



**AGENDA
TOWN CENTER COMMUNITY REDEVELOPMENT AGENCY
ADVISORY COMMITTEE
WEDNESDAY, JUNE 16, 2021
5:30 PM
DESTIN CITY HALL ANNEX CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A) April 21, 2021 Minutes**
- 4. OLD BUSINESS**
 - A) Capital Project Status**
 - B) Operations Financial Report**
 - C) FY2022 Budget and Long-Term Projections**
 - D) Gulf Power Linear Park Update**
 - E) Town Center Master Plan Update**
 - F) Development Projects and City Projects Update**
- 5. NEW BUSINESS**
 - A) Wayfinding Project**
- 6. COMMITTEE MEMBER COMMENTS/QUESTIONS**
- 7. PUBLIC COMMENTS**
- 8. NEXT MEETING DATE: July 21, 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
TOWN CENTER COMMUNITY
REDEVELOPMENT AGENCY
ADVISORY COMMITTEE MEETING
APRIL 21, 2021 - 5:30 PM
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wernet called the meeting to order at 5:30 PM on Wednesday, April 21, 2021 at the Destin City Hall Boardroom with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

Lockwood Wernet
Michele Sandstead
Delores Morrell
Matthew Sweetser

Staff Present

Kim Montgomery Deputy City Clerk
Daniel Butler Planner
Louis Zunguze CD Director
Don Smith City Engineer
Krystal Strickland, Finance Director
Kyle Bauman City Attorney

2. APPROVAL OF MINUTES: January 20, 2021

Motion by Committee member, Sandstead seconded by Committee member Morrell to approve the January 20, 2021 meeting minutes as corrected, passed 5-0.

3. OLD BUSINESS:

➤ **Development Projects Update**

Mr. Butler informed the members that currently, Chick-fil-a and the Destin Water Users (DWU) Project are the only two active projects in their district.

Committee member Sandstead asked what DWU project is, and Chairman Wernet provided the information.

4. NEW BUSINESS:

➤ **Town Center CRA Master Plan**

Mr. Butler informed the members that it has been several years since their Master Plan was updated, even though there have been some suggested revisions throughout those past few years. And staff is asking if they prefer to review and update the Plan for consistency with the Comprehensive Plan in meetings or to have staff go ahead and make the updates as requested in the past, then bring it back for their review.

Committee member Sweetser questioned the reference to a High School in the plan and if it was a High School or the Charter School that was sought. According to the Chairman, back when they first started working on the plan, they were informed by the then staff that if there is anything they wanted in their district, it was good to have it in the plan. And is why it doesn't specify either one, just that a school was a need.

Chairman Wernet made the motion to direct staff to incorporate the comments made over the years and to update the Master Plan to coordinate with the Comprehensive Plan. Committee member Sandstead provided the second. With no further discussion, the Chairman called for the vote and the motion passed 4-0.

➤ **2020 Work Plans**

Mr. Butler informed the members that this is just informational at this point and staff is outlining the goals and objectives that support the work plans. Noting that staff will keep them updated as the projects move forward.

Chairman Wernet mentioned that at this time, there is no action to take on their work plans.

Committee member Sweetser mentioned that he has had a few people ask him if there have been any studies done regarding the Linear Park being under the power lines and if it would affect health.

According to Mr. Zunguze, in his experience, there are many cities that have parks, such as this proposed linear park, and he has never heard of any such side effects.

➤ **Gulf Power Linear Park Update**

Mr. Butler informed the members that in October and November of 2020, the preliminary scope of work for the Linear Park was presented to the Parks & Recreation Committee and this committee for a recommendation to City Council to direct staff to draft a Request for Bid for the project's schematic design. And both committees voted unanimously for the recommendation to Council for their consideration. Adding that this park is now identified as a Capital Improvement Project and staff will keep everyone up-to-date on its progress.

There was some general discussion regarding the location of the park and what would be included in the initial estimate regarding the long range funding. According to the City Engineer, Don Smith, he will gather all the information on the cost projections and provide it at their next meeting.

➤ **Cross Town Connector Update**

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, with 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 comment.



CTC Design Element:

- Boulevard Style Roadway 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 Sweetser asked about the status of the ROW that has not been purchased. According to Mr. Smith, staff has plans to get approval from Council for the scope of fees necessary to start on the portion of the ROW that is left to obtain for the completion of the project.

According to Ms. Strickland, the city has executed FDOT's \$2.7M grant to fund the acquisition of the right of ways necessary and the city is waiting for FDOT to execute their portion of the grant application.

And after that, staff will ask City Council for permission to purchase the last two parcels needed.

There was additional discussion about how the right-of-access, once the project is finished, will take the additional burden off the local streets that are now being used to avoid Highway 98. As well as the future improvements to the Stahlman Ave./Highway 98 intersection.

The City Engineer also informed the members of the Council Workshop scheduled for May 10th at 5:30 p.m. on this subject.

➤ **Capital Projects Funding**

Ms. Strickland provided the members with an overview of the Capital Projects list, which consist of 40 different currently active projects budgeted for FY-21 and some additional ones Council directed staff to add to the list. She explained they are broken down in categories required by the Auditor General which are:

- Renewal & Replacement
- General Government
- Public Safety
- Physical Environment
- Parks & Recreation
- Vehicle Purchases

She provided the members with an example of the Replace & Renewal Fund and how each year, the city is required to have a certain amount money set aside to maintain all the facilities and upgrade vehicles as needed. Also, the city receives funds from the State of Florida from the Gas Tax. And there are two different gas tax categories.

- Gas Tax #1 the city receives is strictly used for roads, sidewalks and streetlighting.
- Growth Necessitated and Comprehensive Plan Related Projects:
 - Gas Tax #2 – Traffic issues – Comprehensive Plan Traffic Issues, which will help with the Cross Town Connector project
 - Development Growth Impact Fees
- Council Directed Projects:
 - Beach Acquisition
 - Cross Town Connector
 - Undergrounding of electricity
- Other Capital Projects:
 - CR-H is the Harbor CRA-AC
 - Capt. Royal Melvin Heritage Park & Plaza (CRMHP)
 - Clement Taylor Park Renovations - will start after the CRMHP is further along as part of the requirements from the grants.
 - CR-T – Linear Trail Park

She explained how she is working with the Grants & Projects Manager to try and obtain a grant from the State of Florida – Recreation Trail Program funded by FDEP and they will apply for it next year since this year's grant deadline expired in February. Additionally, staff is looking into other funding opportunities and she will be bringing that information to them at their next meeting. She also went over several other projects the city has received grants for and some that did not get funded for this FY year. As well as covering the Revenue and Expenditures for the city.

She also explained the Fund Balance for the Town Center CRA, and how it is still at a negative \$2.2M because the General Fund has been paying the Town Center's debt service for some time. However, it is projected that the Town Center should be able to start paying the city back next year. And staff will be bringing a proposal on exactly how much the Town Center CRA needs to be balanced along with the projects that are desired to be accomplished. And additionally, the debt should be paid off in 2037, a year before it is to sunset.

Committee member Sweetser questioned what the \$35k Park Impact Fee Project fund is for. According to Ms. Strickland, that amount was budgeted for a storage building to be purchased to assist staff because of the abundance of Softball tournaments that take place at the Morgan Sports Center. Adding that the location of the one being used now may eventually be used for Pickle Ball Courts.

The Chairman asked about the line item #19 for the Vintage sidewalk that does not have a project number. According to Ms. Strickland, there is a Development Order for the Vintage Apartments where they gave the City \$290k as a mitigation type program. And the Community Development team is waiting on some items to get finalized before the city can move forward with the ROW work.

Mr. Zunguze explained this a contribution for public improvements and once the period for performance has past, staff will do their work to finalize the project and use the funds for the sidewalks.

5. COMMITTEE MEMBER REPORTS:

Committee member Sandstead – Thanked staff getting the owner of the land that was cleared out and cleaned between her antique shop and the U.S. Post Office.

Committee member Sweetser – Asked if anything can be done about the back of the property that is for sale that includes the Dollar General Store and Olde Time Pottery. According to Mr. Zunguze, that is next, and staff will be working closely with the City Attorney to try as best as possible to get the owner to do something, within his rights, to help improve the appearance of that general area.

7. DIRECTOR'S REPORT:

According to Mr. Zunguze, Harbor Capacity Study is currently underway, and the Steering Committee is meeting monthly. He informed the members that at the meeting last month, they came up with a list of issues that they would like to see addressed in the harbor area such as, parking and water quality. And they will continue to work on those and other issues prior to making recommendations to Council. Also, the Harbor Capacity Study will really start this summer once the busy tourist season gets going for the professionals to be able to survey and determine the necessary results of the study.

Mr. Zunguze also informed the Agency members that City Council has authorized the funding for staff to update the Land Development Code. After which, staff will be bringing it before them to outline how they should proceed with the Town Center.

➤ **Next meeting is May 19, 2021.**

ADJOURNMENT:

Having no further discussions, the meeting was adjourned at 6:55 PM.

Adopted and approved _____ day of _____ 2021.

Lockwood Wernet, Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

Council Objective #		October 1, 2020 - May 31, 2021		FY2021 Budget*	YTD Actuals	YTD Encumbrances	FY2021 Available Budget	Status	Notes
		Renewal & Replacement - Facilities							
1		RR051	General Government	\$ 67,838	\$ 37,715	\$ -	\$ 30,123	50% Complete	
2		RR052	Public Safety	392,500	128,549	2,473	261,478	30% Complete	Annex remodeling underway. Annex Parking Lot Resurfacing Task Order has been forwarded to the vendor.
3		RR053	Physical Environment (Stormwater, Cemetery)	300,000	10,000	-	290,000	Started	Harbor Pump renewal procurement underway. Parts ordered.
4		RR057	Parks and Recreation	1,003,800	82,800	269,938	651,062	7% Complete	Multiple under \$15k renewal/replacements started
5		RRVEH	Vehicles	272,500	30,718	233,064	8,718	88% Complete	8 vehicles have been approved by Council. POs have been forwarded to the vendor.
		Renewal & Replacement - Infrastructure		-	-	-	-		
6	15,17,19	RR054	Roads, Sidewalks, Street Lighting (Mostly Gas Tax #1)	587,513	108,648	464,276	14,589	Complete	
7		PW612	FY2020 Road Milling & Striping Program	258,138	258,226	-	(88)	Complete	
		Growth Necessitated & Comp Plan		-	-	-	-		
8		LB002	Library Impact Fee Projects	47,000	-	-	47,000	Started	POs in process for lighting and HVAC improvements.
9		NORG1	Norreigo Point Road	250,000	-	-	250,000		Project Number changed from PW612 to NORG1 to avoid overlap with incomplete prior year project
10		RC004	Park Impact Fee Projects	35,000	-	-	35,000	Started	
11		SW53	Stormwater Master Plan	6,148	-	6,148	-	90% Complete	Jenkins is revising as per staff recommendations. Next update to Council in June.
12		SW54	Stormwater Improvements (FDEP funded)	50,000	-	-	50,000		
13	8	TR618	Zerbe-Calhoun Pedestrian Pathway	828,420	213,780	424,897	189,743	50% Complete	Preconstruction meeting 02/11/2021, construction to start 02/15/2021.
14	9	TR619	Sibert-Zerbe Parking Lot Consolidation	-	-	-	-		
15		TR620	ADA Transition - Pedestrian Facilities	100,000	-	-	100,000	Started	Scope of work and fee proposal by engineering firm being routed for initial review.
16		TRSAF	Zerbe/Calhoun Safety	2,500	-	-	2,500		Speed bump to be installed mid-May
17		TRSAF	Sibert/Forrest safety	2,826	5,326	-	(2,500)		Initial discussion at March 2021 council meeting. LED stop signs installed.
18		TRSAF	Pine Street Safety	-	-	-	-		Brought discussion and initial recommendations to Council in April 2021.
19			Vintage Sidewalk	-	-	-	-		\$290k restricted
		Citizen/Council Directed Projects		-	-	-	-		
20	1	CM001	Beach Acquisition	10,477,508	6,826,007	39,701	3,611,800	66% Complete	Purchase 2 of 3 completed 11/16/2020. Next purchase in first half of 2021. Task Order #1 has been prepared (demolition of two structures plus asbestos testing for one structure).
21	7	EN615	Cross-Town Connector	4,175,000	146,827	583,386	3,444,787	In Progress	Re-design down to 2-lane in progress. The 30% plans were approved by Council in February 2021. TRIP (FDOT) ROW grant award to March 2021 council meeting. Okaloosa County Construction grant/interlocal agreement under review.

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

Council Objective #			October 1, 2020 - May 31, 2021	FY2021 Budget*	YTD Actuals	YTD Encumbrances	FY2021 Available Budget	Status	Notes
22	2	UNDER	Undergrounding	250,000	2,199	210,425	37,376	In Progress	Project Engineer contract will be presented to Council in March. City is negotiating franchise rates.
23			<i>Harbor Lane Easement Improvements</i>	-	-	-	-		<i>Easement improvements and lighting upgrades mid-2020 council requested \$25k (\$12-13k spent in 2020 on picnic tables, landscaping, stairwell, bike rack, dog station)</i>
			Other Capital Projects	-	-	-	-		
24		CRH63	Captain Royal Melvin Hertiage Park and Plaza (RESTORE)	1,337,198	214,990	1,122,208	0	In Progress	NTP issued 01/04/2021. Construction is underway.
25		CRH64	Harbor CRA Wayfinding Plan Signage	30,000	-	-	30,000		Initial cost estimates are above budget.
26		CRH65	Harbor and Bay Capacity Improvements	325,000	-	-	325,000		Harbor District Capacity study to begin Spring 2021
27		CRT17	Town Center CRA Easement Trail/Park Main to Mattie Kelly	10,000	-	-	10,000		Initial engineering estimates for phases of trail complete: Ph1 \$750k+Ph2 \$960k+Ph3 \$1.46m+ Ph \$4 1.8m=\$4.97m. Grant funding search underway.
28	<i>01/21/20 Council Mtg Priority</i>	<i>EN617</i>	<i>Stahlman Ave Intersection Pedestrian Safety</i>	<i>22,044</i>	23,694	-	<i>(1,650)</i>		
29	<i>11/2/20 Council Mtg TOP PRIORITY</i>	<i>EN626</i>	<i>Main St/Kelly St Crosswalk Safety</i>	<i>20,271</i>	20,271	-	-	<i>Complete</i>	
30		FM637	Clement Taylor Park Seawall (FEMA)	-	-	-	-	Complete	Working with FEMA to change classification for final reimbursement
31		IT001	COMPASS/Energov	111,878	77,731	2,490	31,657	Delayed	Revised "go-live" set for May/June 2021
32		IT002	CD Tech Fund Hardware/Software Replacements	-	-	-	-		Hardware will be purchased on an as needed basis
33		IT003	Other Hardware/Software Replacements	-	-	-	-		
34		LB001	Library Tablet Station, RFID and Mobil Ap	76,200	17,369	43,808	15,022	30% Complete	Tablets ordered. RFID Tagging began early Feb 2021.
35		RC124	Morgan's Children's Park Playground Structure	-	-	-	-		
36		RC125	Buck Destin Restrooms	95,000	-	-	95,000		Initial cost estimates are above budget
37		RC127	Pickleball Court	1,500	-	-	1,500	moved to future year	Researching public-private partnership options. Engineering estimate on existing land \$110k. Reclassed FY2021 funding to upgrade Dalton Threadgill Batting Cages (expand foundation; add lighting).
38		RC216	Clement Taylor Park Renovations	729,918	5,456	-	724,462		Waiting on sub-recipient agreement
39		RC617	Batting Cages for Dalton Threadgill Park	58,819	56,975	2,589	(745)	Complete	Foundation and cage installed. Surrounding pad expanded and lighting requisitioned (transfer in from RC127 Pickleball).
40	<i>SALLY</i>		<i>Hurricane Sally Damage Repairs</i>	<i>119,760</i>	53,407	66,803	<i>(449)</i>	<i>In Progress</i>	<i>Continuing to meet with FEMA twice/month to complete grant award paperwork. Cat A Debris Removal and Cat B Emergency & Protective awards nearly complete. Cat G Parks in process.</i>
41		SW51L	NFWF Stormwater Projects	372,785	374,025	-	(1,240)	60% Complete	Construction of projects started in Dec. Cross St project is complete. Calhoun Ave project underway.

