

**MINUTES  
REGULAR MEETING  
DESTIN CITY COUNCIL  
FEBRUARY 1, 2021  
CITY HALL ANNEX COUNCIL CHAMBERS  
6:00 PM**

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

**Destin City Council**

Mayor Gary Jarvis  
Councilmember Skip Overdier  
Councilmember Terésa Hebert  
Councilmember Johnny King (Virtual)

Councilmember Rodney Braden  
Councilmember Prebble Ramswell  
Councilmember Kevin Schmidt  
Councilmember Dewey Destin

**Destin City Staff**

City Manager Lance Johnson  
Deputy City Manager Webb Warren  
Public Information Manager Catherine Card  
Grants/Project Manager Jeffrey Cozadd  
Community Dev. Director Louis Zunguze  
Code Compliance Manager Joey Forgione  
IT Manager Matthew Pace (Virtual)  
City Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey  
Public Services Director Michael Burgess  
Parks/Recreation Director Lisa Firth  
IT Specialist James Lauria  
HR Manager Nichole DeVito  
City Engineer Donald Smith  
City Planner Daniel Butler  
City Attorney Kyle Bauman (Virtual)

**CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE**

The Mayor called the meeting to order at 6:00 PM. Pastor Steve Farris of First Baptist Church in Destin gave the invocation, which was then followed by the recitation of the Pledge of Allegiance.

**APPROVAL**

Councilmember Overdier requested that "*Membership nomination to Public Works/Safety Committee*" be added under his name on the agenda.

**Motion by Councilmember Hebert, seconded by Councilmember Destin, to approve the agenda, as amended, passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

**1. APPROVAL OF MINUTES**

A. Approval of minutes of January 4, 2021 Regular City Council Meeting

**Motion by Councilmember Overdier, seconded by Councilmember Hebert, to approve minutes of January 4, 2021 Regular City Council meeting passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).**

**2. PROCLAMATIONS / RECOGNITIONS / SPECIAL PRESENTATIONS / ANNOUNCEMENTS**

A. Recognizing Mr. Trey Wainwright, a Destin resident, and who has been named 2020 Florida Mr. Football.

The Mayor read and presented a Certificate of Achievement to Trey Wainwright, who has been named the 2020 Florida Mr. Football.

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

Mr. Mike Abadie, a Destin resident and livery operator, invited members of the Council to attend the next Harbor CRA Advisory Committee meeting to gain much knowledge and information about what has been going on in the livery industry. He announced that the committee plans to meet with stakeholders and address this subject. He also urged the Council to go to the City’s website and download copies of minutes of the committee’s previous meetings when this subject was discussed.

Ms. Marcie Bell, a Destin resident, stated that she wanted to correct the statement that she made at the Council Visioning Session when she spoke about Waste Management noting that 75 percent of the homes on her street is not paying for trash service. She stated that the City has provided her some updated information and that there are now only two properties in her street that are not paying for trash service, and that both properties have just been sold.

Mr. Greg Fisher, a livery operator, noted that a recent appointee to the Harbor CRA Advisory Committee, Mr. Ian Blaise, will not be able to attend the committee’s next scheduled meeting due to a prior commitment. He recommends postponing the committee’s next meeting until all members are able to attend.

**4. CITY MANAGER REPORTS**

A. City of Destin Website Redesign

The City’s Public Information Manager Catherine Card provided a brief overview of the City of Destin’s new website and discussed the numerous improvements that have been made making the website a more user friendly for residents and visitors.

B. Memorandum of Understanding for City Access to Driver and Vehicle Information Database System

The City Manager explained that the City's Code Compliance Department has secured a proposed memorandum of understanding (MOU) agreement from the State of Florida Department of Highway Safety and Motor Vehicles (FLHSMV). The purpose of the proposed MOU is to establish the condition and limitations under which the FLHSMV agrees to provide electronic access to Driver and Vehicle Information Database (DAVID) system information to the City. The access to the DAVID system provided by execution of this proposed MOU will assist staff in code compliance efforts. Information received through the DAVID system may only be used as authorized by law, and to assist staff with owner identification of abandoned vehicles, trailers, and vessels for conservation of the City's residential neighborhoods. He requests Council's authorization to enter into the proposed memorandum of agreement.

