



**AGENDA
HARBOR COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, APRIL 14, 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) March 10 2021 Minutes**
- 4. OLD BUSINESS**
 - A) Harbor CRA Master Plan Update- verbal update**
 - B) FY21 Work Plans**
 - C) Development Projects and City Projects Update**
 - D) Zerbe-Calhoun Historic District Update- verbal update**
- 5. NEW BUSINESS**
 - A) Harbor Capacity Study Update**
- 6. COMMITTEE MEMBER COMMENTS/QUESTIONS**
 - A) Jan Best**
 - B) Mike Buckingham**
 - C) Capt. Jim Green**
 - D) Dr. Mike Raim**
 - E) Capt. Casey Jones**
 - F) Sandy Trammell**
 - H) Ian Blaise**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: May 12, 2021**
- 9. ADJOURNMENT**

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

**MINUTES
HARBOR COMMUNITY REDEVELOPMENT
AGENCY ADVISORY COMMITTEE MEETING
MARCH 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, March 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
Mike Raim
Ian Blaise

Staff Present

Kim Montgomery, Deputy City Clerk
Traci Goodhart, Planner
Louis Zunguze CD Director
Himangi Mutha
Daniel Butler
Don Smith, City Engineer

3. MINUTES: February 10, 2021

Motion to approve the minutes of the February 10, 2021 was made by Committee member Green with Committee member Trammell providing the seconded. The motion passed with a 7-0 vote for approval.

4. Public Records/Sunshine Law Training - City Attorney Kyle Bauman:

The City Attorney presented the members with the City's Public Records Policy, Resolution 19-27 explaining how it was modeled after the City of Tallahassee's and adopted by Council. He also presented the members with a short Power Point Presentation with a Sunshine Law Handout and touched briefly on each important items.

He spoke of how they all should now be using their City of Destin email address for all city business. And explained how if they do get a city related email to their personal email account, to forward it to their city email address so that it can be captured and searchable in the city's email server. He also covered text messages and how to handle those as well social media, in regard to comments and likes. He also spoke of how that now that they are considered a public official, they are responsible to keep those Under the Sunshine as well.

For the Sunshine Law, he explained how any meeting of two or more members where a conversation may be about city business, constitutes a public meeting and has to be done "In the Sunshine." So, it would have to be open to the public with a reasonable notice advertised and minutes would have to be taken. Noting that there is no reason why two or more members cannot be friends and do things together, however, they cannot discuss any item that may come before the committee for discussion and a possible vote. He also briefly covered Standards of Conduct and Voting Conflicts.

5. OLD BUSINESS:

➤ **Harbor CRA Master Plan**

Mrs. Goodhart informed the members that staff is in the process of undertaking an overdue update of the plan. She explained that City staff went back through past minutes over the past few years and identified some items that advisory members had identified for changes or updates that they'd like to see included.

Chairman Buckingham spoke of wanting assurance that that the plan will come back before them in a staged process of around 50% to review and add as necessary. Then be brought back again for a final review and they make a recommendation for adoption by Council.

Motion by Vice Chairman Green, seconded by Chairman Buckingham for staff to precede to update the Harbor CRA Master Plan for consistency with the Comprehensive Plan and complete an update and revision of the Master Plan as a whole. The motion passed 6-1 with Best dissenting.

Mrs. Goodhart also informed the members that if they have any additional suggestions that they would like to see added before their next review, to please forward those to staff so they can be implemented.

➤ **2021 Work Plans**

According to Mrs. Goodhart, staff has noted the work plans that the Advisory Committees has chosen, and they are:

- Established Harbor Regulations. Mrs. Goodhart noted for the record that Mr. Jones' name still has not been removed however, she assured everyone that she will have his name removed by the next meeting.
- Harbor Parking and Transportation Improvements; staff has taken the items they wanted in their work plans and have identified projects within the city that may benefit or support those items.
- Land Development Code update, is expected to be completed by the end of this year.
- Harbor Parking and Transportation Improvements, which is number two under Improved Harbor Regulations. She spoke of how staff feels that the Harbor Capacity Study would support this initiative. And, this particular project will become active in the next couple months and is expected to wrap up at the end of this year. With the final product ready by Fall of 2022. The Harbor Stormwater Mitigation Plan supports the City's Master Plan Update. This should be brought before them for review and comment in the coming months.
- The Harbor Median Landscaping, is supported by the Way Finding Master Plan and is initiative that the city is undertaking in addition to the FDOT Landscape Project, which has been approved and will be initiated.
- Harbor CRA Master Plan. This staff driven initiative with the support of the CRA and supports their work going forward.

Committee member Trammell motioned to change the Order of the Day to move Wen Livingston's Presentation from her Committee Member Comments to the Work Plan discussion. Committee member Jones provided the second. A roll call vote of 7-0 was taken and the motion passed.

