

**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
MARCH 15, 2021
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

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

Destin City Council

Mayor Gary Jarvis
Councilmember Skip Overdier
Councilmember Terésa Hebert
Councilmember Johnny King

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

Destin City Staff

City Manager Lance Johnson
Deputy City Manager Webb Warren
Deputy Public Services Director John Hart
Public Information Manager Catherine Card
Finance Director Krystal Strickland
Grants/Project Manager Jeffrey Cozadd
Community Dev. Director Louis Zunguze
Code Compliance Manager Joey Forgione
City Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey
Public Services Director Michael Burgess
City Engineer Donald Smith
Parks/Recreation Director Lisa Firth
Engineering Assistant Joe Bodi
IT Specialist James Lauria
HR Manager Nichole DeVito
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

The Mayor called the meeting to order at 6:00 PM. Pastor David J. Butler of the Faith Assembly Christian Church in Destin gave the invocation, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Motion by Councilmember Ramswell, seconded by Councilmember Hebert, to move agenda item 7B(3) – *Beach Raking/Sweeping*, following Approval of Minutes passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

Motion by Councilmember Hebert, seconded by Councilmember Ramswell, to add as agenda item 7E(1) – *Hiring of a planning technician at Community Development Department responsible for approving permits, and 7E(2) – Commend the Parks and Recreation Department for removal of bamboo trees on Main Street*, passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

Motion by Councilmember King, seconded by Councilmember Ramswell, to add as agenda item 7F(1) – *Speed issue between Sibert Street and Calhoun Avenue*, passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

1. APPROVAL OF MINUTES

A. Approval of minutes of February 1, 2021 Regular City Council Meeting

Councilmember Schmidt moved for approval of minutes of February 1, 2021 Regular City Council Meeting; seconded by Councilmember Hebert. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

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

A. Okaloosa County Beach Cleaning Services - Okaloosa County

Okaloosa County Commissioner Mel Ponder provided a brief update on the Okaloosa County beach cleaning services. He presented to the City Council the initial plan they hope to implement for the remainder of the year, making any adjustments at mid-stream, if necessary.

➤ Trash pickup – Destin

- ❖ Time Frame: November 1- February 28: Two days per week (Monday/Friday)
- ❖ Time Frame: March 1 – October 31: Seven days per week

➤ Machine Cleaning – Destin

❖ Three areas of beach cleaning in Destin

- Central – East property line of Shoreline Towers to the west of Henderson Beach
- West – Moreno Road rake west of Martinique Condo to west of Sandpiper, then east of Destin on the Gulf to jetties to Ultimate Condo

- East – Enter at Shirah and rake from east of Henderson Beach to 3460 Scenic Hwy 98, then east of 3484 Scenic Hwy 98 to Walton County line

➤ Machine Cleaning Schedule

- ❖ Time Frame: November 1 – February 28: Once per month – checked two days per week (Monday/Friday)
- ❖ Time Frame: March 1 – October 31: Set up time sought 7:30
 - Three days per week: Monday (Central) – Wednesday (West) – Friday (East)
 - Make up days: Tuesday, Thursday, and Saturday for day before
 - Check for trash two days per week (Tuesday/Thursday), if not a makeup day

➤ Norriego Point – Trash Pickup

- ❖ Time Frame: November 1 – February 29: 1 day per week
- ❖ Time Frame: March 1 – April 30: 5 days per week (Monday/Wednesday/Friday/Saturday/Sunday)
- ❖ Time Frame: May 1 – October 31: 7 days per week

Commissioner Ponder stated that through continued dialogue with the City, they can better set expectations, improve the quality of the County's service, and find creative solutions to some of the problems they face.

Councilmember Ramswell noted that one of the issues they discussed at the Beach Advisory Committee meeting was having vendors assist with the trash pickup especially during spring break. They are more than willing to do it especially those who have a mile long or more of beach that they are responsible for all the different setups. The Land Use Attorney is preparing an ordinance per Council's direction that would enable the vendors to use their ATVs to facilitate that effort. She also stated that the vendors are willing to wait until after the beach is raked or swept before setting up as long as they establish a reliable schedule and are being consistent.

Commissioner Ponder stated that he believes in having a consistent and reliable schedule and working together for a common cause. The common goal is to have a beautiful beach.

Councilmember Schmidt noted that the schedule given included a statement to "check for trash two days per week" during the March 1st to October 31st time frame, which seems in conflict with 7 days a week of trash collection.