**Councilmember Hebert moved to direct the City Land Use Attorney to finalize the agreement with the State of Florida Department of Highway Safety and Motor Vehicles and direct the City Manager to enter into the proposed memorandum of agreement; seconded by Councilmember Destin. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

#### C. City Hall Annex Operating Hours

Community Development Director Louis Zunguze explained that at the inception of the Development Software project, EnerGov recommended that the City of Destin's subject matter experts dedicate up to 35% of their work week to the software calibration and migration to help achieve maximum results with the EnerGov project. That represents a large, labor-intensive, and complex undertaking that requires everyone's full effort. Based on that recommendation, at the October 7, 2019 City Council meeting, Council approved that the department staff be given the authorization to close on Fridays to the public to devote time to the EnerGov efforts. In light of that, the department requests that the City Council allow the department to maintain the current schedule to be able to complete the full implementation of the new development review software until the end of March 2021; at which time all operations of the department would resume regular schedule.

**Councilmember Overdier moved to authorize the Community Development Department staff to maintain closure to the public on Fridays until the end of March 2021; seconded by Councilmember Destin. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

#### D. Cross Town Connector Redesign from Four-Lane to Two-lane Section – Atkins North America, Inc. – Progress Update E. Livery Follow-up Items

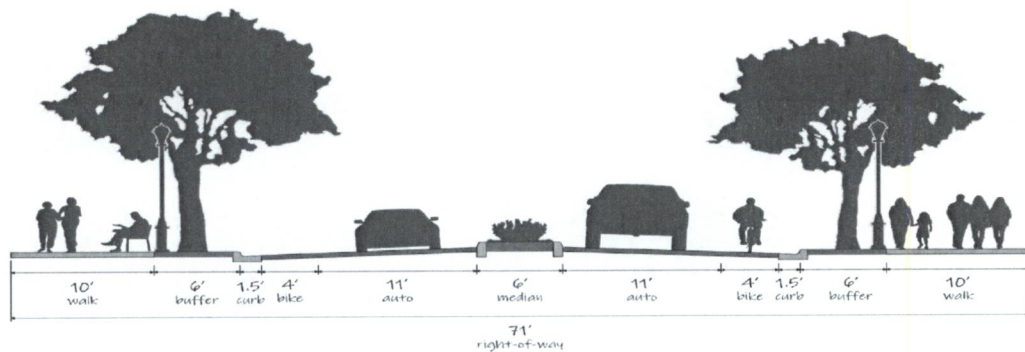
Ms. Jessica Golema, Project Manager, Atkins North America, Inc., provided the following virtual presentation to Council.

##### Cross Town Connector Redesign Update

###### ➤ Background

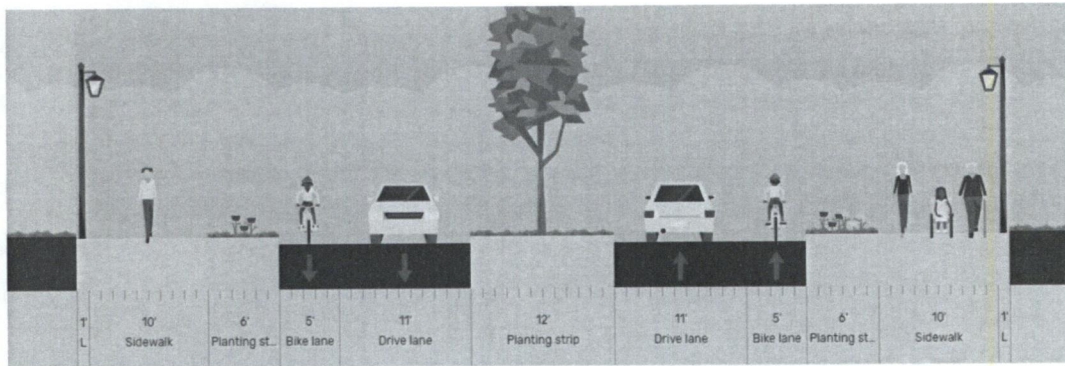
- ❖ June 1, 2020 – City Council approved the redesign of the CTC from a 4-lane to a 2-lane roadway

- ❖ October 19, 2020 – City entered a contract with Atkins for redesign
- ❖ February 1, 2021 – CTC right-of-way and intersection design update
- Project Schedule
  - ❖ Project kick-off - Fall 2020
  - ❖ 30% plans - Spring 2021
  - ❖ 60% Plans and PD&E re-evaluation – Summer 2021
  - ❖ Right-of-way acquisition – Summer 2021 through Spring 2023
  - ❖ 90% Plans - Fall 2021
  - ❖ 100% Plans and Permits – Spring 2022
  - ❖ Construction – TBD
- Right-of-way Design, Impacts and Acquisition
  - ❖ Original design – Total right-of-way width – 71 feet wide



