



AGENDA
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, MARCH 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) February 10, 2021**
- 4. Presentation Public Records & Sunshine Law Presentation - Kyle Bauman**
 - A) Public Records/Sunshine Law Presentation - Kyle Bauman**
- 5. OLD BUSINESS**
 - A) Harbor CRA Master Plan Update**
 - B) 2021 Work Plans**
 - C) Calhoun Ave/ Zerbe St Improvements**
 - D) Development Projects and City Projects Update**
- 6. NEW BUSINESS**
 - A) Debt Financing Update**
 - B) Capital Project Status**
 - C) Operations Financial Report**
 - D) Cross Town Connector Update**
- 7. COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) H. Jan Best**
 - B) Mike Buckingham**
 - C) Capt. Jim Green**
 - D) Dr. Mike Raim**
 - E) Capt. Casey Jones**

F) Sandy Trammell- Historical Plaques

G) Ian Blaise

8. PUBLIC COMMENTS

9. DIRECTOR'S REPORT

A) Harbor Capacity Study Update

10. NEXT MEETING DATE: April 14, 2021

11. 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)

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT
AGENCY ADVISORY COMMITTEE MEETING
FEBRUARY 10, 2021 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Buckingham called the meeting to order at 5:30 p.m. on Wednesday, February 10, 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

Absent

Mike Raim
Ian Blaise

Staff Present

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

3. MINUTES: January 13, 2021

Motion to approve the minutes of the January 13, 2021 as corrected was made by Committee member Trammell and seconded by Committee member Best. Motion passed 5-0.

4. PUBLIC RECORDS/SUNSHINE LAW TRAINING/ City Attorney Kyle Bauman:

This item was continued to the March meeting agenda.

5. NEW BUSINESS:

➤ **Livery Vessels**

The following individuals provided their input on the livery vessel program:

Ed Rogers – Sunshine Watersports Destin - 500 Harbor Blvd. spoke of how he feels his industry is the most over regulated business in the city and that he also feels that staff is working against them instead of with them. He spoke of how he feels they should be working more on a one-on-one with business owners instead of all the regulating rules that are being put in place. He spoke of the timeline he needs to get his boats out of the water, work on them, and when they need to be put back in before the season starts back again. He also pointedly stated that he is not storing his boats at all. Just getting them out of the water to be maintained.

Chairman Buckingham informed the audience that everyone will have a change to speak but also asked them for the sake of time, to not come up and repeat the same thing spoken by someone else. He then spoke of how this committee is being accused of holding back information and that is just not true. He then asked Mr. Rogers to read a white paper statement he handed to him into the record and stated that this is what this committee and Council has been working on for the past 5-years.

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Mr. Rogers read the following: On January 13, 2016 the Harbor CRA-AC directed staff to create an ordinance to ensure that out-of-service vessels in the Harbor District that are not movable, DOT approved trailers and should not be allowed to impact the businesses required parking. On February 10th, 2016 the Harbor CRA Board voted unanimously for the CRA Board to respectfully reconsider the Harbor CRA-AC's recommendation from the January meeting due to and urgency of the approaching tourist season and not be postponed until after the elections. On March 7th, 2016 the CRA Board of Directors voted unanimously to bring forward the three Harbor CRA-AC's recommendations to the City Council, and on March 7th, 2016 the City Council voted unanimously to place the three CRA recommendations on the CRA Board/City Council meeting agenda at their second meeting for April for discussions.

Mr. Rogers stated that none of the results were brought back to them and the industry feels that staff is promulgating rules and they don't understand their industry at all.

The Chairman informed Mr. Rogers that staff cannot regulate the industry or make rules without the approval of City Council and asked the City Attorney if that was correct.

According to the City Attorney, the City Council sets up the general framework for the discretion and staff is confined to what City Council directs.

Chairman Buckingham suggested that anytime anyone feels staff is doing that to put their questions and concerns in writing and send them in an email to senior staff and Council. As well as cc'ing him on any of their concerns.

Committee member Best asked Mr. Rogers why they don't like the word, "storage?"

According to Mr. Rogers, they are not storing their boats. They are taking them out of the water cleaning, scraping, getting the lights fixed and the upholstery replaced.

Committee member Best then suggested to Mr. Rogers that maybe they should come up with the definition of what storage is and the timeframe of when they need their boats in their parking lots for cleaning and maintenance needs.

According to Mr. Rogers he needs to pull his boats out of the water by the first or second week of November and have them back in the water and ready before the season starts on March 1st.

Mr. Charles Abadie of 3810 Indian Trail and owner of Gilligan's spoke how to him, the definition of storage is to put it down until it's ready to be used again regardless of its timeframe. And spoke of how he feels the biggest issue is there are people out there that don't like to see the boats sitting in the parking lots. He spoke of how his property is a four-million-dollar property and if someone wants to pay him 6 million dollars then they can have it. He spoke of how there are fishing boats all up and down the harbor that are being maintained on a daily basis in the harbor and that includes being scraped and painted. He also stated the EPA, years ago, removed heavy metals from marine paint so any that does get in the harbor is not harmful. In regards to DOT Trailers, someone does not get a licensed DOT trailer until they buy it and get it licensed from the State.

Committee member Trammell asked what the difference is of the trailers they use to set their boats on. According to Mr. Abadie, they have what is called a "Jack Trailer" that they use to pick them up place them under the boats and set them and move them where they need to be moved to, to maintain them. But

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the ones that are used outside of the property on the highway are licensed by the State. He did emphasize that all the boats parked along the highway are not licensed DOT trailers and does not understand why the city wants him to have all his boats on licensed DOT trailers.

The Chairman spoke of how he is hoping by the end of the evening, they can all agree and come up with a compromise that they can recommend to City Council. He then asked Mr. Abadie if it's not possible for him to put the boats back into the water once they are repaired and maintained.

Vice Chairman Green asked Mr. Abadie if he would consider not pulling his boats out of the water until they are ready to be maintained, adding that he has heard people say they don't like seeing them parked up on the hill.

According to Mr. Abadie, the last thing he wants is to have is his equipment sitting not making money but with all of the bad weather that takes place year-round and having just six staff members pulling them and putting them back in, its very hard.

Committee member Best asked Mr. Abadie if would he be comfortable with them recommending, ***with the exception of a hurricane, commercial pontoon boats would not be allowed to be on blocks or parked while any business on the property is open to the public?***

According to Mr. Abadie, he has no other businesses running out of his property. He just has pontoon boats and jet skis.

There was additional discussion between the Chairman and Mr. Abadie regarding how some citizens are wanting to keep Destin looking nice. And Mr. Abadie pointing out that there are properties adjacent his that are in bankruptcy and are run down. And Mr. Abadie stating those decisions have to be for everybody or nobody.

Mya Shoulder of Extreme H2o spoke of the difference between repair and maintenance and how in the off season they are pulling their boats out and doing both repairing and maintaining them because it is too costly to do that in the peak season. Adding that to her, the definitions of repair and storage may be the problem regarding how they're understood the applied to their industry.

Mr. Greg Fisher spoke of how to him, the easiest solution is the change the Code to allow boat storage in the offseason on private property.

Both Committee members Green and Trammell spoke of how this committee listens to them, but they reminded them that this committee does not make the decisions of the code. They make recommendations to City Council of what has been discussed. But also, they can go speak to the Council about making changes to the language of the code.

According to committee member Best, she feels that there is a difference of opinion regarding the word storage and they need to get proper definitions of storage, repair and maintenance.

Committee member Trammell agreed and suggested to the audience to email staff and council with what they feel their definitions of those words are and others that are not being used.

Mr. Mike DuPlantis owner of Boogies Watersports spoke of how he would like for the industry to

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work with the Harbor CRA and come up with some agreeable compromises to take to the City Council for their consideration.

The Chairman reminded him that its not up to this committee and the industry owners are ones that need to make suggestions on ideas and possible solutions for Council to discuss and consider.

Mr. DuPlantis agreed and spoke of one issue of concern that has been broached regarding possible environmental impacts from when they are cleaning their vessels on their property. He explained that the EPA passed a law years ago for any type of paint that is put on vessels cannot have heavy metals in it. And any type of maintenance, per Florida Statutes, does not require an ERP permit from the DEP, if the materials removed are prevented from entering any body of water. He explained they scrape the barnacles off their boats, pressure wash them, and bottom paint them. Adding that all of that is done on this upland property and is then thrown in the dumpster on his property. He added that any of the paint that may come off when pressure washing and does get into the harbor it's not going to harm the marine life. Because all paint for aluminum hulled boats is EPA approved paint.

Chairman Buckingham pointed out that they agree with the fact that the paint is EPA approved. However, what they don't agree with is the amounts of materials that are getting washed into the waterways from the pressure washing and sanding.

According to Mr. DuPlantis, if that is one of the items that Council wants then he feels that everyone in his industry would agree to do whatever is needed for the prevention of any materials from grinding or sanding of pontoon boats from getting into the harbor.

