.

II. DISCUSSION: The following provides a timeline of Harbor CRA recommendations from 2016 concerning boat storage in the Harbor district:

On January 13, 2016, the Harbor CRA directed Staff to create an ordinance to ensure that out-of-service vessels in the Harbor district are on movable DOT approved trailer and should not be allowed to impact the businesses required parking.

On February 10, 2016, the Harbor CRA voted unanimously for the CRA Board to respectfully reconsider the Harbor CRA-AC's recommendations from the January meeting, due to the urgency of the approaching tourist season and not be postponed until after the elections.

On March 7, 2016, the CRA Board of Directors voted unanimously to bring forward the three Harbor CRA Advisory Committee recommendations to the City Council.

On March 7, 2016, the City Council voted unanimously to place the three

Harbor CRA recommendations on the CRA Board and City Council meeting agenda at their second meeting in April for discussion.

On January 19, 2021, City Staff brought the Harbor CRA recommendations related to Livery Vessel storage before the City Council for direction. The City's current Land Development Code standards for boat storage need a better definition and clarification.

- Council Member Destin motioned and Ramswell seconded, to allow the Harbor CRA-AC to meet with livery stakeholders to discuss recommendations related to boat cleaning and boat maintenance on Harbor front property.

- Council Member Ramswell requested the following be addressed related to boat storage:

- o Definition of storage
- o Timeframe of storage
- o Temporary Storage for cleaning and maintenance

In addition, City Council discussed allowing tandem parking (i.e., party parking) for livery and charter businesses that operate on property with multiple uses (i.e., restaurant, retail) with an approved parking plan.

- Council member Schmidt motioned, and Herbert seconded, to amend the Land Development Code to allow tandem parking for livery/charter businesses with a City approved site plan.

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

- B. **Effect on Budget (EOB):**

- C. **Level of Service (LOS):**

III. CONCLUSION: At this time, Staff is requesting that pursuant to Council's directive, the Harbor CRA engage the Livery community and take input, and then provide recommendations to the City Council regarding how to better address boat storage issues related to the livery businesses.

Staff recommends the Harbor CRA provide a recommendation to City Council regarding how to better address boat storage issues related to livery businesses.

IV. RECOMMENDED MOTION:

Attachments:

1. CC_3.7.16
2. CRA_3.7.16

3. HCRA_01.13.16
4. HCRA_2.10.16

**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
MARCH 7, 2016
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 Sam Seevers
Councilmember Jim Foreman
Councilmember Cyron Marler
Councilmember Sandy Trammell

Councilmember Jim Wood
Councilmember Prebble Ramswell
Councilmember Tuffy Dixon
Councilmember Rodney Braden

Destin City Staff

City Manager Greg Kisela
Public Information Manager Doug Rainer
Finance Director Bragg Farmer
City Planner Hank Woollard
Parks/Recreation Director Lance Johnson
CRA/Development Manager Steve Schmidt
Land Use Attorney Scott Shirley

City Clerk Rey Bailey
City Engineer David Campbell
Planning Manager Ashley Grana
IT Manager Webb Warren
HR Manager Karen Jankowski
City Attorney Jerry Miller

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Sam Seevers called the meeting to order at 6:00 PM. Councilmember Marler delivered the invocation; which was followed by the Pledge of Allegiance.

SPECIAL PRESENTATIONS

1. Proclamation – Harvest House 30th Anniversary

The Mayor read the proclamation recognizing the 30 years anniversary of the Harvest House, and then presented it to the Harvest House Board Chairman Jerry Ogle, Executive Director Lori Joyner, and Mr. Jason Belcher.

APPROVAL OF MINUTES

2. Request approval of minutes of the February 16, 2016 regular city council meeting
3. Request approval of minutes of the January 4, 2016 regular city council meeting

Motion by Councilmember Wood, seconded by Councilmember Marler, to approve the minutes of the February 16, 2016 and January 4, 2016 regular council meetings passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”),

PUBLIC HEARINGS

4. Second reading of Ordinance 16-09-CC - Amendment to Cemetery Ordinance

The City Attorney read proposed Ordinance 16-09-CC by title; and then presented it to the Council on second reading.

AN ORDINANCE OF THE CITY OF DESTIN REGULATING CITY CEMETERIES; PROVIDING FOR AUTHORITY; PROVIDING FOR PURPOSE; PROVIDING FOR MODIFYING CITY CODE SECTION 7-28 – *TOMBSTONES, MONUMENTS AND MARKERS*; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Manager noted this ordinance, which was approved on first reading, increases the size of grave markers, giving family members more of an opportunity to provide expressions to their family members and friends.

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

Councilmember Wood moved for approval of Ordinance 16-09-CC on second reading; seconded by Councilmember Foreman. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

5. Second reading of Ordinance 16-10-CN - Approval of perpetual and temporary easements and license agreements for FDOT US Hwy 98 project

The City Attorney read proposed Ordinance 16-10-CN by title; and then presented it to the Council on second reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO DONATION AND CONVEYANCE OF PERMANENT AND TEMPORARY EASEMENTS AND A LICENSE AGREEMENT TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDING OF FACT; PROVIDING THE NEED FOR SUCH CONVEYANCE; PROVIDING FOR THE MAILING OF A CERTIFIED COPY OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE.

According to the City Manager, the Florida Department of Transportation (FDOT) is acquiring easements and license agreements for the purpose of widening U.S. Hwy 98 from the County line to Airport Road; and that they need certain access rights from the City in order to tie the reconstructed roadway to some of the existing City streets to provide smooth transitions to the City streets outside the scope of their existing rights-of-way.

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

Councilmember Wood moved for approval of Ordinance 16-10-CN on second reading; seconded by Councilmember Trammell. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

6. Second reading of Ordinance 15-17-PC: Comprehensive Plan: 2020 – Proposed Amendments to Chapter 1: Future Land Use Element and Chapter 13: Glossary

The City Attorney read proposed Ordinance 15-17-PC by title; and then presented it to the Council on second reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING ITS COMPREHENSIVE PLAN: 2020; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR TITLE; PROVIDING FOR JURISDICTION; PROVIDING FOR INTENT; AMENDING CHAPTER 1 - FUTURE LAND USE ELEMENT INCLUDING FUTURE LAND USE MAP 1-1 AND CREATING A PLANNING AREA MAP 1-1.a; AND AMENDING CHAPTER 13 – GLOSSARY; PROVIDING FOR TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR INCORPORATION INTO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The City Manager noted that on December 15, 2015, the City Council heard and approved Ordinance 15-17-PC on first reading and directed staff to forward the amendments to the Florida Department of Economic Opportunity (DEO) for review. On January 19, 2016, the DEO indicated they had no comments. In addition, staff has received no comments to change the proposed comprehensive plan amendment from other reviewing agencies pursuant to Florida Statutes.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance.

Ms. Carrie Harbarger, a Destin resident, asked Council to consider delaying the approval of this ordinance until the new Council comes on board later this month. She stated this ordinance, as currently written, will lead to an increase in development with a lack of capacity, and that it will increase the height and density in some areas of the City. She continued the new Council will not have any oversight if this ordinance does not come before them.

The Mayor noted that the Council members are the oversight; and that the entire comprehensive plan was developed as a grass root efforts that came forward through the visioning process. She added that the plan came before the Council and they vetted all the issues.

According to Ms. Harbarger, when the developments come up, they would want the people they voted for to be accountable for what they want as citizens and stakeholders; and that they would like the new Council to take on that accountability.

Mrs. Mary Anne Windes, speaking on behalf of the Destin Fishing Fleet, read the following written statement for the record:

“My name is Mary Anne Windes, and I am the managing partner and spokesperson for the Destin Fishing Fleet Marina - a 3+ acre parcel on the Destin Harbor located at 210 Harbor Blvd. I'm representing 47 fishing families, many of whom have been around for multiple generations. This

city was built on the backs of our people. Many of the charter leaders would be here tonight but they are in Tampa at Charter for Hire Advisory Panel meetings to generate support for industry management.

As you know, the Fleet submitted a Tier III application for a proposed 15-story development that was previously brought before but not accepted by Council, and we have continued to anticipate bringing a development out of the ground - not by choice but out of necessity. It is our only way to secure the survival of our fisherman which is our corporate goal. I'm not a developer, contrary to what you might have read, but I am guilty of pouring my heart and soul into my support of the Destin fishermen. They didn't sell out, and we hope you guys will stand firm and not sell them out either.

Although the Canin plan represents an approximate loss to the Destin Fishing Fleet's development of 25% of our buildable space, we are, for the greater good of the entire City, supporting the Envision Destin recommendations "as written and presented in their entirety by Canin Associates on August 11, 2015" as long as you make no changes or modifications of any kind. Would we recommend changes? Yes, but we have to start somewhere, and by "WE" I mean the City of Destin, and you have the opportunity tonight to finish what you started.

Growth is inevitable. Trying to stop it by stopping this plan will let it continue at 15 stories.