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The Library Director, Wen Livingston explained she has been working with the Grants & Projects Manager and Kathy Marler Blue for historical sites and locations to place markers. Some of the areas identified are:

- Clement Taylor Park
- Capt. Royal Melvin Heritage Park
- The Harbor Boardwalk
- The docks behind Harborwalk Village

She informed the members that she has had discussions with Mr. Zunguze regarding the Wayfinding Plan and how to implement the same designs into the markers to stay consistent from location to location. With a future plan to one day to have a historical walking tour.

Committee member Trammell stated that she will work on creating a work plan item and come up with some measurable goals.

Committee member Green spoke of how growing up the docks behind Harborwalk Village were always called the Kelly Docks and wanted assurance that when the signs are created, that is the name that will be on the signs, since that is their historical name. Committee member Raim agreed with they should be named the Kelly Docks.

Mrs. Livingston stated that she is also gathering information from Ms. Blue on the first fish camp locations and the early pioneering families. But is just in the preliminary stages of gathering the information. She also spoke of the need to have a good concept of what direction they need to go so that the funds can be appropriated, and grants obtained.

Motion by Committee member Trammell, seconded by Chairman Buckingham to add the Historical Identity Work Plan to their list of Work Plan items. The motion passed 7-0.

➤ **Development Project Update**

Committee member Best asked that they be briefed on the status of the Point One Marina project, as it stands at their next meeting. According to Mr. Zunguze, that project's Completeness Review is just being finalized and he will gladly place it on the next agenda for discussion.

➤ **Calhoun Avenue/Zerbe Street Pedestrian Improvements**

According to Mr. Smith, this is a Public Works project however, he does know that the project is has started. And in reference to some questions that was brought up during their last meeting regarding the boardwalk; the contractor has been informed to stop at the Clement Taylor Park until those issues are resolved.

6. NEW BUSINESS:

➤ **Finance Update / Krystal Strickland - Debt Financing Update**

- \$3.9M Bond that will be maturing in 2029.
 - RFP has been put out for a lower interest loan with the plan to include this bond since it's callable.
 - If it's a benefit, she will bring before them the Interlocal Agreement between

the CRA and the City to agree on the repayment.

Committee member Green asked what her projection is with the with the current loan rates compared and kind of benefit will there be?

According to Ms. Strickland, the General Fund has a debt that also has about a 10-year maturity. And when packaged together with the new debt, that we're likely to take on for the recent beach purchases, but should be paid by the Okaloosa Half Penny Tax. Additionally, she explained, she will be putting about \$12M out in the market, with a potential to get a rate under 2% and closer to the 1%. Adding that she is projecting that between the General Fund and the and the Harbor CRA, the city could save between a hundred to three hundred thousand dollars over the life that last 10-year life of the of the bonds. She emphasizes that this is just informational at this time.

Committee member Trammell asked if her plan was to stay with the 10-year limit or will it be extended. According to Ms. Strickland, the plan is to stay at the 10-year period, since the rates are so good. Adding that the Okaloosa Half Penny Tax will also expire in 2029. So, there is no real reason to extend it any further. And her plan is to bring them updates on the financial status of just the Harbor CRA at their future meetings.

She then provided the following:

- **Capital Projects and the Operational Report**
 - Captain Royal Melvin Heritage Park & Plaza
 - Wayfinding Signs
 - Harbor Capacity Study

- **Operational Report/Year-to-date Budget**
 - **Both CRA's have their own funds**
 - **TIF Funds are restricted solely for use within the CRA's**
 - Debt Services
 - General Funds

 - **Projected Unassigned Balance**
 - Cash Reserves of \$3M
 - Cash flow account for cash reimbursement grants totaling \$30M.

Explaining the budget is on the website and is very user-friendly noting that there are imbedded links in the Table of Contents that will take anyone directly to the page they are looking for.

➤ **Cross Town Connector Update (CTC)**

The City Engineer provided the Agency members with an update of the status of the Crosstown Connector (CTC). He provided a short Power Point Presentation of the background of the project and how currently, it is at a 30% status, and the following goals that have been met:

- 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 comments.

- ROW Consultant is the next step in order to purchase the necessary ROW and finalize the plans.
- 2024 is the current projected start of the project.



CTC Design Element:

- Boulevard Style Roadway design with a large, landscaped median.
- Benning Intersection Proposed All Way Stop, as directed by City Council.
- Beach Intersection Proposed Roundabout.
- Open Space –Possible Linear Park.



Committee member Green asked why the roundabout was removed from the Benning drive portion of the plans. According to Mr. Smith, there are utilities in the ROW that would have to be moved and would be a significant cost increase as well as grade issues. Also, City Council directed staff to make it a four-way stop.