**Original Design**  
Total Right-of-Way Width 71 feet wide

- ❖ Revised design criteria
  - Major Design Element Criteria
    - Facility Type – Minor Collector
    - Design Speed – 35 mph
    - Posted Speed – 25 mph
    - Lane Width – 11'
    - Bike Lane Width – 5'
    - Median Width – 12'
    - Sidewalk Width – 10' (6' when constrained by ROW)
    - Sidewalk Buffer – 6' (less when constrained by ROW)



## Revised Design Total Right-of-Way Width 92 feet wide

- ❖ The wider section allows for:
  - A 12' median wide enough to sustain landscaping
  - A 5' bike lane
  - Adequate tie-down at the back of sidewalk (total width 92')
- ❖ Options to reduce private property impacts, where the ROW narrows:
  - Remove center median
  - Remove 6' green space between the back of curb and the sidewalk
  - Narrow sidewalk to 6' (last resort)
  - Minimum rights-of-way per Land Development Code is 70'
- ❖ ROW Impacts
  - Right-of-way acquisition is required
  - An estimated 8 properties will be impacted
  - Additional ROW is required for stormwater retention
  - Temporary construction easements will be necessary
  - Right-of-way at the intersections of Beach and Benning is being minimized

### Intersection Analysis – Beach and Benning Drive Intersections

- Intersection Analysis – Benning Drive
  - ❖ Traffic Operations Rank
    - Roundabout – LOS A
    - Signal – LOS B
    - All-Way Stop – LOS C
    - Two-Way Stop – LOS E

- ❖ Recommendation: All-Way Stop
  - Roundabout not recommended due to previous Council direction and additional right-of-way impacts
  - Utility and property impacts
  - All-way stop reduces overhead electric and sanitary sewer impacts
- Intersection Analysis – Beach Drive
  - ❖ Traffic Operations Rank
    - Roundabout – LOS A
    - Signal – LOS B
    - All-Way Stop – FAIL
    - Two-Way Stop – FAIL
  - ❖ Recommendation: Roundabout
    - Skewed geometry at this intersection is remedied by use of a roundabout rather than 4-leg configuration
    - There are right-of-way impacts associated with this option
- Conclusion:
  - ❖ Staff needs direction from Council to move forward with design
    - A right-of-way width ranging from 72' to 92'
    - Intersection improvements
      - All-way stop at Benning Drive
      - Roundabout at Beach Drive
    - Rights-of-way acquisition
      - 8 additional properties will be impacted

Councilmember Braden asked why the design was changed from the original design with a total right-of-way width of 71 feet, to the revised design with a total right-of-way width of 92 feet.

The City Engineer explained that the original typical right-of-way minimum width of 71' was taken out of Table 8.1 of the Land Development Code. During the 30% design review process, they looked at those items that they feel best represent the safety of the project and came up with the above recommendations increasing the right-of-way width.

Councilmember Braden asked why it took 4 months to execute a contract for this project when they should already have a continuing services contract with an engineering firm.

Mr. Zunguze explained they had to go through a negotiation process. They had to renegotiate a new contract for the new concept Council approved in July 2020.

According to Councilmember Ramswell, one of the reasons the Council wanted some changes made to the design was to reduce the number of properties they would need to acquire by making the road smaller. She pointed out that the original design was only 71 feet wide, but the revised design is 78 feet wide. It then increases to 92 feet by adding the tie-downs behind the sidewalks. She added that the road design seems to be getting larger rather than smaller and it could create the possibility of putting two additional lanes on the road.

Ms. Golema explained that the 71 feet was not the original design; but rather it was the concept for the 2-lane design. The original design that allowed for 4-lane would be approximately 22 feet wider. She also stated that to make this typical section a 4-lane roadway would require a full reconstruction because the curb-to-curb space is not wide enough to sustain a 4-lane roadway. They could potentially add two more lanes, but it would be tight, very expensive, and unsafe.

Councilmember Ramswell asked if a median is required for either a minor or a major collector road.

The City Engineer stated that the median with trees provides the boulevard look which helps not only with aesthetics, but with vehicular speed; noting it is one of the things they pushed for in the design.