The fishermen who I represent have watched Destin transform from a small fishing village to a world class destination. They've never denied anyone's opportunity, and they shouldn't be denied by "I got mine-er's". This is a huge opportunity for which you've already spent \$200,000 plus had considerable public input. Not everyone got their way - not us, not some others, but let's not waste that time, energy, and money. I've come to know the Comp Plan better than most people, but I know that I don't have near the talent, expertise, or knowledge to second-guess Canin or Scott Shirley, and I suspect that no one else in this room, with perhaps the exception of Steve Bennett, knows better what you should do than them.

You voted to approve the Comp Plan last time with a 5-2 vote. Five of you stood together in solidarity. Nothing has changed. If you plan to change your vote tonight, I hope you will be able to enlighten us with the new information that has come to light since December 16, 2015, and I pray that you don't try to hide behind the unfortunate loss of Community Director Ken Gallander which has NOTHING to do with the approval of this plan. I sympathize that some of you might feel a little squirmish because of the city election and you fear that a vote for the Comp Plan might hurt your political image, so I would suggest to you that if you do the right thing, every time, and not flip-flop your vote because of your own election fears, you will garner a lot more respect and votes than if you are seen as weak, timid, and wishy washy.

Please remember that a previous council failed to approve the previous Comp Plan 2 years ago on a second reading and handed the responsibility over to you. If you've handled it well, then vote to approve the Comp Plan again tonight.

Development is ramping up. How well do you think you will fare turning down large developments, if that's your game plan, before the lawsuits start piling up? You have an opportunity TONIGHT to reduce height to 10 stories, and it seems likely that you will get away with it. This opportunity may not come again. I'm concerned that you are playing with fire.

To be clear, the Destin Fishing Fleet is adversely affected by the changes. We envisioned a height limitation of 12 stories rather than 10 plus a greater FAR, and we never expected to lose units per acres, but we applaud your efforts in hiring Canin, believe in the greater good that you had in mind, and believe that they have done their best to try to make a fair compromise."

Ms. Leigh Moore, representing Howard Group, spoke next. She remarked they feel these amendments are important steps in the right direction and are urging Council to pass and move forward with this plan tonight. She added they are looking forward to continuing to improve on the comprehensive plan and making important changes to the Land Development Code that would serve all the citizens of Destin.

Ms. Reta Shreve, a Destin resident, stated that City staff has been allowed to sign development variance orders in the past without having to go before Council for a vote; and that she feels this comprehensive plan amendments would allow this practice to continue. She also stated that whenever there is a change in the development it should go before the City Council for approval. She asked Council to take a closer look at the plan and consider delaying their vote on whether or not to approve it; adding there is still a problem with this plan or it would have passed unanimously on first reading instead of a 5-2 vote.

Mr. Shane Moody, President and CEO of the Destin Area Chamber of Commerce, stated this plan is about Destin as a whole; and that it is a good plan that needs to be put into place. He continued it is not about Destin of today, but it is about Destin in the future. It sets the stage in creating the kind of community with good economy, with high skilled high wage jobs, and a place where businesses want to locate. He also noted that Destin is a City with about 13,000 permanent residents; but, with 85,000 to 90,000 people at certain times in a year. He continued they have to make big city decisions because they have big city problems to solve. He added the Chamber Board has been behind this plan from the beginning and is urging Council to approve this plan tonight.

Mr. Ken Wapler, a Destin resident, stated that the current version of the comprehensive plan is not perfect, but it is important for the greater good of the community to move forward with it. He continued they have had public input for over a year, and that major questions should have already been answered. He urged Council to approve the ordinance as submitted so that property owners who have been waiting for over two years can finally move forward and make plans for the development of their property.

Mr. Jonathan Ochs, Chairman of the Board of the Destin Area Chamber of Commerce, stated that the City Council needs to stay the course and make tough decisions even though the term for some of its present members may be coming to an end. He continued that the Board is absolutely in favor of approving the comprehensive plan amendments as written.

Having no other comments from the public, the Mayor closed the public hearing and turned the matter over to the Council members for discussion and consideration.

Councilmember Wood moved to adopt Ordinance 15-17-PC, as amended, incorporating amendments to Chapter 1: Future Land Use Element and Chapter 13: Glossary on second reading and direct staff to forward the final document to the Florida Department of Economic Opportunity. Councilmember Trammell provided a second to the motion.

Councilmember Foreman stated this process started over three years ago at which time a decision was made to pass the matter over to the next Council. He continued it is a continuing

process and does not start and stop on election days. He added the plan is generally well done, and that he would support the motion on the floor.

Councilmember Dixon stated he would support the adoption of this ordinance tonight, but he would also support the new Council if they decide to re-examine any part of this plan at a later date. He continued that the most important elements of the plan will be memorialized in the Land Development Code with Council's approval; and at that point, Council can make sure there is no deviation from the approved comprehensive plan.

Councilmember Marler explained that under the current tiering system, tier 1 and tier 2 developments do not require Council's approval. He stated the Emerald Grande was built before the tiering system was established; otherwise, it would have fallen under tier 3 development criteria which requires a developer to give something back to the community called public benefit. He also stated the developer, Council and the public did not always agree as to the appropriate public benefit for certain projects. Several tier 3 projects have been approved, but none had been developed due to economic downturn. He further stated the current plan is not perfect but it is a way to get started. They have been working on it for over four years and they have never been a complete agreement among the Council, developers and the public. He also added when they hired an outside firm to assist the City in developing this plan, meetings were scheduled where the public were allowed to provide their input. He explained that Council members did not attend these meetings to prevent hearing comments that could taint the way they normally vote.

Councilmember Trammell stated that every document including this plan is a continuing work in progress and nothing will ever be perfect. She continued this is only the first step with regards to this plan, and they would need to keep working to improve it.

Councilmember Ramswell remarked she had never been pleased with the current process. She then mentioned that there were some changes to the plan that were discussed at a previous meeting and referenced in the minutes of that meeting, that were not implemented.

Councilmember Ramswell referenced Chapter 13: Glossary (Exhibit A to Attachment E of the staff report), Policy 1-2.1.2, page 15. She stated that she finds the following language in this policy vague and needs to be clarified: *"Nonresidential uses are land use activities within land areas not defined as residential uses and which are predominantly connected with the sale, rental and distribution of products or performance of services..."* She added they have previously discussed removing the phrase *"within land areas."*

The Land Use Attorney noted that the phrase *"within land areas"* will be deleted from two areas: Policy 1-2.1.2: Non-Residential Uses Define on page 18 of the plan as well as the Glossary definition on page 15.

Councilmember Ramswell also noted that Councilmember Braden previously pointed out there was a cross-reference in Policy 1-2.4.3. on page 1-34, referencing an incorrect policy area. The recommendation was to delete the cross-reference; however, the cross reference still exists.

The City Manager stated the cross reference will be deleted.

Next, Councilmember Ramswell suggests changing the zoning designation of Parcels B and C back to conservation since they have already received an opinion from a U.S. Army Corps of Engineers representative who has the authority on this subject.

The City Manager noted the standing motion which was adopted by Council several meetings ago was to retain outside legal counsel to evaluate whether or not Parcels B and C were buildable or developable and bring that back to Council. He continued he has identified a law firm capable of providing this service, and that the scope of services will be provided to the new Council shortly after they take office.

Councilmember Ramswell stated they could save the City some money if Council would agree to go ahead and make the change now after hearing the State's position on this matter. She asked if she could offer a motion in this regard.

The City Manager noted it is not what was submitted to the State on first reading.

The Land Use Attorney stated that he strongly recommends hiring an independent counsel and obtaining a legal opinion on this item.

Councilmember Ramswell stated it seemed very clear the public wanted less intensity and density, but it appears it is not what happened; adding the proposed plan showed increased intensity in multiple areas. She also added they need to make sure this document is a representative of the entire community of Destin and not just a few people.

Councilmember Braden stated if this plan passes, he would like to see the City put a halt on any application for minor or major development until the Land Development Code (LDC) is updated. He asked if they have started updating the LDC.

According to the City Manager, they cannot begin the amendment process until the comprehensive plan is approved; adding once the plan is approved they can start making LDC changes to match up with the approved comprehensive plan.

The Mayor asked if the State still allows Cities to submit two comprehensive plan amendments a year.

The Land Use Attorney stated that this particular rule has been repealed. He also mentioned that once Council adopts the comprehensive plan amendments, it will act as a repealer by reference to parts of the LDC; for instance a Tier 3 project will not be able to come in under the current LDC. He added they will proceed with the amendment process to the LDC to conform to comprehensive plan changes.

Councilmember Dixon noted that amendments to the LDC need to be adopted before they could start issuing development orders.

The Land Use Attorney replied affirmatively; adding it is especially true for the larger projects that are significantly impacted by these changes.

The City Manager stated that the point of significant change is the elimination of the Tier 3 process. He also noted that the problem with comprehensive plan: 2010 was the ability of the applicant to do the “double dip” and maximize the intensity and density; but, overall with these changes, they will get a much smaller project because of the elimination of the “double dip” and stacking.