As far as the word storage, he spoke of letters that were sent out to livery vessel owners and why they feel they ae being targeted and discriminated because not every livery owner received a letter. Even though all the letters were rescinded; they still feel targeted.

Vice Chairman Green asked if when they have to grind, scrape and paint their boats, would they be opposed to some kind of drop cloth requirement or a boom to catch debris before the water washes into the harbor.

According to Mr. DuPlantis they are open to learn and to compromise. But also spoke of how if they take them out of the water too soon to clean them up, they'll start getting barnacles on them again and that is the problem with the term, storing. He also spoke of how he sells some of his boats from his property after they are cleaned and painted. Adding that he feels a 4-month period from November to March would be a great compromise.

In regards to enclosures, Mr. DuPlantis explained that he's contacted a couple of fencing companies and received quotes for portable fencing similar to the one that was put up around the new park that is under construction on the harbor. And stated they are willing to keep them up while they're being maintained but afterwards the fences should come down.

He then explained that in the spirit of compromise, several business owners got together and came up with these.

- Pontoon boats on the top side of property, with the exception of impending hurricane, commercial pontoon boats will not be blocked or parked on property on U.S. Highway 98,

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except during the months of November through February.

- With the exception of impending hurricane, commercial pontoon boats will not be allowed to be blocked or parked while any business on the property is open to the public.
- With the exception of the impending hurricane, while commercial pontoon boats are blocked or parked on Highway 98, business owners will erect a temporary screen barrier on property parallel to Highway 98 to obscure the view of the boats while they are being cleaned and maintained.
- Absolutely, no grinding or use of grinding on aluminum hulls.
- Only environmentally safe paints approved for scraping and painting of commercial pontoon boats on the top side of Highway 98 may be used.

Chairman Buckingham spoke of how there is the issue of if they're only going to be screening their property while they're being repaired, but not during the entire time they are sitting in their parking lots.

Committee member Best asked if he had a license to sell his boats. According to Mr. DuPlantis, the State does not require a license in order for him to sell his older boats off his property.

Committee member Trammell spoke of how she does not agree with the fencing suggestions and feels fencing is uninviting. She suggested green scaping with plants instead, which is a lot more inviting than a fence with a bunch of pictures on them, similar to what Emerald Grande used when it was under construction.

Mr. John Stephens suggested someone get in touch with Mike Dombrosky who may be able to come up with some suggestions on what to use to catch the debris and keep it from going into the waterway. He also suggested advertising or artist work on the opaque fences, if they are approved.

Mr. Ed Rogers spoke to the members about not rushing into this even though they have been working on it for over five years. Adding that none of this is going to get worked out before this season, so there is time to work on one topic at a time and work through each, one a meeting at a time, to be ready for next year's season.

The Chairman closed the discussion to the public and asked for the members input.

Committee member Jones spoke of being raised in Destin and how probusiness he is and stated that if any of them have any issues that he is always available for them to come and talk.

Committee member Best thanked the members of the audience for attending and their input and spoke of how she too is probusiness. She spoke of how Mr. Rogers was the first one to come speak to them years ago about how he wants what's best for the community. She spoke of how encouraging it is to have them all attending and wanting for their industry to be the best that it can be. And how there is a compromise that she feels they will come up with. She expressed the need to take their comments and suggestions and create a timeline to work on them. Emphasizing they do need to work on the following three items; timeframe, maintenance and eyesore issues.

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Committee member Trammell stated that she agrees with what Committee member Best said and how they do need to define storage, repair, and maintenance. She spoke of how she likes what has been discussed except for the fencing and prefers landscaping buffers instead of a fence with a bunch of pictures on it. She spoke of her workplan item for stormwater runoff and water clarity in the harbor and likes the ideas presented to catch the debris from getting into the waterway.

There was a brief discussion about how to word their recommendations and if they should be directed to staff to review prior to going before City Council. The City Attorney advised that they need to make their recommendations to City Council.

The Chairman asked for the Land Use Attorney's advise as well.

According to the Land Use Attorney, their recommendations should be to Council but they could also add staffs input so that to the extent, if there's any code issues, they could explain those to council. Adding that ultimately, City Council has the authority to amend the code so if something doesn't work with code, they could direct staff to amend it. And of course, staff would have to look at what's existing in the city and any potential unintended consequences.

Vice Chairman Green spoke of the need to get the working on some of the issues discussed and made the following motions:

Vice Chairman Green motioned to recommend City Council define livery repair is a short-term repair to a livery vessel less than one week, with Committee member Best providing the second.

In discussion, Committee member Best asked if basically his reasoning is to distinguish between repairs and maintenance so, a repair can take place any time during the year?

According to Vice Chairman Green, that is correct, the intent is for a limit of one week any time of the year. Committee member Best stated she just wanted to clarify that since he did not state anytime of the year in the motion. **The motion passed with a 5-0 vote for approval.**

Vice Chairman Green motioned to recommend City Council define livery maintenance to be long term preventative care over one week. With Committee member Jones providing the second. The motion passed with a 5-0 vote for approval.

Vice Chairman Green motioned to recommend to City Council that parking may only be used if the business is completely closed and does not violate any shared usage. Committee member Best provided the second. The motion passed with a 5-0 vote for approval.

Vice Chairman Green motioned to recommend to City Council to require livery vessels use drop clothes for hull cleaning and painting, with no aluminum grinding allowed, and proper containment into the stormwater runoff. With the Chairman providing the second.

Committee member Trammell questioned using the word stormwater since stormwater is a natural event and not a consequence of pressure washing. Vice Chairman Green stated that what he means is into the stormwater runoff system, to properly contain anything going into the stormwater runoff.

Committee member Jones asked if they intend to hold up someone from being able to maintain

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their boats when they need to do necessary repairs. According to Vice Chairman Green, he was only going by what some of the industry owners spoke of earlier in their discussions.

The Chairman asked if the owners if they would be willing to take their boats to welders if this passes? *<Comment from audience did not get on record>*

Vice Chairman Green then amended his motion to strike *with no aluminum grinding allowed*, he then restated his amended motion as, **to recommend to City Council requiring livery vessels use drop clothes for hull cleaning and painting and to properly contain containments from stormwater runoff. Chairman Buckingham provided the second to the amendment. The motion passed with a 5-0 vote for approval.**

Vice Chairman Green motioned to recommend to City Council that parking can be used by livery vessels during weather emergencies and livery repairs. With Chairman Buckingham providing the second. The motion passed with a 5-0 vote for approval.

Vice Chairman Green motioned to recommend to City Council that vessels conducting livery maintenance provide an enclosure or barrier that is not in view from Highway 98, with Chairman Buckingham providing the second for discussion.

In discussion, Committee member Best stated she would like a timeframe pointing out that November through March 1 has been offered. According to Vice Chairman Green, he understands but no more than a week. Adding that this is for vessels that are under the livery maintenance.

The Chairman asked if what he means is that after they are maintained, then they would still be sitting in the open, in the parking lots and seen by the highway?

According to Vice Chairman Green, yes. Once they are maintained and clean they should be able to sit on the property until they either get sold or put back in the water before the season starts.

Chairman Buckingham spoke of how with this motion, they still are not going to be getting anywhere and will still have the same issues of boats sitting out on the highway.

According to Vice Chairman Green, that up to City Council to determine if its legal or, they can send it back to this committee with other suggestions.

According to Committee member Jones, he wants to make sure that they are not passing something that is going to cost the industry more money. Adding is seems that everything so far is going to cost more money. Therefore, he cannot support the motion.

According to Committee member Best, it's a lot cheaper than them going and buying property somewhere else to store their boats and perform the maintenance in the off season. And so for her, it's a compromise.

The motion passed with a 3-2 for approval with Buckingham & Jones dissenting.

Vice Chairman Green motioned to recommend to City Council that DOT Trailers are not required for all vessels on property, with Committee member Jones providing the second. 4-1 with

Buckingham dissenting.

The Chairman mentioned that there is a device that is a filter type material that will catch the debris and allow the cleaned water to discharge and it can be used multiple times. He suggested that as an alternative to what Vice Chairman Green was referring to in his earlier motion.

Motion Buckingham made a motion for an approved filter type material be used to allow for the containment of contaminate materials and drain the cleaned water, with Vice Chairman Green providing the second. A roll call vote of 4-1 was taken with Committee member Jones dissenting.

Committee member Trammell asked Mr. Zunguze if when the livery vessel owners fill out their applications for the BTR's, if there is a storm storage plan where they would have to designate where they plan to put their boats in the event of a hurricane? According to Mr. Zunguze, currently there is not. Committee member Trammell stated the reason she is asking is because with the last hurricane, they all learned a lot. And not everyone had a plan to where they were going to put their boats. Adding that they should all have a plan so that when there is one coming, they are not interfering with the city staff who are trying to get everything secured and ready.