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Committee member Trammell spoke of how she feels that the roundabout needs to be reconsidered because of how the traffic stacks up already and the people that live on Azalea near there are not going to be able to back out of their driveways. Not to mention the new attached housing that is under construction in the general vicinity will be adding to the traffic congestion.

Motion by Committee member Trammell for this committee to look again at the intersection at Benning and Azalea City Council to reconsider a roundabout to facilitate the flow of traffic and also to facilitate the ingress and egress to those townhomes on Azalea. With Chairman Buckingham providing the second. The motion passed 7-0.

Committee member Trammell asked staff how much financing is coming from the TPO, noting that this has been on the agenda for the past 15-years.

According to Mr. Smith, he knows that there is a TRIP grant of approximately \$2.7M for the ROW. As well as \$3.3M TDD funds.

Committee member Trammell spoke of how the project was at one time moved to the top of for the TPO but because it was not ready at the time, it was moved back down on the list. She also mentioned that she knows additional funds can be obtained from the State and the TPO.

According to Ms. Strickland, after July, there is the TRIP award from the State of Florida of \$1M for FY-21 and \$1.7 million for FY-22 that can be used after July. But only for ROW acquisition and nothing else. However, there is an issue with the grant in regard to fund matching requirements. She spoke of how staff working through the details and hopefully, they can bring back additional information at either their April or May meeting. Adding that the current funding set aside is not enough to acquire the additional ROW.

Committee member Trammell suggested staff get in touch with Mr. Jim Wood since he is the former TPO Chairman still follows every detail, since he still serves on the TPO Advisory, and may have some connections to get this project back to the top of the funding list.

➤ **Committee member Comments:**

Committee member Green: Spoke of the boardwalk decking problems that are taking place in front of his boat. He explained that the stringers that are holding up the decking is where the rotten wood is located. He noted that there are cones out there but, and something needs to be done soon before additional litigation happens.

Committee member Raim: Spoke of how he has been having some work done on his dock and the people on the wave runners are still coming too close to the docks and something needs to be done.

➤ **Public Comment:**

Mr. Mike Abadie of 530 Harbor Blvd. spoke of how he tried the boom/sock filtration that this committee recommended at a recent past meeting and spoke of how it did not work as well as they all thought it would. He added that he set up tarps and had the runoff contained on his property into his stormwater runoff and it worked very well. He suggested that this method be used as opposed to their

recommendations. Adding that he had staff from Code Compliance and Engineering, and they all agreed.

Mr. Claude Perry spoke of the City Marina idea and how there could be an impact on the tax funds that come into the city as well as the TIFF Funds. He then asked the Chairman for some clarification on the information at this point since he was leading the charge on the city marina concept.

According to Chairman Buckingham, he is not representing the City of Destin nor is he representing any particular property owner. Adding that he just had thought of how nice it would be to have a city marina in the harbor. He spoke of how he brought this up to several different property owners including him (Mr. Perry) asking if they would be interested in selling their property. Some said no and others said maybe. He emphasized that he is only doing this because he is interested in protecting the fishing industry, of which is very important to the city and its citizens.

Mr. Perry also spoke of how Destin is a resort destination, and he will defend the harbor as a Festive Market Place and the pontoon and jet ski businesses. Further conversations took place regarding the need to have the channel realigned and how it would benefit a lot of businesses on the harbor and allow for more slips.

DIRECTORS REPORT:

Mr. Zunguze announced that the Harbor Capacity Committee has officially started on February 22nd.

- **Next meeting: April 14, 2021**

7. ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 7:00 PM.

Adopted and approved this ____ day of _____ 2021.

Mike Buckingham, Chairman

Kim Montgomery, Deputy City Clerk

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 – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: April 14, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.B.

TO: Harbor Community Redevelopment Agency Advisory Committee

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

FROM: Daniel Butler, City Planner

DATE: April 12, 2021

SUBJECT: FY21 Work Plans

I. BACKGROUND: The Harbor CRA Advisory Committee is tasked with reviewing and updating the Harbor CRA Work Plan items annually to ensure items continue to meet the requirements outlined in Policy 1-1.3.4 – Harbor CRA Redevelopment, Infrastructure, and Design Enhancements. The included Work Plans were rolled over to FY21 at the October 2020 Harbor CRA Meeting.