The Mayor asked Councilmember Wood if he accepts Councilmember Ramswell’s proposed amendments to this ordinance.

Councilmember Wood stated he accepts the first two proposed amendments (deletion of the phrase “*within land areas*” from Policy 1-2.1.2 and a cross-reference in Policy 1-2.4.3.); adding he does not accept the proposal to change the zoning designation of Parcels B and C back to conservation as Council voted to retain outside legal counsel to evaluate the situation and provide a legal opinion on this matter.

Having no further comments from the Council members, the Mayor called for a vote on the motion, which passes 6-1 (Council members Trammell, Wood, Marler, Foreman, Dixon, and Braden voted “yes”; Councilmember Ramswell voted “no”).

PUBLIC OPPORTUNITY TO SPEAK ON COUNCIL PROPOSITIONS CONSENT AGENDA*

7. Request approval for use of City streets for the Northwest Florida Track Club’s Annual Chiropractic Run for Health 5k run on April 23, 2016
8. Request approval for use of City streets for the Destin Marathon and Half Marathon on April 17, 2016
9. Request for approval for use of City streets for the Destin Little League Opening Day Parade on March 12, 2016
10. Harbor and Town Center Community Redevelopment Agencies Annual Financial Reports
11. Award of bid for fence replacement at Morgan Sports Center
12. Indian Trail and Monique Court resurfacing
13. Repaving of Regions Way

Councilmember Braden requested that Consent Agenda item #11 be pulled for further discussion.

Motion by Councilmember Wood, seconded by Councilmember Trammell, to approve Consent Agenda items #7 thru #10, and #12 and #13, as printed above, passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

With regards to Consent Agenda item #11 – Award of bid for fence replacement at Morgan Sports Center – Councilmember Braden asked if they are replacing everything with galvanized post.

According to the Parks and Recreation Director Lance Johnson, they are going to all galvanized pole because the useful life is longer; adding they are replacing 80 percent of the fencing

in Phase 1 of the project. He continued that a few outfield fences that are in good condition will be replaced later on this year if they have enough money left from the allotted funds.

Councilmember Braden asked if covering portions of the stand is included in this project.

Mr. Johnson replied it is not part of this bid process; however, they are still pursuing the shade structures Council approved during the budget process and hope to get it done before the summer time.

Motion by Councilmember Braden, seconded by Councilmember Wood, to approve Consent Agenda item #11, as printed above, passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

RESOLUTIONS

14. Resolution 16-05 – Resolution of support for the Calhoun Avenue Pedestrian Facilities Plan

The City Attorney read Resolution 16-05 by title.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN TO CONTINUE TO SUPPORT CONSTRUCTION OF THE CALHOUN AVENUE PEDESTRIAN FACILITIES IMPROVEMENTS WITH TRANSPORTATION ALTERNATIVE PROGRAM FUNDING; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Manager explained the City had applied for Transportation Alternatives Program (TAP) grant from FDOT last year for the Calhoun Avenue Pedestrian Facilities Plan. They received partial funding for the design last year. A new TAP application is required each year as well as a resolution of support from the City Council.

Councilmember Trammell moved for approval of Resolution 16-05, expressing support for the Calhoun Avenue Pedestrian Facilities Plan, and to further authorize the Mayor to sign Resolution 16-05 on behalf of the City Council. Councilmember Wood provided a second to the motion.

Councilmember Wood asked the City Manager to find out from FDOT if undergrounding the utilities is an authorized expenditure for TAP grant.

The Mayor called for a vote on the motion, which passes 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

SCHEDULED PRESENTATIONS FROM THE PUBLIC**

15. Economic Development Council (EDC) Quarterly Report – Mr. Nathan Sparks, EDC Executive Director

Mr. Nathan Sparks, EDC Director, gave the following report:

Marketing Initiatives

- Exhibited at the National Defense Industrial Association's Air Armament Symposium held at the Emerald Coast Convention Center November 3 – 4
- Participated in the National Business Aviation Association's Annual Convention and Trade Show in Las Vegas November 17-19
- Served as signature sponsor and exhibitor at the Pacific Northwest Aerospace Association's annual meeting in Seattle February 9-11
- Developed the EDC's 2015 Annual Report

Strategic Initiatives

- Undertook select legislative advocacy geared toward:
 - Much needed funding for Enterprise Florida to promote Florida to businesses
 - Making the State sales tax exemption on manufacturing equipment permanent
 - Eliminating sales tax on commercial leases
 - Support of Governor Scott's proposed "Florida Enterprise Fund", structured as a \$250 million legislative appropriation request that will replace the State's woefully underfunded Quick Action Closing Fund (funded at \$12 million statewide)
- Completed and submitted a comprehensive package on February 12 nominating the community for the Association of Defense Communities inaugural "Great American Defense Community" Award
- Coordinated Okaloosa County's participation in the upcoming Northwest Florida Defense Coalition's Washington D.C. Fly-In scheduled for March 15-16
- Partnered with Florida's Great Northwest and economic development organizations from the seven other "disproportionately affected" counties of Northwest Florida to develop a comprehensive presentation for Triumph Gulf Coast, Inc.

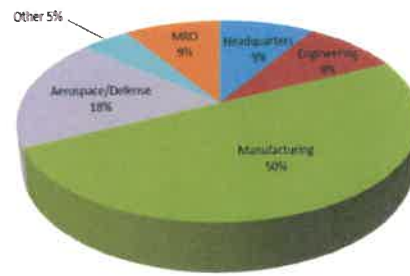
Project Activity

- The EDC continues to experience strong project activity, with 23 active projects currently in the pipeline.
 - Of these, 6 are expansions of existing Okaloosa County operations
 - Of these, 14 were locally generated as opposed to projects that come by way of Enterprise Florida and other state and regional partners
- Below graphs provide insight into the specific sectors and numbers of jobs represented within the EDC's current project pipeline

Industry Sector



Industry Sector



Website Update

- Continues to see good traffic at OkaloosaSite.Com (portal used to highlight specific businesses in terms of business demographic/consumer spending/wages/housing for businesses considering this area)
- Buildings getting the most traffic on the website. Good indicator of future occupancy
 - 124 Benning (2700 square feet of office)
 - 151 Regions Way (4800 square feet of office)
 - 4201 Indian Bayou Trail (6000 square feet of retail space)
 - 36468 Emerald Coast Parkway (a portion of 5000 square foot building)
- Destin continuous to be the most sought out community in terms of web searches
 - 111 searches related to economic development (business searches) since January 2016

16. Fiscal Year 2015 Comprehensive Annual Financial Report, presented by Bruce Nunnally/Partner - Carr, Riggs & Ingram, LLC

Mr. Bruce Nunnally from Carr, Riggs & Ingram, LLC presented the Fiscal Year 2015 Comprehensive Annual Financial Report. After providing a summary of the accounting processes, Mr. Nunnally reported that overall the City's financial statements are presented in accordance with general accounting principle and ready to be sent off to the General Accounting Office for the annual award. They did not see any major deficiencies. There are no significant comments or suggestions that need to be presented to the City Council. He also noted due to the nature of the City's assets, liabilities and revenues, it is one that is very well designed for confirmation, which is the most solid evidence. It is designed in such a way that would make it easier to confirm a lot of things than some other audits. They were able to confirm 100 percent of the City's cash balances, investment balance and debts (notes and bonds); 83 percent of account receivables; and 85 percent

of revenues. Overall, the City's audit is clean, in compliance with financial regulations, and has achieved a high degree of reliance.

The Mayor asked if Mr. Nunnally feels the City of Destin is financially sound; to which Mr. Nunnally replied affirmatively. He added that at this point the long-term debt on the balance sheet of the City is the lowest it has been for 10 or 12 years.

The Mayor commended the Finance Director Bragg Farmer and his staff for an outstanding job.

Motion by Councilmember Trammell, seconded by Committee member Wood, to accept the Fiscal Year 2015 audit passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted "yes").

17. Trees Destin – Allen French – Discuss upcoming tree projects and thank current Council for all their support

Mr. Allen French, Trees Destin, expressed his appreciation to the Council for their support of Trees Destin and their Main Street Beautification/Enhancement/Tree Planting project in 2015. He also thanked City staff, especially the City Engineer, for being supportive and helpful in ensuring all requirements are met. He also noted that the City's \$5,000 investment on the project turned into a \$70,000 to \$80,000 in monetary and trees donations for the City of Destin up to this date. He then showed several photos of Main Street before and after the tree planting project as well as photos of other projects and future projects.

PROJECT REPORTS AND COMMENTS FROM MAYOR AND COUNCIL

18. Councilmember Braden
 - a. Nomination of Matthew Bomparola to the Destin Youth Council

Councilmember Braden moved to appoint Matthew Bomparola to the Destin Youth Council; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted "yes").