Deputy County Administrator Craig Coffey explains that this statement concerns the machine cleaning schedule which they guarantee 3 days a week. In between those 3 days they may do additional sweepings. He added they want to police the beach even if they are not sweeping and that they plan to pick up trash on a 4-wheeler up and down the beach, not just the trash cans.

Councilmember Braden asked whether \$260,000 is the exact amount the Tourist Development Department contributes a year for beach cleanup for Destin.

Mr. Coffey explained he would need to review the entire budget to determine the exact amount as it is part of a much larger budget for staff and equipment. He continued that there is only one beach budget for Okaloosa Island and Destin, and that it is combined with parks and other services throughout the County.

Councilmember Braden asked if the County would object to having the City of Destin takes over beach cleaning as they have done in the past.

According to Mr. Coffey, this is something for the Board of County Commissioners to decide; but he does not think they would be interested in doubling their budget for the beaches. They would be agreeable to increasing beach cleaning efforts if necessary. He added there are a lot of things that can be done if the work is not being done satisfactorily. They would keep revisiting it until they get it right.

Councilmember Ramswell asked for clarification regarding the portion of the report that shows beach machine cleaning between November and February as "none" and then March 1st through October 31st for "twice a month."

Mr. Coffey clarified that information was for Norriego Point; adding that machine cleaning for Destin is once per month, and it is checked 3 days per week. He continued they have not been cleaning Norriego Point but that is subject to change. They have stepped up trash pickup at Norriego Point, going to 7 days a week from May through October 31st and 3 days a week from March 1st through April 3rd.

Councilmember Destin noted this is a working document. He recommends that after spring break and during the summertime, that they go through the document again and conduct some analysis, and then come back to the County with their recommendations.

4. CITY MANAGE REPORTS

A. Capital Project Status

Finance Director Krystal Strickland provided a summary of the current capital

improvement projects, discussing status and year-to-date expenditures and encumbrances.

B. Operations Financial Report

Ms. Strickland briefly discussed the year-to-date budget versus actuals for the General Fund and the two community redevelopment areas.

C. Debt Financing - Bank RFP

Ms. Strickland noted that staff has presented a plan to Council to issue a request for proposals (RFP) to financial institutions in the amount of approximately \$12.5 million. The proceeds of this debt issuance will be used to reimburse the City for expenditures made to expand public beach access, and to refinance two existing bank notes – the General Fund 2015A (\$4 million) and Harbor CRA 2009 (\$3.7 million). Staff will distribute this RFP by March 28, 2021 and set the response due date to April 15, 2021. The City's Bond Counsel and Financial Advisor will provide technical assistance to the City's Bid Committee to rank and score the bid responses at a Special Bid Committee Meeting to be held soon after the bid opening. A budget amendment will be brought forth to the May regular Council meeting with the bid committee's recommended bank proposal.

Motion by Councilmember Schmidt, seconded by Councilmember Ramswell, to authorize and direct the City Manager to issue the Request for Proposal passed 7-0 Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").

D. Inventory of City-Wide Rights-of-Ways (ROW), Properties, and Easements with Waterfront Access

City Engineer Assistant Joe Bodi stated that the City Council has previously directed staff to provide an inventory of all city-wide rights-of-way with waterfront access. A total of 30 rights-of-way, properties, and easements have been identified as having waterfront access. The City inventory includes 14 rights-of-way, 10 properties, and 6 easements. The easements identified in the report are granted in perpetuity.

Councilmember Ramswell noted that one of the things they have talked about was cleaning some of these properties and keeping them as more of an informal access that are accessible for their residents. She recommends staff coming back with some suggestions to Council on which properties may be better suited for public or private use and the cost for cleaning them up to make them accessible to the public.

Community Development Director Louis Zunguze stated that they also plan to inform the Council of the condition of each individual property as well as the options available to them within the next two months.

It was the consensus of the Council to allow staff to conduct an analysis to determine which rights-of-way, properties and easements are best suited for public/private use, including the cost for cleaning them up to make them accessible to the public, and bring back some suggestions/options by May 2021.

E. Paid Parking Update

Deputy City Manager Webb Warren provided the following updates on revenue and signage for paid parking.