II. DISCUSSION: Below are the selected FY21 Work Plan items for the Harbor CRA Advisory Committee, and the City projects which will incorporate the work plan items:

1. Harbor Parking & Transportation Improvements
 - a. Land Development Update- Expected Completion: End of 2021
2. Improved Harbor Regulations
 - a. Harbor Carrying Capacity Study – Active March 2021 through September 2021.
3. Harbor Stormwater Mitigation Plan
 - a. City Stormwater Management Plan Update- Presentation to Harbor CRAAC scheduled for May 2021.
4. Harbor Median Landscaping
 - a. Wayfinding Mater Plan- Presentation to Harbor CRAAC May 2021
 - b. FDOT Landscape Project- Marler Bridge to Airport Road- Construction in 5- year plan for 2022
5. Update Harbor CRA Master Plan
 - a. Review and Update of Master Plan- Expected Completion: End of 2021

6. Historical Plaques – added at the March 2021 Harbor CRAAC Meeting
a. Incorporate into Wayfinding Program - Expected Completion: End of 2021

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

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

III. CONCLUSION: These are current and future City projects that support the goals and objectives of the Harbor CRA Master Plan & the selected FY 21 Work Plan items. City Staff will continue to update the Harbor CRA of such City projects and provide opportunity for recommendations to City Council.

IV. RECOMMENDED MOTION: Information Only

Attachments:

1. HCRA 2021 Work Plan_Best
2. HCRA 2021 Work Plan_Buckingham
3. HCRA 2021 Work Plan_Raim
4. HCRA 2021 Work Plan_Green
5. HCRA 2021 Work Plan_Staff
6. HCRA 2021 Work Plan_Trammell
Historical Markers
7. HCRA 2021 Work Plan_Trammell



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:

--

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



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:

--

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 HIGH QUALITY OF LIFE AND SAFETY

Organizational Objective:

OBJECTIVE – HISTORICAL PRESERVATION

Performance Objective:

Establish Historical Markers in Harbor District

Measurable Outcome(s):

Outcomes	Fiscal Year		
	2021	2022	2023
Historic Overlay District			
Identify Historical Markers within Harbor			
Incorporate into City's Wayfinding Master Plan			
Establish self-guided walking tour			

Action Plan:

Task	Resource Needs (persons/organization)	Target Completion Date
Identify Funding Source	CDD, HCRA-AC, CM	TBD
Finalize Wayfinding Master Plan	CDD, HCRA-AC, CM	TBD
Implement Wayfinding Signage	CDD, HCRA-AC, CM	TBD

Process Improvement:

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Stakeholders:

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

Process Owner: Sandy Trammell



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: April 14, 2021

BOARD/COMMITTEE: Harbor Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.C.

TO: Harbor Community Redevelopment Agency Advisory Committee

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

FROM: Daniel Butler, City Planner

DATE: April 12, 2021

SUBJECT: Development Projects and City Projects Update

I. BACKGROUND: This report includes updates on the 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 within the Harbor CRA.

1. Development Projects: Under Review

- Wet and Wild- 119 Calhoun Ave
 - o This is a major 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 major 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 conversation 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.

2. 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
 - o 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.
 - o 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
 - o 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 Projects
 - Leonard Destin Park
 - o 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
 - o 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

o 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):

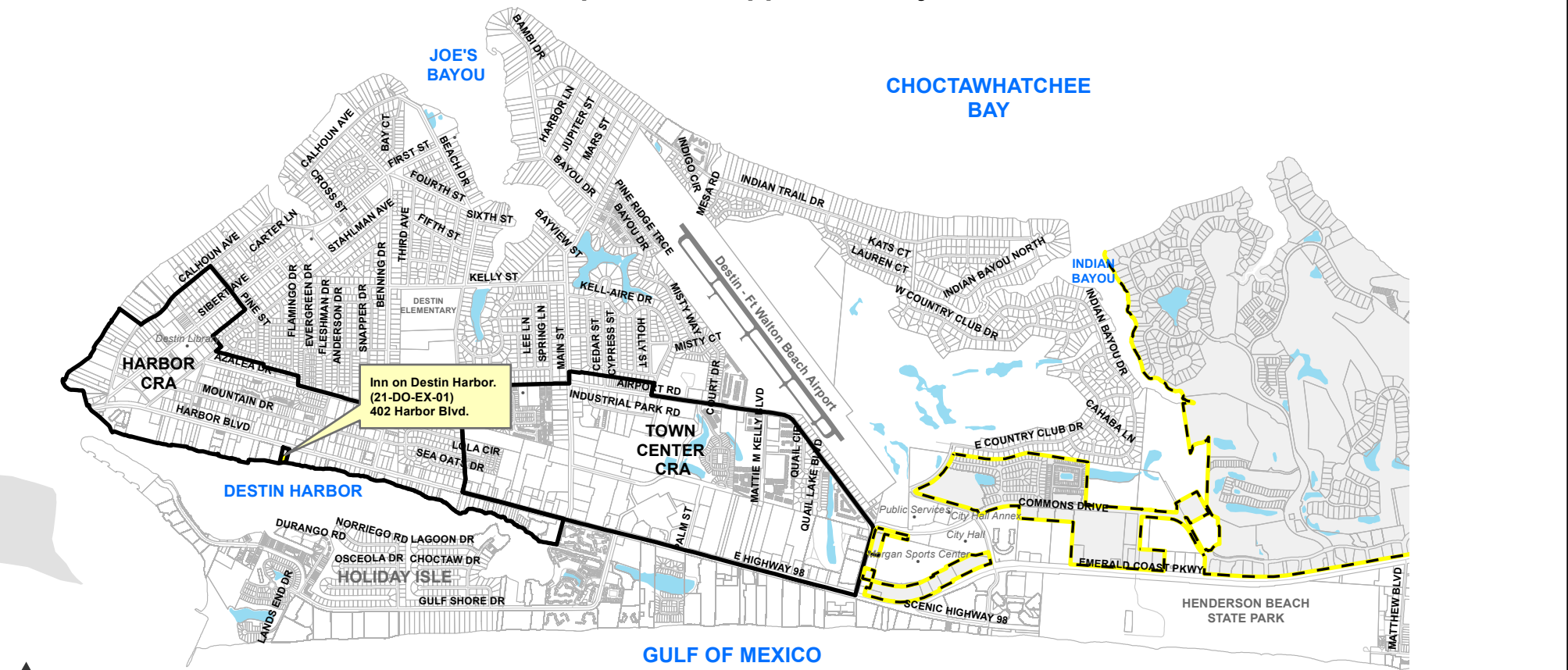
III. CONCLUSION: There are development projects and City projects that support the goals and objectives of the Harbor CRA area. City staff will continue to update the Harbor CRA of such development and City projects.