Motion by Committee member Trammell for Livery owners have a plan for storage of vessels for when there is a storm coming, with Vice Chairman Green providing the second for discussion. According to Vice Chairman Green, normally the insurance policy dictates an evacuation plan. And added that there is not a single person that does not have a plan for what they are going to do with their boats if a hurricane is coming. **The motion Failed 4-1 with Trammell voting for and Buckingham, Green, Jones, Best voting no.**

Committee member Trammell asked him to then explain why there was an emergency use of city parking lot just before Hurricane Sally. And asked Code Compliance Manager, Mr. Forgione if he was aware of that. According to the Code Compliance Manager, he has no knowledge of that.

Motion by Committee member Trammell that no vessels can be stored on city parking lots when a storm is coming, with Committee member Best providing the second.

Committee member Jones asked for clarification that if there is someone who does to have a secure place to put their vessels that they cannot place them on any city parking lots.

The motion failed with Committee members Jones, Best, Green, Buckingham voting no and Trammell voting yes.

6. OLD BUSINESS:

Motion to continue Old Business to the next month's meeting agenda was made by Committee member Jones with Vice Chairman Green providing the second. Motion passed 5-0.

➤ **Committee member Comments:**

Committee member Best asked staff regarding the work plan item for the Moratorium and Capacity Study, she, and Committee member Jones both have their names on it as process owners and questioned why, when they are not allowed to talk or work with each other on an item that may come up for a discussion

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and a vote by the committee. Committee member Jones stated he would be glad to remove himself from the work plan item.

Chairman Buckingham brought up the possible municipal marina and stated that he has been working on this with Mel Ponder and at the County level. He spoke of knowledge he has of a couple of parcels that may be obtainable and asked the Committee members if they would be in favor of this possibility coming forward. He also stated that the number one issue that they are addressing is to protect the Fishing Industry and guarantee the boat captains have a place forever. He also spoke of the possible public slips that would also be available.

Committee member Green stated that he has heard rumors and asked the Chairman if he had anything further knowledge to divulge. According to the Chairman, there are two parcels that he has spoken to the one of the property owners. Adding again, that the main goal is to protect the Fishing Industry and he will be bringing this to City Council in the near future.

According to the Vice Chairman, in regards to protecting the Historical Preservation in the Fishing Industry, there is a big deficient not only with parking, but with boat slips as well, and he knows of a dozen boats that have to work out of Fort Walton Beach because of the deficient. Adding that he fully supports the idea.

The City Attorney advised the Chairman and the members to avoid any further discussion of potential property locations at this point.

Committee member Trammell stated that at the Visioning Session, it was alluded that this committee has already discussed the subject and she wanted it known that they have not discussed it prior to this discussion right now.

The Chairman asked the members what they all thought of the potential marina.

Committee member Green stated he was behind it 100%.

Committee member Best stated that she is excited of the idea but would like to discuss the details is further before it goes to City Council to help them not have such a long Council meeting. And suggested that it be placed on the agenda for their next meeting.

According to the Chairman, he does not feel that they could do that just yet. The City Attorney added that Council still needs to approve their Strategic Plan, and this is an item on that plan. However, that would be up to them and staff to make the determination of when it will be brought before them.

Committee member Jones stated that he generally agrees with the plan.

Committee member Green stated that this has nothing to do with the Harbor District but, spoke of helping a friend who has a beach service get ready for the tourist season on the beaches. And spoke of how shocked he was by the state of the beach boxes and the hazards some of them could cause. He suggested something should be done, if it can be done.

Mr. Forgione stated he already has this on his list of items that needs attention.

Committee member Jones stated that he is agreeable with the fencing but feels there is a need to

have something that is esthetically pleasing, like what was suggested by John Stephens and feels that there is a way that it can be done right.

Committee member Trammell spoke of the solar trees at the boardwalk and the fencing around them and asked staff if they had any knowledge of them. She also asked for the CRA Board minutes to be forwarded to them and feels that they can help the CRA keep up with tasks, if they are aware of what has been discussed at their level.

The Chairman stated that he too was going to discuss this topic and asked that it be added to their old business on their next meeting agenda.

Public Comment:

John Stephens suggested that when the boards on the boardwalk need to be replaced that the work is done in the off season. He also mentioned that there are some people down there with bicycles.

DIRECTORS REPORT:

Mr. Zunguze announced that the City has received the finding from the ACOE for the Harbor Capacity Study, beginning in March. The Harbor Capacity Committee has been selected by City Council and their first meeting is February 25th at 5:30 p.m. He also spoke of how the last page in their notebook staff is suppling then with general information about new things happening in their district.

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

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 8:35 PM.

Adopted and approved this ____ day of _____ 2021.

Mike Buckingham, Chairman

Kim Montgomery, Deputy City Clerk

RESOLUTION 19-27

The City of Destin's Enhanced Public Records
Policy



BRIEF HISTORY OF THE CITY'S PUBLIC RECORDS POLICIES

- ④ In addition requirements set forth in Florida Statutes, the City has had in place additional, internal requirements and protocols since 2009 relating to public records and how to handle public record requests. These policies help ensure that the law is adhered to and that the City's goal of full transparency is met.
- ④ See, Operating Instruction ADM-05; Operating Instruction ADM-35; Operating Instruction ADM-56.
- ④ These policies were legally sufficient and represented more stringent requirements than those in place at most state agencies and local governments. In fact, most state agencies and local governments do not have any written policy in place and rely strictly on Chapter 119, Florida Statute. See, The Florida Public Records Act in the Era of Modern Technology, Ralph A. DeMeo and Lauren M. DeWeil (Florida Bar Journal, Vol. 92, No. 9).

BRIEF HISTORY OF THE CITY'S PUBLIC RECORDS POLICIES

- ④ While legally sufficient, the City's internal Public Records Policies were disjointed and located in separate locations, making compliance more difficult than necessary.
- ④ The attorneys and City staff identified this as an area that could be strengthened and made more efficient by adopting a new policy containing all internal requirements in a single location and strengthening mechanisms already in place beyond those found in Chapter 119, Florida Statutes.
- ④ On November 4, 2019, the attorneys and City staff presented Resolution 19-27 for Council's consideration and Council adopted the Resolution in its entirety.
- ④ Resolution 19-27 is substantially similar to the City of Tallahassee's policy, which legal scholars believe is the "model template for other agencies and local governments to adapt and apply." The Florida Public Records Act in the Era of Modern Technology, Ralph A. DeMeo and Lauren M. DeWeil (Florida Bar Journal, Vol. 92, No. 9)

EMAILS -- DO'S AND DON'TS FOR ELECTED OFFICIALS

Do's

- ④ Use your @cityofdestin email address for all correspondence relating to City business. (D.05).
- ④ If you receive an email at your private email address, then immediately transfer it to your @cityofdestinemail address. (D.05)

Don'ts

- ④ Use any other email address for any correspondence relating to City business. (D.05)

TEXT MESSAGING & OTHER FORMS OF INSTANT, WRITTEN COMMUNICATION (E.G., DIRECT MESSAGES ON FACEBOOK, TWITTER, INSTAGRAM, SKYPE, ETC.) -- DO'S AND DON'TS FOR APPOINTED OFFICIALS

Do's

- ④ If you receive or send a text message from your private phone, then you must transmit the text message to your City issued phone or @cityofdestin email address. (D.06)

Don'ts



SOCIAL MEDIA ACCOUNTS -- DO'S AND DON'TS FOR APPOINTED OFFICIALS

Do's

- ④ If you maintain social media accounts, then you must maintain all public records relating to your board or committee on such accounts. (D.07).
- ④ If you maintain accounts and the City receives a public records request, then you must thoroughly search your account and produce any responsive material to the City Clerk. (D.07)

Don'ts

- ④ Delete any social media account relating to the business of your board or committee. (D.07, E.01)
- ④ Delete any public or private message that you may have created or received from any individual or entity relating to the business of your board or committee. (D.07, E.01).

COMMENTS/QUESTIONS

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Sunshine Law Handout

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Last Updated: November 2020

****** This Handout is intended to be used as a basic overview of the Sunshine Law and no Board or Council Member should rely on it when taking specific actions which may be impacted by the Sunshine Law. Please contact me and City staff if you have specific questions before taking action and we will respond to you as quickly as possible. ******

The 2018 Government in the Sunshine Manual can be found at:

[http://myfloridalegal.com/webfiles.nsf/WF/MNOS-AXJGEU/\\$file/2018+Government+in+the+Sunshine+Manual.pdf](http://myfloridalegal.com/webfiles.nsf/WF/MNOS-AXJGEU/$file/2018+Government+in+the+Sunshine+Manual.pdf)

Laws can be found at:

<http://leg.state.fl.us/>

WHAT IS THE SUNSHINE LAW?