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

Council Objective #	October 1, 2020 - May 31, 2021	FY2021 Budget*	YTD Actuals	YTD Encumbrances	FY2021 Available Budget	Status	Notes
	Total Funded Projects	\$ 22,417,065	\$ 8,694,714	\$ 3,472,205	\$ 10,250,147		

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

COUNCIL OBJECTIVES		5-Year Capital Budget	FY2021 Capital	Status
		Amount	Budget	
1	Public beach Initiative	\$ 22,000,000	\$ 10,477,508	FY21 2/3 completed
2	Underground utilities	1,280,000	-	project mgmt in contract negotiations
3	Short term rentals compliance with regulations	-	-	not Capital - complete
4	Recruit project and grants manager	-	-	not Capital - complete
5	Request TDC funds for additional OCSO services	-	-	not Capital - complete
6	Research viability of multi-use convention/sports/community center	-	-	In progress
7	Complete two-lane Crosstown Connector	1,475,000	4,175,000	in progress
8	Calhoun Ave Multi-Use Trail Phase II Design and Construction	852,000	828,420	contract in negotiations
9	Improve parking	75,000	-	scheduled to start FY2022
10	Beach re-nourishment	-	-	In Progress - County is lead and partner
11	Improve communications	-	-	Not Capital - in progress
12	Implement enhanced signage control	-	-	Community Dev Researching
13	Develop/implement wayfinding program	50,000	30,000	Community Dev and TDC Researching
14	Update golf cart/low speed vehicle rules	-	-	Not Capital - in progress
16	Improve city gateways	-	-	Community Dev and TDC Researching
15, 17, 19	Streetlights, sidewalks, road striping	2,851,802	845,651	in progress
18	Provide board and committee training	-	-	not Capital - continuous improvement
20	Reestablish environmental committee	-	-	Not Capital - in progress
21	Enforce residential boat and RV parking regulations	-	-	Not Capital - Complete
22	Regulate building height limits to 5 stories	-	-	Not Capital - Complete
TOTAL		<u>\$ 28,583,802</u>	<u>\$ 16,356,580</u>	
TOTALCAPITAL BUDGET		\$ 36,690,143	\$ 22,417,065	
% FOR COUNCIL OBJECTIVES		78%	73%	

CITY OF DESTIN ADOPTED 5-YEAR CAPITAL IMPROVEMENT PLAN

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

CITY OF DESTIN - MONTHLY FINANCIAL REPORT

Actuals 10/01/2020 - 04/30/2021

	FY2020	FY2021	FY2021	FY2021
01 GENERAL FUND	ACTUALS	BUDGET*	YTD ACTUAL	PROJECTION
01-31 Ad Valorem Taxes	7,883,186	8,104,316	8,119,687	8,119,687
01-31 Sales and Use Taxes	2,894,648	2,761,031	2,101,835	3,015,771
01-32 Licenses and Permits	3,342,590	3,148,624	2,095,834	2,713,034
01-33 Intergovernmental	3,752,560	13,886,708	6,241,302	8,493,353
01-34 Charges for Services	513,087	499,843	395,118	613,518
01-35 Fines and Forfeitures	106,750	27,520	44,303	44,303
01-36 Miscellaneous Revenue*	535,374	22,001	69,856	70,957
01-32 Impact Fees	456,051	44,000	-	-
TOTAL REVENUES	19,484,245	28,494,043	19,067,935	23,070,623
01-51 General Government	3,886,209	4,723,623	2,466,013	4,351,103
01-52 Public Safety	3,287,143	3,584,206	1,867,919	2,938,660
01-53 Physical Environment	27,374	115,369	30,526	93,062
01-54 Transportation	1,780,759	2,088,291	985,938	1,526,811
01-55 Economic Environment	51,209	15,000	9,906	13,208
01-56 Human Services	63,494	100,000	42,621	78,862
01-57 Culture and Recreation	2,450,426	3,269,645	1,674,879	2,819,202
01-59 Debt Service	509,643	545,598	4,213,756	4,228,274
TOTAL EXPENDITURES	12,056,258	14,441,733	11,291,557	16,049,182
Excess (deficiency) of revenues over expenditures	7,427,987	14,052,310	7,776,378	7,021,442
01-38 Transfers In	-	-	3,682,536	3,682,536
01-58 Transfers Out	(3,363,829)	(18,958,166)	(8,624,615)	(12,732,070)
Total other financing sources (uses)	(3,363,829)	(18,958,166)	(4,942,079)	(9,049,534)
Net change in fund balances	4,064,158	(4,905,856)	2,834,299	(2,028,092)
Fund Balance (deficit), Beginning	21,442,003	25,506,161	25,506,161	25,506,161
Fund Balance (deficit), Ending	25,506,161	20,600,305	28,340,460	23,478,069

** FY2021 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

CITY OF DESTIN - MONTHLY FINANCIAL REPORT

Actuals 10/01/2020 - 04/30/2021

	FY2020 ACTUALS	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
102 TOWN CENTER CRA (RESTRICTED)				
102-31 County TIF	600,079	688,589	681,523	681,523
102-31 City TIF	257,304	290,297	290,297	290,297
102-36 Miscellaneous Revenue	1,360	-	864	1,264
TOTAL REVENUES	858,743	978,886	972,683	973,083
102-55 Economic Environment	45,108	134,425	45,676	76,572
102-59 Capital Outlay	-	10,000	-	-
TOTAL EXPENDITURES	45,108	144,425	45,676	76,572
Excess (deficiency) of revenues over expenditures	813,635	834,461	927,008	896,511
102-38 Transfers In	-	-	-	-
102-58 Transfers Out	(973,001)	(731,281)	(487,474)	(731,212)
Total other financing sources (uses)	(973,001)	(731,281)	(487,474)	(731,212)
Net change in fund balances	(159,366)	103,180	439,533	165,300
Fund Balance (deficit), Beginning	(2,231,154)	(2,390,520)	(2,390,520)	(2,390,520)
Fund Balance (deficit), Ending	(2,390,520)	(2,287,340)	(1,950,987)	(2,225,220)

**FY2021 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

	FY2020 ACTUALS	FY2021 BUDGET*	FY2021 YTD ACTUAL	FY2021 PROJECTION
110 HARBOR CRA (RESTRICTED)				
110-31 County TIF	314,648	331,449	328,932	328,932
110-31 City TIF	319,174	331,449	331,449	331,449
110-36 Miscellaneous Revenue	1,467	-	549	789
TOTAL REVENUES	635,288	662,898	660,930	661,170
110-55 Economic Environment	33,856	71,675	17,054	26,822
110-59 Capital Outlay	-	30,000	-	-
TOTAL EXPENDITURES	33,856	101,675	17,054	26,822
Excess (deficiency) of revenues over expenditures	601,432	561,223	643,876	634,348
110-38 Transfers In	-	-	-	-
110-58 Transfers Out	(707,736)	(524,717)	(371,931)	(524,717)
Total other financing sources (uses)	(707,736)	(524,717)	(371,931)	(524,717)
Net change in fund balances	(106,304)	36,506	271,945	109,631
Fund Balance (deficit), Beginning	273,428	167,124	167,124	167,124
Fund Balance (deficit), Ending	167,124	203,630	439,069	276,755

**FY2021 BUDGET is the Adopted Budget plus prior year encumbrances rolled forward*

CITY OF DESTIN - MONTHLY FINANCIAL REPORT

Actuals 10/01/2020 - 04/30/2021

	FY2020	FY2021	FY2021	FY2021
FUND BALANCE - ALL FUNDS	ACTUALS	BUDGET*	YTD ACTUAL	PROJECTION
Beginning Fund Balance	24,384,428	27,727,696	27,579,624	27,579,624
Nonspendable	2,390,520	2,287,340	1,950,987	2,225,220
Restricted	4,060,068	1,384,345	3,900,870	4,661,959
Committed	8,034,851	11,223,952	14,119,718	15,104,974
Assigned	1,016,824	1,016,824	4,411,751	1,000,000
<i>Unassigned</i>	<i>12,213,872</i>	<i>3,943,903</i>	<i>9,188,440</i>	<i>5,424,337</i>
Ending Fund Balance	27,716,135	19,856,364	33,571,767	28,416,491
	<i>27,716,135</i>	<i>19,856,364</i>	<i>33,571,767</i>	<i>28,416,491</i>
	-	-	-	-

Nonspendable = Long-term advance to TownCenter CRA

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

Committed = Council resolutions, motions, includes fund balance resolution for 1 yr debt (\$1.8m) + 3 mos emergency ops2, CD Tech Fund, Oka Half Penny

Assigned = Contracts, purchase orders

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 16, 2021

BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.C.

TO: Town Center Community Redevelopment Agency Advisory Committee

THRU: Louis Zunguze, Community Development Director

FROM: Krystal Strickland, Finance Director

DATE: June 14, 2021

SUBJECT: FY2022 Budget and Long-Term Projections

I. BACKGROUND: The long-term Town Center CRA financials should be brought forth to the Committee for review and discussion on a periodic basis.

II. DISCUSSION: The Town Center CRA is funded by tax incremental financial interlocal agreements between the Town Center CRA, the City of Destin, and Okaloosa County. As property values rise, the incremental amount of ad valorem taxes collected above the base year (1998) are deposited with the Town Center CRA's fund. In recent years, the Town Center CRA has started earning enough to pay debt service on a loan taken out in 2002, to pay utilities used within the district, and to pay its allocation share of median maintenance contracted to a landscaping company. In the past, a portion of certain City Staff salaries and benefits were also charged to the Town Center CRA.

For the FY2022 Proposed Budget, staff recommend continuing to pay debt service, utilities, and median maintenance. In addition, staff recommend hiring a consultant to update the Town CRA's Master Plan (\$50k). Staff also recommend the Town Center CRA maintain a fund balance equal to one year's worth of debt service (approximately \$730,000).

By FY2023, there should be ample funding to allow for some capital projects. Some or all of these funds might be appropriated for to do an Engineering Estimate of Probable Cost for the first phase of the Linear Park to be built within the Gulf Power easement. Some funds may also be appropriated in FY2023 for Wayfinding Signage for the Town Center CRA district. In future years, we recommend reimbursing the General Fund for funds borrowed in the early years, and periodically procuring construction services to complete phases of the Linear Park and other capital projects.

As you can see in the attached projections, we anticipate the Town Center CRA will soon be adding over a million dollars a year to the fund balance. The 2014 Debt is scheduled to be paid off in FY2037, which is when the CRA Master Plan and TIF interlocal agreements are set to expire.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: Staff are open to recommendations and suggestions regarding the Harbor CRA FY 2022 budget, and will present these recommendations to Council at the June 14th, 2021 Budget Workshop.

IV. RECOMMENDED MOTION: This item is informational for discussion only.

Attachments:

1. Town Center CRA LT Projections

TOWN CENTER CRA FUND DETAILS																
FUND	ORG	OBJ	PROJ	ACCOUNT DESCRIPTION	2018	2019	2020	2021		FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
					ACTUALS	ACTUALS	ACTUALS	PROJECTED								
102	102300	311101		TIF REVENUES - COUNTY	490,991	556,005	600,079	681,523		933,282	961,280	990,119	1,019,822	1,050,417	1,081,930	1,114,387
102	102300	311102		TIF REVENUES - CITY	209,051	234,780	257,304	290,297		397,430	409,353	421,633	434,282	447,311	460,730	474,552
102	102300	361100		INTEREST EARNINGS	153	390	1,360	1,264		1,301	1,341	1,381	1,422	1,465	1,509	1,554
102				Total 102300 TOWNCENTER CRA REVENUE	700,194	791,175	858,743	973,083		1,332,013	1,371,974	1,413,133	1,455,527	1,499,193	1,544,169	1,590,494
102	10255231	512000		REGULAR SALARIES	8,619	9,061	9,430	-		-	-	-	-	-	-	-
102	10255231	521000		FICA TAXES	114	118	125	-		-	-	-	-	-	-	-
102	10255231	522000		RETIREMENT CONTRIBUTIONS	1,083	1,133	1,162	-		-	-	-	-	-	-	-
102	10255231	523000		LIFE/HEALTH INSURANCE	4,858	4,879	4,476	-		-	-	-	-	-	-	-
102	10255231	534000		CONTRACT SERVICES	22,458	26,541	24,083	60,125	\$50K UPDATE MASTER PLAN; \$76K MEDIAN MAINT	126,000	129,780	133,673	137,684	141,814	146,069	150,451
102	10255231	543000		UTILITIES	8,542	6,538	5,309	4,535		4,671	4,811	4,956	5,104	5,257	5,415	5,578
102	10255231	546000		REPAIRS AND MAINTENANCE	21,122	2,934	-	11,389		11,731	12,083	12,445	12,819	13,203	13,599	14,007
102	10255231	549000		OTHER CHARGES/ADVERTISING	-	-	-	-		-	-	-	-	-	-	-
102	10255231	552000		OPERATING SUPPLIES	-	-	-	-		-	-	-	-	-	-	-
102	10255231	554000		BKS, SUBS, MEMBERSHIPS	583	88	523	523		538	554	571	588	606	624	643
102	10255231	563000		INFRASTRUCTURE	-	-	-	-		-	-	-	-	-	-	-
102	10258500	565000	CRT17	EASEMENT TRAIL MAIN-MATTIE KELLY	-	-	-	-		-	270,000	50,000	1,000,000	-	-	-
102	10258500	565000	TBD	WAYFINDING	-	-	-	-		-	100,000	-	-	-	-	-
				Total 10255231 TOWNCENTER CRA OPERA	67,378	51,292	45,108	76,572		142,940	517,228	201,645	1,156,195	160,881	165,707	170,678
				NET OPERATING (REV - EXP)	632,816	739,883	813,635	896,511		1,189,073	854,745	1,211,488	299,332	1,338,312	1,378,462	1,419,815
102	10258188	581102		REIMBURSE GF FOR ADVANCE	-	-	-	-			(80,000)		(150,000)	(200,000)	(100,000)	(500,000)
102	10258188	581214		DEBT SERVICE INTRFND TRANSFER	(730,633)	(730,820)	(973,001)	(731,212)		(731,418)	(731,631)	(731,852)	(732,080)	(732,316)	(732,561)	(732,814)
102				Total TC CRA TXFRS OUT	(730,633)	(730,820)	(973,001)	(731,212)		(731,418)	(811,631)	(731,852)	(882,080)	(932,316)	(832,561)	(1,232,814)
102				Net change in Fund Balance	(97,817)	9,063	(159,366)	165,300		457,655	43,115	479,636	(582,748)	405,996	545,901	187,002
				Due to GF, Beg Bal	(2,249,624)	(2,379,639)	(2,448,824)	(2,448,824)		(2,448,824)	(2,448,824)	(2,368,824)	(2,368,824)	(2,218,824)	(2,018,824)	(1,918,824)
				(inc)/dec due to GF	(130,015)	(69,186)	-	-		-	80,000	-	150,000	200,000	100,000	500,000
				Due to GF, End Bal	(2,379,639)	(2,448,824)	(2,448,824)	(2,448,824)		(2,448,824)	(2,368,824)	(2,368,824)	(2,218,824)	(2,018,824)	(1,918,824)	(1,418,824)
				Bank Account, Beg Bal	120,888	153,086	231,335	223,977		161,857	619,512	662,627	1,142,263	559,515	965,511	1,511,412
				Bank Account, End Bal	153,086	231,335	58,677	389,277	maintain at \$730k	619,512	662,627	1,142,263	559,515	965,511	1,511,412	1,698,414

TOWN CENTER CRA FUND DETAILS

ACCOUNT DESCRIPTION	2018									
	ACTUALS	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037
TIF REVENUES - COUNTY	490,991	1,147,819	1,182,254	1,217,721	1,254,253	1,291,880	1,330,637	1,370,556	1,411,673	1,454,023
TIF REVENUES - CITY	209,051	488,789	503,452	518,556	534,113	550,136	566,640	583,639	601,149	619,183
INTEREST EARNINGS	153	1,601	1,649	1,698	1,749	1,802	1,856	1,911	1,969	2,028
Total 102300 TOWNCENTER CRA REVENUE	700,194	1,638,208	1,687,355	1,737,975	1,790,115	1,843,818	1,899,133	1,956,107	2,014,790	2,075,233
REGULAR SALARIES	8,619	-	-	-	-	-	-	-	-	-
FICA TAXES	114	-	-	-	-	-	-	-	-	-
RETIREMENT CONTRIBUTIONS	1,083	-	-	-	-	-	-	-	-	-
LIFE/HEALTH INSURANCE	4,858	-	-	-	-	-	-	-	-	-
CONTRACT SERVICES	22,458	154,964	159,613	164,401	169,333	174,413	179,646	185,035	190,586	196,304
UTILITIES	8,542	5,745	5,917	6,095	6,278	6,466	6,660	6,860	7,066	7,277
REPAIRS AND MAINTENANCE	21,122	14,428	14,860	15,306	15,765	16,238	16,726	17,227	17,744	18,276
OTHER CHARGES/ADVERTISING	-	-	-	-	-	-	-	-	-	-
OPERATING SUPPLIES	-	-	-	-	-	-	-	-	-	-
BKS, SUBS, MEMBERSHIPS	583	662	682	702	723	745	767	790	814	838
INFRASTRUCTURE	-	-	-	-	-	-	-	-	-	-
EASEMENT TRAIL MAIN-MATTIE KELLY	-	-	-	-	-	-	-	-	-	-
WAYFINDING	-	-	-	-	-	-	-	-	-	-
Total 10255231 TOWNCENTER CRA OPERA	67,378	175,798	181,072	186,505	192,100	197,863	203,799	209,913	216,210	222,696
NET OPERATING (REV - EXP)	632,816	1,462,410	1,506,282	1,551,471	1,598,015	1,645,955	1,695,334	1,746,194	1,798,580	1,852,537
REIMBURSE GF FOR ADVANCE	-	(500,000)	(500,000)	(418,824)	-	-	-	-	-	-
DEBT SERVICE INTRFND TRANSFER	(730,633)	(733,074)	(733,345)	(733,625)	(733,915)	(734,215)	(734,525)	(734,845)	(735,177)	(488,170)
Total TC CRA TXFRS OUT	(730,633)	(1,233,074)	(1,233,345)	(1,152,449)	(733,915)	(734,215)	(734,525)	(734,845)	(735,177)	(488,170)
Net change in Fund Balance	(97,817)	229,335	272,937	399,022	864,099	911,741	960,809	1,011,349	1,063,402	1,364,367
Due to GF, Beg Bal	(2,249,624)	(1,418,824)	(918,824)	(418,824)	-	-	-	-	-	-
(inc)/dec due to GF	(130,015)	500,000	500,000	418,824	-	-	-	-	-	-
Due to GF, End Bal	(2,379,639)	(918,824)	(418,824)	-	-	-	-	-	-	-
Bank Account, Beg Bal	120,888	1,698,414	1,927,749	2,200,686	2,599,708	3,463,807	4,375,548	5,336,357	6,347,706	7,411,108
Bank Account, End Bal	153,086	1,927,749	2,200,686	2,599,708	3,463,807	4,375,548	5,336,357	6,347,706	7,411,108	8,775,475

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 16, 2021

BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.D.

TO: Town Center Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney
Krystal Strickland, Finance Director

FROM: Daniel Butler, City Planner
Sae More, Planner
Tunazzina Alam, Planner

DATE: June 11, 2021

SUBJECT: Gulf Power Linear Park Update

I. BACKGROUND: One of the key projects identified as vital to redeveloping the Town Center Redevelopment Area is the proposed Linear Park. The Linear Park extension of 98 Palms Boulevard to the east, will connect portions of the Gulf Power easement providing an opportunity to create a “linear park/multi-use trail” connection Main Street to Airport Road. The proposed Linear Park will:

1. Improve mobility and connectivity
2. Improve infrastructure that includes multi-modal aspects
3. Improve recreational opportunities

II. DISCUSSION: On October 27, 2020, Staff presented the preliminary scope of work to the City’s Parks and Recreation Committee. The Parks and Recreation Committee voted unanimously to request City Council consideration to have staff draft the Request for Bid (RFB) for the project schematic design.

On November 18, 2020, Staff presented the preliminary scope of work to the City’s Town Center Community Redevelopment Area Advisory Committee (TCCRA-AC). The Committee voted unanimously to request City Council consideration to have Staff draft the

Request for Bid (RFB) for the schematic design.

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

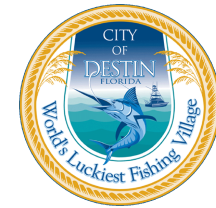
III. CONCLUSION: The Gulf Power Linear Park has been identified as a Capital Improvement Project (CIP). There is \$10,000 budgeted for this project in the FY2021 adopted budget. The project was reviewed and discussed by the City's Project Review Team on February 17, 2021. The Finance Director can provide a further update.

IV. RECOMMENDED MOTION: This is an informational item.

Attachments:

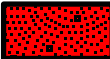
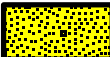
1. FDOT Multit Use Cost Estimate 12'
2. LinearPark Map
3. Gulf Power Linear Park Pre Scope of Work

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: SHRUSE-O-01-BB				Letting Date: 01/2099	
Description: Two Directional, 12' Shared Use Path					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 13-P Project Grand Total				\$287,393.35	
Description: July 2019 Updates					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	6.00			\$14,084.46
101-1	MOBILIZATION	10.00			\$24,882.54
110-1-1	CLEARING & GRUBBING	3.90	AC	\$11,000.00	\$42,900.00
160-4	TYPE B STABILIZATION	9,386.67	SY	\$3.80	\$35,669.35
285-701	OPTIONAL BASE,BASE GROUP 01	7,040.00	SY	\$13.00	\$91,520.00
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	528.00	TN	\$110.00	\$58,080.00
570-1-2	PERFORMANCE TURF, SOD	2,347.00	SY	\$2.80	\$6,571.60
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$13,685.40	\$13,685.40
Project Unknowns			0.00	%	\$0.00
Design/Build			0.00	%	\$0.00
Version 13-P Project Grand Total					\$287,393.35



GULF POWER/LINEAR PARK CONCEPTUAL LAYOUT

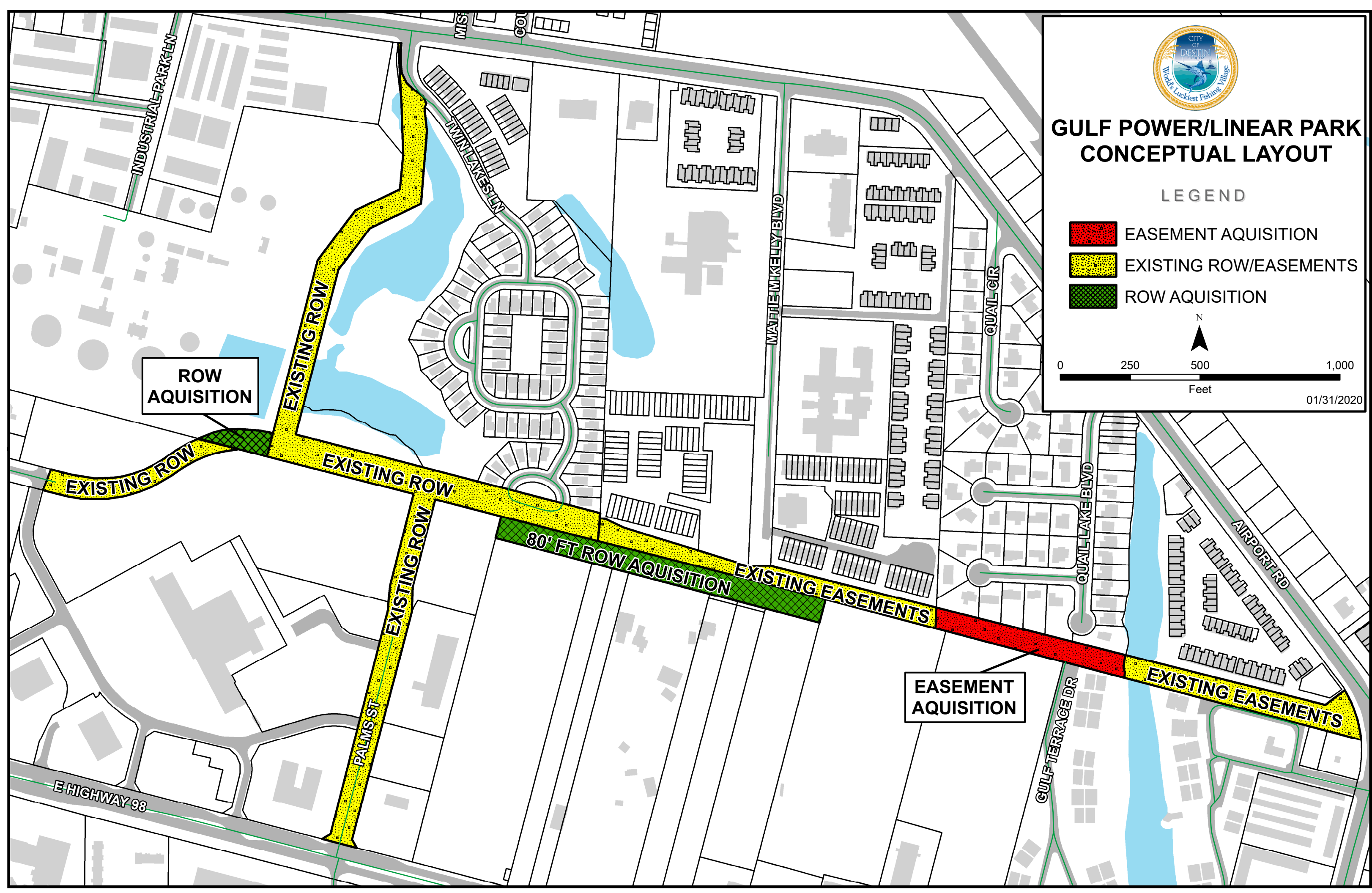
LEGEND

-  EASEMENT AQUISION
-  EXISTING ROW/EASEMENTS
-  ROW AQUISION



0 250 500 1,000
Feet

01/31/2020





**Community
Development
Planning and
Zoning Division**

Phone: 850-654-1119

Fax: 850-460-2171

Proposed Scope of Work

DATE: June 8, 2020
TO: Town Center Community Redevelopment Area (CRA)
THRU: Lance Johnson, City Manager
FROM: Louis Zunguze, Community Development Director
SUBJECT: Gulf Power Easement/ Linear Park

A. PROJECT DESCRIPTION

The Gulf Power Easement/Linear Park is an extension of 98 Palms Boulevard that will connect portions of the Gulf Power easement providing an opportunity to create a “linear park/multi-use trail” connecting Main Street to Airport Road.

B. PROJECT OBJECTIVE

The project objective is to provide a safe area for walking, jogging, biking and exercise, with rest areas and vegetation, and provide connectivity from the residential areas off Airport Road to shops, restaurants and other amenities in the Town Center CRA.

The proposed project is included as a FY2020 Work Plan item for the Town Center and meets the objective for improved mobility and connectivity as described in the Town Center CRA Master Plan. In addition, the project has been prioritized as a Level 1 Priority Planned Improvement as part of the Pathways Master Plan Update ([Article 8.07.02, Land Development Code](#)).

C. DESCRIPTION OF WORK

The Scope is organized into the following tasks:

- Land Acquisition (ROW and Easements)
- Conceptual Design Plan
- Conceptual Budget

D. LAND AQUISITION

- 98 Palms Blvd to Quail Lake Blvd
- Destin Water Users ROW Acquisition
- 80’ ROW Acquisition

- Quail Lake (Quiet Woods) Easement Acquisition

E. CONCEPTUAL DESIGN PLAN

The design concept includes a paved trail and boardwalk connecting Airport Road to Main Street. The proposed ±1,300 linear foot boardwalk from Airport Road and Twin Lakes Lane to Jewel Melvin Park will include interpretive and way-find signage. The multi-use trail will be landscaped and will include lighting. The trail will begin at Jewel Melvin Park and continue east approximately ±3,100 linear feet and will be between 12-15 feet wide with curbing to support emergency vehicles.