Councilmember Braden discussed the air conditioning system being installed in the Destin Community Center; stating the current plan is to place the unit 30 feet away from the building and run the duct work from the unit to the Community Center; and that there will be a change order for about \$4,000 to run the metal duct along the wall to connect it to the building. He stated that he met with the contractor to find out what how much it would cost to place a retaining wall around the piece of property closer to the building, back fill it so they could put a slab and place the unit there instead, he was given an estimate of about \$9,000. He suggests spending that extra money for this project and doing it right instead of spending the money to hire a special counsel to provide a legal opinion on Parcels B and C. He added they have already heard from a representative from the US Army Corps of Engineers stating they have no intention of abandoning the easement on that property and therefore nobody can build on it.

According to the City Engineer, they put the air conditioning units where they are currently designed to go in order to save money; but, he would be willing to get pricing for the retaining wall.

The City Manager stated it is one of the things they considered when trying to evaluate where to place the units, adding will try to get a design and a firm estimate for the retaining wall.

19. Councilmember Ramswell

- a. Nomination of Travis Lee Ralph to the Local Planning Agency

Councilmember Ramswell moved to appoint Travis Lee Ralph to the Local Planning Agency; seconded by Councilmember Foreman. Motion passed 7-0. (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

Councilmember Ramswell noted that accidents are very prone to occur right on the curve on Airport Road; and that there were two more serious incidents that happened there in the last two weeks that people are asking her for a solution. She suggests installing a bar with multiple warning lights rather than just one.

The City Engineer stated they have reached out to FDOT on this issue two months ago and learned there is a program FDOT sponsor where a safety audit is performed at no cost to the City. He continued they have requested FDOT to do a safety audit at that particular curve as well as the signal on Commons Drive; and it is currently underway. He added they also plan to meet with the Tree Board to discuss planting trees along that curve that would fit within the safety audit.

20. Councilmember Dixon

21. Councilmember Foreman

- a. Nomination of Wesley Shackelford to the Destin Youth Council

Councilmember Foreman moved to appoint Wesley Shackelford to the Destin Youth Council; seconded by Councilmember Dixon. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

22. Councilmember Marler

Councilmember Marler noted there is a City referendum in the ballot for the March election; and that apparently a lot of people do not understand exactly what the City is trying to accomplish.

The City Manager stated that under the City’s ordinance, vacation of rights-of-way in Scenic Hwy 98 has to be placed in the ballot; and that this particular piece of property continues to be a right-of-way if its vacation fails in the referendum.

23. Councilmember Wood

Referring to an earlier discussion about the curve on Airport Road, Councilmember Wood noted he was at the scene of one accident that happened there about a week ago. He stated the driver of the vehicle was cited for driving too fast at that particular location. He continued most of

the accidents that happened in that curve had some mitigating issue – such as alcohol or speed related issue – and there is not much they could do to prevent them; adding people need to pay attention and obey the speed limit when driving at that location.

24. Councilmember Trammell

Councilmember Trammell noted the Harbor CRA Advisory Committee made a recommendation to place the following items on the CRA Board and City Council meeting agenda:

- Aggressive pursuit of a medallion or decal program to help identify authorize livery vessels to aid in code enforcement inspections for business and parking compliance
- Direct staff to create an ordinance to ensure out-of-service vessels in the Harbor District are on movable FDOT-approved trailers and are not allowed to impact the businesses' required parking
- Reduction of the speed limit in the Harbor District to 25-30 mph

Councilmember Trammell moved to place the three Harbor CRA Advisory Committee recommendations on the CRA Board and City Council meeting agenda at their second meeting in April for discussion; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

25. Mayor Seevers

Mayor Seevers mentioned that she presented a proclamation today to the Boys & Girls Club of the Emerald Coast who is celebrating the National Boys & Girls Club Week. She added the Boys & Girls Clubs get involved in a lot of community initiatives and that she congratulates them on all their accomplishments.

STAFF REPORTS AND RECOMMENDATIONS

- 26. City Attorney comments
- 27. City Land Use Attorney comments
- 28. Request for funding for Public Services facility sheet metal repair

The City Manager explained this is a request for funding to repair a water leak in the City's Public Services facility.

Councilmember Trammell moved that Porter Roofing Contractors, Inc. be approved to repair the sheet metal on the Public Services Facility in the amount not to exceed \$9,950.00, authorize the City Manager to sign the purchase order in the amount of \$9,950.00, fund the purchase order from the City's Repair and Replacement account and make the appropriate budget amendment. Councilmember Marler provided a second to the motion; which passes 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

29. Increase in contract amount for DRMP, Inc., inspection services for the Hutchinson Street Pedestrian Improvements

According to the City Manager, this is a request for an increase to the contract of DRMP, Inc. that is doing the inspection for the Hutchinson Street Pedestrian Improvements. He continued since this is basically a federal grant, the inspection services have to be separate and apart from the engineer of record, which in this case is the City Engineer David Campbell, pursuant to the grant guidelines. The project experienced persistent weekly rain events and several minor change orders that extended the completion of the project.

Motion by Councilmember Wood, seconded by Councilmember Ramswell, to approve an increase to the contract of DRMP in the amount not to exceed \$12,737.50 for the Hutchinson Street Pedestrian Improvements Project passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted "yes").

30. Amendments to the Youth Council By-Laws

The City Manager informed Council the Destin Youth Council reviewed their bylaws, and that their proposed changes to the bylaws are outlined in the staff report.

Referencing Section 5 on page 1 of the bylaws that reads, *"Each member of the Destin City Council shall appoint two members to the Destin Youth Council"*; Councilmember Wood suggests changing the language to read *"Each member of the Destin City Council shall appoint up to two members to the Destin Youth Council"* to make it consistent with the Youth Council recommendation for the City Council to appoint *"maximum of 14 members, and a minimum of 6 members to the Destin Youth Council."*

Councilmember Ramswell moved for approval of proposed changes to the Youth Council Bylaws as amended; seconded by Councilmember Trammell. Motion passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted "yes").

31. Award of bid for the Heritage Run Drainage Improvements

According to the City Manager, the City received a \$500,000 grant from the State and the City Council budgeted an additional \$500,000 to design and install a storm water pumping system to help alleviate the flooding problems at the Heritage Run subdivision. The City solicited bids for the project and received three submittals, and that Talcon Group, LLC submitted the lowest responsible bid of \$575,510.50. He continued the City will purchase the pumps and sole source the generator, and that these items will be presented to Council for approval at a future meeting. He also stated that Jenkins Engineering, LLC, the Continuing Engineering Consultant for the City has provided a proposal to conduct the Construction Engineering and Inspection services for the project in the amount of \$30,000. Also, the City is working with Gulf Power relating to the insulation of the necessary energy to be able to power this pumps station. He added that under the grant agreement with the State, the City is required to complete this project by September 2016.

Councilmember Wood moved to authorize the City Manager to execute the contract with Talcon, LLC in the amount of \$575,510.50 for the construction of Heritage Run Drainage Improvements and execute a contract with Jenkins Engineering, LLC, for construction inspection services in the amount of \$30,000.00. Councilmember Dixon provided a second the motion, which passes 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

32. Capt. Royal Melvin Heritage Park mediation results

The City Manager noted that at the January 19th Council meeting, the Council asked staff to attempt to mediate this issue with representatives from B.I., Inc. and their attorney. They had the mediation session scheduled for February 19th and they had made some progress. He continued they have committed to B.I., Inc. as part of the mediation that although he would not be comfortable recommending a settlement on this issue at this time, they have the right to present their proposed settlement to the City Council.

The City Manager outlined the criteria and rules that the Florida Community Trust has established related to land exchange, the result of the mediation, and the problems associated with the proposed settlement from B.I., Inc.

- The City’s Land Use Attorney and his firm , and the special counsel to the City Joseph Boyd have opined that B.I., Inc. does not have any rights to the existing road on the future Capt. Royal Melvin Heritage Park site
- State of Florida’s requirements for land exchanges as it relates to the grant money to the City of Destin to assist in the acquisition of the property are that:
 - ❖ Only local governments may participate; and then the exchange parcels:
 - must be contiguous to a Trust Project site
 - must be at least equal to or greater in terms of upland acreage
 - must have at least the same real estate value
 - must have a significant and clear net environmental, conservation and/or recreational benefit to the project site as determined by the Trust staff
 - ❖ Exchange cannot result in a lower score based on the approved application criteria
- Points of discussion/issues at the mediation
 - ❖ Easement grants to B.I., Inc.
 - B.I., Inc. had initially requested 2882 square feet of property in the middle of the park for an access drive
 - At the mediation, B.I., Inc. stated they needed additional square footage as they were unwilling to modify their restaurant to accommodate the driveway. This now may be less than 1,500 sq. ft. based on recent communication
 - Based on the above criteria, if the City/State gives up 1,500 sq. ft., they need to be able to get at least 1,500 sq. ft. as part of the exchange