- Two interrelated but separate laws are colloquially referred to as the “Sunshine Law”:
 - **(1) Public Records Act** – Chapter 119, Fla. Stat. (2018)
 - Primary Purpose: Provide the public “a right to access to the records of the state and local governments as well as to private entities acting on their behalf.”
 - http://leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0119/0119ContentsIndex.html&StatuteYear=2018&Title=%2D%3E2018%2D%3EChapter%20119
 - **(2) Government in the Sunshine Law** – § 286.011, Fla. Stat. (2018); Art. I, § 24, Fla. Const.
 - Primary Purpose: Provide the “public a right of access to governmental proceedings of public boards or commissions at both the state and local levels.”
 - http://leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0200-0299/0286/Sections/0286.011.html
- Florida has arguably the broadest, most “public-friendly,” laws in the entire country and you immediately became subject to these laws the second you were appointed to this Board.

THE PUBLIC RECORDS ACT

- Lengthy statute, but application to advisory boards is relatively simple.
- General Rule: Any record you generate or receive in connection with your role on a City board is a public record and any member of the public has the right to request to view these records at any time. *See* Inf. Op. to Nicoletti, November 18, 1987.
- What is a “public record”?
 - “All materials used or received in connection with official business *used to perpetuate, communicate, or formalize knowledge.*”
 - “Public Records” are *very* broad, essentially including *any* written document and most non-written material. For example:
 - Physical documents such as: “papers, letters, maps, books, tapes, photographs, films, sound recordings, data processing software.” § 119.011(12), Fla. Stat. (2018).
 - Electronic documents such as: emails, documents generated in word processing software (including this Handout!), text messages, etc.
- Are there any exemptions?
 - Yes, there are lengthy exemptions listed in the statute, however, most of these will **not** apply to advisory boards. These exemptions are sometimes complex and heavily litigated.
 - Therefore, if the City receives a public records request and City staff asks you to turn over public records related to the particular subject contained in that request, do **not** try to determine by yourself whether the document is (a) a public record; and (b) whether an exemption is applicable. Instead, contact my office and City staff and allow us the opportunity to review the record.
 - **If the “public record” is located on my personal device is it exempted?**
 - **NO! This is a common misconception. Just because something is located only on your personal device does not mean that it is exempt.** The inquiry is whether the item is “used to perpetuate, communicate, or formalize knowledge” relating to City business, and where this information is located is irrelevant.
- What happens if I violate the Public Records Act?
 - **Knowing Violations** are a first degree misdemeanor, punishable by removal from office, up to one year in prison, and/or a \$1000 fine.
 - “**Non-knowing Violations**” are non-criminal but still subject to a \$500 fine.
- Rules of Thumb: **When you generate or receive any document relating to your position, always presume that the document is a “public record” that will eventually be subject to the public’s view. Also, if you generate receive a “public record,” retain it and do not destroy it to ensure compliance with the Public Records Act.**

GOVERNMENT IN THE SUNSHINE LAW

- Shorter statute, but it has generate tons of litigation and its application to advisory boards is more impactful than the Public Records Law.
- Basic Sunshine Law Requirements:
 - (1) “Meetings” of public boards or commissions must be open to the public;
 - (2) Reasonable notice of these meetings must be given to the public; and
 - (3) Minutes of the meetings must be taken, promptly recorded, and open to public inspection.
 - Most of these you do not need to worry about because City staff ensures compliance. Your primary concern is making sure that “meetings” do not take place outside publicly noticed meetings.
- What is a “meeting”?
 - The Sunshine Law defines “meeting” *very* broadly to include:
 - (a) informal meetings of two or more members; and
 - (b) electronic communications between two or more members regarding any foreseeable matter which could come before the board.
- Examples of specific scenarios:
 - One member sends a text message to another board member saying he is “against agenda item 2(b).”
 - This is an obvious but important example of strictly forbidden actions.
 - One board member sends an email to another board member’s husband stating that he is “against agenda item 2(b).”
 - Also likely a violation. You cannot use an intermediary to do indirectly what you cannot do directly.
 - One board member sends an email to City staff explaining why they are “against agenda item 2(b).”
 - Because staff are not elected or appointed officials, this communication is likely ok. If, however, you have reason to believe staff might disclose this information to other board members, then it is a violation.
 - One board members emails strictly factual information regarding item 2(b) to other board members.
 - Likely, it is technically ok to share strictly factual information directly with each other, however, because of how the information could be interpreted it is strongly discouraged. The better practice is to ask staff to include the information in the Agenda material.
 - Two board members carpool to a meeting.
 - This is ok, so long as you do not discuss any matter which foreseeably could come before the board.
 - However, because of the possible appearance of impropriety, these types of actions are discouraged.
 - Two board members are at the same charity event.
 - This is ok, so long as you do not discuss any matter which foreseeably could come before the board with the other board member.
 - The board took official action on agenda item 2(b) at a publicly noticed meeting. After the meeting, two board members discuss agenda item 2(b).

- Because boards have the inherent authority to change their positions on items at any time it is “reasonably foreseeable” that the item might come before the board again and, therefore, this type of action is strongly discouraged.
- What happens if I violate the Government in the Sunshine Law?
 - **Knowing Violations** can result in 2nd degree misdemeanor charges, with penalties up to 60 days in jail and up to a \$500 fine.
 - **“Not-knowing” Violations** are non-criminal but still subject to a fine of up to \$500.
 - Also, failure to comply could **void the board’s actions** relating to the subject matter of the violation.
- Rules of Thumb: **Always err on the side of caution and, outside of publicly noticed meetings, do not engage in any discussions or communications with other elected or appointed officials regarding pending matters before your board or any reasonably foreseeable matter that might come before your board. Also, generally it is ok for you to privately communicate with City staff and City attorneys regarding such matters provided there are no other elected or appointed city officials present or copied on the communication.**

STANDARDS OF CONDUCT FOR PUBLIC OFFICERS

Anchors Smith Grimsley, PLC
Kyle S. Bauman, Esq.
City of Destin City Attorney

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Last Updated: November 2020

**** This Handout is intended to be used as a basic overview of the Standards of Conduct for Public Officials and no Board or Council Member should rely on it when taking specific actions which may be impacted by the Chapter 112, Florida Statutes. Please contact me and City staff if you have specific questions before taking action and we will respond to you as quickly as possible. ****

Laws can be found at:

<http://leg.state.fl.us/>

WHAT ARE THE STANDARDS OF CONDUCT FOR PUBLIC OFFICERS?

*“A public office is a public trust.”
– Article II, Section 8, Florida Constitution*

- **Chapter 112.313, Florida Statutes**, describes a series of “standards of conduct” public officers must adhere to. Essentially, the standards of conduct are the basic statutory principles of ethics public officials are legally obligated to adhere to.

GIFTS

- **Solicitation or Acceptance of Gifts (Bribery)**: You are not allowed to solicit or accept anything of value, including a gift, loan, reward, promise of future employment, favor or service, based upon any understanding that your vote, official action, or judgment would be influenced by the gift or promise. § 112.313(2), Fla. Stat.
- **Unauthorized Compensation**: You cannot accept anything of value when you know or should know that the item is being given to influence your vote or other action. § 112.313(4), Fla. Stat.
 - Also applies to your spouse and minor children.
- You are always prohibited from soliciting any gift and from accepting any gift when the gift is intended to influence your actions as an elected official.

BUSINESS PROHIBITIONS

- **Doing Business with the City:** You are not allowed to purchase, rent, or lease any realty, goods, or services for the City from any business entity of which you are an officer, partner, director, or proprietor or in which the officer has a material interest. § 112.313(3), Fla. Stat.
 - Also applies to your spouse and children.
- **Conflicting Employment or Contractual Relationships:** You cannot hold any employment or contractual relationship with any entity which is subject to the regulation of or is doing business with the City. §112.313(7), Fla. Stat.
 - Legal tests to determine whether there is a conflict:
 - Is the conflict frequently recurring?
 - Does the conflict impede the full and faithful discharge of public duties?

GENERAL PROHIBITIONS

- **Misuse of Public Position:** You cannot corruptly use or attempt to use your position or any property or resource within your trust to secure special privilege, benefit, or exemption for yourself. § 112.313(6), Fla. Stat.
- **Disclosure or Use of Certain Information:** You cannot disclose or use information not available to members of the general public and gained by reason of your official position for your personal gain or benefit or the personal gain or benefit of any other person or business entity. § 112.313(8), Fla. Stat.

REQUIRED ETHICS TRAINING & FINANCIAL DISCLOSURE

- All elected municipal officials must complete at least 4 hours of ethics training each year. § 112.3142, Fla. Stat.
- All elected municipal officials must file a financial disclosure with the Florida Commission on Ethics no later than July 1 each year. § 112.3144, Fla. Stat.

CONSEQUENCES

- Generally, this statute is policed by the Florida Commission on Ethics and violation of the statute can lead to punishments including impeachment, removal from office, suspension from office, public censure and reprimand, a civil penalty not to exceed \$10,000, and restitution of any pecuniary benefits received because of the violation committed. § 112.317, Fla. Stat.
- Can also carry criminal penalties in some instances.