F. CONCEPTUAL BUDGET - TBD

- Reference Capital Improvements Project Request CRT17
- FDOT FY2019 12' Multi -Use Trail Cost Estimate

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 16, 2021

BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 4.E.

TO: Town Center Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Daniel Butler, City Planner

DATE: June 11, 2021

SUBJECT: Town Center Master Plan Update

I. BACKGROUND: During the Town Center CRAAC Meeting on April 21, 2021, The Committee recommended that Staff proceed with the Town Center Master Plan Update for consistency with the City's Comprehensive Plan, as well as the update and the revision of the Master Plan as a whole

II. DISCUSSION: Per the direction received from the Town Center CRA Advisory Committee on April 21, 2021, Planning Staff met to discuss requested changes to the Town Center CRA Master Plan. Specifically, the following items were discussed:

1. Format of the Master Plan
2. Redundancies throughout the Plan
3. Outdated Information

To that end, Staff would like to approach the update to the Town Center CRA Master Plan with the following steps:

- a. Review the Comprehensive Plan policies listed in the Town Center CRA Master Plan with the current applicable Comprehensive Plan policies.
- b. Identify and propose new format for the Town Center CRA Master Plan to reduce repetitive information.
- c. Bring each chapter to Town Center CRA Advisory Committee for discussion

- and proposed revisions from Committee.
- d. Draft Town Center CRA Master Plan based on recommendations from the Town Center CRAAC and present to Committee for recommendation to City Council.
 - e. Present updated Town Center CRA Master Plan to CRA Board/City Council for approval

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: Staff's approach to the Town Center CRA Master Plan Update includes a review of the Plan for consistency with the current Comprehensive Plan policies, reformatting, and a chapter-by-chapter review with the Town Center CRA Advisory Committee.

RECOMMENDATION: Staff is seeking direction from the CRA Advisory Committee regarding the proposed approach to the update of the Town Center CRA Master Plan.

IV. RECOMMENDED MOTION: I move that the Town Center CRA Advisory Committee adopt the proposed/recommended approach to updating the Town Center CRA Master Plan.

Attachments:

- 1. Town Center CRA Plan (Amended 10-20-14) FINAL (3) (1)

DESTIN TOWN CENTER AREA REDEVELOPMENT PLAN



***PREPARED FOR CITY OF DESTIN
AUGUST 3, 1998
UPDATED OCTOBER 20, 2014***

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INTRODUCTION

The City's unique location along with several key qualities and factors helps position it for continued economic growth. In addition, there are new opportunities for economic development to create a special place in the center of Destin to meet growing local resident and tourist needs.

Elements of Destin's Vision 2000 process, a bold Vision for Destin's future, featured (among other things) selected redevelopment areas. These areas were seen as essential catalysts for the City's continued success and promising future. The Town Center anchored by Main Street, was one such candidate for attention.

In June of 1996, the Town Center CRA Advisory Committee was formed. The Committee was asked to determine the potential business and resident support for the creation of a Town Center Community Redevelopment Area (TC CRA).

The TC CRA Advisory Committee found that the Vision Goals spoke to the need for a Town Center, Goals related to the Town Center were expressed as:

■ **People Goal**

To develop Destin into a successful "People Place" that attracts, retains, and inspires those of all ages and incomes to use and enjoy the community.

■ **Movement Goal**

To develop Destin with an efficient, high quality, multi-modal movement system with attractive shelters, shops and transfer stations.

■ **Activity Goal**

To develop Destin with a broad and diverse set of activity centers that accommodate, stimulate and reinforce residing, working and visiting in a great waterfront city setting.

■ **Amenity Goal**

To create and enhance a "quality of life" for Destin that attracts and sustains a diversity of visual and use elements for cultural, entertainment, recreation and environmental experiences.

■ **Opportunity Goal**

To develop Destin to attract and continue a process of value creation actions that invests time, dollars, resources and creativity to enhance the value, tax base, image and quality of life for Destin.

Additionally the vision specifically identified an area for the Town Center. The Town Center Area is the centerpiece for this new opportunity. The Area, now designated as a Community Redevelopment District includes the Main Street Area.

Led by a positive coalition of public and private interests, the Town Center Area is stirring. The City completed the initial step necessary to create a Redevelopment Area, adopting the Finding of Necessity Study. This Plan was the next step in the process. Finally, a coordinated implementation program sets forth public and private projects and funding mechanisms.

ELEMENTS OF SUCCESS

Since one of the fundamental aspects of redevelopment is the stimulation of private investment to implement the plan, a strong City/private partnership is necessary. Destin established an early precedent by having area property owners and the City jointly fund the plan. As the process moves forward, future success will

be built upon four factors: **Administration, Finance, Regulation and Leadership.**

■ **Administration – The framework for moving the program toward completion.** This includes establishing an organization to ensure success by: creating and following detailed plans; engaging in appropriate permitting for development projects to proceed; enforcing codes, plans, and financial measures; and finally, developing monitoring and evaluation procedures that enable the City to constructively critique itself, the Plan and the process.

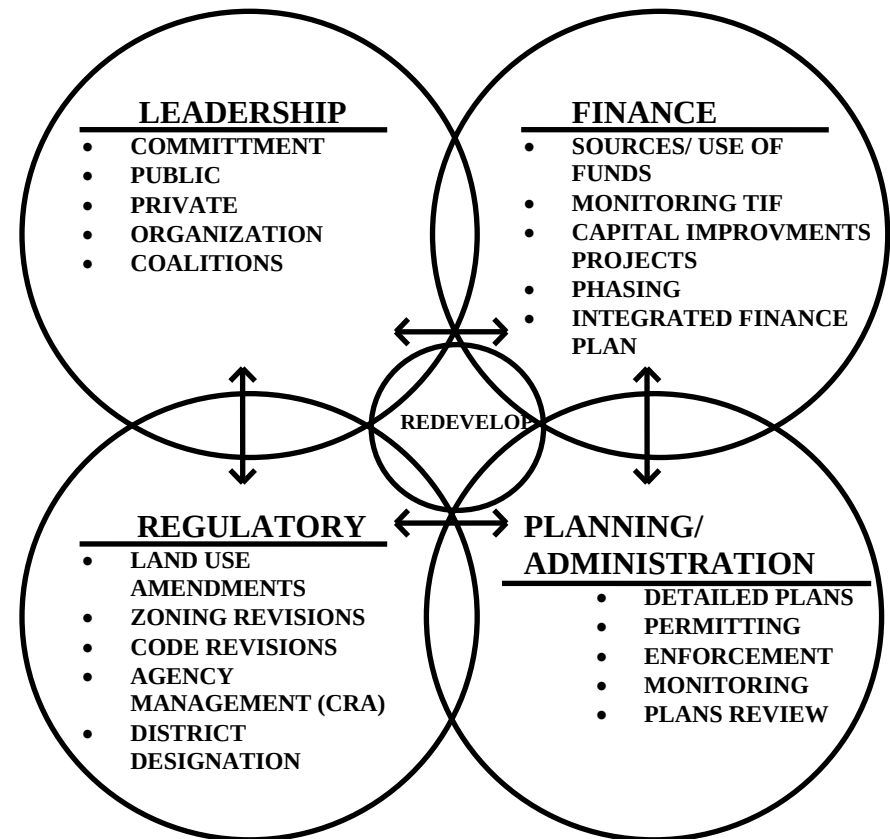
■ **Finance – The heart of the redevelopment program.** Without the lifeblood of dollars flowing through the program, plans will not be implemented or will fail completely. Yearly budgeting, identifying fund sources, planning for capital improvements, phasing, and monitoring can help assure the availability of necessary resources to produce and implement an integrated Finance Plan.

■ **Regulation – A system of incentives, guidelines and requirements oriented toward redevelopment.** The City's land use structure, land development codes, and agency management tools will either create a user-friendly environment for public/private partnerships, or they stall those efforts, reducing the financial potential and the City's ability to succeed.

■ **Leadership – The soul of the program.** Herein lies the commitment, determination, dedication, and integration of all interests required to proceed to the desired future. Only through a sound public-private partnership, fueled by strong leadership from the City's elected and appointed officials, can the overall Plan be successfully implemented. Through this joint public-private planning effort, the attribute of leadership is demonstrated.

All of these elements are interrelated as shown in the diagram. Destin and its private partners possess the ability to maximize these four factors for success.

ELEMENTS OF SUCCESS



The City and its private partners defined a planning process to help ensure potential for success. The process included five primary components:

- **Issues Identification** – Locally-developed issues, derived from large and small interactive group processes.
- **Need For Redevelopment** – A review of the Findings of Necessity leading to redevelopment.
- **Vision And Imaging** – An overall vision and image for the area, building upon critical market, locational and development assets.
- **Redevelopment Plan** – A concise planning and design approach to correcting identified problems and setting forth goals, objectives, new public improvements and private development opportunities.
- **Implementation Program** – The sources and means of funding and financing the proposed improvements.

The following pages discuss the process, findings, concepts and specific plan elements for the Destin Town Center Redevelopment Area. Destin is fortunate to have concerned residents, business owners and elected officials working jointly for the continued success of the redevelopment area and overall community.

NEED FOR REDEVELOPMENT

CITY PROFILE

Incorporated in 1984, Destin is a relatively new city which is still evolving, although it has existed as an unincorporated community for some time. It is widely known as the world's luckiest fishing village and tourism is the backbone of its economy. As Destin has continued to mature, it has become apparent to the residents that although it is not lacking in any particular use or service, the community does not have an identifiable town center, a focal point which functions as the heart of the city for its residents.

During Destin's Vision 2000 planning process, the Main Street area was identified as a key area in the community's future that warrants a special planning initiative. Since it is centrally located, contains Destin's major shopping centers and holds the majority of the city's remaining vacant land, this area has the potential to become Destin's Town Center. However, poor development patterns, older structures, inadequate infrastructure and visual clutter are beginning to threaten the economic health and visual appeal in parts of this area. U.S. 98, the region's major east/west highway on which Destin relies heavily, has, during peak season, nearly reached its full capacity, and limited alternative routes exist to offer relief.

The Community Redevelopment process offers a mechanism to address all of these concerns through effective land use planning, urban design and regulatory reform. As these problems are addressed, the way will be clear for Destin to create a town center to serve its permanent community and complement its thriving tourism industry.

FINDINGS OF NECESSITY STUDY

In order to pursue redevelopment planning through the Community Redevelopment Act of Chapter 163, Florida Statutes, documentation must be provided to show that conditions exist in the target redevelopment area to justify a redevelopment designation. A finding of necessity justifies redevelopment planning in order to address the economic and social liability imposing burdens which decrease the tax base and reduce revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers elimination of traffic hazards and improvements of traffic facilities [Sec. 163.335 (1)].

In Destin, the study area designated is bounded by U.S. 98 to the south, Beach Drive on the west, Legion Drive and Airport Road to the north and Airport Road on the east. The area contains approximately 517 acres, or 11% of the city's 4,525 total acres. The Findings of Necessity Study examined the study area to determine if the area was "blighted" as defined by Florida Statutes 163.340(8):

- An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:

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1. Predominance of defective or inadequate street layout;
 2. Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
 3. Unsanitary or unsafe conditions;
 4. Deterioration of site or other improvements;
 5. Tax or special assessment delinquency exceeding the fair value of the land; and
 6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area;

or

- An area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following construction.

In this case, the Finding of Necessity Study demonstrated that blighting factors, but no slum conditions, exist within the study area. The City Council adopted the Findings of Necessity, which identified several factors, including:

Defective or inadequate street layout. Many streets within the study area end in culs-de-sac, resulting in circuitous routes to otherwise nearby uses. The lack of connectivity results in heavy usage of primary roads, like U.S. 98 and Airport Road. The large areas of vacant land which do not currently contain roads could exacerbate the existing circulation problems as they are developed if through-streets are not established.

Unsanitary or unsafe conditions. The entire study area contained inadequate or missing sidewalks, pedestrian crosswalks and dedicated bike lanes. At the time of the study, nineteen percent of the structural fires in Destin occurred in the study area, which constitutes only 11% of the city and which was almost 50% vacant.

Deterioration of site or other improvements (stormwater facilities, roadways, streetscape, sidewalks, streetlighting and code enforcement). Stormwater facilities were either outdated or nonexistent throughout the study area, leading to flooding and conflicting drainage patterns among subdivisions and in the industrial area. The stretch of U. S. 98 from Beach Drive to Airport Road has an adopted Level of Service (LOS) of E, along with the rest of U.S. 98 through Destin.

Streetscaping exists only within portions of certain medians on U. S. 98. There are no gateways identifying entrance into the area. Sidewalks are of substandard size and are reaching the end of their useful lifespan in many parts of the study area. Streetlighting is sparse and often is not coordinated with sidewalk locations. Ten percent of the city's code violations came from the study area during the last two years of the study period, despite the fact that approximately 50 % of the study area was vacant, and in its entirety only accounted for 11% of the city's acreage.

Faulty/inadequate street layout, parking, roadways, bridges or public transportation facilities incapable of handling the volume of traffic flow into or through the area.

U.S. 98, the primary east/west route through the region was nearing capacity, affecting all areas, not just the study area.

SUMMARY

The Findings of Necessity revealed an area whose future depended upon addressing weaknesses which, if left unabated, could hinder the community's otherwise very bright future. Substantial opportunities still exist for a vibrant economy, a healthy mix of land uses and a strong, diverse residential base.

PROBLEMS AND OPORTUNITIES

In order to define the vision, direction, problems and opportunities for the Town Center area, a citizens group, the Town Center Advisory Committee, organized and initiated local workshops.