- ❖ Boardwalk easement to the City
 - B.I., Inc. is offering 2000 square feet of property on the harbor front for operation and maintenance of the boardwalk
 - In January 2008, B.I., Inc. had committed to provide this easement as a condition of its building permit to remodel/renovate the restaurant
 - In compliance with Ethics Law, Mr. Destin was unable to affect this for at least two years after he came off the Council around March 2012
 - This was part of the original transaction and should not be included in this particular exchange
- ❖ Parking Easement
 - The City needs one handicap parking space and one regular parking space to accommodate the new park. B.I., Inc. has offered this square footage on their harbor parcel
 - The square footage for this parking is approximately 494 square feet, plus 24 foot drive space. The challenge with this accommodation is that Luther's Pontoon Boats, B.I., Inc.'s tenant on the harbor, is presently short parking spaces for the number of leisure rentals they are leasing on the property
- ❖ Riparian Rights for Transient Boats
 - B.I., Inc. has offered 3 transient boat slips on the eastern side of their deck. This is estimated to be approximately 900 square feet of riparian rights
 - The submerged land lease is owned by the State of Florida and the City would require a submerged land lease from the State. Currently, the City has 3 transient boat slips as part of the lease agreement with the Destin Fishing Fleet
 - By the above rule, since this property is not "upland" it cannot be counted as part of the square footage exchange
- Assuming all the previous requirements are met, then the Trust staff will request the following:
 - ❖ A written statement that at least 6 of the 7 City Council members support the proposed exchange
 - ❖ A revised Management Plan
 - ❖ A survey and legal description of the parcels to be exchanged (paid for by B.I., Inc.)
 - ❖ Title policy of the parcel(s) to be acquired
 - ❖ Separate appraisals for each parcel (paid for by B.I., Inc.)
 - ❖ Phase 1 environmental site assessments of the parcel(s) to be acquired (paid for by B.I., Inc.)
- Needed to create the driveway requested by B.I., Inc. (necessary exchange goal)
 - ❖ Proposed exchange by B.I., Inc.
 - 2,000 sq. ft. boardwalk easement (this is part of original 2008 building permit requirement for the restaurant conversion)
 - 900 sq. ft. dock space (not eligible to be considered in the exchange)

- 3,000 sq. ft. parking access easement (if they take parking, a portion of the access way should be attributable to the City)
- 536 sq. ft. parking/494 sq. ft. parking (whichever is the correct number is eligible for an exchange)

The City Manager also stated that based on the fact they really do not have an agreement they feel they could submit to the State and successfully gets through, and pursuant to the opinion of the special counsel, they recommend proceeding with building the fence and getting the project ready to be put out to bid; adding they anticipate the Restore money being available to the City in the July/August 2016 time frame. He also stated that Tetra Tech, Inc., the designer of the park, has completed the 60 percent design, and that if they revise the design to accommodate the driveway, it would require \$48,000 or \$49,000 in additional fee. He added he is reluctant to recommend B.I., Inc.'s proposals to the Council because he does not think it would meet the State's very strict criteria.

According to the Land Use Attorney, the proposed agreement states this is a public easement currently burden by a public access easement. He stated that the City cannot sign any document that includes that type of language; adding that a private transaction for a land exchange will not extinguish a public access easement. He also stated it is not their opinion there ever was a public access easement and a land swap will not remedy that situation. He further stated they do not know if the State is going to accept the riparian grant, and that they may not be able to structure it as an easement since it is a lease and they cannot put an easement on top of a lease.

At this time, the Mayor acknowledged the members of the public who wish to speak on the subject.

Mr. John Stephens, from Luther Pontoon Rentals, spoke first. He asked Council not to close the access road because it would potentially put them out of business. He stated they employees include include high school and college students, fishing fleet family members, retired military, and some members of the Destin firefighters.

Mr. Jim Bagby, a Destin resident, stated he did not understand the issue relating to property exchange since they are talking about an easement and are not exchanging properties. He then posed the following questions:

- *Where would the parking spots come from if they are not already there?*
- What is the City's plan for acquiring the two parking spots, their locations and how to access them?
- They previously discussed having a band stand area or an area for public gatherings. How would they access this area?

Mr. Bagby also suggests the City talks to B.I., Inc. about helping share the cost of improving the access way and to have an agreement that should they ever redevelop their property, the easement will cease to exist. He also encouraged everyone to continue to work out a settlement for the best interest of the harbor area and the entire City of Destin.

Mr. Dale Petersen, a Destin resident, spoke next. He stated he has been involved for many years with the fishing fleet; and that he and Mr. Kelly Windes met with Capt. Royal Melvin and signed an agreement that gave them a 99-year lease so they could have a submerged land, a park and additional pier for all the fishermen. He also stated the drawings he saw of the riparian rights is literally taking at least six of the boat slips of the sovereign land that they have had for over 25 years.

Mrs. Mary Anne Windes, a Destin resident, stated the Destin Fishing Fleet has worked with Capt. Royal Melvin since the early 1990's on this particular land, and that the Melvin Family gave them the right of first refusal on this land which the Destin Fishing Fleet plans to purchase. She continued that they gave up the right of first refusal for the City to build a park on this property; adding they were told there would be no parking on it, and that construction of the park would begin relatively soon. However, the City closed on the land in 2006, and it has been 10 years and nothing has happened. She continued that the price for an easement in the City of Destin on the harbor is \$42,000 a year; which is based on the amount the Destin Fishing Fleet receives from the property to the east and only for ingress/egress. The City has not had the benefit of receiving \$42,000 a year, and there has not been any talk of a refund. She further stated Mrs. Jean Melvin has warranted to the City that there was no easement on that property; and both the City's Land Use Attorney and the best real estate attorney in the State of Florida have opined there was no easement on that property. She added that no easement existed on this land and to try to give it away is unfair with the agreement the City made with the Destin Fishing Fleet.

Mr. Dewey Destin of B.I., Inc. came forward to address the issue. He stated it is hard to mediate with people who do not stay long enough for the meeting; adding that at the last mediation session, both the City Manager and the City's Land Use Attorney left following a lunch break and the session did not go any further. Mr. Destin proceeded to read the content of the letter from the mediator, a copy of which was also presented to the City Council:

"This letter follows the mediation session last Friday in the above-referenced matter. As agreed, Lisa will prepare her clients' best offer sometime this week and get it to Scott to be presented at the City Council meeting in early March. To be clear, neither Greg nor Scott will recommend the settlement/resolution. They will not actively oppose it other than to say that they cannot support it because of the two legal opinions to the effect that the City's position is correct. Now, what I am saying in this letter does not limit what Scott or Greg can say, but it is my understanding that while neither will support the proposal, they will not do their best to 'crater' it.

This letter will also confirm that both parties have agreed to waive the confidentiality of the mediation sessions."

Mr. Destin stated he is not sure if they are negotiating in good faith since staff did not want to agree to any compromise because of legal opinions against B.I., Inc.'s position; which means the City went in to the negotiation with no intention of negotiating. He then addressed the City of Destin report on mediation results that are contained in the staff report:

➤ Easement Grants to B.I., Inc.

Mr. Destin stated that B.I., Inc. did not request 2882 square feet, and that this figure was submitted by the City who stated the Destin Fire Control District required a 20 ft. wide road under their code. He continued subsequent communication with the District has not substantiated any such requirement. Mr. Destin proceeded to read the following letter from the Destin Fire Control District:

"A primary purpose of the fire code requirements for a fire department access road is for the purpose of fighting fires in buildings and structures. The current design and plans for the Capt. Royal Melvin Heritage Park do not require a Fire Department Access Road. However, construction of a building or structure on this property, now or in the future, will require code compliant access.

Access for medical or other emergencies should be a consideration, but is not government by the Florida Fire Prevention Code."

➤ Boardwalk Easement to the City

Mr. Destin stated this is the same ethical issue they discussed earlier. It was a violation of State Ethics Laws for B.I., Inc. and himself to exchange anything of value such as an easement for a building permit or Certificate of Occupancy (CO). It was also unlawful for the City to require him to violate the law as a condition of a permit or CO; adding this is the reason the City Attorney Jerry Miller stepped in and stopped these negotiations. Delaying the agreement, unlawfully negotiated at the time, would still leave him open to an ethics complaint. Negotiating a new agreement now would not be unlawful since he had been out of office for over two years; and that this is what they have been attempting to accomplish.

➤ Parking Easement

According to Mr. Destin, Luther's Pontoon's business license for the last five years has authorized them to have 15 rental boats. As of March 4, 2016, there are nine boats on site. They have met with the City staff to try and understand what new standard they were applying to Luther's Pontoon's and seek a solution. He continued that Mr. Ashley Grana from the City stated that he would find out what parking standard was being used; and that they told Mr. Grana they would provide additional parking across the street on their leased property if necessary. He also stated a record of that meeting can be found at City Hall. He further stated that to date the only contact with the City since that meeting was a code violation letter issued on February 29, 2016. He added he could only assume it is an attempt to "crater" the negotiations over the road/park issue.