Summary Timeline of Paid Parking in Destin

- 2008 – Purchased northern part of Zerbe lot for \$400,000
- 2009 – Purchased Marler Street Parking Lot for \$3,125,000
- 2013 – Developed 150 parking spots for Marler - \$400,000 construction cost
- 2017 – Implemented pilot paid parking program - \$1 for first hour, \$.50 each additional hour
- 2019 – Implemented \$5 flat fee for 24 hours for all lots. Purchased central part of Zerbe lot for \$250,000
- July 2020 – Implemented paid parking for beach, added residential passes for beach parking
- September 2020 – Council voted to and staff implemented waiving fees on Sunday mornings at Marler Parking Lot

Zerbe, Community Center, and Marler Paid Parking

- 2018 – Net Revenue: 39,910.75
Transaction Count: 20,372
Rate: \$1 per hour, \$.50 each additional hour
- 2019 – Net Revenue: 95,629.25
Transaction Count: 20,207
Rate: \$5 per 24 hours
- **2020 – Net Revenue: \$64,542.50
Transaction Count: 12,603
Rate: \$5 per 24 hours

** COVID-19

2020 Harbor District Paid Parking Transactions (Community Center parking is free to patrons of the facility)

- Community Center – 43%
- Zerbe – 30%
- Marler – 27%

Marler Street Parking Lot

- 2018 – Net Revenue: \$14,545.00
Transaction Count: 7,160
Rate: \$1 per hour, \$.50 each additional hour
- 2019 – Net Revenue: 23,142.75
Transaction Count: 4,823
Rate: \$5 per 24 hours
- **2020 – Net Revenue: \$17,210.75
Transaction Count: 3,234
Rate: \$5 per 24 hours

** COVID-19

Yearly Trends – Marling Parking Lot Transaction Count

- 2018: 7,160 at hourly rate
 - ❖ 84% during 100 days of summer
- 2019: 4,823 at 24-hour rate
 - ❖ 64% during 100 days of summer
- 2020: 3,234 at 24-hour rate
 - ❖ 80% during 100 days of summer

Example Maintenance Costs – Marler Parking Lot

- Annual Physical Maintenance = \$6,600/year
 - ❖ Resurfacing (includes milling, resurfacing, tack coat and mobilization for approximately 6255 sq. yds = \$79,000
- Painting (in-house, white + yellow + blue) = \$1,000 every 3 years
- Mowing and miscellaneous costs - \$20,000
- Total: Approximately \$100,000 over 15 years
- Electricity costs for lighting = Approximately \$1,620/year

Summary of Findings for Harbor District Paid Parking Lots

- Total annual transactions have gone down since 2018; however,
 - ❖ 2018 – paid parking was based on an hourly rate. Many repeat transactions occurred in order to extend short time sessions
 - ❖ 2019 – 24-hour rate was implemented, and revenue increased by approximately 50%
 - ❖ 2020 – COVID-19 significantly impacted use
- Most transactions occur at peak season or during special events (Seafood Festival, Thursday night fireworks, peak tourist season, etc.)

Notes on Harbor District Paid Parking Lots

- The City's Comprehensive Plan designates the Harbor District as a festive mixed-use marketplace and encourages vibrant tourist commercial development. As such, public parking in the Harbor District is one of the biggest land use challenges/issues that the City faces
- To help address the parking issue, Comprehensive Plan Policy: 2-1.3.18 encourages the establishment of community parking facilities, and the development of the Marler and Zerbe parking lots are consistent with that policy
- The Royal Melvin Park Development Order is tied to the Marler Street Parking Lot

Beach Paid Parking

- Beach paid parking was not implemented until July 1, 2020
- 494 resident beach parking passes issued in FY21
- July – December 2020:
 - ❖ Net Revenue: \$116,263.00
 - ❖ Transaction Count: 22,928
 - ❖ Rate: \$5 per 5 hours
- July – December 2020: 22,930 beach parking transactions
 - ❖ Gulf Shore – 30%
 - ❖ Norriego Point – 20%
 - ❖ Shirah – 13%
 - ❖ Pompano – 12%
 - ❖ Shore at Crystal Beach – 11%
 - ❖ Hutchinson – 7%
 - ❖ Barracuda – 4%
 - ❖ Terra Cotta – 3%

Enforcement of Paid Parking in 2020

- 939 tickets issued
 - ❖ 601 tickets paid – \$19,883
 - ❖ 338 tickets unpaid – \$10,263
 - ❖ Passport pursues unpaid citations

Physical Wayfinding Signage

- Family of Wayfinding Signage
- 24" x 24" public parking signs
- 24" x 9" directional shingles

Ways to Pay and Technology

- Smartphone – pay by app
- Pay by Web – www.ppprk.com
- Pay by text
- Pay by voice
- Pay by mapping app
- Google Maps and Apple Maps updates
- Possible integration of in-lot pay stations

Councilmember Schmidt asked if they have considered putting signage on the bridge directing motorists to the Sibert/Zerbe parking lots or other lots to afford them easy access to those lots.