These workshops began with a “problems and opportunities” session that was conducted by the Destin TC CRA Advisory Committee. The TC CRA Advisory Committee identified the following:

PROBLEMS

- Lack of Community Identity
- Strip Commercial Development Pattern
- Poor Traffic/Pedestrian Movement
- “Stressed” Shopping Center
- Land Use Compatibility
- Negative Visual Environment

OPPORTUNITIES

- Main Street Area as Town Center
- Streetscape Improvements
- Gateway Monuments

- Underground Utilities
- New Road Corridors
- Vacant Land

As a result of discussion revolving around the problems and opportunities in the Town Center area the TC CRA Advisory Committee initiated a process to define concepts for the area that would address the identified problems and opportunities and begin to develop the vision for the Town Center area. The key concepts that were developed are numbered below:

TOWN CENTER CONCEPTS

1. Create point of entry/identity
2. Distinct treatment of major corridors
3. Enhance existing residential areas
4. Introduce new residential areas
5. Introduce new residential types
6. Redesign Main Street as shopping district
7. Retrofit shopping centers as town centers
8. Enhance and integrate public spaces
9. Encourage new mixed use districts
10. Introduce land use buffering

11. Create new transportation linkages

A composite map was generated for the Town Center area that reflected these general concepts. This map was supplemented by examples of these concepts taken from other successful committees and projects so that the TC CRA Advisory Committee could associate the concept statements with illustrations and images. This exercise led the TC CRA Advisory Committee to conclude that the concepts addressed the problems and opportunities that had been previously defined and that redevelopment plan alternatives should be developed for their consideration based on these concepts.

ALTERNATIVE PLAN DEVELOPMENT

On April 22, 1998 the TC CRA Advisory Committee conducted a public workshop that was designed to consider alternative redevelopment plans that addressed the Town Center problems, opportunities and concepts that had been defined in their previous meeting. In response to these issues and ideas the TC CRA Advisory Committee developed three mandates that were to be the basis for any selected plan. These were labeled “Town Center Imperatives”:

TOWN CENTER IMPERATIVES

- Develop Town Center Grid Form
- Create a Town Center Function
- Establish an Image and Identity

The basis for these three key plan components evolved from discussion and analysis regarding plan characteristics that would directly address the problem and opportunities, Town Center Concepts and the Findings of Necessity Report issues. These three key elements deliver the following actions:

TOWN CENTER GRID FORM

- Choices of Movement – Auto/Non-Auto
- Framework for Development
- Internal and External Connectivity
- No more Exclusive US 98 Orientation
 - Avoids being “Doomed” to Strip Commercial

- “To” place rather than “THROUGH” place

TOWN CENTER FUNCTION

- Mixed Uses, Including Residential
- New Land Use Models
- Civic/Public Activities/Amenities
- Catalyst Projects

IMAGE AND IDENTITY

- Gateways, Using Monumentation and Theme
- Main Street Image
 - Architectural Style
 - Architectural Form
- District Identity
 - Signs
 - Streetscape (e.g., trees, lighting, furniture)
- East/West Road – regardless of Azalea Drive
 - Opens Area Up to Development
 - Creates Multiple Development Options
 - Provides Opportunity for Internal Focus
 - Complements Land Use

ALTERNATIVE PLANS

Two Town Center area plans were developed for the TC CRA Advisory Committee to evaluate. The alternative plans demonstrated:

- How uses fit together and function in a generalized way and form the basis of more detailed alternatives.
- Difference in the use emphasis, configuration and road schemes.
- Component parts, i.e., land use districts, road arrangements are interchangeable.

ALTERNATIVE PLAN A

Alternative Plan A reflected a linear approach to the Main Street corridor between U.S. 98 and Airport Road. The plan concentrated on bringing structures and uses closer to the Main Street corridor and providing a street cross section that included four moving lanes and on-street angle parking between the block corners. Street trees would be located on each side of the street and pedestrian amenities would be provided in an expanded sidewalk area. An east/west road, Center Street (now identified as 98 Palms Blvd.), was proposed through the entire redevelopment area that intersected with Main Street north of the Post Office. The two existing shopping centers east and west of Main Street continued with orientation to U.S. 98. The northeast quadrant of the redevelopment area reflected an infill of existing uses, both residential and office medical. Three new north/south streets were proposed east of Main Street. Two of these ran between U.S. 98 and the new east/west road. The third, the extension of Mattie Kelly ran between U.S. 98 and Airport Road. Residential infill was identified east of the Mattie Kelly

extension and south of the new east/west corridor. The 98 Palms property reflected mixed use with north and south access.

ALTERNATIVE PLAN B

Alternative B concentrated the “Town Center” focus on the redevelopment of the Downtown Destin Shopping Center. The area was re-oriented toward Main Street while maintaining access to U.S. 98. The cross section of Main Street reflected four lanes of traffic separated by a landscape median. There is no on-street parking. A five foot bike lane is provided on each side of the street and landscaping is provided on each side separating the pavement from a ten foot wide pedestrian sidewalk. The street cross section “internal” to the redeveloped shopping center reflects two lanes of traffic with on-street parking on each side. A landscape area separates the parking lane from the sidewalk. Building “storefronts” are moved close to the street adjacent to the sidewalks. A new east/west street runs the width of the redevelopment area intersecting with Main Street south of the Post Office. New north/south streets are identical to Alternative A. The northeast quadrant of the area reflects an expansion of the existing medical and office uses. This area is on both sides of Mattie Kelly south to the new east/west corridor. South of the new east/west corridor and east of the Mattie Kelly extension there is an area designated for resort/lodging use. Main Street north of the Post Office continues the current development pattern. The 98 Palms property reflected mixed use with both north and south access.

SELECTED PLAN

After review and discussion of Alternatives A and B, the TC CRA Advisory Committee made recommendations that are reflected in the following Selected Plan description. The major recommendations included:

- An expanded Town Center
- Create an Office/Residential mixed use district
- Establish a neighborhood park and conservation area
- Develop a grid street pattern
- Create streets with character
- Locate entry gateways at key locations

TOWN CENTER

The Selected Plan defines the Town Center area as including the Downtown Destin Shopping Center, the Shores Shopping Center, the 98 Palms property and the Main Street corridor from U.S. 98 to Airport Road. The intent for this area is to integrate the three major properties defined above by providing a grid system of streets both north/south and east/west, providing enhanced streetscapes improvements and by locating entry gateways at key locations in both the Town Center area and the perimeter of the redevelopment area. A new “Town Center mixed use” zoning district creates the opportunity and incentives for retail, office and residential uses that are compatible in scale for the Town Center. The street cross sections in the Town Center area also define the character of development. The Main Street corridor south of the Post Office, Main Street north of the Post Office, the

interior shopping streets and 98 Palms Blvd. each provide driving and pedestrian environments that supplement the differing uses and development patterns in those areas. Additional explanation of these cross sections is included in the Streetscape Elements section of this plan.

OFFICE/RESIDENTIAL MIXED USES

The northeastern portion of the redevelopment area includes existing medical, office and residential uses. Each of these uses is an important component of this sub-area and can be expanded in a manner that creates compatibility of uses. In order to encourage these uses to expand, a “mixed use” office/residential zoning district needs to be established. This would allow for the expansion of medical services in the area, which would build on the existing health related uses in the area. The district would also allow for general office use. Due to the heavy emphasis on the tourist and seasonal business, opportunities to expand the area’s economic base is limited. This area could accommodate office park development which would provide additional employment and business opportunities which are limited in the City. In addition to these uses, a mixed-use district would allow for infill multi-family residential opportunities. Destin and the surrounding area have limited housing choices for permanent residents. This area provides the opportunity to locate additional housing. The development of the mixed-use district should allow increased base density and provide incentives for a portion of housing developments to address affordable housing needs.

LINEAR PARK

An extension of 98 Palms Boulevard to the east, connecting to portions of the Gulf Power easement provides an opportunity to create a “linear park/multi-use trail” connecting main Street to Airport Road including the existing Jewel Melvin Park, currently accessible only from Cordgrass Court in the rear of the Twin Lakes subdivision off Airport Road. The trail would provide a safe area for walking, jogging, biking and exercise, with rest areas and vegetation, and provide an alternate means of transportation from the residential areas off Airport Road to shops, restaurants and other amenities in the redesigned Town Center.

CONSERVATION AREA

An existing wetland area currently exists east of the industrial area and west of the proposed mixed-use district. The area extends from Airport Road to the north to the electric power line easement on the south, adjacent to the Twin Lakes development. This area should be preserved for its natural drainage benefits and for the buffering affect between uses. This area also provides visual relief from the built environment and creates an opportunity for additional passive uses such as pedestrian or bike path use.

GRID STREET PATTERN

A key element of the redevelopment plan is to provide alternative transportation corridors that provide relief from the capacity problems on U.S. 98 and also create an internal, community oriented network of streets within the redevelopment area. Without this system of new street corridors the Town Center area will be permanently oriented to U.S. 98 and either by-passed or restricted by vehicle traffic. In order to avoid a permanent commitment to U.S. 98 and provide redevelopment

opportunities, a new east/west corridor is proposed that runs through the center of the redevelopment area. The mixed use potential of the Town Center zoning district would allow office or multi-family residential to occur in this area in addition to retail. This allows development to utilize both sides of the corridor. East of the 98 Palms property the corridor moves north to align with the electric power line corridor until it intersects with Airport Road. It should be noted that City Council has endorsed a study of an east/west corridor that would run farther west that the redevelopment area boundary on Beach Drive. The TPO and Florida Department of Transportation are strongly encouraged to incorporate the design and community redevelopment intent that is reflected in the redevelopment plan.

Three other north/south streets are being proposed in addition to the new east/west corridor. Mattie Kelly Drive is proposed to extend from Airport Road south to U.S. 98. A second north/south corridor is proposed to run along the eastern edge of the conservation area between Airport Road and U.S. 98. Finally, a third north/south corridor is proposed to run south from the new east/west corridor to U.S. 98. The general location of this corridor is east of the Shores Shopping Center.

STREETSCAPE ELEMENTS

The elements of the streetscape system are a powerful tool that affects the attractiveness and general atmosphere of an area. The key components of a streetscape system are:

- Street Lighting (with banner arms)
- Bike Lanes
- Sidewalks
- Landscaping

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- Street Furniture (including bike racks, benches and trash receptacles)
 - Medians with trees and landscaping
 - Parking

The redevelopment plan defines four streetscape types for:

- Main Street – south of the Post Office
- Main Street – north of the Post Office
- “98 Palms Boulevard” – the new east/west corridor
- Interior Shopping Street

Main Street south of the Post Office utilizes the current one hundred feet of right-of-way by providing four moving lanes of traffic separated by a landscaped median. A landscaped parkway exists on each side separating the pavement from an expanded sidewalk. The intent of this treatment is to allow traffic to move through the area to and from U.S. 98 while signaling that a slower speed and pedestrian atmosphere exists. A major entry/gateway feature should be located at the Main Street/U.S. 98. New and existing buildings should be oriented close to the sidewalk on Main Street between U.S. 98 and the Post Office. A banner system, “period street lighting” or other type of monumentation may be added.

The property north of the Post Office on Main Street takes on a different character. This area is more suburban in nature as opposed to the urban character of the South Main Street area. Bicycle lanes are not included. The option exists to apply a more urban treatment to this area similar to the south Main Street area if continuity of treatment is desired.

The “98 Palms Blvd.” or new east/west corridor is similar to Main Street except that the median and side landscape treatment would be less concentrated. As of this Plan update, main Street has been redeveloped, substantially incorporating the design elements of the plan.

The “Interior Shopping streets” reflects the slow pace of traffic and close building front to the pavement that often exists in interior retail shopping streets. This treatment would be appropriate for redevelopment with the existing shopping centers or 98 Palms.

The following pages reflect the streetscapes described above.

ENTRY GATEWAYS

Entry gateways in various forms convey a special place and pride that a community wants to communicate about an area. The Town Center area specifically and the overall redevelopment area provide a number of natural locations for entry gateway treatment. The locations in order of priority defined for this type of treatment include:

- Main Street and U.S. 98
- Airport Road and U.S. 98
- Main Street and Airport Road/Legion Drive
- Beach Drive and U.S. 98
- Airport Road and Commons Drive
- Beach Drive and Legion Drive

An illustration of arches above the Main Street intersection with U.S. 98 was previously provided in the streetscape section.

OTHER INFRASTRUCTURE IMPROVEMENTS

If the Town Center mixed use concept is to be successful, pedestrian traffic is essential. As mentioned previously, the residential component is a significant one in the town center, offering residents the opportunity to live, work and shop, all without commuting by car. But residents will not be attracted to the area if the environment does not appear to be friendly to the pedestrian. The shortfalls, such as lack of street lighting and complete sidewalks, which were listed in the Findings of Necessity Study, must be corrected if the grid network is to function successfully and help reduce the amount and length of automobile trips, and attract the pedestrian traffic required for a vibrant town center.

Both existing and proposed streets must contain several essential elements. First, adequate street lighting is critical to foster a feeling of security for both walkers and bikers. Gaps must be filled along existing roads and lights must be required along new roads. Second, bike lanes should be installed along busier streets to provide some separation of users sharing the roadway. Bike lanes are proposed along Main Street, 98 Palms Blvd., the other new streets, and proposed to be retrofitted onto Airport, Legion and Beach. Third, and perhaps most critical, expansive sidewalks are necessary to create a pleasant walking experience. Many in the redevelopment area were built to the city's previous standards. A five-foot minimum width is recommended here to allow at least two people to walk comfortably side by side. It is recommended that sidewalks be included on both sides of all new streets, and that gaps be filled along existing streets. Where existing sidewalks are less than five feet, which is the current city standard, it is recommended that additional width be added to bring them up to code. In the event the sidewalk is approaching its useful life span, it is recommended it be replaced with a new five-foot walk, or larger, as appropriate for multi-

modal considerations. Fourth, pedestrian crosswalks are critical to ensure that pedestrian and vehicular conflicts are minimized at potentially busy intersections. Currently, few crosswalks exist within the redevelopment area. They are recommended for Airport and Main Street, Airport and U.S. 98, Main and U.S. 98 and Beach and U.S. 98. It is also recommended that cross walks and/or signalized pedestrian crossings be installed at the intersections of the proposed new north/south streets and U.S. 98 to ensure that people on the south side of U.S. 98 can safely cross into the town center district by foot. These elements should be included in any plans for new roadway development or rehabilitation of existing roadways, and are listed along with the street improvements in the Public Improvements section which follows. Crosswalk designs should be consistent with the existing crosswalks within the TC CRA. City staff will dictate the design criteria for crosswalks.

In addition to transportation issues, other infrastructure improvements are needed to further the redevelopment process. For example, as cited in the Findings of Necessity Study, drainage is a citywide problem which needs to be addressed. As they currently exist, several residential subdivisions in the Town Center area do not have adequate drainage. The city's codes regarding drainage have been changed over the years and have resulted in conflicting drainage patterns among subdivisions. It is recommended that a comprehensive study be conducted to assess the extent of the problem and determine a comprehensive solution.

Another infrastructure improvement recommended is placing utilities underground. Today, existing power lines criss-cross Destin's Streets, detracting from the visual appeal of the streetscape. Moving overhead wires underground over a period of time will allow the other improvements to the redevelopment area's streetscape to clearly show through, and will also increase the safety and continuity of electrical service. It is therefore

recommended that agreements be pursued with Gulf Power for locating wires underground as soon as possible.