Councilmember Destin stated that one of his main concerns with the project going forward was funding for rights-of-way acquisition, which he anticipates would be quite expensive; and whether they could expect assistance from the County or State.

The City Manager noted they still have the FDOT acquisition grant in place, which is approximately \$1.2 million.

Councilmember Destin stated that he expects staff to come back to Council for further direction before acquiring the rights-of-way.

Councilmember Destin also noted that his major concern has been the lack of a way to route traffic through to US Hwy 98 safely and efficiently. As it stands right now, the only way to route traffic back is through Stahlman Avenue, which is the worst intersection in the City. He added they should not go forward with the project until they figure this out, or they could be creating the biggest disaster this City has every seen.

According to the City Engineer, there have been 4 studies conducted already – 2016, 2018, 2019, and the current study that has been commissioned by the City through Volkert. These studies recommended signalization improvements, re-alignment of the intersection, and adding turn lanes on Stahlman Avenue. The FDOT has also completed some of the intersection work and committed to building the eastbound right turn lane, and there are some works happening at the Harborwalk Village to create enough lanes to receive the dual left turn lanes. They are also continuing to look for funding and other opportunities to widen Stahlman Avenue and other improvement measures on Zerbe Street.

Councilmember Destin stated he would not recommend going forward with the project until all the intersection improvements are completed.

Councilmember Schmidt commented they may not have to acquire as many properties if they make the road smaller, for instance by shrinking the median and bike lanes.

According to Ms. Golema, they have been able to fit everything so far without additional rights-of-way at the Benning intersection. Legion is so far north in relation to Azalea that tying

the connector into Legion leaves a very bad skew angle from the connector up to Legion. They may end up with some rights-of-way acquisitions there just to try to mitigate the skew to a degree. It also seems worthwhile to go with the roundabout there because it would mitigate the skew and speed.

Councilmember Hebert asked how many properties the City have already purchased.

Ms. Golema replied that the City had already acquired 6 properties.

The Mayor stated that connectivity is critical, and every community should make it a goal to always increase connectivity whenever and wherever possible; however, the crosstown connector is never designed and built to route traffic to US Hwy 98. Its main goal is to get residents across town without having to go through US Hwy 98. It will help avoid gridlock on US Hwy 98 in the summertime.

Councilmember Destin maintains he does not oppose having a route for residents to use, but he believes they have that already. Most residents already know how to get to one end of town to another through the back roads. He is not in favor of addressing connectivity by running a connector through neighborhoods. The City of Destin is unique. It is only a mile wide; and so, they will be placing the connector through the middle of town. He added that his main concern is how to safely route the traffic back on US Hwy 98. For this road to be a true connector road, they will need to figure out how to solve that problem.

**Councilmember Overdier moved to approve the proposed right-of-way, intersection improvements, and right-of-way acquisitions, seconded by Councilmember Hebert.**

Councilmember Overdier wants to make sure the right-of-way acquisitions are brought back to Council for approval before they are executed.

Councilmember Schmidt asked whether they have already accounted for all the properties they will need to acquire in terms of funding, and that the money has already been secured.

According to the City Manager, they had been planning for acquisition of parcels to one degree or another. The only difference that he sees on this new proposal as opposed to what he had seen before was at the intersection of Legion and Beach where a whole property on the southeast corner of the intersection was being taken as opposed to a simple parcel take on the prior proposal.

Grants/Project Manager Jeffrey Cozadd reported receiving a notice via email from FDOT recently which indicates there is \$1 million allocated for Fiscal Year 2021 and another \$1.7 million for Fiscal Year 2022 for property acquisitions.

Councilmember Destin warned that properties can be quite expensive, and they need to feel apprehensive until they have a real good solid price. He continued that condemning a piece of property is quite an expensive proposition. There is a list of things they would have to pay for

including attorney fees for both sides. They could end up paying 2 or 3 times what the property is worth.