City Engineer Donald Smith stated that as a matter of safety they are not recommending any left turn movements from US Hwy 98 to north of Destin where there is not a traffic signal. They would need to go down to Stahlman Avenue, Benning Drive or other streets where there is a traffic signal and there will be interior signage directing people to the parking lots.

Councilmember Destin recommends installing bigger signs designating the parking lots that could easily be seen by people driving down the road. He also noted that based on the revenue, Marler Parking Lot, which is their biggest lot, is not being utilized anywhere near its utmost capacity. To increase its usage, they could consider installing credit card machines rather than using the app to pay for parking as cell phones do not work too well on the harbor. And unless they figure out how they could increase the usage of that lot, they could probably designate it as free parking as many people have already suggested and sacrifice a small revenue.

According to Public Services Director Michael Burgess, they will need FDOT's approval to place public parking signs on the medians. They will be working with FDOT to obtain recommended sizes and such for the signage because the higher the speed limit, the larger the sign.

IT Manager Matthew Pace explained there are a variety of ways to pay for parking, not just by app; however, Passport Parking is a cloud-based program. There are no kiosks or other structures in place. The City has had some discussions with several different cities that use this program, including the City of Pensacola. They are trying to figure out a way to possibly get some integration with a kiosk. These are LTE cell phone powered internet stations and that they could run into issues with cell phone bandwidth which need to be addressed from the larger companies. As far as the digital wayfinding, he has been updating as many maps as he can – Google Maps, Apple Maps – and adding in public parking elements so that when people are looking at public parking in the Harbor District while traveling, they will be able to get directions from their phone. They have been verified by Google

and Apple to make any changes as necessary. There are also links to parking pages in the Harbor District parking with all the different ways they can pay for parking. They are definitely trying to expand the ways people can pay to park.

Councilmember Destin noted that all these processes are dependent upon a cell phone. They need something that would work even when the cell phone fails to perform. Cox Cable has a cable structure there to which many businesses are hooked up.

Mr. Pace stated they would probably need to install some type of structure or small facility to house the modems and other equipment to have their own internet connection. However, this would require a different direction for kiosks. These are solar powered and meant to be placed in various locations without internet. He stated that he would continue his search for something that would be a hard-wired connection and provide the Council more options.

Councilmember Destin asked if they are still doing any kind of commercial use parking where businesses pay \$1,000 for employee parking.

Mr. Warren explained that when they went to the new rate, Council voted to discontinue that process as staff time to manage that system would be quite immense and simply not cost effective.

Finance Director Krystal Strickland covered the following items:

Parking (Special Revenue) Fund

➤ Special Revenue Fund: To account for proceeds of a specific revenue source committed by resolution to expenditure for specified purposes

- ❖ Specified purposes: Operations and maintenance of current and future parking locations, to include signage updates (physical and electronic), fee collection methods and related collection charges, and capital projects including re-striping, repaving, and expansion of City-managed parking options
- ❖ Specific revenue source: Parking fees collected

▪ July 1, 2020 – December 31, 2020

○ Gulf Shore Drive	\$35,579.25
○ Hutchinson	\$8,680.25
○ Shore at Crystal Beach	\$12,059.75
○ Barracuda	\$5,026.00
○ Pompano	\$14,377.00
○ Terra Cotta	\$3,622.00
○ Norriego Point	\$22,092.00
○ Shirah	\$14,812.50
○ Moreno	\$14.25
○ TOTAL	<u>\$116,263.00</u>

▪ 2018	
○ Marler	\$14,545.00
○ Community Center	\$12,703.75
○ Zerbe	\$12,662.00
○ TOTAL	<u>\$39,910.75</u>
▪ 2019	
○ Marler	\$23,142.75
○ Community Center	\$40,995.25
○ Zerbe	\$31,491.25
○ TOTAL	<u>\$95,629.25</u>
▪ 2020 (**COVID-19)	
○ Marler	\$17,210.75
○ Community Center	\$27,699.50
○ Zerbe	\$19,632.2
○ TOTAL	<u>\$64,542.50</u>

Councilmember Overdier moved to direct staff to bring forth a resolution creating a Parking Fee Special Revenue Fund with an effective date of October 1, 2021; seconded by Councilmember Hebert.

Councilmember Destin asked whether physical maintenance and upkeep, and other related expenses which they have discussed, could come out of the parking fee special revenue fund; to which Ms. Strickland replied affirmatively.