VOTING CONFLICTS

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Last Updated: November 2020

**** This Handout is intended to be used as a basic overview of the Voting Conflicts and no Board or Council Member should rely on it when taking specific actions which may be impacted by the Chapter 112, Florida Statutes. Please contact me and City staff if you have specific questions before the meeting at which the conflict will arise and we will respond to you as quickly as possible. ****

Laws can be found at:

<http://leg.state.fl.us/>

WHAT IS A VOTING CONFLICT?

§ 112.3143, Florida Statutes

- A voting conflict arises when you are prohibited from voting on a specific matter coming before your board. In instances in which you do not have a conflict, you must vote. § 286.012, Fla. Stat.
- Designed to avoid situation where a public officer is tempted to exercise the powers of his or her office to promote the interest of someone other than the public because of that someone's relationship to the officer.

Statutory Language:

- You cannot vote on any measure which would
 - inure to your "special private gain or loss,"
 - which you know would inure to the special private gain or loss of any "principal by whom you are retained" or to the parent organization or subsidiary of a corporate principal by which you are retained, or
 - which you know would inure to the special private gain or loss of your "relative" or business associate.

Definitions:

- **"Principal by whom retained"** – means an individual or entity that has permitted or directed another to act on behalf of the principal for compensation, salary, pay, or consideration. E.g., your client or employer. Also, the parent, subsidiary, or sibling organization of your client or employer.
- **"Relative"** – means your father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, or daughter-in-law.

- **“Business associate”** – means any person or entity engaged in or carrying out a business enterprise with a public officer, public employee, or candidate as a partner, joint venture, corporate shareholder where the shares of such corporation are not listed on any national or regional stock exchange, or co-owner of property. § 112.312(4), Fla. Stat.
- **“Special private gain or loss”** – means an economic benefit or harm that would inure to you, your relative, your business associate, or principal.

WHO IS PROHIBITED FROM BENEFITTING?

- Four classes of people are prohibited from benefiting from the public officer’s vote:
 - (1) The public officer;
 - (2) A relative;
 - (3) A business associate;
 - (4) A principal, subsidiary, or parent corporation of a principal.

WHAT KIND OF BENEFITS ARE PROHIBITED?

“Special Private Gain or Loss”

- This is the test by which voting conflicts are determined. There are four factors to look for:
 - (1) The size of the class affected by the vote;
 - (2) The nature of the interests involved;
 - (3) The degree to which the interests of all members of the class are affected by the vote;
 - (4) The degree to which the officer, relative, business associate, or principal receives a greater benefit or harm when compared to other members of the class.
- Standards – Depending on the type of special gain or loss, three different “standards” are considered:
 - *Special private gain or loss* – the gain or loss must be *special* and *private* to the officer, relative, business associate, or principal. Cannot be general.
 - *Size of the class test* – typically, the Commission on Ethics applies the “1% Rule” which means that if the special gain or loss of people prohibited from benefitting is less than 1% of the total class affected, then there is no voting conflict.
 - *Remote and speculative test* – generally, the special private gain or loss must be somewhat concrete and certain in order to rise to the level of a voting conflict.

WHAT TO DO WHEN YOU HAVE A CONFLICT

- Four steps are required:
 - (1) *Announce* the conflict at the meeting;
 - (2) *Abstain* from voting on the matter;
 - (3) *Disclose* the conflict on the Conflict Form provided to you by the City Clerk;
 - (4) *File* the completed version of the Conflict Form with the City Clerk, who will properly file it and include it in the minutes of the meeting.
- You are also prohibited from participating in discussion on the matter.

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.A.

TO: Harbor Community Redevelopment Agency Advisory Committee

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

FROM: Daniel Butler, City Planner
Himangi Mutha, Planner

DATE: March 10, 2021

SUBJECT: Harbor CRA Master Plan Update

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

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

II. DISCUSSION: Harbor CRA Committee members made the following recommendations related to the Harbor CRA Master Plan update:

1. Date: October 11th, 2017

A. 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.

B. 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: April 11th, 2018

C. 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.

D. 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.

E. 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.

3. Date: May 9th, 2018

F. 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.

G. 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.

4. Date: September 12th, 2018

H. Committee Member Trammell:

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

I. 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 recommends the Updates on Harbor CRA Master Plan to direct Staff to review the current Harbor CRA Plan per **Policy 1-1.3.4** of the City's Comprehensive Plan.

IV. RECOMMENDED MOTION:

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	\$830,000	
	• Stahlman Avenue	\$400,000	
	• Mountain Drive	\$830,000	
	• Benning Drive	\$230,000	
	• Beach Ridge Drive	\$1,970,000	
	• New Secondary Streets	\$1,780,000	
	• Miscellaneous Secondary Streets	\$270,000	\$6,310,000
B	Multimodal Transportation Improvements		
	• Concurrent with roadway improvements	\$2,380,000	
	• Bike paths	\$1,070,000	\$3,450,000
C	Pedestrian Sidewalks and Crosswalks		
	• Concurrent with roadway improvements	\$5,750,000	
	• Bluff Ridge Walk	\$660,000	
	• Harbor Walk	\$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	\$990,000	
	• Public Parking Garages	\$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	\$740,000	
	• Community Piers	\$1,110,000	
	• Visitor Center	\$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

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
<ul style="list-style-type: none"> City Manager and Deputy City Manager 	<ul style="list-style-type: none"> Property owners
<ul style="list-style-type: none"> Community Development staff 	<ul style="list-style-type: none"> Business owners
<ul style="list-style-type: none"> Public Services staff 	<ul style="list-style-type: none"> Consultant
<ul style="list-style-type: none"> HCRAAC 	<ul style="list-style-type: none"> 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: March 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.C.

TO: Harbor Community Redevelopment Agency Advisory Committee

THRU:

FROM:

DATE:

SUBJECT: Calhoun Ave/ Zerbe St Improvements

I. BACKGROUND:

II. DISCUSSION:

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

None

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 5.D.

TO: Harbor Community Redevelopment Agency Advisory Committee

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

FROM: Daniel Butler, City Planner
Himangi Mutha, Planner

DATE: March 8, 2021

SUBJECT: Development Projects and City Projects Update

I. BACKGROUND: This report is about updating the list of development projects in the Harbor Community Redevelopment area and active City Projects. Provided is the list of projects which are approved and under review process.

II. DISCUSSION: Below are the development and City projects for the Harbor CRA Advisory Committee.

1. Permit Applications:

- **Interior Renovation of Old Hogs Breath Restaurant- 541 Harbor Boulevard**
 - o Interior renovation of the old Hogs Breath Restaurant”. This property sold and new owner is pending a renovation for a restaurant called “Harbor Brew Pub”.
- **Renovation of an old residential dwelling into a restaurant – 109 Calhoun Ave**
 - o Re-permit of an incomplete renovation project consisting of an old residential dwelling into a restaurant. This construction is not complete.

2. Development Projects: Under Review

- **Wet and Wild- 119 Calhoun Ave**
 - o This is a minor development within the Harbor CRA area. This project is proposed in Calhoun Mixed Use Zoning District (CMU). This project is proposed to be a redesigned parcel to support commercial uses. The development of the site includes multi modal district and design initiatives and seeks to protect the vegetation. This minor development order application is under review.

- **Heron Harbor- 314 Harbor Boulevard**
 - o Proposed project is a simple deviation to a previously approved development. This project is procured to operate as a restaurant. Requesting approval on conversion of commercial marina slips to private marina slips. This project intends revise marina slip leases to conform for the operation of the existing restaurant space.
- **Pelican Adventures- 546,580 and 600 Harbor Boulevard**
 - o This project is a major deviation development in South Harbor Mixed Use (SHMU) Zoning District. This project type proposes commercial use on the parcel and proposes to provide a parking for Pelican Adventures, Inc servicing resort features for watersport recreation. This project is still under review.

3. City Projects:

- **Crosstown Connector (Beach to Benning)- under design**
 - o This is the final segment of the overall crosstown connector to provide a secondary East-West corridor through the city of Destin and provide pedestrian pathway connectivity between the east and west sides of the City.

- **Zerbe/Calhoun Pedestrian Project Phase I, Zerbe/Sibert to Clement Taylor Park under construction**
 - o This project provides a pedestrian multi-use pathway connecting Clement Taylor Park and Captain Leonard Destin Park with the Community Center and the Sibert Ave Parking Lot as well as other city facilities.

- **Zerbe/Calhoun Pedestrian Project Phase II (boardwalk under the bridge)- under design**
 - o A.K.A., Boardwalk Under the Bridge, this project will provide pedestrian crossing of US Highway 98 under Marler bridge for safe pedestrian access between the Harbor Boardwalk and City parking.

- **Capt. Royal Melvin Heritage Park, 206 Harbor Blvd- under construction**
 - o This project will be the city's pedestrian gateway to the Harbor Boardwalk that will include public restrooms, local informational signage, and the facilities for an entertainment venue.