DESIGN AND SIGNAGE

The TC CRA Advisory Committee recognized that in addition to streetscape improvements certain design considerations should be encouraged and assessed in order to provide the most appealing atmosphere for the area. Decisions regarding architectural theme and signage were determined to be two areas that should receive more study upon plan adoption. An architectural theme or set of design guidelines assists in visually unifying an area. Several existing and proposed developments utilize elements of a “Florida Vernacular” style of development. The plan encourages continuation of this architectural style.

Similarly, incompatible signage in terms of style, size and location can negatively impact an area. Clearly, the tourism oriented signage along U.S. 98 is not the appropriate style or scale for the Town Center area. The plan recommends that the current sign regulations be addressed in more detail in conjunction with the review and recommendations regarding architectural considerations.

GOALS AND OBJECTIVES

The development of the Town Center Concepts, Alternative Plans, the Selected Plan and a plan update have led to the identification of five major goals and series of objectives that are the basis for the redevelopment plan and reflect intended actions needed to continue implement of the plan.

GOAL ONE

Establish a Town Center for the City of Destin that has a community orientation and is anchored by the Main Street corridor.

- Coordinate and work with property owners and the development community to implement building forms. Support a more concentrated development pattern and that provide external and internal linkages with the grid street pattern and/or contiguous uses.
- Implement the streetscape program for Main Street consistent with the street cross section illustrations for Main Street, both south and north of the Post Office.
- Evaluate the feasibility of establishing a linear park and multi-use trail utilizing 98 Palms Blvd. right-of-way and the electric power easement, to connect Main Street with Airport Road.
- Establish a pedestrian friendly environment that is attractive and entertaining for local residents and community guests.

- Development should be, to the extent feasible, internally oriented, rather than exclusively facing the U.S. 98 corridor.

GOAL TWO

Create an identity and image for the Town Center area that provides needed services and positive experiences for the residents of Destin, community guests and the business community.

- Design, locate and construct a gateway entry program for the Town Center area using major intersections as identified in the redevelopment plan.
- Implement the streetscape program for the redevelopment area based on cross-section illustrations as identified in the redevelopment plan.
- Evaluate the use of architectural design guidelines to ensure the area provides a pleasant, interesting and compatible design atmosphere.
- Establish a marketing program for the Town Center redevelopment area that will attract residents, community, visitors and the business community to patronize and invest in the area.
- Maintain an on-going committee from the redevelopment area that is assigned the task of encouraging the on-going participation of property owners in the area to implement the plan, define special events, participate in fund raising and generally serve as catalysts for the area.

-
- Promote initiatives that encourage property owners to keep their property from becoming unsightly and/or blighted through code compliance efforts.

GOAL THREE

Develop a “grid system” street network within the Redevelopment Area, with particular emphasis on an east/west corridor through the middle of the area, which intersects with Main Street.

- Work with the Florida Department of Transportation and the local Transportation Planning Organization (TPO) to coordinate the location of the new east/west corridor (98 Palms Blvd. and/or extension) in a manner consistent with the location and street cross-section identified in the redevelopment plan.
- Implement the extension of Mattie Kelly Road from Airport Road south to U.S. 98.
- Establish a new north/south multi-use trail east of the conservation area that extends from Airport Road to U.S. 98.
- Establish a north/south corridor (Palms Street) from the new east/west corridor (98 Palms Blvd.) south to U.S. 98. The location of this corridor is generally east of the 98 Palms Shopping Center.
- Continue to promote and retain internal roadways within shopping centers to encourage inter-parcel access and mobility which promote multi-modal transportation.

GOAL FOUR

Implement a program of public infrastructure improvements that address the needs identified in the Findings of Necessity Study and the Redevelopment Plan.

- Implement a program to install missing sections of sidewalk and to upgrade and repair all sidewalks in substandard condition.
- Implement a program to install streetlights in locations where needed. Evaluate the use of special street light design in the Town Center mixed use district.
- Evaluate the drainage problems identified in the Findings of Necessity Study and implement recommendations to resolve those problems.
- Design and construct streets, streetscape improvements and entry gateways as defined in the redevelopment plan.

GOAL FIVE

Create a land use pattern and development regulations that provide mixed uses, are sustainable and allow a range of intensity for land use in the area.

- Create a Town Center Redevelopment land use category that will be applied to the entire redevelopment plan area.
- Create a Town Center mixed use district that allows and encourages a compatible mix of retail, office and residential uses.
- Create an office/residential mixed use district for the northeast area of the redevelopment planning area that allows

and encourages a compatible mix of office and multi-family residential uses and establishes incentives for affordable housing.

- Evaluate the sign ordinance as it may apply to the redevelopment area, particularly in the Town Center mixed use district, to determine whether sign ordinance modifications will assist in improving the quality and design features of the area.

PUBLIC IMPROVEMENTS

Public improvement projects are a physical expression of the City's commitment to the Redevelopment Plan. Following is a series of crucial projects that establish the public framework to stimulate future private investment. These projects, not listed in any particular order, address image, roadway improvements, park enhancements, the pedestrian environment and drainage problems. They reflect the current and future issues and opportunities facing the City.

PUBLIC IMPROVEMENT PROJECT NO. 1

Project Description: Main Street Redesign and Enhancement

In order to improve the image of Destin's Main Street and create a unique and positive identity for Destin's town center, a new street design was proposed for Main Street. The Main Street improvement project was completed in 2008, but additional changes and improvements such as landscape and other streetscape efforts shall be included to provide continuous improvement to the Main Street area.

Project Costs and Future Potential Funding Source:

Tax increment funds were utilized for this project. Project cost estimates were based on recent similar projects. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.

PUBLIC IMPROVEMENT PROJECT NO. 2

Project Description: Entry Gateways

This project involves creating memorable gateways at strategic points of entry into the town center area. Gateway monuments are recommended for the following intersections:

- Main Street and U.S. 98
- Airport Road and U.S. 98
- Main Street and Airport Road/Legion Drive
- Beach Drive and U.S.
- Airport Road and Commons Drive
- Beach Drive and Legion Drive

The first step in this process is the selection of a monument design by the community and the City. Cost estimates for the specific monument design would be made at that time.

Project Costs and Future Potential Funding Source:

Assuming for general estimating purposes that gateway monumentation would cost approximately \$50,000 per intersection, for the six intersections listed, the total cost would be \$300,000. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.

PUBLIC IMPROVEMENT PROJECT NO. 3

Project Description: Sidewalk Improvement Program

Improvements to the existing sidewalk network are an essential factor in the overall improvement to the city's pedestrian environment. This project involves filling in existing gaps in the sidewalk network, as well as upgrading existing sidewalks to the current standard width, which is at least five feet.

Project Costs and Future Potential Funding Source:

This cost estimate includes adding new, five foot (or larger, as appropriate) sidewalks where they are missing and removing and replacing existing sidewalks to the current standard five foot (or larger) width. The cost for a new 5' sidewalk is estimated at \$2,000 per 100 linear feet. The cost to remove and replace a 5' sidewalk with an 8' sidewalk is estimated at \$3,700 per 100 linear feet, plus the additional cost for truncated dome mats. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.

	Linear Feet (new)	Linear Feet (upgrade)
Beach Drive		2,794 (\$108,547)
Industrial Park		
Road/Lane		2,365 (\$91,880)
Quail Circle		1,500 (\$31,500)
Quail Lake Blvd.		1,233 (\$25,893)
Mattie Kelly Dr.	850 (\$27,200)	1,450 (\$56,332)
Total	850 (\$27,200)	9,342 (\$314,152)

Issues:

In cases where existing sidewalks have reached the end of their useful lifespan, they should be completely replaced.

PUBLIC IMPROVEMENT PROJECT NO. 4

Project Description: Bike Lane Improvements

Bicycle lanes are currently not a part of the transportation network within the redevelopment area. Because of the many benefits associated with getting people out of their cars to get around town, it is important that biking be encouraged. The most effective way to offer this encouragement is to make the environment for cyclists safer and more convenient with dedicated bicycle lanes.

Project Costs and Future Potential Funding Source:

This cost estimate includes adding 4' bicycle lanes to both sides of the following roadways. No right of way acquisition is assumed and lengths are approximate. It is assumed that bike lanes will be included in all new roadway construction projects where appropriate. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section; however, installation of bicycle lanes on U.S. 98 should be coordinated with the Florida Department of Transportation, utilizing state and/or federal funding.

New 4' bike lane: \$221.90 per 100 Linear Ft.

Beach Drive	2,000' x 2 = 4,000' = \$36,000
U.S. 98	9,200' x 2 = 18,400' = \$41,000
Total	4000' = \$36,000

PUBLIC IMPROVEMENT PROJECT NO. 5

Project Description: Street Light Program

Streetlights are a critical component of the pedestrian network. They can also be a source of character and image for the town center, if lights of a unique design are selected. Currently, streetlighting throughout the redevelopment area is inconsistent. This project involves filling in lighting gaps along the redevelopment area's roads, assuming approximately 200 feet between light poles. Lighting cost estimates will vary with the type of light fixture selected and the interval distance chosen. Costs are not shown for new or redesigned streets as these are included in the streetscaping estimate of the road construction.

Project Costs and Future Potential Funding Source:

This cost estimate assumes lighting both sides of the given streets, with an interval of approximately 200 feet between light poles. The cost per light pole is estimated at \$2,000 for a standard, plain street light. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.

	Poles needed	Estimated Cost
Airport Road	60	\$120,000
Legion Road	17	\$ 34,000
Beach Drive	17	\$ 34,000
Quail Circle	4	\$ 8,000
Quail Lake Blvd.	5	\$ 10,000
Mattie Kelly Drive	7	\$ 14,000
U.S. 98	49	\$ 98,000
Total	159	\$318,000

PUBLIC IMPROVEMENT PROJECT NO. 6

Project Description: Pedestrian Crosswalks

Pedestrian crosswalks are recommended for busy intersections to facilitate easy movement on foot into and throughout the town center area. Pedestrian signals are recommended at all traffic lights. Since signalization of new roads is unknown at this point, no estimates are given for pedestrian crossings at new roads. The addition of pedestrian crossing signals at several existing intersections has been completed as a part of the Main Street and Airport Road improvement projects. Pedestrian crossing signals have been added to the remaining signals at Beach Drive and U.S. 98, and at Gulf Shore Drive and U.S. 98.

Project Costs and Future Potential Funding Source:

All of the previously proposed signals are not needed at the time of this update of the Redevelopment Plan. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.

PUBLIC IMPROVEMENT PROJECT NO. 7

Project Description: New East/West Road ("98 Palms Blvd.")

As mentioned throughout the redevelopment plan text, the new east/west road is critical to the successful development of Destin's Town Center area. In addition to its functional roles, the new boulevard will greatly enhance the character of the town center area. 98 Palms Blvd. includes two travel lanes, a median, bike lanes, planting strips, wide sidewalks, and streetscaping.

Project Costs and Future Potential Funding Source:

The total cost for the construction of 98 Palms Blvd. is estimated to be \$2,000,000. Based on an estimated length of 5,000 feet, the

approximate cost is \$400.00 per lineal foot. Costs for streetscaping (landscaping, street furniture, special lighting) are included. This estimate does not include any right-of-way acquisition costs, signalization or signage.

The proposed alignment for 98 Palms Blvd. follows an existing power line easement and a portion has been completed as a part of the 98 Palms shopping center project. Consistent with the adopted Corridor management Plan, it is recommended that additional donation of land adjacent to the easement be sought from developers of those properties and that construction of this road be coordinated with the developer. Additional extension could be made west, to Beach Drive, or as far as possible. Since the Florida Department of Transportation is considering an alignment very similar to 98 Palms Blvd. to help alleviate some of the congestion along U.S. 98, it is recommended that complete or supplemental funding be sought from the D.O.T. In the absence of this possibility, future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the “Implementation” section.

PUBLIC IMPROVEMENT PROJECT NO. 8

Project Description: Extension of Mattie M. Kelly Boulevard to U.S. 98

The extension of Mattie M. Kelly Boulevard to U.S. 98 is important to help complete the grid street network discussed throughout this plan. In particular, this project will help facilitate the development of the Office/Residential area of the town center area and is consistent with the adopted Corridor Management Plan. The extension is planned to include two travel lanes, bike lanes, sidewalks, planting strips and streetscaping.

Project Costs and Future Potential Funding Source:

The total cost for the construction of the Mattie Kelly Extension is estimated to be \$680,000. Based on an estimated length of 1,700 feet, the approximate cost is \$400.00 per lineal foot. Costs for streetscaping (landscaping, street furniture, special lighting) are included. This estimate does not include any right-of-way acquisition costs. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the “Implementation” section, with unfunded portions being prioritized as part of the City’s Capital Improvements Program.

PUBLIC IMPROVEMENT PROJECT NO. 9

Project Description: New Multi-Use Trail from 98 Palms Boulevard north to Airport Road (along Preservation Area)

This new trail will help complete the grid form planned for the town center area. Its proposed course along the preservation area should provide a pleasant scenic route for biking, jogging or walking.

Project Costs and Future Potential Funding Source:

The total cost for the construction of this new trail is estimated to be \$225,000. Based on an estimated length of 1,700 feet, the cost is approximately \$150.00 per lineal foot. Costs for hardscaping (landscaping, street furniture, special lighting) are included. This estimate does not include any right-of-way acquisition costs. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the “Implementation” section, with unfunded portions being prioritized in the City’s Capital Improvements Plan.

PUBLIC IMPROVEMENT PROJECT NO. 10

Project Description: Extension of Palms Street north to the Extension of 98 Palms Blvd.

This new road forms an important link in the town center's grid street system. The road is proposed to include two travel lanes, bike lanes, a planting strip, sidewalks and streetscaping.

Project Costs and Future Potential Funding Source:

The total cost for the construction of this new road is estimated to be \$200,000. Based on an estimated length of 500 feet, the cost is approximately \$400.00 per lineal foot. Costs for streetscaping (landscaping, street furniture, special lighting) are included. This estimate does not include any right-of-way acquisition costs. Future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section, with unfunded portions being prioritized as part of the City's Capital Improvements Plan.

PUBLIC IMPROVEMENT PROJECT NO. 11

Project Description: Conversion to Underground Utilities

Overhead utility wires are currently detracting from the town center area's visual appeal. Coordinating with Gulf Power to have power lines placed underground will go a long way toward enhancing the character of the town center. Since the southern portion of Main Street is a focal area and primary gateway into the Town Center, it should receive priority for power line burial. Overhead crossings were eliminated as part of the Legion Drive project, possibly reducing the remaining cost for that roadway segment.

Project Costs and Future Potential Funding Source:

The updated cost for burying utilities was estimated at \$1,000 per foot in a recent project estimate made just prior to the update of this plan. Costs may vary considerably, depending on the current and future use of the electrical facilities and potential future needs.