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

F. City of Destin Utility Undergrounding Project Management Agreement

Grants/Project Manager Jeff Cozadd informed the Council that City staff and legal counsel have prepared an agreement for undergrounding project management. Utility Consultants of Florida has reviewed the agreement and finds it to be acceptable. The agreement identifies a scope of services and a fee schedule. City staff and legal counsel believe this agreement to be reasonable and structured in a manner that will benefit and advance the City’s utility undergrounding efforts. This agreement allows the City to issue work orders that identify specific tasks and non-to-exceed amount.

Mr. Mark Porter of Utility Consultants of Florida gave the following presentation:

- The firm specializes in utility undergrounding projects. Other major projects include:
 - ❖ Longboat Key (underground conversion)

- ❖ Bradenton Beach (underground conversion)
- ❖ Bellaire Beach (underground conversion)
- ❖ Gulf Drive (underground conversion)
- ❖ Hillsboro Beach (easement acquisition)
- ❖ Virgin Trains/AAF (major utilities project)

➤ Major reasons why these projects are undergrounding:

- ❖ Safety: The removal of utility poles and overhead lines provides an improved safety benefit by reducing the potential of hazardous conditions in the event of natural disasters. Severe tropical storms, hurricanes, and other natural disasters can cause poles and/or overhead lines to fall and impact property, and possibly cause live electric lines to be exposed. Downed electric lines pose a potential threat of fire and potential injury due to electric shock and can restrict ingress and egress to and from all residential and commercial properties located within the City's corporate limits by impairing residents and emergency responders' access within the project
- ❖ Reliability: Undergrounding of overhead utilities substantially reduces the frequency of outages, when compared to the frequency of outages occurring with overhead networks. This provides a higher level of reliability of utility services and reduces exposure to the elements that could cause potential damage and speed deterioration to facilities resulting in service interruptions. Utilities struggle with the reliability performance on aerial circuits, due largely to tree-related outages. After converting many miles of existing overhead to underground primary service we have found huge success, with reliability up, O&M costs down
- ❖ Aesthetics: The elimination of overhead utilities allows for greater architectural and landscape design flexibility and creates more value to existing property owners. In addition to the safety and reliability benefits provided by undergrounding utilities, removing the overhead facilities and utility poles that run along the project area will eliminate a heavy concentration of electric lines and communication facilities, thereby creating an inviting, visually pleasing and scenic gateway for ingress and egress to the City

Councilmember Schmidt moved to authorize the City Manager to execute the Agreement for Destin Utility Undergrounding Project Management with Utility Consultant of Florida; seconded by Councilmember Destin.

Councilmember Destin stated he can support this agreement moving forward as the money is already budgeted. It would get them started with the undergrounding project that would bring a lot of benefits to the City.

The Mayor called for a vote on the motion which passes 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

G. Options and Estimates to Address Speed Concerns at Sibert Avenue and Forest Street Intersection.

City Engineer Donald Smith provided the following presentation:

- City Council directed staff to provide options and estimates to address speeding at the intersection of Sibert Avenue and Forest Street
- Existing Conditions:
 - ❖ Two-way stop controlled on Forest Street
 - ❖ Speed limit – 30 mph
 - ❖ Average daily traffic is 3200 vehicles per day
- Field Observations:
 - ❖ 85% speed is 40 mph (10 mph over the speed limit)
 - ❖ Shrubbery and tree limbs are blocking sight distance
 - ❖ Pedestrians were present
 - ❖ Intersection is not visible on Sibert
 - ❖ 6 angle crashes in 3 years, all failing to yield rights-of-way. No identifiable pattern except failure to yield rights-of-way
- Intersection improvements based on evaluation
 - ❖ Decrease size of the intersection
 - ❖ Create a raised intersection (speed hump)
 - ❖ Clear sight distance
 - ❖ Improve visibility by producing a visual impact through color or markings
 - ❖ Install intersection markings and signage on both sides of the intersection
 - ❖ Remove obstructions from sight triangle. Decrease footprint
- Benefits:
 - ❖ Decreasing the footprints of the intersection will enhance the safety of pedestrians and cyclist by minimizing the distance required to cross the street and by decreasing the speed of traffic due to a smaller intersection and tighter turning radii