- **Clement Taylor Park Improvements, 131 Calhoun Ave- under design**
 - o This project will include new restrooms, parking lot improvements and enhanced pedestrian access improvements.

- **Sibert Ave Parking Lot Improvements, 108 Sibert Ave- under design**
 - o Parking Lot Improvements on the parcel. Approximately 35 parking spaces added to the parking lot.

- **Hwy 98 at Stahlman Ave Signalization Project**
 - o This project will focus on safety of the intersection for both vehicles and pedestrians alike.

- **Hwy 98 Landscaping Project – Airport Rd to Marler Bridge**
 - This project will provide some landscaping within the US Highway 98 corridor to help make the area aesthetically pleasing.

- **Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to Marler Bridge.**
 - The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge.

- **Stormwater Master Plan Update**
 - Although this is for the entire city will have impacts for stormwater mitigation within the Harbor CRA district this plan is underdevelopment currently and should be brought forward to the committee around the end of April.

- **FEMA Restoration Project-**
 - **Leonard Destin Park**
 - The construction is at the final punch list phase, outstanding items are being addressed for a possible ribbon cutting ceremony and park opening in April.
 - **Calhoun Avenue Speed Limit and Speed Hump near Leonard Destin Park**
 - The new park and pedestrian improvements in the area traffic calming will be necessary for pedestrian safety. The area of impact will be between Harbor Blvd to Forest St.
 - **Sibert Avenue and Forest Street Safety Improvements**
 - This intersection stands out as a candidate for traffic calming and intersection vehicle and pedestrian safety improvements, design concepts are ongoing.

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

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

III. CONCLUSION: There are development projects and City projects that support the goals and objectives of the Harbor CRA area. City staff will continue to update the Harbor CRA of such development and City projects.

IV. RECOMMENDED MOTION: This is an informational item.

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: March 10, 2021
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 6.B.

TO: City Council

THRU: Jeffrey Cozadd, Grants Manager
Webb Warren, Deputy City Manager
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE: February 10, 2021

SUBJECT: Capital Project Status

I. BACKGROUND: Informational Item Only

II. DISCUSSION: Please find attached a summary of the current capital improvement projects, showing status and Year-to-Date expenditures and encumbrances.

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

III. CONCLUSION:

IV. RECOMMENDED MOTION: Not applicable. Informational only.

Attachments:

1. January 2021 Capital Projects

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

Council Objective #	October 1, 2020 - January 31, 2021	FY2021 Budget*	YTD Actuals	YTD Encumbrances	FY2021 Available Budget	Status	Notes
	Renewal & Replacement - Facilities						
	RR051 General Government	\$ 67,838	\$ 17,970	\$ 19,746	\$ 30,122	Started	Under \$15k renewals started
	RR052 Public Safety	392,500	780	100,197	291,523	Started	Annex remodeling underway. Annex Parking Lot Resurfacing Task Order has been forwarded to the vendor.
	RR053 Physical Environment (Stormwater, Cemetery)	300,000	-	-	300,000		
	RR057 Parks and Recreation	1,003,800	12,870	4,593	986,337	Started	Multiple under \$15k renewal/replacements started
	RRVEH Vehicles	272,500	-	189,776	82,724	Started	7 vehicles have been approved by Council. POs have been forwarded to the vendor.
	Renewal & Replacement - Infrastructure	-	-	-	-		
15,17,19	RR054 Roads, Sidewalks, Street Lighting (Mostly Gas Tax #1)	523,513	95,465	1,352	426,696	On Time	Roads for resurfacing and roads for re-striping to Council for approval on March 1.
	PW612 FY2020 Road Milling & Striping Program	299,012	258,226	40,874	(88)	Complete	
	Growth Necessitated & Comp Plan	-	-	-	-		
	LB002 Library Impact Fee Projects	47,000	-	-	47,000	Started	POs in process for lighting and HVAC improvements.
	NORG1 Norreigo Point Road	250,000	-	-	250,000		Project Number changed from PW612 to NORG1 to avoid overlap with incomplete prior year project
	RC004 Park Impact Fee Projects	35,000	-	-	35,000		
	SW53 Stormwater Master Plan	6,148	-	6,148	-	90% Complete	Jenkins is revising as per staff recommendations.
	SW54 Stormwater Improvements (FDEP funded)	50,000	-	-	50,000		
8	TR618 Zerbe-Calhoun Pedestrian Pathway	828,420	-	638,677	189,743	Started	Preconstruction meeting 02/11/2021, construction to start 02/15/2021.
9	TR619 Sibert-Zerbe Parking Lot Consolidation	-	-	-	-		
	TR620 ADA Transition - Pedestrian Facilities	100,000	-	-	100,000		
	<i>Zerbe/Calhoun and Sibert/Forrest safety</i>	-	-	-	-		<i>stop signs and speed bumps; bud adj \$6k</i>
	<i>Vintage Sidewalk</i>	-	-	-	-		<i>\$290k restricted</i>
	Citizen/Council Directed Projects	-	-	-	-		
1	CM001 Beach Acquisition	10,600,000	6,727,731	-	3,872,269	66% Complete	Purchase 2 of 3 completed 11/16/2020. Next purchase in first half of 2021. Task Order #1 has been prepared (demolition of two structures plus asbestos testing for one structure).
7	EN615 Cross-Town Connector	1,475,000	15,079	371,964	1,087,957	In Progress	Re-design down to 2-lane in progress
2	UNDER Undergrounding	250,000	-	-	250,000	In Progress	Project Engineer contract negotiations in progress. Negotiating franchise rates.
	<i>Harbor Lane Easement Improvements</i>	-	-	-	-		<i>\$25k discussed at mid-2020 meetings</i>
	Other Capital Projects	-	-	-	-		
	CRH63 Captain Royal Melvin Hertiage Park and Plaza (RESTORE)	1,335,690	66,784	1,268,894	12	Started	NTP issued 01/04/2021
	CRH64 Harbor CRA Wayfinding Plan Signage	30,000	-	-	30,000		
	CRH65 Harbor and Bay Capacity Improvements	425,000	-	-	425,000		Harbor District Capacity study to begin Spring 2021
	CRT17 Town Center CRA Easement Trail/Park Main to Mattie Kelly	10,000	-	-	10,000		

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

Council Objective #		October 1, 2020 - January 31, 2021	FY2021 Budget*	YTD Actuals	YTD Encumbrances	FY2021 Available Budget	Status	Notes
01/21/20 Council Mtg Priority	EN617	Stahlman Ave Intersection Pedestrian Safety	22,044	22,875	819	(1,650)		
<i>11/2/20 Council Mtg TOP PRIORITY</i>	<i>EN626</i>	<i>Main St/Kelly St Crosswalk Safety</i>	<i>19,080</i>	15,292	-	<i>3,788</i>	<i>In Progress</i>	<i>Report and recommendation on Dec 21</i>
	FM637	Clement Taylor Park Seawall (FEMA)	-	-	-	-	Complete	Working with FEMA to change classification for final reimbursement
	IT001	COMPASS/Energov	125,881	64,093	14,003	47,785	Delayed	Revised "go-live" set for March/April 2021
	IT002	CD Tech Fund Hardware/Software Replacements	-	-	-	-		Hardware will be purchased on an as needed basis
	IT003	Other Hardware/Software Replacements	-	-	-	-		
	LB001	Library Tablet Station, RFID and Mobil Ap	76,200	11,424	49,753	15,022	2% Complete	Tablets ordered. RFID tagging training scheduled. Tagging to begin early Feb 2021.
	RC124	Morgan's Children's Park Playground Structure	-	-	-	-		
	RC125	Buck Destin Restrooms	95,000	-	-	95,000		
	RC127	Pickleball Court	1,500	-	-	1,500		Researching public-private partnership options; Reclassed funding to upgrade Dalton Threadgill Batting Cages (expand foundation; add lighting)
	RC216	Clement Taylor Park Renovations	729,918	-	5,456	724,462		Waiting on sub-recipient agreement
	RC617	Batting Cages for Dalton Threadgill Park	59,564	42,723	2,589	14,252	85% Complete	Foundation and cage installed. Surrounding pad expanded and lighting requisitioned (transfer in from RC127 Pickleball).
	<i>SALLY</i>	<i>Hurricane Sally Damage Repairs</i>	-	24,893	9,835	<i>(34,728)</i>	<i>In Progress</i>	
	SW51L	NFWF Stormwater Projects	370,024	72,608	297,416	-	50% Complete	Construction of projects started in Dec. Cross St project is complete. Calhoun Ave project underway.
Total Funded Projects			\$ 19,800,631	\$ 7,448,811	\$ 3,022,092	\$ 9,329,728		