Airport Road	9,500' = 1.8 miles = \$7.2 to 9.2 million
Legion Drive	2,350' = .45 miles = \$1.3 to 1.8 million
Beach Drive	2,250' = .43 miles = \$1.7 to 2.3 million
U.S. 98	9,200' = 1.7 miles = \$6.8 to 9.2 million

Total	4.38 miles = \$17.0 to 22.5 million
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The City should negotiate with Gulf Power to cover the cost of placing utilities underground. Sharing the cost with Gulf Power, future funding sources could be those indicated in the Comprehensive Fund Sources paragraph of the "Implementation" section.. To the greatest extent possible, having utilities placed underground should be coordinated with road construction and redesign projects to minimize cost and inconvenience.

PUBLIC IMPROVEMENT PROJECT NO. 12

Project Description: Park Feasibility Study

The proposed linear park and multi-use trail along the Gulf Power easement could provide a desirable civic feature and multi-modal access from residential areas to shopping in the Main Street area. However, some of the property between 98 Palms Blvd. and the Gulf Power easement is currently privately owned. A study should be undertaken by the city to assess in greater detail the owner's willingness to sell a portion to accommodate the extension of 98 Palms Blvd. and pathway. Pending a favorable conclusion to the initial research, the study should address the potential cost for acquisition and improvement. Once this information is gathered, the potential

project should be considered in light of other proposed public improvements.

Project Costs and Future Potential Funding Source:

Assuming the City undertakes the feasibility study, there should be little or no cost involved. If acquisition and improvement are pursued, grant funds should be sought for greenway acquisition, and funding sources indicated in the Comprehensive Fund Sources paragraph of the “Implementation” section. should be used for the remainder.

PUBLIC IMPROVEMENT PROJECT NO. 13

Project Description: Need for Drainage Problem Assessment

Drainage problems are documented throughout the redevelopment area. Given the extent of the problems, it is important to get a comprehensive assessment and recommendations on how to address the problems in order to avoid exacerbating the conflicts in drainage patterns with future development. Since the City of Destin is experiencing stormwater problems in other sectors of the city, it may make sense to undertake a comprehensive look at the entire city.

Project Costs and Future Potential Funding Source:

Without a specific project scope, it is difficult to estimate a complete study’s cost. A second phase assessment of the drainage in the redevelopment area, involving an overview of problems, probable causes and recommended next steps, is estimated to cost approximately \$25,000 to \$35,000.

SUMMARY OF PUBLIC IMPROVEMENTS

The total cost of all public improvements is between \$21,155,352 and \$26,665,352. The bulk of this estimate is derived from the

cost of burying utilities (\$17,000,000 to \$22,500,000). Excluding burying utilities, the total public improvements amount to between \$4,155,352 and \$4,165,352. These totals do not take into consideration any funding from grants, funding from the Florida Department of Transportation, cooperation from Gulf Power with power lines, or shared costs with developers for roadway construction. Nor do these estimates in acquisition costs for street rights-of-way.

It will be the responsibility of the Town Center Advisory Committee to work with the Redevelopment Agency and the City to prioritize public improvements for use of tax increment funds and appropriations in the Capital Improvements Plan. Initiation of key public improvements is a clear sign that the community is taking steps to improve itself and its quality of life and will induce private investment to follow suit.

CATALYST PROJECTS

Catalyst projects are projects which will work to “kick start” the redevelopment process and accelerate the growth of the tax increment. These projects are both public and private, and some are already proposed and “in the works” in the area. In the case of the latter, the redevelopment area stands to benefit immediately from the conversion of vacant land into income-producing property. Where an existing use is obsolete or underutilizing a site, the redevelopment area benefits from the rehabilitation or redevelopment of the property. In some cases, a project may require a partnership of public and private interests to become a reality.

Since many components of the Redevelopment Plan rely on tax increment funds, catalyst projects are a critical stimulus for plan implementation. Following is a brief description of these projects.

98 PALMS

This project has been substantially completed, located just east of the existing Shores Shopping Center and features mixed office and retail uses in its first phase. This portion of the approximately 80 acre parcel features a major grocery store, a bank, and other retail and office uses. Since this project occupies a large portion of formerly vacant land, it will have a significant impact on the tax increment. The planned mixed uses mesh nicely with the parcel's Town Center proposed land use district.

REDEVELOPMENT OF DOWNTOWN DESTIN SHOPPING CENTER

This shopping center is newer than the Shores Shopping Center, but has not been as successful. Several vacancies exist and the center overall appears to be struggling. It is likely its current configuration is largely to blame since occupied outparcels along U.S. 98 block highway exposure and awkwardly "chop up" the site.

With its potentially prominent location near the intersection of U.S. 98 and Main Street, the shopping center is a prime location for redevelopment and reinvestment. In the Redevelopment Plan, this shopping center is featured, reconfigured into a more traditional town form, taking advantage of the grid street form and the connectivity offered by the concept of shopping streets. Such a radical change would likely require the cooperation of public and private entities, but stands to benefit all involved, including the community, the developer and tax increment. It could also serve as an example for a new approach to old-fashioned shopping centers to be repeated elsewhere, perhaps among the redevelopment area's smaller strip shopping centers.

NEW EAST/WEST ROAD ("98 PALMS BLVD.")

This project is a catalyst in the sense that it is an essential component of the grid form on which the Redevelopment Plan is based. The City's initiative to develop this road as a priority could pave the way, literally, to many of the other projects proposed, such as in the Town Center district east of Main Street, the Office/Residential and associated medical complex, and the reconfiguration/redevelopment of the Downtown Destin Shopping Center mentioned above. With the Department of Transportation's interest in an east/west alternative to the existing U.S. 98, the project could involve significant state funding, while increasing the development options, land values and the tax increment for the redevelopment area.

STREETSCAPING

Streetscaping is included in the cost of new road construction and the redesign of Main Street, but at this time does not fully exist on current roads. Streetscaping generally encompasses landscaping, street furniture, and special lighting. Since it is not critical to the actual function of a road, it is included here as a public catalyst project. Improvement of the streetscape is a proof of the community's commitment to the redevelopment process. It is a unifying feature that makes the Town Center a special place in which people are comfortable working, living and playing. This public investment serves to increase pedestrian traffic in the Town Center, boost property values and inspire private investment in properties to upgrade their appearances, all of which contribute to healthy increment growth.

INDUCED PROJECTS

Many redevelopment projects are "induced" through policy and/or regulatory recommendations of the Redevelopment Plan.

These can range from economic development and marketing efforts to affordable housing to design related initiatives. Several induced projects may result from new mixed use districts being proposed for the redevelopment area. Specifically, a new Town Center Mixed Use district which allows a compatible mix of retail, office and residential, and an Office/Residential Mixed Use district are being proposed in appropriate locations within the redevelopment area.

OFFICE/MEDICAL COMPLEX

The redevelopment area already contains the beginnings of an office/medical complex, and offers the opportunity to diversify Destin's tourism-based economy. In addition, Destin is in need of a fully-functional hospital to serve its residents. In order to encourage the development of these community features, the Office/Residential Mixed Use District has been created and applied to a large area in the vicinity of the existing facilities and Mattie Kelly Drive. The combination of office with residential is a compatible one that is frequently found in urban areas. It also offers developers flexibility in selecting project mix, and greater certainty than under the present, more general zoning designations about what other uses will locate nearby.

HIGH DENSITY HOUSING

High density housing is proposed as an induced project because of Destin's ongoing need for housing for permanent residents, especially that which is affordable. Destin's success as a vacation and second home community has made it a difficult market for many permanent residents to compete in. To encourage developers to meet this demand, the Redevelopment Plan proposes higher density residential uses in some new combinations and forms. Currently in Destin's Comprehensive Plan, high density residential is between 10 and 20 units per acre, so the recommended housing, although not

high density by many communities' standards, is within the realm of high density here.

The Redevelopment Plan seeks to encourage the development of high density housing in the form of townhouses and garden apartments in the range of 12 to 15 units per acre within the Office/Residential Mixed Use District. Since offices operating generally under regular business hours are compatible with apartment and townhouse uses, this combination is ideal. In the Town Center Mixed Use District, the combination of flats over shops and offices is suggested as a new housing form. In this form, the residential and retail mix is mutually beneficial as residents add vitality to the area and retail provides convenience to the residents. As an additional inducement, the Redevelopment Plan recommends bonuses for developers who include affordable units within their developments.

COMMUNITY ENTERTAINMENT COMMERCIAL

The concept of community entertainment commercial uses involves building on the Town Center Mixed Use District and the existing theatres in this area to create a more vibrant, integrated feature for the Town Center. A movie theater use has the potential to keep people in the Town Center area in the evenings after regular business hours, adding vitality and life to nearby retail and restaurant uses, which might otherwise wind down. In its current form, however, the movie theater is located in an awkward position at the far west end of the Downtown Destin Shopping Center, set behind the anchoring stores. Given the large expanse of asphalt parking in front of the theatres, there is no connectivity between the theater and other nearby uses, even within the same shopping center. As an induced project, the theater would become a focal point of the redesign of the Downtown Destin Shopping Center. Because of the complexity of this proposal, it would require inducement in the form of regulatory incentives and public/private cooperation.

IMPLEMENTATION

The success or failure of the Redevelopment Plan hinges on the ability of the City to stimulate re-investment, to undertake public improvement projects, and to engender community support. Destin has taken its first steps by identifying needs, evaluating alternatives, and preparing a Plan to guide efforts into the next century. The City must recognize that its most important role in the implementation of the Plan is that of facilitator. The City's responsibilities include being the catalyst to stimulate, market, and encourage both public support and private participation.

This section of the Plan identifies a series of implementation strategies which have the highest potential for aiding Destin to reach its goals.

MANAGEMENT PLAN

Implementation of the Plan will require both human and financial resources. The City must assess its manpower needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review. Two key areas are highlighted for work under the management plan:

1. Responsibility for project administration.
2. Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.

COMPREHENSIVE FUND SOURCES

Planning for the income and expenditures within the TC CRA is integral to Plan implementation. Separate sections are devoted to the actual financial plan and yearly budget estimates, project cost estimates and proposed time frames. However, a variety of funding sources should be considered, such as (but not limited to):

1. Tax Increment Trust Fund.
2. Special Assessments.
3. General Obligation Bonds.
4. Special Revenue Bonds.
5. Grants and Loans to the TC CRA.
6. Public and private grants and loans using CDBG funds, Community Reinvestment Act funds, historic preservation funds, Small Business Administration loans, and small business facility rehabilitation loan programs, etc.
7. Fees and charges.

FINANCIAL INCENTIVES

Financial incentives may be considered as the Trust Fund gains dollars to stimulate location of new/expanding business opportunities. These would include:

1. Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible.

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2. Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, etc.
 3. Grants and loans to businesses/property owners.

MARKETING AND PROMOTION

The effectiveness of the Plan will largely depend on the perception of the Plan by the public, prospective developers and financial backers. Colorful illustrative materials are necessary throughout plan implementation. A strong citizen involvement and public information program can only aid in the success of the entire plan. The TC CRA should establish a community theme or slogan for use on City articles, or sponsor a contest for logo submittals, publish “TC CRA News” to residents/businesses to keep them informed, and prepare and manage an on-going “events program” to stimulate and maintain the public interest. Finally, utilize “success stories” as they develop to show that Destin is on the move.

DEVELOPER SOLICITATION AND SELECTION

The developer solicitation process will occur if the City is given or acquires property within the area that would be used for private development. The solicitation process begins with the preparation of detailed Request for Proposals (RFP) for targeted private development projects. The RFP must specifically detail all of the conditions and requirements that pertain to the developer/development process. Once selected, a General Development Agreement should be drafted and adopted by the TC CRA and Council to assure that all terms and conditions are met. Upon completion, land acquisition/assemblage and other actions can commence.

PUBLIC IMPROVEMENTS

Another section of the Plan has identified a series of public improvements which must be installed in conjunction with new development. This action will serve as the impetus for private sector return and reinvestment into the TC CRA. Many of the improvements are necessary from purely aesthetic, functional, or practical needs, such as streetscape, lighting, new signage, improved access/signalization, monummentation, identity features. Other possibilities include expanding recreational opportunities, funding drainage studies and developing new land use and zoning categories. Development of urban design criteria to guide physical design, landscaping, beautification and promotion, much like the Streetscape Plan, would aid in public and private development.

LAND USE AND REGULATIONS

An effort must be undertaken, in conjunction with overall management and implementation, to evaluate current land use and regulatory frameworks. To stimulate private investment, create opportunities for new development, encourage parcel aggregation, foster property rehabilitation, and promote user-friendly development, new regulations must be considered that transcend the traditional approaches to land development.

DESIGN GUIDELINES/STANDARDS

A necessity for encouraging quality development, design guidelines give specific guidance regulating height, bulk, lot sizes/dimensions, floor area ratios, and the like. Such standards would reflect architectural, landscape architectural, signage, and site design criteria for new developments and change-overs in property uses.

GRANTS AND LOANS

The City may offer, through the TC CRA, restricted matching grants and low-interest loans to owners of business property in the TC CRA. The purpose of this financial aid is to encourage frontage improvements and major economic development projects. The basic concepts are outlined as follows:

- **Grants:** Exterior beautification of private property is the initial purpose of a grant program, which would provide funds only if they are available. The focus is on frontage improvements, especially landscaping on private property facing and along the public rights-of-way. A grant would not exceed 50% of the approved project cost, with the property owner paying the remainder (50% or more) of the cost. The maximum amount of a grant will depend upon a determined formula. Grant applications would be evaluated and prioritized. Highest ranking applications would be funded first.
- **Loans:** Economic development is the purpose of the loan program, which would make low-interest loans only to the extent that funds are available for that purpose. Initially, economic development loans may be made to businesses for projects meeting certain minimum criteria, e.g. the project must be approved by the TC CRA; the business must pay a significant portion of the project costs; the project must involve construction of a new building on vacant land; the new building must be for a new business or expansion of an existing business; and a significant number of new permanent full-time jobs must be created by the new business or expansion. Loans may be made by the TC CRA up to a maximum of \$100,000, with the exact loan amount dependent upon the availability of loan funds and the magnitude of project impact. Loans would be made at an interest rate comparable to those charged by certain federal

assistance programs, such as the SBA loan program. The term of the loan would not exceed ten years, and the loan must be collateralized. Loan applications would be evaluated and prioritized, with highest ranking applications to be funded first – prioritization criteria may include such factors as: number of new jobs created and amount of value added to the tax base.