- ❖ Installing pavement markings will increase the visibility of the intersection and driver attention to the possibility of pedestrians and cyclists
 - ❖ Increase sight distance by removing vegetation
 - ❖ Raised intersection will help to lower speed along the corridor, especially at the intersection where pedestrians and cyclists may be present
 - ❖ Signage and markings leading up to the intersection will warn motorists of conditions and reduce speed through the intersection
- Options and estimates to address speed concerns at Sibert Avenue and Forrest Street intersection:
- ❖ At a minimum (\$12,500)
 - Refresh all pavement markings and signs
 - Add a crosswalk to the south of the intersection
 - Install warning signs and pavement markings approaching the intersection,
 - Clear all sight obstructions within the right-of-way
 - ❖ The Council may direct one or more of the following:
 - Channelizing medians - \$79,300
 - Creating a raised intersection - \$123,100
 - Adding traffic calming measures by reducing the size of the intersection, decreasing the radii, and providing visual impact markings and signs – approximately \$125,000
 - Speed hump at both sides of the intersection at Sibert Avenue – \$32,000
 - All-way stop with flashing signage – \$42,000

Councilmember Overdier moved to direct the City Manager to implement the minimum recommendations at the Sibert Avenue and Forest Street intersection and to make any required budget amendments; seconded by Councilmember King.

Councilmember Destin commented that if the goal is to try to slow down traffic on Sibert Avenue, there is not a more efficient way to do it than with an all-way stop signs. He continued that most of the people he had spoken to in that neighborhood were very concern with vehicular speed, and that speed humps or raised intersection would not work as effectively than an all-way stop signs.

Councilmember Braden stated he is also very concern about the high rate of speed of motorists travelling through that intersection. He continued that they did not have an all-way stop at the intersection of Main Street and Kelly Street intersection until after a tragic accident happened there.

Councilmember Braden offered an amended motion to direct the City Manager to install an all-way stop signs at the Sibert Avenue and Forrest Street intersection and to make any required budget amendments; seconded by Councilmember King. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

The City Manager pointed out that this project is not currently budgeted or funded, and so they would need to determine the funding source.

After a brief discussion, the Council agreed to allow the Finance Director to meet with the Public Works and Engineering groups to try to come up with the actual amount for all way stop signs and determine whether an internal budget transfer or other sources of funding, such as Council Contingency Fund, would be more appropriate; and then bring back recommendations to the City Council at the next Council meeting.

H. COMPASS System/EnerGov Update

According to the IT Manager, the City is working diligently with the Tyler conversion team on the data that was in their legacy systems. The City has not received much assistance from CitizenServe, which is their current code enforcement/permitting system for livery, beach vendor, short term and long-term rentals. The company has not provided any assistance in trying to map out the data to the EnerGov process. CitizenServe claims that the data map is a proprietary mapping system that is on their servers. It has been quite an issue and they have been working around the clock with the Tyler conversion team to try to get the data mapped out properly so that information can be brought over to EnerGov. It is almost 6 years' worth of data that is coming out of that system. This may alter their GoLive date for the EnerGov system. This is one process that is imperative to this project. He also noted that Code Compliance is 100 percent complete with their portion of the configuration, testing and training. They are in the process of meeting with community members to go ahead and do some customer service site testing so they could receive the public's feedback on the system. He further stated that he would be able to put in all the scanned items they received back from the scanning company in the EnerGov system so it would be searchable online.

I. Announcements

The City Manager made the following announcements:

- City Hall Annex Parking Lot is tentatively scheduled for resurfacing this weekend. Staff will put up signage to redirect patrons of the Destin Dog Park to use the City Hall parking lot.
- Destin Little League opening day is Saturday, March 20th. There will be a parade from the Destin Elementary School to Dalton Threadgill Park beginning at 9:00 AM.

- The President signed the American Rescue Plan. Preliminary numbers show that Destin will receive approximately \$5.9 million

5. PUBLIC HEARINGS

- Second reading of Ordinance 21-01-LC - Amending Article 7, zoning and regulatory controls of the Land Development Code, permitting residential uses in the South Harbor Mixed Use zoning district in structures pre-dating incorporation of the City of Destin (1984)

The City Attorney read Ordinance 21-01-LC by title, and then presented it to the City Council on second reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING ARTICLE 7, ZONING AND REGULATORY CONTROLS OF THE LAND DEVELOPMENT CODE; PERMITTING RESIDENTIAL USES IN THE SOUTH HARBOR MIXED USE ZONING DISTRICT IN STRUCTURES PRE-DATING INCORPORATION OF THE CITY OF DESTIN (1984); PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for their discussion and consideration.

Councilmember Hebert moved for approval of Ordinance 21-01-LC on second reading; seconded by Councilmember Schmidt. Motion passed 7-0. (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").