➤ Riparian Rights for Transient Boats

Mr. Destin stated that the State does not own "submerged land leases." It owns the submerged land itself. The State then grants submerged land leases to the upland property owners as part of their Riparian Rights. This 900 sq. ft. of submerged land lease is contiguous to the City's

property and easements, specifically the boardwalk and proposed handicapped parking area, and is eligible to be counted.

Mr. Destin further stated the Destin Water Users has a main water line under the easement that services Holiday Isle. The current Heritage Park design requires a shaving down of the bluff's height necessitating the relocation of that pipe. By keeping that segment of easement in place, the cost of the redesign is offset by the savings made from not having to move the pipe or regrade the bluff and other significant portions of the park property. Additionally not re-grading the property will ensure preservation of numerous heritage Oak Trees located on site.

Mr. Destin then addressed the land exchange rules versus the changes that had been done in the past. He stated that during the lease amendment with the fishing fleet in 2010 on the property on the eastern boundary of the City's property, the Florida Community Trust has confirmed in writing that these changes were potential disallowable uses but were allowed and approved by the Trust. The City released three of its slips to the fishing fleet along with granting a 10 foot easement along the water front and rewrote their management plan in exchange for release of parking requirements by the fleet. Since the Florida Community Trust approved these changes internally, they could certainly allow them to move forward with this issue in the same manner. He continued that if they are successful, DEP and the City will receive in excess of \$1 million in benefits. He added this is not a land exchange. The lease amendment with the fleet was an exchange of easement, which is precisely what they are trying to accomplish.

Mr. Destin further stated that the road in the Heritage Park is the only public vehicular access to harbor walk, and without this access, the City would have to rely on the goodwill of private property owners along the harbor. All the boardwalk easement he reviewed allowed only east-west access and did not allow access across private property. The City would need vehicular access to maintain the boardwalk; and that the settlement they have proposed will give the City a non-exclusive easement to their restaurant parking lot to accomplish that task. He added that B.I., Inc. has always allowed the use of their property during the Annual Destin Seafood Festival. They have allowed the VIP tents, bathrooms and numerous booths to be located on their property as well as the Luther's Pontoon property. If the fence is built as shown in the drawings, it would make it impossible to work with the City and severely impede the public ability to move up and down harbor walk. He added they are offering to quit claim their rights to use 75 percent of the access road located on the park property and to close public vehicular access and re-route city vehicular access to their lot. They will also add public docking facilities and handicapped parking on their property in addition to dedicating the harbor walk easement and its construction costs which they have already incurred.

Next to speak was Ms. Lisa Minshew, attorney for B.I., Inc. Ms. Minshew pointed out the City's title policy for the property states this particular access easement is an exemption to the policy. She stated this exemption should not have been written in to the City's title policy if there is no possible legal opinion that there is an access easement. She stated they believe there is a public access way and a private access way; adding that according to her letter to Council, there are at least three different deeds that referenced the private access and the public access; and that she had not seen anything that would suggest the City has ever done anything to abandon the public's access. She further stated they do not understand there is opposition from the fishing fleet unless they are

planning some major development they think B.I., Inc. would effect. She stated the City provided them copies of the regulations at the last mediation; and that her letter to Council states they would meet or exceed all the regulatory standards. However, through direct communications with the City and looking back at City records, they found out the City has already done similar things with the fishing fleet without these regulations and the Trust did not require the City to go through this long procedure. They do not believe these regulations should apply in this case since they are extremely similar in nature – only an easement transfer with no land being acquired or exchanged.

Also, according to Ms. Minshew, the City Manager stated during mediation that he was not going to recommend denial of the proposed settlement; however, he did so by preparing the staff report for Council. She also mentioned that during mediation, they offered a 3,000 sq. ft. of access easement from US 98 to their parking lot for City staff to be able to use to maintain the boardwalk and to do improvement to the bathrooms. However, this number was not mentioned in the staff report. She asked Council not to vote to install the fence and allow them to proceed with the settlement agreement.

The City Manager explained the he and the Land Use Attorney left the mediation after the mediator basically stated the session was over because they are on an impasse and are not making any progress. He also stated that with regards to the allegation they were attempting to crater the settlement offer, there were copies of an e-mail the Land Use Attorney provided to the mediator stating that his intention was not to attempt to crater the settlement offer but to merely provide his best professional opinion whether or not this exchange met the rule and the criteria the State laid out. He also stated it is important to separate the issue with the fishing fleet with this exchange because there is a big difference with what is being proposed now with what was being proposed then. The Riparian agreement Capt. Royal Melvin entered into with the fishing fleet in early 1990's involved 6 commercial slips. The State would not fund anything that has a private purpose; and so they had to remove parking off that site in order to proceed with the funding. The City purchased the property at the end of 2006. They did not get the State approval on the grant until June 2010, and they were in the third and final extension of the grant. He further stated the City Council can consider the exchange, but it would require concurrence from the State because they are a funding partner in this project and the City has to follow certain criteria. He also believes they could craft something that is acceptable to the State; however, he does not believe the settlement offers that have been presented meet the State criteria. He added they have \$1,250,000 Restore funding coming to the City for the park; however, they cannot complete the design of the park until they know what this issue will do to the design. He also added if they do not proceed with their commitment to the State, the City would have to reimburse the State the \$2.7 million grant.

Councilmember Dixon moved that the City Manager and the City Land Use Attorney meet with B.I., Inc. and their attorney to further discuss the proposals that have been put forward and try to come up with a proposed resolution that is agreeable to both parties; and then for both parties to present that particular proposal to the Trust for Public Land for their approval. Councilmember Marler provided a second to the motion.

Councilmember Ramswell expressed her disappointment that no progress was made at mediation; adding that Council's direction was for both parties to mediate and report back to Council.

According to the City Manager, they mediated and then reached an impasse; and that they told the mediator the City would not be able to recommend what was being offered but B.I., Inc. has the right to report to the Council.

Councilmember Ramswell stated the letter from the mediator seemed to suggest the City Manager and Land Use Attorney entered the mediation session already of the mind the two legal opinions from the Land Use Attorney and special counsel were fixed and unchangeable.

The Land Use Attorney stated he would not change his legal opinion just because he was ordered into mediation. He continued they could not recommend a resolution, but they are bringing back a settlement offer for Council's consideration; and that if the direction from Council was to attempt to consummate this transaction, then it is exactly when they would do. He added that because he has previously given a legal opinion that B.I., Inc. did not have rights to access across the City parcel, it made it very difficult for him to consummate the transaction without additional input from the City Council.

According to the City Manager, he believes there is a way to resolve this issue and come up with a plan that the State would accept. He would be willing to go back to mediation; but, in his opinion the State would want the City to get equal to or greater than the square footage they are giving up in the middle of the parcel. He added if they could work the details out tonight, they should be able to resolve this issue.

Mr. Destin stated he also believe they could resolve his issue; adding they have more than enough to offer with the access to their parking lot and the handicap parking. He also added, they would be willing to start negotiating with the City tomorrow it that what it takes to resolve this issue.

Councilmember Ramswell noted a discussion in the packet about putting up a fence. She asked if the City had already applied for a permit; which the City Manager replied affirmatively, adding that the City applied for it earlier this year.

Councilmember Ramswell asked why the City applied for a permit without Council's direction.

According to the City Manager, the permit was applied for in the event the City Council wanted to proceed with building the fence; but, the fence will not be built without City Council's approval.

Councilmember Ramswell inquired if an easement actually does exist.

The City Manager stated there were two 8-foot easements on the west side of the property and there is a Destin Water Users easement for the water line. He continued these easements were noted in the surveys and in the title policy; however, translating that to mean B.I., Inc. has the right to use the City property is where the disagreement comes in. He added that both the Land Use Attorney and the special counsel have opined these easements existed but are now exhausted.

The Mayor noted the City Manager made a statement about the possibility of resolving this issue, and that Mr. Destin also stated that he believe they could come to some agreement. She suggests Council allows both parties to settle this issue.

Councilmember Ramswell noted they have an offer from B.I., Inc. for property and rights totaling \$1.4 million; an excellent offer which they should take advantage of and continue the mediation.

Councilmember Foreman suggests both parties equally share the cost associated with this issue.

Councilmember Trammell announced she would have to abstain from voting because her son, an engineer with Taylor Engineering, entered into a contract with B.I., Inc.

The Mayor called for a vote on the motion, which passes 5-1 (Council members Marler, Foreman, Dixon, Ramswell and Braden voted “yes”; Councilmember Wood voted “no”; Councilmember Trammell abstained from voting).

33. Deepwater Horizon Operations and Maintenance Grant Agreement

According to the City Manager, Council authorized the Mayor to execute the donation agreement with the Trust for Public Lands to accept the property at 101 Calhoun Avenue and recreational facilities on the property once constructed. He continued the Operations and Maintenance Agreement that is before the Council tonight will allow the City to be reimbursed for related operations and maintenance expenses during the ten year agreement term. It will enable Destin to adequately maintain the facility for ten years.