**The Mayor called for a vote on the motion, which passes 6-1 (Council members Schmidt, King, Hebert, Overdier, Destin, and Braden voted “yes”; Councilmember Ramswell voted “no”).**

E. Livery follow-up items

The City Manager noted this is a follow-up to Council’s direction to staff at the previous Council meeting, at which time Council instructed staff to undertake the following tasks:

- Provide the following information:
  - ❖ The requirements for boat cleaning and maintenance on upland property
  - ❖ How to work back-up vessels (chase vessels) into the system to be used in the event of an equipment breakdown, and issuing stickers for breakdowns
  - ❖ Definition of storage, time frame for storage, and temporary storage for boat cleaning and maintenance
- Harbor CRA engage the livery industry to discuss the boat storage issue

F. Safety Improvement Options/Permanent Solution to Slowing Down Speed on Calhoun Avenue

The City Engineer provided the following presentation:

- The City Council directed staff to research alternative safety improvements along the Calhoun Avenue corridor. The identified safety improvements focus on the area located between Calhoun Avenue, Zerbe Street, and Sibert Avenue
- Safety Improvement Recommendations:
  - ❖ Right in/Right out at Calhoun and Sibert Avenue
  - ❖ One-way traffic only along Sibert Avenue between Zerbe and Calhoun Avenue
  - ❖ Proposed all way stop locations:
    - Sibert Avenue and Zerbe Street
    - Zerbe Street and Calhoun Avenue
  - ❖ Speed hump between Clement Taylor Park and Leonard Destin Park
  - ❖ Pedestrian gateway installation southbound Calhoun Avenue approaching Clement Taylor Park
- Speed hump policy and recommended change
  - ❖ Current Policy
    - Must have local street classification
    - Minimum 25 mph speed limit
    - 61% of property owners must agree
    - 85% observed speed must be 11 mph over posted speed
  - ❖ Recommended policy change
    - City Council may direct staff to evaluate speed humps on any City route

- Other City safety/speed concerns
  - ❖ Safety/Speed complaints evaluations in progress:
    - Sibert Avenue
    - 3<sup>rd</sup> Street and Mimosa Street
    - Dolphin Street at John Avenue
    - Regatta Bay Drive at Windstarr Drive
    - Indian Bayou
      - Country Lane
      - Indian Bayou West
      - Indian Bayou East
    - Spring Lane
    - Stahlman Avenue
    - Legion Drive between Beach and Benning
- Evaluation and Metrics
  - ❖ Crash analysis
  - ❖ All way stop warrant analysis
  - ❖ Speed studies
  - ❖ Conduct traffic counts
  - ❖ Conduct field observations

Councilmember Braden requested an update to his request to include the intersection of Sibert Avenue and Forrest Street in the study.

The City Manager stated he has not done that observation, but it will be presented at the next Council meeting.

Councilmember Destin pointed out that the City's speed hump policy does not apply to Council-initiated speed humps. He stated that the intent of that policy was to give homeowners the ability to petition the City to put speed humps in a residential area. In addition, Calhoun Avenue is not a residential area or road. He also noted that Beach Drive is not a residential road. There are several Council-initiated speed humps on Beach Drive due to speed problems in that area.

**Councilmember Destin moved to direct the City Manager to direct City staff to design speed humps along Calhoun Avenue between Leonard Destin Park and Clement Taylor Park, and that the speed limit around the two parks be reduced to 25 mph. Councilmember Ramswell provided a second to the motion.**

Councilmember Ramswell asked which documentation outline certain requirements for installing traffic control devices; for instance, whether a traffic study is required to put in a 4-way stop sign at an intersection.

The City Engineer noted that requirements are outlined in the Manual of Uniform Traffic Control Devices, which is a federal document; adding it is the guiding document for professional engineers to make decisions.

Councilmember Ramswell asked what could happen if they try to supersede or overrule the requirements in that document, such as a Council-initiated speed hump at a location where they feel speeding is a big problem.

The City Engineer stated that the City could increase its liability risk.

The Land Use Attorney clarified that the current speed hump policy is for residential areas giving homeowners the right to petition the City for speed humps. It does not apply in this case because this is a City-initiated speed humps.

**The Mayor called for a vote on the motion, which passes 6-1 (Council members King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”; Councilmember Schmidt voted “no”).**

#### G. Visioning Session

According to the City Manager, staff has provided a very brief recap of the Council Strategic Visioning Session held recently. The official list of Council’s priority objectives would be forthcoming.