6. CONSENT AGENDA

- Pyro Shows, Inc. Change in Liability Insurance Coverage
- Harbor Capacity Study Contract and Scope
- Boardwalk Repair, Replacement, and Maintenance Services, authorization to award and execute contract
- Draft Minutes of Standing Committee/Board Meetings

Councilmember Ramswell moved to pull Consent Agenda 6C for further discussion, and approve Consent Agenda 6A, 6B, and 6D, as printed above; seconded by Councilmember Braden. Motion passed 7-0. (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").

Councilmember Destin noted that Consent Agenda item 6C does not have a budget; and he does not know how they could enter into a contract without a cost and budget

associated with it.

Mr. Cozadd explained that the plan is to have the contractor identify the area in which to perform the repair. At which time they would produce a quote for the work to be performed. The quote would then be brought before the Council for approval if over \$15,000; otherwise, the City Manager will have the ability to go forward with it.

Councilmember Destin also noted that an attachment was missing from the staff report which addresses how the work is going to be performed. He pointed out there was a last-minute change to the boardwalk construction standard. They took out stainless steel screws and put nails in along with a couple of other things which led them to the position they currently in today. He asked what safeguard they have to now make sure they have an adequate standard.

Mr. Cozadd explained that the scope of work identifies stainless steel fasteners, and they will be using stainless steel screws.

Councilmember Destin asked if staff reviewed the experience of the two bidders for the project as to whether they have performed a lot of this type of work in the past.

Mr. Cozadd affirmed that both bidders have previously performed this type of work for other municipalities in the past.

Councilmember Destin reiterated that he is very reluctant to approve a contract without an operating budget.

The Finance Director explained that the reason for this procurement is just to hire a continuing services contractor; which is similar to a request for qualification. The main reason is so that they will have someone available to do repairs in case a storm hits and avoid any delays in the future. They would then bring expenses to FEMA to show they have already done the procurement and how rapidly they were able to accomplish the work and to get reimburse faster. Once they have specific tasks written for the contractor, they would then bring the budget for those tasks before the Council for approval.

The City Manager noted they have budgeted a substantial amount of money in repairs and maintenance within the Parks Division. They also budgeted for repairs and maintenance within the boardwalk itself, which is also partially funded by the TDC. He added they have some funding available for this project.

Councilmember Destin moved for approval of Consent Agenda 6C; seconded by Councilmember Schmidt. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").

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

A. Councilmember Braden

1) Development in Floodplains

Councilmember Braden noted that one of the citizens in Destin would like to build a home in the area near First and Second Street near the Joe's Bayou Boat Ramp in Destin. The new floodplain maps which recently went into effect would put his finished floor level in the middle of his neighbor's windows on either side of the property. He asked staff to determine how the new floodplain maps will affect development in Destin and any changes that can be made to the City's current flood ordinance that can help that development in the Destin areas. Also, if they could invoke the pending ordinance doctrine while the ordinance is in process.

The Community Development Director will bring back proposed ordinance parameters at the next meeting.

The Land Use Attorney will determine whether it is necessary to invoke the pending ordinance doctrine based on those parameters.

B. Councilmember Ramswell

1) Content of the Referendum

Councilmember Ramswell noted that many of the residents seemed to be confused about the real intent of the ballot language in the referendum election that prohibits the City from conveying, selling, leasing, or otherwise transferring interest in any City park unless there is a supermajority vote of the City Council. She too was under the impression that what the Council had voted on was by a supermajority vote they would send the matter to a referendum.

The Land Use Attorney noted she was not aware of any confusion with other members of the Council, but she did hear there were some comments on social media about some confusions among the citizens in regard to the referendum language. She stated that the park charter amendment is a step further than what it was before. The City cannot transfer an interest in a park without a supermajority vote of the Council. Prior to that it was only a simple majority. However, if the Council wants to take it further and require a referendum, they could certainly discuss it at future meetings to place it at a future election. She also stated that even if they do not want to wait until the next election cycle, staff could do a code ordinance amendment that could provide additional protections for parks. It would take two public hearings to pass it, and so it would give the public the opportunity to provide their input.

Councilmember Destin pointed out that this charter amendment was supported by 89 percent of the voters at the last election.

2) Work Plans

Councilmember Ramswell recommends staff provides training to members of committees on the formulation of their annual work plans to provide them more tools and promote consistency throughout the committee system. She stated that this issue was brought before her by a former Council member who was part of the panel that previously provided this training to the committees.