IV. RECOMMENDED MOTION: This is an informational item

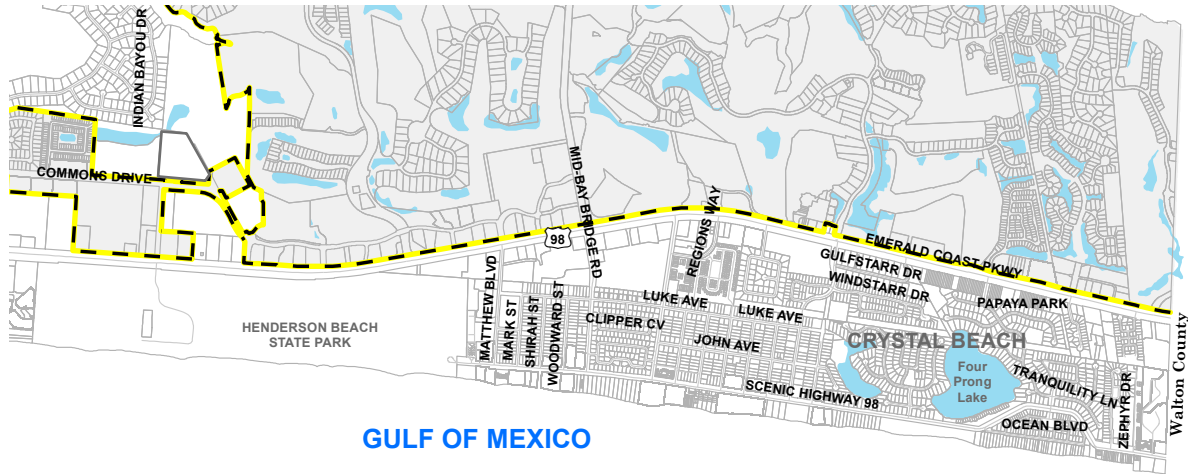
Attachments:

1. April Approved Projects
2. April Development Projects Under Review
3. City Wide Projects April 2021

April 2021 - Approved Projects

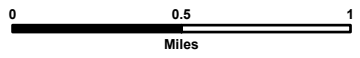


▲ West Destin
 ▼ East Destin



▲ NORTH

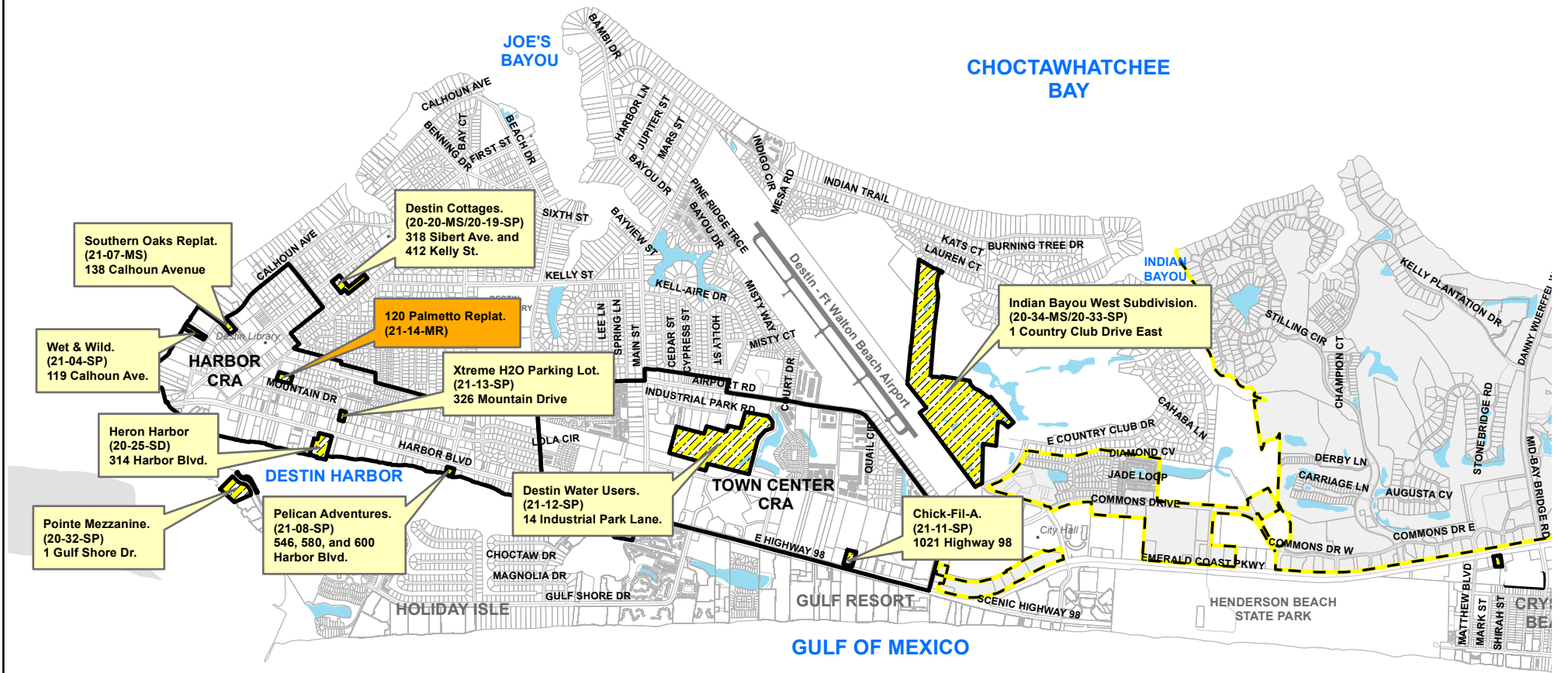
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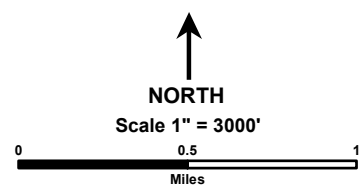
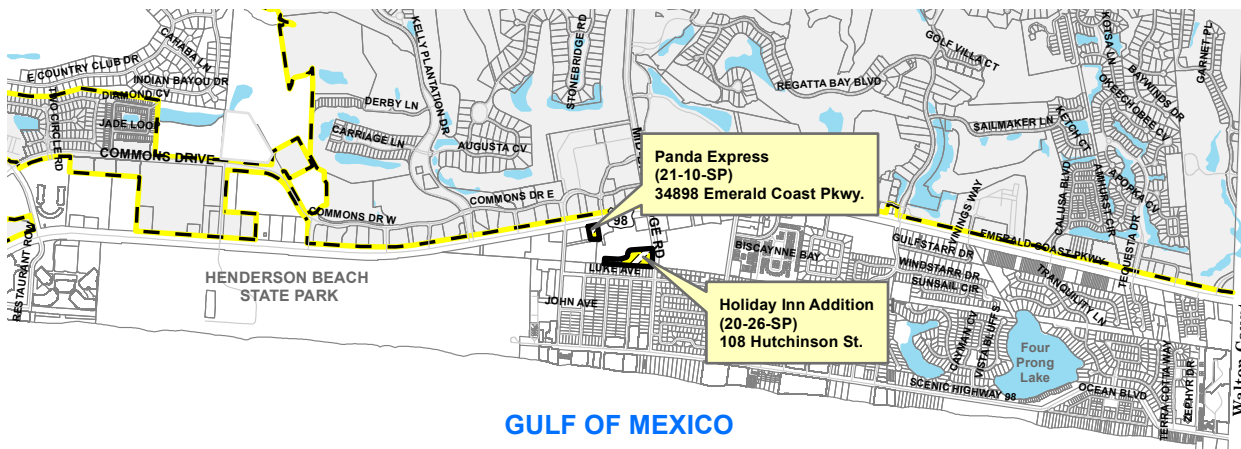
- City Limit Line
- Approved Projects