#### H. Announcements

- Capt. Royal Melvin Heritage Park project is underway
- US Army Corps of Engineers has provided their portion of the funding (\$250,000) for the Harbor Capacity Study. The study will begin in March 2021
- The Cross Street drainage and water quality improvement project is about 95% complete. The contractor will now be moving their operation to Calhoun Avenue near Dalton-Threadgill Little League Park location. They will close Calhoun Avenue for 2 or 3 days while they install some piping under the road. The contractor provided a detour plan. Announcement will be made to the public and pertinent organizations once the timeline for the project is finalized
- The City has applied for grant to add \$25,000 worth of exercise equipment to the walking path of Morgan Sports Complex. They expect to get the result of the application within a month
- Gulf Power will soon start trimming trees near power lines
- Welcome to the new City of Destin Human Resource Manager, Nichole DeVito

## 5. PUBLIC HEARINGS

- A. David Smith of Innerlight Engineering Corporation, on behalf of St. Andrew's By-The-Sea Anglican Church, Inc. is requesting approval of a Major Deviation to a Major Development identified as "Immanuel Anglican Church Addition, 2nd Amendment." The project consists of an 11,470 square foot facility addition with seating for 654 people. The proposed project is located at 250 Indian Bayou Trail (Parcel ID: 002S2200000001A13R). The site consists of approximately 9.13 acres. No changes to the other approved uses or site improvements are proposed.

The City Attorney introduced the project.

The City Clerk sworn in the following individuals for testimony:

David Smith, Innerlight Engineering Corporation  
Louis Zunguze, Community Development Director  
Donald Smith, City Engineer  
Daniel Butler, City Planner

At this time, the City Attorney asked the Mayor and Council to disclose any ex parte communications they might have had with regards to this project.

Each Mayor and Council reported that no ex parte communication has taken place.

City Planner Daniel Butler described the project as consisting of an 11,470 square foot facility addition with seating for 654 people. The proposed project is located at 250 Indian Bayou Trail. The site consists of approximately 9.13 acres. No changes to the other approved uses or site improvements are proposed. The proposed project is consistent with the Comprehensive Plan and Land Development Code.

Mr. David Smith of Innerlight Engineering Corporation, the Civil Engineer for the project, stated that this project was originally approved and issued a development order in 2003. It was designed as a multiple phased project where the temporary buildings that are currently in place were constructed with a vision of having a permanent sanctuary. They are not adding more parking or stormwater because these were planned back in the 2003 timeframe.

Councilmember Braden asked if there were any plans to remove any of the portable buildings.

Mr. Smith replied there are no current plans to remove the buildings. They are permanent buildings. He stated that the sanctuary sits 330 people, and the new building sits 324. The sanctuary will be in the new building, and the current seating will be transformed into personnel office space.

Councilmember Ramswell asked what the deviation was from the original development order.

Mr. Smith noted the deviation was to add the new sanctuary building. The original approval was in 2003. The first deviation was in 2004 to slide the education facility 6.5 feet.

At this time, the Mayor opened a public hearing to receive comments for or against the proposed project. Having none, the Mayor closed the public hearing and turned the matter over to the City Council for further discussion and consideration.

**Councilmember Schmidt moved to approve the Immanuel Anglican Church Addition, a Major Deviation to a Major Development Order, as reviewed by the City's Technical Review Committee; seconded by Councilmember Ramswell. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

## **6. CONSENT AGENDA**

- A. Replacement of the Public Works Facility Generator, relocation and installation of PW's existing generator to Sheriff's Office, authorization to execute a contract amendment with MetroPower
- B. Declaration of City Property as Surplus, authorization allowing the City Manager to execute a contract for Auction Services, provides for disposal of assets
- C. RFB 20-15-PS, Demolition, Salvage, and Removal of Three Structures and Appurtenances, authorization for City Manager to execute a Task Order
- D. FY21 Renewal and Replacement Community Center Vehicle, granting City Manager purchase authorization
- E. Draft minutes of advisory board/committee meetings
- F. Proposed Bert Harris Settlement Agreement for 4488 Ocean View
- G. Proposed Bert Harris Settlement Agreement for 3893 Sandprint
- H. Proposed Bert Harris Settlement Agreement for 4705 Ocean Blvd
- I. Proposed Bert Harris Settlement Agreement for 4790 Ocean Blvd

**Motion by Councilmember Ramswell, seconded by Councilmember Hebert, to approve Consent Agenda item 6A thru 6I, as printed above, passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

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

A. Councilmember Braden

- 1) Land Development Code

**Councilmember Braden moved to allow the City Manager to utilize the City's continuing services contractor to assist in finalizing the Land Development Code revisions; seconded by Councilmember Ramswell.**

The Mayor asked for the estimated cost for this initiative.

The City Manager stated that staff will determine the cost and will bring it back for Council's approval if in excess of his threshold of \$15,000.

**Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

## 2) Harbor Parking Lot Study

Councilmember Braden recommends allowing the City's continuing services engineering contractor to assist staff in verifying the accuracy of the parking plan staff receive from businesses.

Councilmember Schmidt asked if this is strictly parking plans from livery operators or for every business on the harbor. He stated that staff is already conducting a parking analysis during the development planning and review process.

According to Councilmember Braden, it is mainly for livery operators since they seem to be having the most difficulty with their site plans.

The City Manager noted that the discussion on this subject during the previous Council meeting was mostly about livery operators. He stated they have spent a huge amount of money on the new EnerGov system. The goal is to input the right information from the very beginning which include accurate parking plans. Councilmember Braden's recommendation to have the City's continuing services contractor assists staff in verifying the accuracy of the drawings, which is crucial to staff when they go on site, would be beneficial to the City, the livery industry, and to the property owners. They will primarily help staff make sure the City has a good baseline document. He added that the Army Corps of Engineers will also conduct a parking study in the harbor district which would not be limited to the livery business.

According to Councilmember Overdier, his understanding when talking about this issue with staff was the continuing services contractor will provide assistance with the harbor parking plan to make sure it is done professionally. Staff will upload the information in the system. The livery operator or property owner then takes the pertinent portion of the parking plan and submit it with their application.

Mr. Zunguze explained they expect to have accurate information for approximately 18 parcels pertinent to livery operations. During the application, the livery operator will indicate which portion of the parking plan they are taking and how many parking spaces are involved. He continued they have development orders associated with most of the parcels and so information from the development orders will also be used. The contractor will assist staff in obtaining an accurate accounting of the number of parking spaces available for livery and other businesses.

**Councilmember Braden moved to authorize staff to use the City's continuing services contractor to assist in creating the baseline document for the harbor parking plan; seconded by Councilmember Hebert. Motion passed 7-0 Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

Next, Councilmember Braden reported receiving complaints from people tripping over the black-painted bollards located mainly along the Harborwalk area.

Code Compliance Manager Joey Forgione stated that his staff will investigate.

Councilmember Braden requested an update on the US Hwy 98 redesign project, asking whether FDOT has contacted City staff requesting their input on the project.

Public Services Director Michael Burgess noted that according to the last report, the PD&E Study went out for bid in December 2020, and that FDOT will be making the selection for a professional engineering firm sometime in the spring.

Councilmember Braden inquired as to the status of the landscaping improvements portion of the project.

Mr. Burgess replied that this portion of the project has been delayed to August 2021.

Councilmember Braden also asked whether the issue related to the drainage system that caused the flooding on Indian Bayou during Hurricane Sally been addressed.

According to Mr. Burgess, the structure in the retention area up on Indian Bayou were clogged up with pine straw; adding that they have not had any flooding issue after removing the top of the structure.

Next, Councilmember Braden asked whether the shrubbery that have been planted in the right-of-way on Harbor Lane has been removed to give people more access to the water

Parks and Recreation Director Lisa Firth noted that the large bushes on the north side of the parcel had been removed, and that the area has been cleared all the way to the concrete wall.

## B. Councilmember Ramswell

### 1) Destin Fishing Museum request

Councilmember Ramswell noted that the Destin Fishing Museum leases their facility from the City, and so they come to the City before doing any improvements to the facility. They are currently planning on making some improvements to the facility, but some asbestos testing is required before they could move forward. She asked if the Council is amenable to having the City pay for this testing since any improvements done to that facility will also benefit the City.

Mr. Norm Hall, Destin Fishing Museum Boardmember, explained it is the oldest building the City owns, and it was built in 1960. Back in those days, asbestos was commonly used for insulation. The test is required as it would give them an idea to what extent they could move forward with the planned improvements or modifications to the museum. The estimated cost for the asbestos testing is \$1,700.

**Councilmember Ramswell moved that the City covers the costs for asbestos testing at the Destin Fishing Museum facility; seconded by Councilmember Schmidt. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).**

2) Leave no Trace Campaign

Councilmember Ramswell inquired as to the status of the City’s Leave no Trace Campaign.