*FY2021 Budget is Adopted Budget Plus Prior Year Encumbrances rolled forward

COUNCIL OBJECTIVES		5-Year Capital Budget	FY2021 Capital	Status
		Amount	Budget	
1	Public beach Initiative	\$ 22,000,000	\$ 10,600,000	FY21 2/3 completed
2	Underground utilities	1,280,000	-	project mgmt in contract negotiations
3	Short term rentals compliance with regulations	-	-	not Capital - complete
4	Recruit project and grants manager	-	-	not Capital - complete
5	Request TDC funds for additional OCSO services	-	-	not Capital - complete
6	Research viability of multi-use convention/sports/community center	-	-	In progress
7	Complete two-lane Crosstown Connector	1,475,000	1,475,000	in progress
8	Calhoun Ave Multi-Use Trail Phase II Design and Construction	852,000	828,420	contract in negotiations
9	Improve parking	75,000	-	scheduled to start FY2022
10	Beach re-nourishment	-	-	In Progress - County is lead and partner
11	Improve communications	-	-	Not Capital - in progress
12	Implement enhanced signage control	-	-	Community Dev Researching
13	Develop/implement wayfinding program	50,000	30,000	Community Dev and TDC Researching
14	Update golf cart/low speed vehicle rules	-	-	Not Capital - in progress
16	Improve city gateways	-	-	Community Dev and TDC Researching
15, 17, 19	Streetlights, sidewalks, road striping	2,851,802	822,525	in progress
18	Provide board and committee training	-	-	not Capital - continuous improvement
20	Reestablish environmental committee	-	-	Not Capital - in progress
21	Enforce residential boat and RV parking regulations	-	-	Not Capital - Complete
22	Regulate building height limits to 5 stories	-	-	Not Capital - Complete
TOTAL		<u>\$ 28,583,802</u>	<u>\$ 13,755,945</u>	

TOTAL CAPITAL BUDGET \$ 36,690,143 \$ 19,800,631
% FOR COUNCIL OBJECTIVES 78% 69%

CITY OF DESTIN ADOPTED 5-YEAR CAPITAL IMPROVEMENT PLAN

COUNCIL OBJECTIVE			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
PRIORITY	Renewal & Replacement - Facilities							
	RR051	General Government	\$ 62,200	\$ 95,000	\$ 22,500	\$ 71,500	\$ 28,500	\$ 279,700
	RR052	Public Safety	392,500	41,687	134,187	47,187	49,687	665,249
	RR053	Physical Environment (Stormwater, Cemetery)	300,000	6,307	6,307	6,307	6,307	325,227
	RR057	Parks and Recreation	1,003,800	231,828	297,828	411,828	253,828	2,199,113
	RRVEH	Vehicles	272,500	-	-	-	-	272,500
	Renewal & Replacement - Infrastructure							
15, 17, 19	RR054	Roads, Sidewalks, Street Lighting (Gas Tax #1)	468,000	318,000	462,000	801,901	801,901	2,851,802
	Growth Necessitated & Comp Plan							
	SW54	Stormwater Improvements (FDEP funded)	50,000	50,000	-	-	-	100,000
	PW612	Norreigo Point Road	250,000	-	-	-	-	250,000
8	TR618	Zerbe-Calhoun Pedestrian Pathway	852,000	-	-	-	-	852,000
9	TR619	Sibert-Zerbe Parking Lot Consolidation	-	75,000	-	-	-	75,000
	TR620	ADA Transition - Pedestrian Facilities	100,000	-	-	-	-	100,000
	LB002	Library Impact Fee Projects	47,000	-	-	-	-	47,000
	RC004	Park Impact Fee Projects	35,000	-	-	-	-	35,000
	Citizen/Council Directed Projects							
1	CM001	Beach Acquisition	10,600,000	11,400,000	-	-	-	22,000,000
7	EN615	Cross-Town Connector	1,475,000	-	-	-	-	1,475,000
2	UNDER	Undergrounding	250,000	60,000	60,000	-	910,000	1,280,000
	Other Capital Projects							
	IT001	COMPASS/Energov	100,000	200,000	-	-	-	300,000
	IT002	CD Tech Fund Hardware/Software Replacements	-	150,000	150,000	-	-	300,000
	IT003	Other Hardware/Software Replacements	-	129,000	100,000	100,000	-	329,000
	LB001	Library Tablet Station & Biblioteca RFID and Mobil Ap	76,200	-	-	-	-	76,200
	CRH63	Captain Royal Melvin Hertiage Park and Plaza (RESTORE)	1,335,690	-	-	-	-	1,335,690
	CRH64	Harbor CRA Wayfinding Plan Signage	30,000	10,000	10,000	-	-	50,000
	CRT17	Town Center CRA Easement Trail/Park Main to Mattie Kelly	10,000	50,000	550,000	-	-	610,000
	RC124	Morgan's Children's Park Playground Structure	-	26,745	-	-	-	26,745
	RC125	Buck Destin Restrooms	95,000	-	-	-	-	95,000
	RC127	Pickleball Court	30,000	-	-	-	-	30,000
	RC216	Clement Taylor Park Renovations	729,918	-	-	-	-	729,918
	FM637	Clement Taylor Park Seawall (FEMA)	-	-	-	-	-	-
Total Funded Projects			\$ 18,564,808	\$ 12,843,567	\$ 1,792,822	\$ 1,438,723	\$ 2,050,223	\$ 36,690,143

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: March 10, 2021
TYPE OF AGENDA ITEM: City Manager Report
AGENDA OUTLINE NUMBER: 6.C.

TO: City Council

THRU: Webb Warren, Deputy City Manager
Kyle Bauman, City Attorney
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE: February 10, 2021

SUBJECT: Operations Financial Report

I. BACKGROUND: This item is informational only.

II. DISCUSSION: Year-to-date budget versus actuals for the General Fund and the two CRAs shall be provided to Council within forty-five days of the month end. Governmental funds are accounted for on a modified accrual basis.

Details for all funds are on file with the Finance Department, and are available upon request.

- A. Link to Strategic Goals / Objectives:** Goal #1: Financially sound city providing service excellence
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. 2020 1231 YTD Budget Vs Actuals

CITY OF DESTIN - MONTHLY FINANCIAL REPORT
10/01/2020 - 12/31/2020

01 GENERAL FUND	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
01-31 Ad Valorem Taxes	8,099,316	6,905,850	8,099,316
01-31 Delinquent Ad Valorem Taxes	5,000	465	5,000
01-31 Sales and Use Taxes	2,632,344	850,984	2,632,344
01-32 Licenses and Permits	3,277,311	826,602	3,277,311
01-33 Intergovernmental	11,080,651	1,288,057	11,712,544
01-34 Charges for Services	499,843	92,061	499,843
01-35 Fines and Forfeitures	27,520	14,578	27,520
01-36 Miscellaneous Revenue	22,001	6,960	22,001
01-32 Impact Fees	44,000	-	44,000
TOTAL REVENUES	25,687,986	9,985,556	26,319,879
01-51 General Government	4,624,134	996,584	4,639,644
01-52 Public Safety	3,584,206	783,569	3,967,551
01-53 Physical Environment	55,369	3,741	56,623
01-54 Transportation	2,212,291	331,201	2,309,383
01-55 Economic Environment	25,000	3,302	25,000
01-56 Human Services	115,000	15,325	114,169
01-57 Culture and Recreation	3,182,245	541,833	3,180,619
01-59 Capital Outlay	37,400	10,992	37,400
01-59 Debt Service	544,913	463,250	544,913
TOTAL EXPENDITURES	14,380,559	3,149,796	14,875,302
Excess (deficiency) of revenues over expenditures	11,307,427	6,835,760	11,444,576
01-38 Transfers In	-	-	-
01-58 Transfers Out	(15,818,114)	(1,954,072)	(15,818,114)
Total other financing sources (uses)	(15,818,114)	(1,954,072)	(15,818,114)
Net change in fund balances	(4,510,687)	4,881,687	(4,373,538)
Fund Balance (deficit), Beginning	25,505,734	25,505,734	25,505,734
Fund Balance (deficit), Ending	20,995,047	30,387,422	21,132,197

* FY2020 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward

CITY OF DESTIN - MONTHLY FINANCIAL REPORT
10/01/2020 - 12/31/2020

	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
102 TOWN CENTER CRA			
102-31 Ad Valorem Taxes	290,297	290,297	290,297
102-31 Tax Increment Financing	688,589	681,523	688,589
102-36 Miscellaneous Revenue	-	164	-
TOTAL REVENUES	978,886	971,984	978,886
102-55 Economic Environment	134,425	16,455	134,425
102-59 Capital Outlay	10,000	-	10,000
TOTAL EXPENDITURES	144,425	16,455	144,425
Excess (deficiency) of revenues over expenditures	834,461	955,529	834,461
102-38 Transfers In	-	-	-
102-58 Transfers Out	(731,281)	(182,803)	(731,281)
Total other financing sources (uses)	(731,281)	(182,803)	(731,281)
Net change in fund balances	103,180	772,726	103,180
Fund Balance (deficit), Beginning	(2,390,520)	(2,390,520)	(2,390,520)
Fund Balance (deficit), Ending	(2,287,340)	(1,617,794)	(2,287,340)