GULF OF MEXICO

April 2021 – Development Projects Under Review



▲ West Destin
▼ East Destin



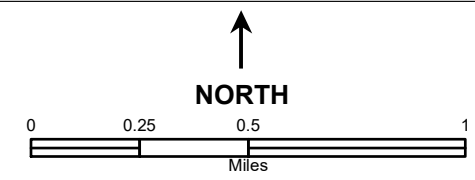
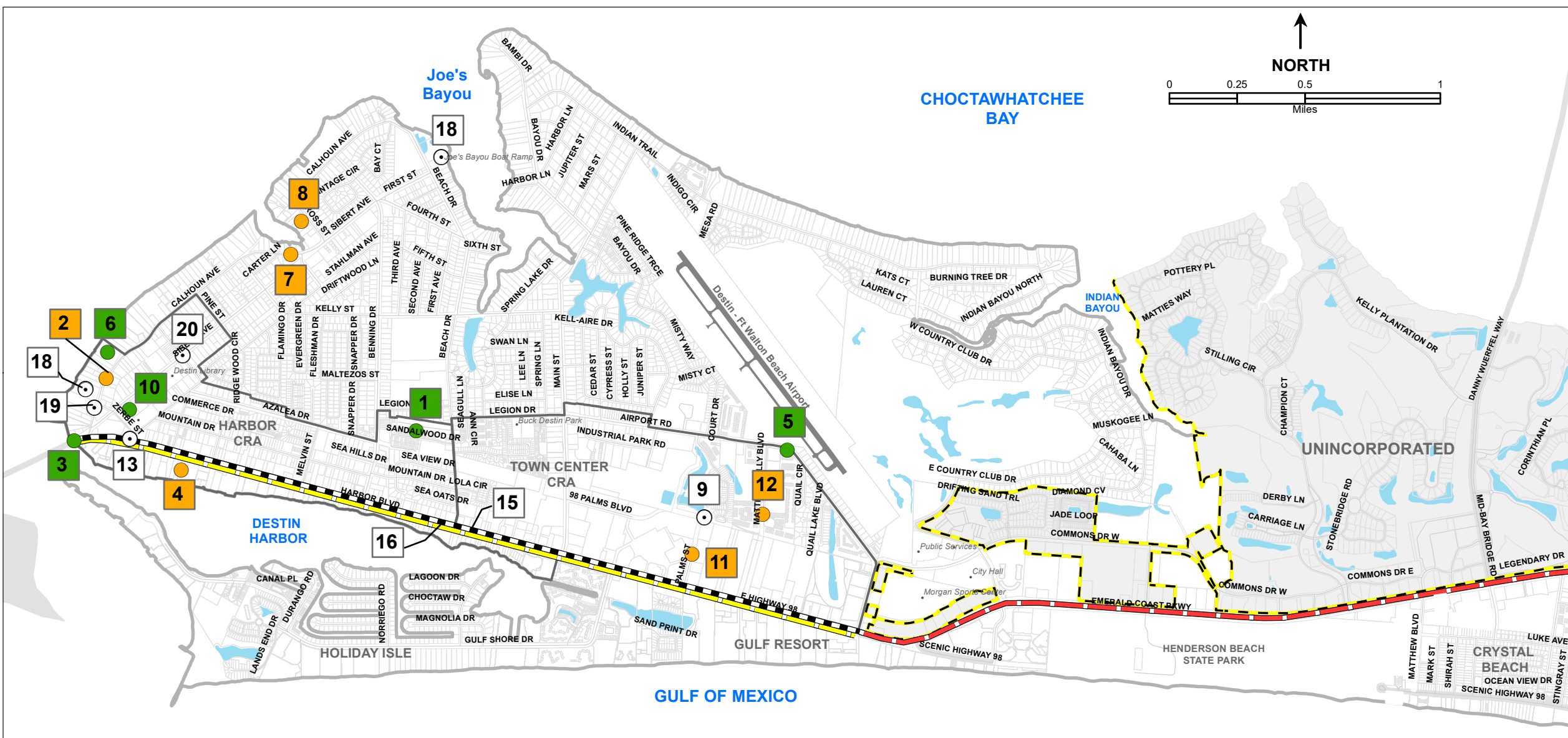
- City Limit Line
- Development Projects Under Review
- New Development Project Applications Received