Public Information Manager Catherine Card stated that the City has been trying to promote the Leave No Trace program the last couple of years. They realize the City cannot do it alone and need the partnerships of their businesses. She noted that Compass Resort, for one, has been very cooperative. They have placed the Leave no Trace logo on many of their materials that they provide to their guests. She has also spoken with Mr. Jerry Holcomb with Legendary Marina and Yacht Club, and they are fully on board with utilizing their digital billboard to promote the program. She added that she plans to work with the new County Public Information Officer to try to further generate the effort of promoting this campaign and getting people to do the right thing to protect the beach.

3) Beach partners meeting report

Councilmember Ramswell noted that the discussion focused on the upcoming months, particularly the summer season. They discussed the cleaning and raking of the beach as well as the public’s expectations versus their own expectations. She asked if there have been any further conversations with the County in terms of the committee’s discussion and what their thoughts are because there seemed to be some difference in opinion during the discussion.

Ms. Firth announced they have a meeting scheduled with the County for this coming Wednesday. She stated that the County seems to be receptive to their concern, and that the purpose of the meeting is to try to resolve any misunderstanding.

Councilmember Ramswell explained that during the meeting, she mentioned the fact the beach had not been cleaned and raked the way they have experienced it previously; and that the City is interested in working with the County about getting it done to their expectation. She made it clear that the City’s expectation was to have the beach raked 5 or 6 times a week. However, they quickly learned that was not the County’s expectation when the County’s ground manager proudly reported that he has been able to go a whole month without raking the beach last summer. It seems obvious that the County was not including raking with the frequency the City expected it. They were more concern about the wear and tear on the truck as well as the fuel cost by raking the beach that often. She recommends they look at other options if the City cannot come to a mutual agreement with the County.

Deputy City Manager Webb Warren noted that at their meeting with the County on Wednesday, the 2013 RFB that the County issued when they were going out for a new contract for sand cleaning services will be the basis of the conversation. The scope of services in the RFB outlined the frequency of beach raking, which is about 6 times a year during the summer season and changes throughout the year. He added that the goal is to establish a Memorandum of Understanding with the County and bring it back to Council.

Next, Councilmember Ramswell asked staff to check with Gulf Power about the 3 lights that are still out on Indian Trail.

Councilmember Ramswell also asked staff to investigate what seems to be a piece of concrete that sticks out in the right turn lane to Indian Trail from US Hwy 98 to make sure it is not a safety hazard.

C. Councilmember Destin

D. Councilmember Overdier

1) Membership nomination to Public Works/Safety Committee

**Motion by Councilmember Overdier, seconded by Councilmember Destin, to appoint John Green to the Public Works/Safety Committee passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

E. Councilmember Hebert

Councilmember Hebert asked staff to provide an update on the status of the damage on Main Street sidewalk located by the Joe's Bayou due to erosion.

Mr. Burgess explained that staff have been trying to get the dam structure at Coleman Lake tuned to where the elevation of the lake is pleasing to the residents and not causing erosion to the dam structure. There was a small pocket that developed underneath the sidewalk on the other side of the road. Staff removed a couple of concrete panels. Upon the excavation, they discovered that some soil had been lost where the head wall meets the seawall where sand has been escaping. More exploratory maintenance was done in that area to get to the root of the problem. Staff will work with the City Engineer and contractor to repair the damage and to have everything put back in place within the next two weeks. The sidewalk has been closed with a sign placed notifying the public of such.

F. Councilmember King

G. Councilmember Schmidt

Councilmember Schmidt noted that during their visioning session, the common theme among City staff was the need for additional staffing. They have also been trying to hire additional staff at the Community Development Department for quite a while now to fill some

vacancies but were unable to due to competitive market. It is affecting the level of service based on complaints from the citizens.

**Councilmember Schmidt moved to have the City Manager discuss with the Community Development Director the appropriate increases to the salary amounts being advertised for the specialized positions in his department in order to be more competitive, and then discuss the feasibility of the salary increases with the City's Finance Director. Councilmember Hebert provided a second to the motion, which passes 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").**

H. Mayor Gary Jarvis

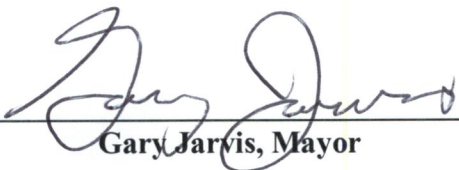
I. Land Use Attorney

J. City Attorney

## **8. PUBLIC COMMENTS**

### **ADJOURNMENT**

**Having no further business at this time, the meeting was adjourned at 8:45 PM.**

  
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Gary Jarvis, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Rey Bailey, City Clerk