** FY2020 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
110 HARBOR CRA			
110-31 Ad Valorem Taxes	331,449	331,449	331,449
110-31 Tax Increment Financing	331,449	328,932	331,449
110-36 Miscellaneous Revenue	-	86	-
TOTAL REVENUES	662,898	660,468	662,898
110-55 Economic Environment	71,675	6,727	71,675
110-59 Capital Outlay	30,000	-	30,000
TOTAL EXPENDITURES	101,675	6,727	101,675
Excess (deficiency) of revenues over expenditures	561,223	653,741	561,223
110-38 Transfers In	-	-	-
110-58 Transfers Out	(554,590)	(139,523)	(554,590)
Total other financing sources (uses)	(554,590)	(139,523)	(554,590)
Net change in fund balances	6,633	514,218	6,633
Fund Balance (deficit), Beginning	167,124	167,124	167,124
Fund Balance (deficit), Ending	173,757	681,342	173,757

** FY2020 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

CITY OF DESTIN - MONTHLY FINANCIAL REPORT
10/01/2020 - 12/31/2020

FUND BALANCE - ALL FUNDS	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
Beginning Fund Balance	29,821,538	29,821,538	29,821,538
Nonspendable	2,287,340	1,617,794	2,287,340
Restricted	2,051,427	5,380,145	2,028,612
Committed	10,990,279	10,990,279	10,990,279
Assigned	3,700,000	4,429,068	4,429,068
<i>Unassigned</i>	<i>2,002,102</i>	<i>8,383,241</i>	<i>1,311,927</i>
Ending Fund Balance	21,031,149	30,800,528	21,047,226

Nonspendable = Long-term advance to TownCenter CRA

Restricted = Bond covenants (balances of debt service funds), grant agreements, state and local regulations (impact fees).

Committed = Council resolutions, motions, includes fund balance resolution for 1 yr debt (\$1.8m) + 3 mos emergency opsx2

Assigned = Contracts, purchase orders and funds in special revenue funds

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 10, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 6.D.

TO: Harbor Community Redevelopment Agency Advisory Committee

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

FROM: Donald Smith, City Engineer
Joe Bodi, Engineering Asst. II
Traci Goodhart, Planner/Stormwater Manager

DATE: March 8, 2021

SUBJECT: Cross Town Connector Update

I. BACKGROUND: On November 3, 2020, Atkins was given Notice to Proceed with the redesign of the Cross-Town Connector (CTC) between Benning and Beach Drive.

II. DISCUSSION: Atkins has provided the CTC 30% percent plans for review and comment.

Project design elements include:

- Boulevard Style Roadway
- Benning Drive – All Way Stop
- Beach Drive – Roundabout
- Open Space/ Park Area

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: The CTC 30% percent design include a boulevard style roadway that could include a future park area, an all-way stop at Benning Drive, and a roundabout at the intersection of Beach and Legion Drive. City Council reviewed and approved the plans at City Council meeting February 1, 2021.

IV. **RECOMMENDED MOTION:** This is an informational item.

Attachments:

1. Destin CTC_CRA Update_TG

Cross Town Connector Redesign Update

Community Development
Engineering Division



Background

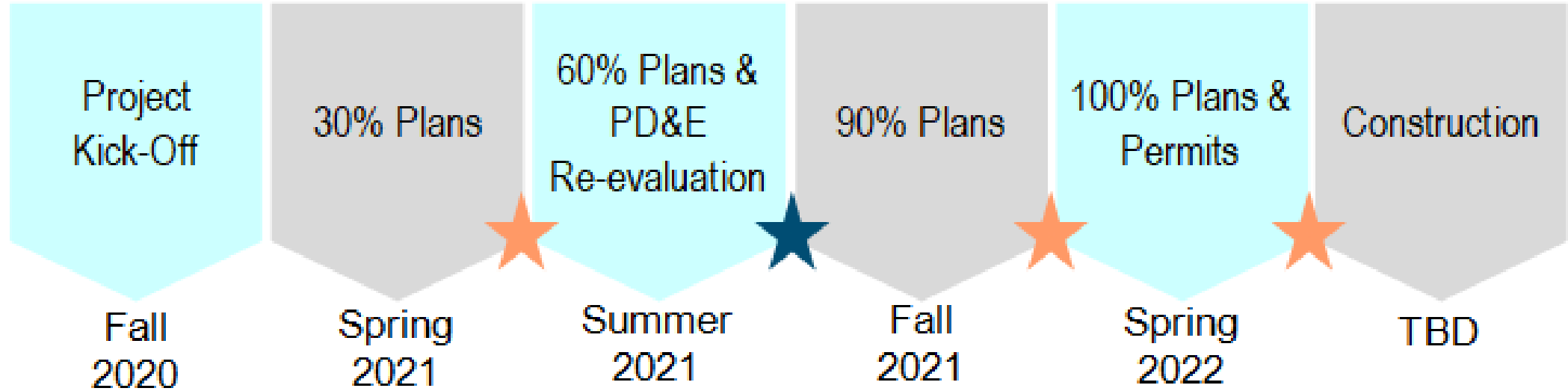
- **June 1, 2020** – City Council approved the redesign of the CTC from a 4-lane to a 2-lane roadway
- **October 19, 2020** – City entered a contract with Atkins for redesign
- **February 2021** – Atkins provided 30% plans for review and comment





We are here

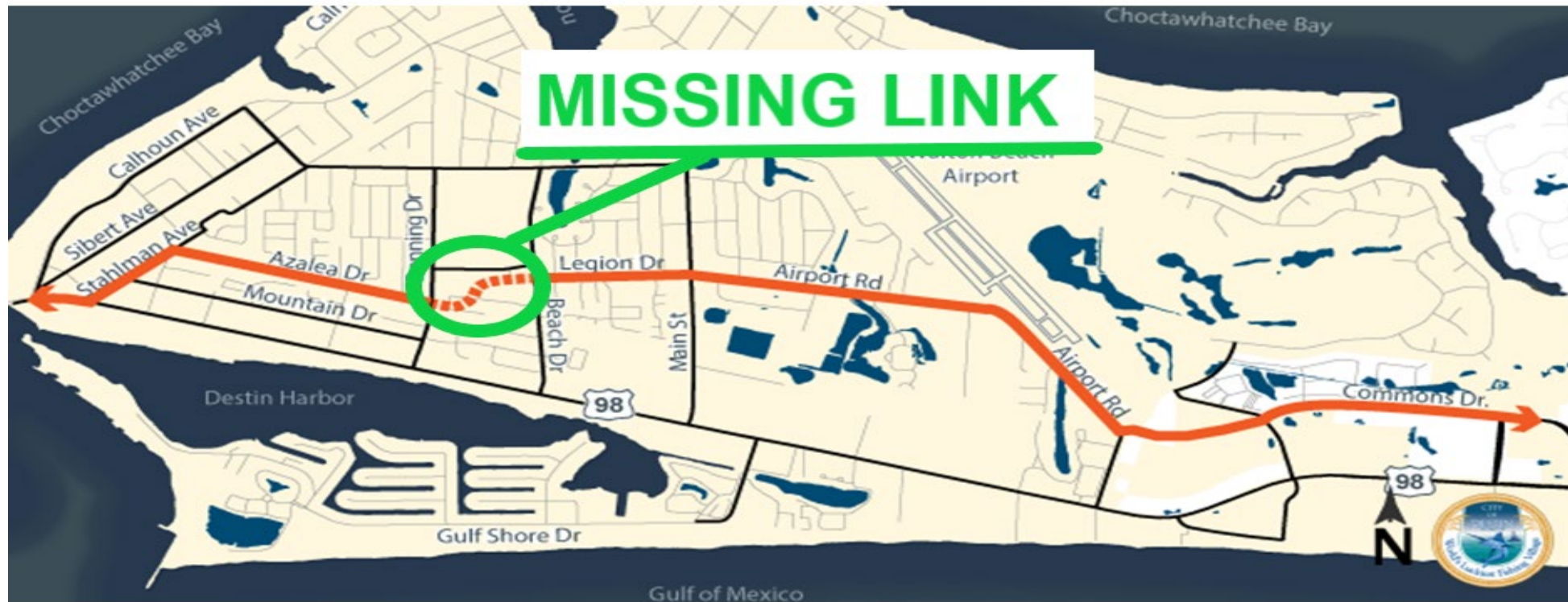


PROJECT SCHEDULE



Right-of-Way Acquisition through Spring 2023

-  Project Update
-  Public Workshop



Benning and Beach Drive

The missing link for a continuous alternative to US 98

CTC Design Elements

- Boulevard Style Roadway
- Benning Intersection
 - Proposed All Way Stop
- Beach Intersection
 - Proposed Roundabout
- Open Space – Possible Park





Roadway Design Concept

Questions?