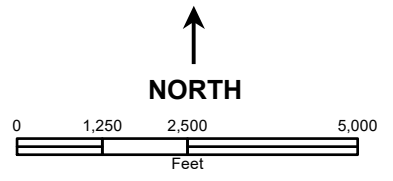
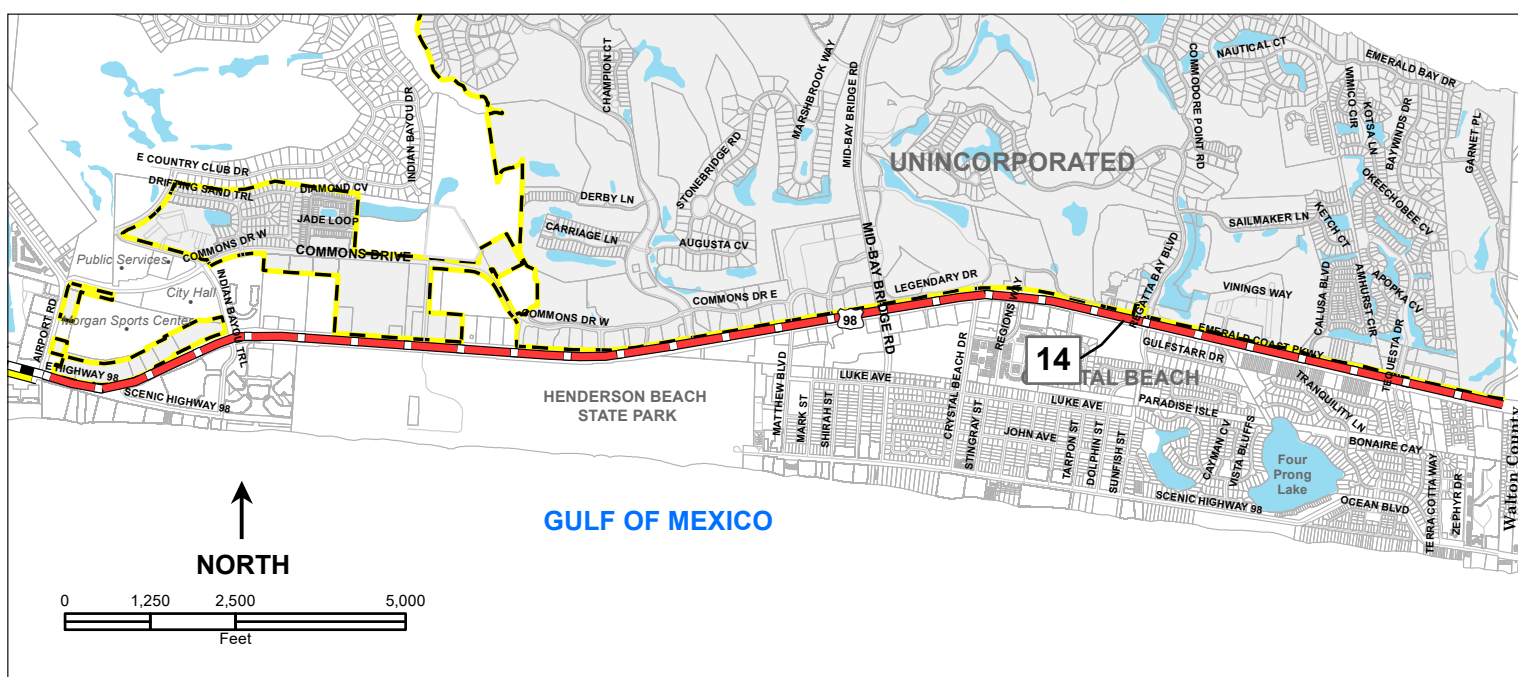
City Wide Projects April 2021

LEGEND

- Under Construction
- Under Design
- Other Projects
- Landscaping Project
Airport Rd. to Walton Co.
- Landscaping Project
Airport Rd. to Marler Bridge
- (PD&E) Study Hwy. 98
Airport Rd. to Marler Bridge
- City Limit Line



▲ West Destin
▼ East Destin



1. Crosstown Connector (Beach to Benning).
2. Zerbe/Calhoun Pedestrian Project Phase I, Zerbe/Sibert to Clement Taylor Park.
3. Zerbe/Calhoun Pedestrian Project Phase II (boardwalk under the bridge)
4. Capt. Royal Melvin Heritage Park, 206 Harbor Blvd.
5. Airport Road Curve Improvements, near 1000 Airport Rd.
6. Clement Taylor Park Improvements, 131 Calhoun Ave.
7. Drainage Project – 454 Calhoun Ave.
8. Drainage Project – 823 Cross St.
9. Pedestrian Pathway – Linear Park, Jewel Melvin Park to Mattie M Kelly Blvd (Gulf Power Easement), Concept
10. Sibert Ave Parking Lot Improvements, 108 Sibert Ave.
11. Palm St Extension, Vintage Destin – D.O. 19-08.
12. Mattie M Kelly Blvd South Extension, The Charles – D.O. 20-02.
13. Hwy 98 at Stahlman Ave Signalization Project
14. Hwy 98 Landscaping Project – Airport Rd. to Walton County Line
15. Hwy 98 Landscaping Project – Airport Rd to Marler Bridge
16. Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to Marler Bridge
17. Stormwater Master Plan
18. FEMA Restoration Projects
 - Joe's Bayou
 - Leonard Destin Park
19. Calhoun Avenue Speed Limit and Speed Hump near Leonard Destin Park
20. Sibert Avenue and Forest Street Safety Improvements