According to the City Manager, he was a member of the panel that provided the training, and that he will take the necessary steps to reassemble that panel.

C. Councilmember Destin

Councilmember Destin moved that a preliminary report on Stahlman Intersection Improvements be presented at the next City Council meeting; seconded by Councilmember Hebert. Motion passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted “yes”).

Councilmember Destin also requested that the crosstown connector redesign project be placed on the agenda for the first meeting in May to discuss timelines for completion, and to entertain ideas from several members of the community who have previously approached him about multi-modal paths that they may be able to work into the plan.

D. Councilmember Overdier

E. Councilmember Hebert

Councilmember Hebert recommends allowing the City to hire a planning technician at the Community Development Department responsible for approving permits and other routine works.

Mr. Zunguze explained that due to the automation process on which the department is about to embark, he intends to revamp their review and permitting section such that they have a dedicated person to handle simple projects that can be expedited.

Councilmember Hebert moved to authorize the City Manager to hire an employee at the Community Development Department to process permits and perform routine work for simple projects that can be expedited to further streamline the process; and for the City Manager to discuss with the Finance Director and Community Development Director how they can implement it. Councilmember Destin provided a second to the motion.

Councilmember Schmidt pointed out that the Council previously approved a similar motion that he made, and that he wanted to make sure they are not duplicating a direction they had already given.

Mr. Zunguze explained that the previous motion helped address the pay disparity as the City was not competitive enough in terms of salaries. The current motion addresses the hiring of an employee that could do the routine work to free up other employees, such as the planners, to perform the more complicated work.

Councilmember Braden asked why a Council member, and not the City Manager, is bringing forward this type of issue to the Council.

According to the City Manager, he already had some discussions with Mr. Zunguze about this matter. They have been working their way through it, and that the Council's motion, if it passes, would be helpful.

Councilmember Braden stated that moving forward, he would prefer to hear this type of matter directly from the City Manager.

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

Councilmember Hebert commended the Parks and Recreation staff for working diligently in removing the bamboo trees on Main Street; which is an issue she previously addressed.

Councilmember Hebert reported receiving complaints from residents of Scenic Hwy 98 on Holiday Isle about tour helicopters flying over their swimming pools. She asked who has control over the flight patterns for these helicopters.

Code Compliance Manager Joey Forgione noted that the FAA controls the flight patterns, and that these helicopters are required to log their flight patterns through the Destin ATC tower.

The Land Use Attorney stated that the Council could pass a policy or resolution to encourage the proper authority to instruct tour helicopters to avoid flying over residences as much as possible, and re-engage them back to their proper flight pattern.

According to Mr. Zunguze, they would need to coordinate matters with the County as the location where the helicopters flyout from are outside the City limits. However, they have an interlocal agreement with the County and they can address this issue with the County based on that agreement.

F. Councilmember King

1) Speed issue between Sibert Avenue and Calhoun Avenue

Councilmember King asked staff to come up with proposed solutions to reported

constant racing/speeding on Pine Street (between Sibert and Calhoun).

G. Councilmember Schmidt

- 1) Appointment of Member - Local Planning Agency - Corey Ledbetter

Motion by Councilmember Schmidt, seconded by Councilmember Ramswell, to appoint Corey Ledbetter to the Local Planning Agency passed 7-0 (Council members Schmidt, King, Hebert, Overdier, Destin, Ramswell, and Braden voted "yes").

Councilmember Schmidt inquired as to the status of the boat access on Indian Bayou docks.

According to the City Manager, crews from Public Works and Parks and Recreation disassembled the dock a week ago for safety reason. They had gone out for bid to replace the dock but the cost is quite expensive. They are looking at some options to see if they can replace the dock internally. If not, they would go back out to bid. He added that since the damage was caused by Hurricane Sally, the replacement cost could be 75 percent reimbursable through FEMA. The goal is to reopen the dock by Memorial Day.

- H. Mayor Gary Jarvis
I. Land Use Attorney
J. City Attorney

8. PUBLIC COMMENTS

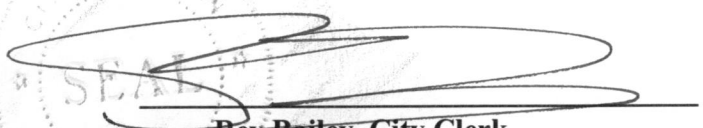
ADJOURNMENT:

Having no further business at this time, the meeting was adjourned at 9:42 PM.

Gary E. Jarvis, Mayor

Gary Jarvis, Mayor

ATTEST:


Rey Bailey, City Clerk