Motion by Councilmember Trammell to approve the Deepwater Horizon Operations & Maintenance Grant Agreement and authorize the Mayor to execute the agreement on behalf of the City was seconded by Councilmember Wood and passed 7-0 (Council members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

34. City Manager comments

The City Manager made the following announcements:

- Ribbon Cutting for Hutchinson Street pedestrian improvements on Wednesday, March 9th, 3:00 PM
- Annual Run with the Dog on Saturday, March 19th

COMMENTS FROM THE AUDIENCE

Mr. Dale Petersen stated one of the statements he made regarding the encroachment on to the submerged land lease was in error; adding he looked at three drawings and he was not referring to the most recent drawing.

Mr. Jason Belcher, President-elect for the Destin Rotary Club, stated they have undertaken the renovation of 908 Airport Road (Food For Thought building). He stated this has been a community effort. He continued that Mr. John Kasac deserved a lot of credit for singlehandedly raising a tremendous amount of funds in addition to donating his personal services. The Chamber of Commerce Destin Forward Group also deserves a lot of credit. Their bowling fundraiser raised closed to \$6,000; and that many City employees also donated their personal time and effort to help renovate the facility.

Having no further business at this time, the meeting was adjourned at 10:30 PM.

ADOPTED THIS 18TH DAY OF APRIL 2016

By:

Scott Fischer, Mayor

ATTEST:

Rey Bailey, City Clerk

**MINUTES
COMMUNITY REDEVELOPMENT AGENCY
BOARD OF DIRECTORS MEETING
MARCH 7, 2016
ANNEX COUNCIL CHAMBERS
5:30 PM**

The Community Redevelopment Agency met in a special session with the following members and staff present:

Destin Community Redevelopment Agency

Board Chairperson Sandy Trammell
Boardmember Cyron Marler
Boardmember Tuffy Dixon
Boardmember Jim Wood

Boardmember Rodney Braden
Boardmember Prebble Ramswell
Boardmember Jim Foreman

City of Destin Staff

CRA Executive Director Greg Kisela
Public Information Manager Doug Rainer
CRA/Development Manager Steven Schmidt
City Engineer David Campbell
Parks/Recreation Director Lance Johnson
HR Manager Karen Jankowski
City Attorney Jerry Miller

City Clerk Rey Bailey
Finance Director Bragg Farmer
IT Manager Webb Warren
Planner Hank Woollard
Planning Manager Ashley Grana
Land Use Attorney Scott Shirley

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

CRA Board Chairperson Sandy Trammell called the meeting to order at 5:30 PM.

APPROVAL OF MINUTES

1. Request approval of minutes of January 4, 2016 CRA Board Meeting

Motion by Boardmember Wood, seconded by Boardmember Marler, to approve minutes of the January 4, 2016 CRA Board meeting passed 7-0 (Board members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

PUBLIC OPPORTUNITY TO SPEAK ON CRA BOARD PROPOSITIONS

NEW BUSINESS:

2. Presentation and Transmittal of Fiscal Year 2015 CRA Annual Financial Reports

The CRA Executive Director explained this is a statutory annual reporting requirement for the Community Redevelopment Agency (CRA). The report includes a complete financial statement setting forth assets, liabilities, income, and operating expenses as of the end of the fiscal year 2015 for both the Town Center CRA and the Harbor CRA.

Boardmember Wood moved to:

- **Accept the FY 2015 Destin CRA Financial Reports**
- **Direct staff to present the FY 2015 Destin CRA Annual Report (with financial report) to the City Council and forward it to the Okaloosa County Board of County Commissioners, and**
- **Publish a notice to the effect that such report has been filed with the City and the County, and that the report is available for inspection during business**

Boardmember Foreman provided a second to the motion, which passes 7-0 (Board members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted “yes”).

3. Harbor CRA Advisory Committee recommendations

The CRA Executive Director informed the Board the Harbor CRA Advisory Committee made three recommendations for consideration by the CRA Board and the City Council, and that these recommendations will be presented by the Harbor CRA Advisory Committee Chairman Mike Raim.

Chairman Raim presented the following recommendations:

A. The CRA Board recommends to City Council the aggressive pursuit of a medallion or decal program to help identify authorized livery vessels to aid in Code Enforcement inspections for business and parking compliance.

Boardmember Wood stated they seemed to have tried something similar to the medallion program before and found it to be onerous and hard to enforce.

According to the Executive Director, his understanding from his conversation with Code Enforcement was they had something similar either in the late 90's or early 2000. They said it was difficult because pontoon boats and jet skis are constantly being moved in and out of service; but, they did track through the business tax receipt the number of pontoons, wave runners and personal watercrafts each site has and then calibrate that as it relates to parking issues.

Boardmember Ramswell asked how this program is enforced; and whether the goal at some point is to have a harbor master who will then be in charge of reporting.

Chairman Raim stated the committee feels they are the steward of this process. They also realize there is not enough staff to enforce or follow up on this program; adding if one sees a lot of boats that are not labeled they could report that to the City or directly to Code Enforcement.

Boardmember Foreman asked if there is an ordinance already in place that includes this provision.

The Executive Director stated they have to look at the applicable portion of the code to see if there is an existing ordinance or determine which part of the code to insert this provision.

B. The CRA Board asks the City Council to direct staff to create an ordinance to ensure out-of-service vessels in the harbor district are on movable DOT-approved trailers and are not allowed to impact the businesses' required parking.

Boardmember Ramswell stated that she sees a good comparison here with what they adopted a few months ago in terms of storage and visible trailers and cars; and that she feels it falls in line with a lot of what they are already doing.

Boardmember Wood expressed concern if they do not walk the harbor everyday there is no way to keep up with this program.

Boardmember Foreman wants to make sure the concern was about boats on trailers, which are normally operating boats stored in the harbor district during specific period of time when they are not in service. And if so, he suggests they carefully define that period of time so that they could at least tell the people when it is admissible to do so.

Chairman Raim stated if they ask the number of people the members of the committee had spoken to, they would say it is blight on the appearance of the harbor district with 30 or 40 boats stacked up; adding it is not the appearance they want on the harbor district.

Boardmember Braden wants to know if there are 30 to 40 boats on portable trailers parked in one lot, what happens to the trailers once the boats go into the water.

Boardmember Trammell stated there is already an ordinance in place; adding in their place of business, if there is nothing on the trailer they would be cited by Code Enforcement to have it moved.

C. The CRA Board endorses the reduction of the speed limit in the harbor district to 25-30 mph; whichever is recommended by the Florida Department of Transportation (FDOT).

According to the City Engineer, the Community Development Department requested a speed zone study for US Hwy 98 in 2014. The study was conducted in late 2014, and it came back with a recommendation for the speed limit to remain at 35 mph.

Boardmember Dixon asked how Fort Walton Beach was able to reduce the speed limit to 25 mph in their downtown district.

The City Engineer stated he would look into it. He thinks the proximity of the buildings to the roadway and the more urban cross-sections are an indication.

Councilmember Dixon suggests they look into it and do what is necessary to reduce the speed limit on US Hwy 98 in Destin to 25 mph for the safety of people on the crosswalks they are constructing on that road.

Councilmember Marler asked what part of the year the study was conducted.

According to the City Engineer, the result of the study was released in October 2014.

Councilmember Marler stated that the study should have been done early or in the middle of the year when there are a lot more people going over the 35 mph limit. He continued because of the heavy traffic they will get between the Marler Bridge and Benning Drive, it becomes more important to get the speed limit reduced.

The City Engineer stated they would approach FDOT again and also find out how Fort Walton Beach was able to reduce the speed limit on their road to 25 mph.

Boardmember Dixon moved to bring forward the three Harbor CRA Advisory Committee recommendations to the City Council; seconded by Boardmember Ramswell. Motion passed 7-0 (Board members Trammell, Wood, Marler, Foreman, Dixon, Ramswell and Braden voted "yes").

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 6:05 PM.

ADOPTED THIS 20TH DAY OF JUNE 2016

By:

_____, **Chairperson**

ATTEST:

Rey Bailey, City Clerk

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
JANUARY 13, 2016 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Raim called the meeting to order at 5:30 p.m. on Wednesday, January 13, 2016 in the Destin City Hall Board Room.

2. ROLL CALL:

Members Present

Mike Raim
Mike Buckingham
Jan Best
Tom Case
Casey Jones
James Green

Staff Present

Deputy City Clerk Kim Montgomery
CRA/Dev. Manager Steve Schmidt

3. APPROVAL OF MINUTES: August 12, 2015 & December 9, 2015

On a motion by the Chairman, seconded by Committee member Jones, the members voted unanimous 6-0 to approve the minutes of both the August 12, 2015 as amended and the December 9, 2015 minutes as written.

4. OLD BUSINESS:

The CRA/Development Manager reported that their Annual Report and Work Plans were approved by the CRA Board without comment. The Chairman added that it was pretty obvious that the pathway under the Marler Bridge is high on everyone's list. The members discussed the possibility of short term options to have something available until the owner decided to develop his property. The CRA/Development Manager explained that the City already offered to extend the boardwalk along the water portion of his property but he was not interested and there is not anything else that can be done until he decides to develop his property. There was also a brief discussion regarding the property on Siebert Avenue next the Zerbe Street overflow parking lot.

The CRA/Development Manager informed the members that Capt. Eller has resigned and his seat would not be filled until after the elections, since Councilmember Trammel is terming out in March. The Chairman stated that with all her knowledge, he would like to see Sandy come back onto their committee.

The members discussed the parking problems on the harbor and again spoke of the initiative to have a sticker or medallion in place before the spring busy season starts.

Committee member Jones questioned if the amount of businesses on the harbor have sufficient parking required and what could be done to find out. The CRA/Development Manager explained the process that the Code Enforcement Department is taking in regards to the requirements of the Business Tax Receipts say each should have. He spoke of the issue of the Code not having a provision for outdoor

seating and how that seems to be what has caused the parking issues in the busy season with restaurants adding outdoor seating to their establishments but not the additional parking needs.

Committee member Buckingham feels they need to get this item fast tracked before the new Council is seated this spring.

Committee member Best also stated that she would also like to find out if the City keeps up with the parking contracts to ensure they are being enforced and not expired.

Committee member Buckingham made the motion to aggressively pursue a decal or some kind of sticker requirement to be adhered to the various watercraft vessels that are rented based on the businesses parking and Business Tax Receipts in order to regulate the number of commercial watercraft on the harbor. After a lengthy discussion on this issue, Committee member Buckingham removed his motion and asked Committee member Green to make the motion.

Committee member Green made a motion for the CRA Board aggressively pursue a medallion or decal program to help identify authorized livery vessels to aid in Code Enforcement Inspections for parking compliance. Committee member Jones provided the second to the motion. A roll call vote of 6-0 was taken and the motion passed.

Committee member Jones spoke of the various businesses that are using their parking lots as storage facilities for their vessels and feels that something should be done to ensure that they are on proper DOT trailers. After a discussion on how these businesses on the harbor along the highway are not appealing and not up to what the vision of Destin should be, Committee member Jones made a motion to direct staff to create an ordinance to ensure that out-of-service vessels in the Harbor district are on movable DOT approved trailers and should not be allowed to impact the businesses required parking. Committee member Green provided the second and the motion passes 6-0

Committee member Buckingham spoke of the speed limit reductions with the new pedestrian crosswalks that are soon to be installed and how even though most know the speed limit is 35 mph a majority goes a lot faster. He spoke of how he, the Sheriff's Department and FDOT have met and agree that they would like to have the speed limit reduced to 25-30 mph.

Committee member Green asked if the speed limit is to be decreased would that affect the installation of the deceleration lanes that have been discussed. There was a brief discussion on this topic.

Committee member Buckingham made the motion for the CRA Board to endorse the reduction of the speed limit in the Harbor District only to 25-30 mph, whichever FDOT recommends. Chairman Raim provided the second, motion passes 6-0.

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 5:50 PM.

Adopted and approved this _____ day of _____ 2016.

Mike Raim, Chairman

Kim Montgomery, City Clerk

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
FEBRUARY 10, 2016 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Raim called the meeting to order at 5:30 p.m. on Wednesday, February 10, 2016 in the Destin City Hall Board Room.

2. ROLL CALL:

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff Present</u>
Mike Raim	Tom Case	Deputy City Clerk Kim Montgomery
Mike Buckingham		Development Manager Steve Schmidt
Jan Best		
Casey Jones		
James Green		

3. APPROVAL OF MINUTES: January 13, 2016

On a motion by Committee member Green, seconded by Committee member Jones, the members voted unanimous 5-0 to approve the minutes of the January 13, 2016 as written.

4. OLD BUSINESS:

The Development Manager informed the members that at the recent CRA Board meeting, it was agreed to push the committee's recent recommendations regarding the vessel decal/medallion initiative to the first meeting in April for the new CRA members to determine what action to take. Committee member Best asked who made the suggestion. According to the CRA/Development Director, the suggestion was made by CRA Boardmember Trammell.

Committee member Green stated that in his opinion, he feels this does not stand with the "Commitment to Values and Goals" which happens to be this month's Core Value, pointing out that if they push this back to April there is no way that it could get accomplished and ready by June; adding that the newly elected Council members will have so much going on, trying to wrap their head around their new responsibilities. He asked that they revisit this discussion at the end of the meeting so that he could give some additional thought to it.

5. NEW BUSINESS:

- **Royal Melvin Heritage Park Update**

According to the Development Manager, the City has hired an outside attorney to handle City Council's request for an additional mediation which is scheduled for February 19th. He explained further that staff met with FDEP and Florida Communities Trust in Tallahassee and clearly understands what the requirements would be in regards to a property swap. He explained the FCT standard required the City would have to get more than what they are giving for the actual area and the value of property being

swapped and it can't result in a lower recalculated score for the grant. Approval for such a swap has only been approved by the FCT board one time before. The proposed terms of the mediation will determine the results. The members asked for clarification on the property swap. The Development Manager relayed that the adjoining owner had proposed a transfer of a portion of a dock to provide transient slips and that bathrooms for the park was mentioned in a news interview, which had not been discussed before.

- **Food Trucks**

The Development Manager explained that the Community Development Department is asking for their input on the food trucks and trailers that have shown up on the harbor and do they feel some kind of policy should be put in place similar to the design standards they adopted for the kiosks on the boardwalk, as there has been a daily increase in requests for business license for these types of uses and do they feel there needs to be some regulations in place before the harbor starts looking like a carnival.

There was a discussion regarding usage of parking spaces and the requirements for parking and if a food truck uses a parking space is that considered a leased parking space and how many are currently available. Committee member Jones was asked how his business is set up with the City and his requirements. He explained that he has an agreement with the Fisherman's Fleet to use one of their spaces for no more than a certain timeframe in the morning for breakfast only; adding that he had to apply for a Building Permit to be able to operate in the City of Destin. There was questioning of the rational of that requirement. He explained that the City does not have any regulations for food vendors in the Code and at the time, a Building Permit was the only action they determined needed to be taken.

Committee member Jones explained it's a very simple process in other local cities except for Destin and as long as he is invited to the property and is self-contained, all that is necessary is a mobile vending license with Okaloosa County; adding the City of Fort Walton Beach has the same regulations and only requires the license to be from the County; as well as abiding by the Fire Codes and the Food Management guidelines.

According to Committee member Buckingham, they need to be careful with how they word the guidelines for mobile vendors so as not to confuse them with the kiosks that are down on the harbor.

Committee member Best suggested that they look at Okaloosa County and the City of Fort Walton's regulations before they try to reinvent the wheel. Committee member Buckingham agreed stating that they need to do a little homework. The members all agreed to discuss this further at their next meeting.

On a motion by Committee member Green, seconded by Committee member Buckingham, the members voted 4-0 to table the discussion on mobile vending units until next meeting and to direct staff to provide information on the State guidelines for mobile vending units. Committee member Jones abstained from voting on the issue due to a conflict of interested that he owns and operates a mobile vending business.

The Chairman asked for an update on the pedestrian operated crosswalks on Highway 98. According to the Development Manager, FDOT has been out surveying the crosswalk areas and everything should be up by Memorial Day.

The Chairman asked the members if they wanted to revisit the earlier discussion regarding the boat decals. Committee member Green stated that that he respectfully wants to convey to not wait until April especially as there will most likely be a learning curve for the businesses. Additionally, he feels that the members going off Council should set some standards and get the ball rolling for the new members. He requests that the Development Manager bring this back up before the CRA Board for their consideration once more.

Committee member Best agreed and spoke of the clinic that was presented to them by Councilmember Trammell regarding their responsibilities and duties as a member of the committee and how the ideas should come from them and not staff. For the record, she respectfully requests that the CRA take this under consideration now and not later pointing out how very important this is to the businesses in the harbor district. And if put off, it would be another year before it would have a chance to be reviewed again. She spoke of the importance of the current members finessing this and passing it on to the new members of Council with their wisdom. The Development Manager informed the members that this could not be presented to the CRA until the second meeting of the month since it's too late to schedule one for this next meeting on Tuesday, further explaining the requirements of crafting agenda items and advertising requirements.

On a motion by Committee member Green, seconded by Committee member Best; the members voted unanimously 5-0 for the CRA Board to respectfully reconsider the Harbor CRA-AC's recommendations from the January meeting, due to the urgency of the approaching tourist season and not to be postponed until after the elections. The following recommendations are:

- To aggressively pursue a medallion or decal program to help identify authorized livery vessels to aid in Code Enforcement Inspections for parking compliance
- to direct staff to create an ordinance to ensure that out-of-service vessels in the Harbor district are on movable DOT approved trailers and should not be allowed to impact the businesses required parking
- the CRA Board to endorse the reduction of the speed limit in the Harbor District only to 25-30 mph, whichever FDOT recommends

ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 5:50 PM.

Adopted and approved this _____ day of _____ 2016.

Mike Raim, Chairman

Kim Montgomery, City Clerk