NON-CRA PLANNING OR REGULATORY COMPLEMENTARY PROJECTS

There are areas which are important to, but outside of, the current boundaries for the TC CRA. The TC CRA does not exist in a vacuum, but is influenced by land uses, economic opportunities, and development programs which can enhance or support the TC CRA efforts. There are several supporting projects which could strategically aid the success of the TC CRA:

- Conduct Neighborhood or sector plans for areas abutting the district, particularly the north area residential areas, the medical community, and residential support locations in the south area.
- Undertake roadway improvements, which would include extending the proposed east/west corridor to provide access and transportation route to serve the larger Destin community. Such a project would need support of the Transportation Planning Organization, City Council, FDOT and is an extensive acquisition, permitting and construction project.
- Invest in sidewalk, bike lanes, street lighting, etc. installation program for the residential neighborhoods surrounding the TC CRA to provide a physical linkage between the areas so that it becomes user friendly.

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- Evaluate the need for and collaborate with the Medical community to create a Medical district plan.
 - Create a Master Stormwater Management Plan for the lands in and out of the TC CRA to produce a system that meets current standards and environmental enhancements.

FINANCIAL PLAN

The Redevelopment Plan lists publicly-funded redevelopment projects which the City proposes to undertake in pursuit of its redevelopment goals. The City intends to fund these projects through all available sources, such as, tax increment financing, FDOT funding, grants, loans, and gifts among others.

TAX INCREMENT FINANCING (TIF)

The ability to use tax increment revenues for community redevelopment is authorized by Chapter 163, Part III, Florida Statutes. Once the City designates an area as the Redevelopment Area, the assessed valuation of the area is "frozen" commencing with the certified tax rolls as of a specified date, as the base year, in order to derive tax increment revenues. Such revenues must be used by the agency to pay for approved projects within the Redevelopment Area, either on a pay-as-you-go basis or as security for bonds, the proceeds of which must be used for such lawful purposes as described in Chapter 163, Florida Statutes.

Upon the adoption of this Plan, a Tax Increment Financing Plan may be implemented with the creation of a Redevelopment Trust Fund, as specified in Section 163.387, Florida Statutes. Once the tax increment funds are deposited into the Redevelopment Trust Fund as a result of Tax Increment Financing, an assessment of long-term revenue stability needs to be conducted and the use for

bonds based upon the tax increment revenues needs to be reviewed as a long term capital improvement source. Upon the completion of this analysis, the TC CRA shall establish a time certain for completing all redevelopment financed by increment revenues, which shall occur not later than 30 years after the fiscal year in which the plan is adopted, as required by Section 163.362(10), Florida Statutes.

The financial assessment shall determine whether revenue bonds will be necessary to maximize the efforts to complete infrastructure projects within the 30 year completion period as required by Florida Statute. Revenue bonds issued by the TC CRA shall comply with the requirements of Sections 163.387(4) and 163.387(5), Florida Statutes.

The estimate of TIF revenues proposes approximate increments of assessed values and resultant tax increment for general planning purposes. Variables of millage increases, increased assessed values and new development will yield greater returns. These are estimates only and subject to variance, dependent on changes from year-to-year. The exact increment will not be determined until an accounting is finalized with the City and County tax offices.

The TIF estimate is based on variable percentage increases over a 30 year period. Changes in annual percentage increases reflect estimates of when major projects come on line and general value increases.

**City of Destin
Community Redevelopment Area
Tax Differential Analysis**

Year	Annual Tax Base	Increment Above Base Year	Revenue On Increment	Available Revenue	Cumulative Revenue
1998 (Base)	\$94,996,840				
2002	\$133,138,133	\$38,141,293	\$219,217	\$42,176	\$193,291
2005	\$223,653,542	\$128,656,702	\$739,454	\$105,108	\$646,929
2007	\$342,170,900	\$247,174,060	\$1,126,949	\$1,092,987	\$2,244,456
2008	\$305,865,087	\$210,868,247	\$952,445	(\$1,522,152)	\$722,304
2009	\$271,182,544	\$176,185,704	\$815,839	\$589,725	\$903,978
2010	\$235,383,015	\$140,386,175	\$638,028	(\$174,849)	\$720,654
2011	\$228,586,334	\$133,589,494	\$602,175	(\$683,208)	\$33,682
2012	\$194,779,186	\$99,782,346	\$449,784	(\$783,779)	(\$750,097)
2013	\$196,198,759	\$101,201,919	\$394,045	(\$657,572)	(\$1,407,669)
2014	\$198,160,747	\$103,163,907	\$468,467	(\$926,532)	(\$2,334,201)
2018	\$214,495,565	\$119,498,725	\$542,644	(\$682,367)	(\$5,157,111)
2021	\$234,385,095	\$139,388,255	\$632,962	(\$611,913)	(\$7,074,792)
2026	\$271,716,564	\$176,719,724	\$802,484	\$873,293	(\$8,343,267)
2028	\$288,264,103	\$193,267,263	\$871,182	\$740,538	(\$6,896,180)

OTHER FUND SOURCES

The following funding sources are based on identification of need and should not be considered an exhaustive list of financial sources:

■ **Community Development Block Grant (CDBG)**

This program provides financial assistance to eligible local governments in the areas of housing rehabilitation, neighborhood revitalization, public infrastructure improvements, commercial revitalization and economic development.

■ **Community Contribution Tax Incentive Program**

This program was created by the Florida Legislature to encourage corporate involvement in community revitalization. It allows businesses a fifty-percent credit on Florida corporate income tax or insurance premium tax for donations to local community development projects. Donations must be made through an eligible non-profit corporation conducting an approved community development project. This program can address the revitalization of historic structures identified in the TC CRA. Eligible historic preservation projects have as their goals the improvement or substantial rehabilitation of housing, commercial, industrial or public facilities in a "historic preservation district". The City of Destin can promote private participation by utilizing this incentive program if it is feasible to do so.

■ **Florida Department of Transportation Highway Beautification Grants**

These grants are available for landscape and irrigation improvements along FDOT roadways. The grant may be applied for in each project phase and requires "construction ready" landscape and irrigation plans as an integral part.

■ **State of Florida Historic Preservation Grants**

These may be obtained for rehabilitating designated historic structures or development programs related to historic preservation activities.

■ **Florida Greenways and Trails System Grants**

The Office of Greenways and Trails within the Division of Recreation and Parks provides statewide leadership and coordination to establish, expand and promote the Florida Greenways and Trails System (FGTS) pursuant to the Florida Greenways and Trails Act (Ch. 260 FS).

■ **Small Business Administration (SBA)**

Most SBA financing is done under the 7-A program which focuses on working capital needs. Under this program, banks loan capital to small business and the federal government guarantees 90% of the loan amount. The loans usually extend for 5 to 7 years.

The other SBA program is known as "SBA 503". This program provides existing viable small businesses with long-term, below-market-rate financing for the acquisition of land and buildings, machinery and equipment, and construction and renovation which results in job creation. These programs are administered through the Florida Department of Commerce which is willing to provide on-site technical training and educational presentations.

■ **Special Assessment District**

The area intended for improvements can be established as special assessment district where the individuals receiving benefit from the improvements will be assessed for their share of the improvements. This is usually done on a "front-foot" basis but can be done on an area-wide basis. Bonds can be issued using the revenues to be generated by the

assessment district as security. The revenues raised are dependent upon the size of the assessment and project. Further analysis of this financing option will need to be included in future updates to this Plan.

■ **Local Contributions**

Local organizations and non-profits can raise funds for specific projects identified in this Plan. Funds raised specifically for needs identified in this Plan by local organizations or non-profits may be deposited into the Redevelopment Trust Fund. The City may wish to encourage the formation of a “Greening Destin” organization to focus on signage, streetscaping and the appearance/visual quality issues.

BUDGETARY REVIEW

At the first quarterly meeting after the Tax Increment funds have been deposited into the Trust Fund, the TC CRA shall develop a budget for the upcoming year. The budget shall specifically establish spending categories and budgetary amounts. Any remaining unencumbered funds from the preceding budget year shall be deposited into an interest bearing escrow account on the last day of the fiscal year of the TC CRA for the purpose of later reducing any indebtedness to which increment revenues are pledged or to fund improvement projects scheduled in the next three successive years. The TC CRA shall evaluate the programs and revenue sources listed above during the budgetary review process to insure maximum utilization of available resources.

Revisions to the budget during the fiscal year shall be preceded by public notice (Chapter 120, Florida Statutes) and a public hearing, and shall be approved by the majority of the TC CRA members.

Assets in the Redevelopment Trust Fund may be expended for

the following purposes, in accordance with Section 163.387 (6), Florida Statutes:

1. Administrative and overhead expenses necessary or incidental to the implementation of the Community Redevelopment Plan.
2. Expenses for redevelopment planning, surveys and financial analysis, including reimbursement to the City Council or the TC CRA for such expenses incurred before the Redevelopment Plan was approved and adopted.
3. Acquisition of real property in the TC CRA.
4. Clearance of real property for redevelopment.
5. Repayment of principal and interest for loans, advances, bonds, bond anticipation notes and any other form of indebtedness.

LEGAL/REGULATORY ISSUES

NEIGHBORHOOD IMPACT ASSESSMENT

This assessment provides a detailed description of the impact of the proposed Redevelopment Plan upon the neighborhood residents of the TC CRA and the surrounding areas as required by Chapter 163.362 (3) FS. Therefore, the Plan does not specifically provide for additions to that type of housing .

■ **Relocation**

The Plan does not propose any acquisition of land by the TC CRA at this time. Therefore, displacement and relocation of residents by the City is not contemplated.

■ **Environmental Quality**

The Plan asserts the need for a stormwater management plan to evaluate and provide a system which would meet the needs of the redevelopment area and provide for community drainage facilities. There are no plans to introduce any type of land use or business that would be a “pollution” producer. On-site stormwater management systems will be required to adequately handle runoff from new developments.

■ **Availability of Community Services and Facilities**

The Plan will result in enhanced community services and facilities in the TC CRA. Such enhancements will include: added streetscaping for beautification; modifications to several intersections to make them safer and more user friendly; some street, sidewalk, and drainage improvements; and monumentation for beautification/identification and the addition of identified new streets within the area.

■ **Effect on School Population**

The Plan will have little direct impact on the school population. Infill residential development is not anticipated to generate school age children in numbers that would significantly impact area schools.

■ **Affordable Housing**

The Plan identifies five new mixed use zoning districts: Town Center Mixed Use and Office/Residential Mixed Use. Incentives for affordable housing are proposed for inclusion in these districts.

COMPREHENSIVE PLAN CONSISTENCY

The Redevelopment Plan is determined to be in compliance and consistent with the City’s adopted Comprehensive Plan, including the Future Land Use Map (FLUM) and Plan, and the Goals, Objectives and Policies of all the Elements. A Comprehensive Plan amendment will be required to change the FLUM in order to include the Redevelopment Area and proposed changes in future land use designations. The City has completed its Evaluation and Appraisal Report, which will necessitate other Comprehensive Plan amendments. Priority should be given to those amendments which facilitate the implementation of the Redevelopment Plan. The ordinances and resolutions make findings of fact as to the conformance of the Plan, adding legal backing to the changes.

PLAN DURATION

The redevelopment provisions, controls, restrictions and covenants of the Redevelopment Plan shall be effective for 30 years from the date of adoption. Some consideration should be

given to extension of the Redevelopment Plan at the end of the current term, due to the economic constraints placed on the Plan by the economic downturn of 2006 through 2014.

PLAN MODIFICATION

The Redevelopment Plan may be amended or modified at any time subject to approval and adoption requirements imposed by Chapter 163.361 Florida Statutes.

SEVERABILITY

If any provision, section or clause of the Redevelopment Plan is held to be invalid, unconstitutional, or otherwise illegal, such decision shall not affect the validity of the remaining portions of the Redevelopment Plan.

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 16, 2021

BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Presentation

OUTLINE NUMBER: 4.F.

TO: Town Center Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Daniel Butler, City Planner
Sae More, Planner
Tunazzina Alam, Planner

DATE: June 11, 2021

SUBJECT: Development Projects and City Projects Update

I. BACKGROUND: This report is an update list of **approved and under review** Development and City Projects in the Town Center Community Redevelopment Area.

II. DISCUSSION:

Below are the Development and City Projects for the Town Center CRA Area

Development Projects: Approved

No approved projects within the Town Center CRA in June.

Development Projects: Under Review

Chick-Fil-A- 1021 Highway 98

This is a major development within the Town Center CRA area. This project is proposed in Town Center Mixed Use Zoning District (TCMU). This project proposes to demolish existing retail shopping center and redevelop the existing property into a new restaurant with a drive thru. This is a commercial use in the zoning district. This major development application is under review.

Destin Water Users Campus

This is a major development within the Town Center CRA area. This project is proposed in Town Center Mixed Use Zoning District (TCMU). This is an application for a Major Development Order. The project consists of the construction of a new office building, warehouses, and a parking garage within the DWU WWTP Campus for more hardened facilities for existing staff and equipment.

City Projects:

Hwy 98 Landscaping Project – Airport Rd to Marler Bridge

This project will provide some landscaping within the US Highway 98 corridor to help make the area aesthetically pleasing.

Hwy 98 Project Development and Environmental (PD&E) Study Hwy 98 – Airport Rd to Marler Bridge.

The PD&E Study will look at FDOT's role in congestion mitigation of US Highway 98 between Airport Road and the Marler Bridge.

Stormwater Master Plan Update

Although this is for the entire city will have impacts for storm water mitigation within the Harbor CRA district this plan is underdevelopment currently and should be brought forward to the committee around the end of April.

Airport Road Curve Improvements, near 1000 Airport Road.

The road in this area has a significant bend. These improvements will be signage and striping safety upgrades and High Friction Road Surfacing around the bend on Airport Road to provide additional safety features for navigating the bend in the road.

Pedestrian Pathway – Linear Park, Jewel Melvin Park to Mattie M Kelly Blvd (Gulf Power Easement), Concept

The overall project is projected to be four phases and will provide a 10' wide multi-use pedestrian pathway system to tie-in 98 Palms Blvd to Airport Road (in two locations). The pathway will provide pedestrian connectivity for several townhome & apartment developments, a single-family development, a medical complex, and commercial developments (Winn Dixie & Old Time Pottery) to Jewel Melvin city park and the Morgan's Sport's Complex.

Palm St Extension, Vintage Destin – D.O. 19-08.

This project added approximately 520 LF of 80' wide right-of-way including roadway and 10' wide sidewalks on both sides of the roadway, to the northerly end of Palm St.

Mattie M Kelly Blvd South Extension, The Charles – D.O. 20-02.

This project added approximately 1280 LF of 80' wide right-of-way including 1060 LF roadway and 10' wide sidewalks on the east side of the roadway.

As the Development projects and City Projects are under review, Staff will provide updates to the Town Center 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 Town Center CRA area. City staff will continue to update the Town Center CRA of such Development and City Projects.

IV. RECOMMENDED MOTION: Informational Only

Attachments:

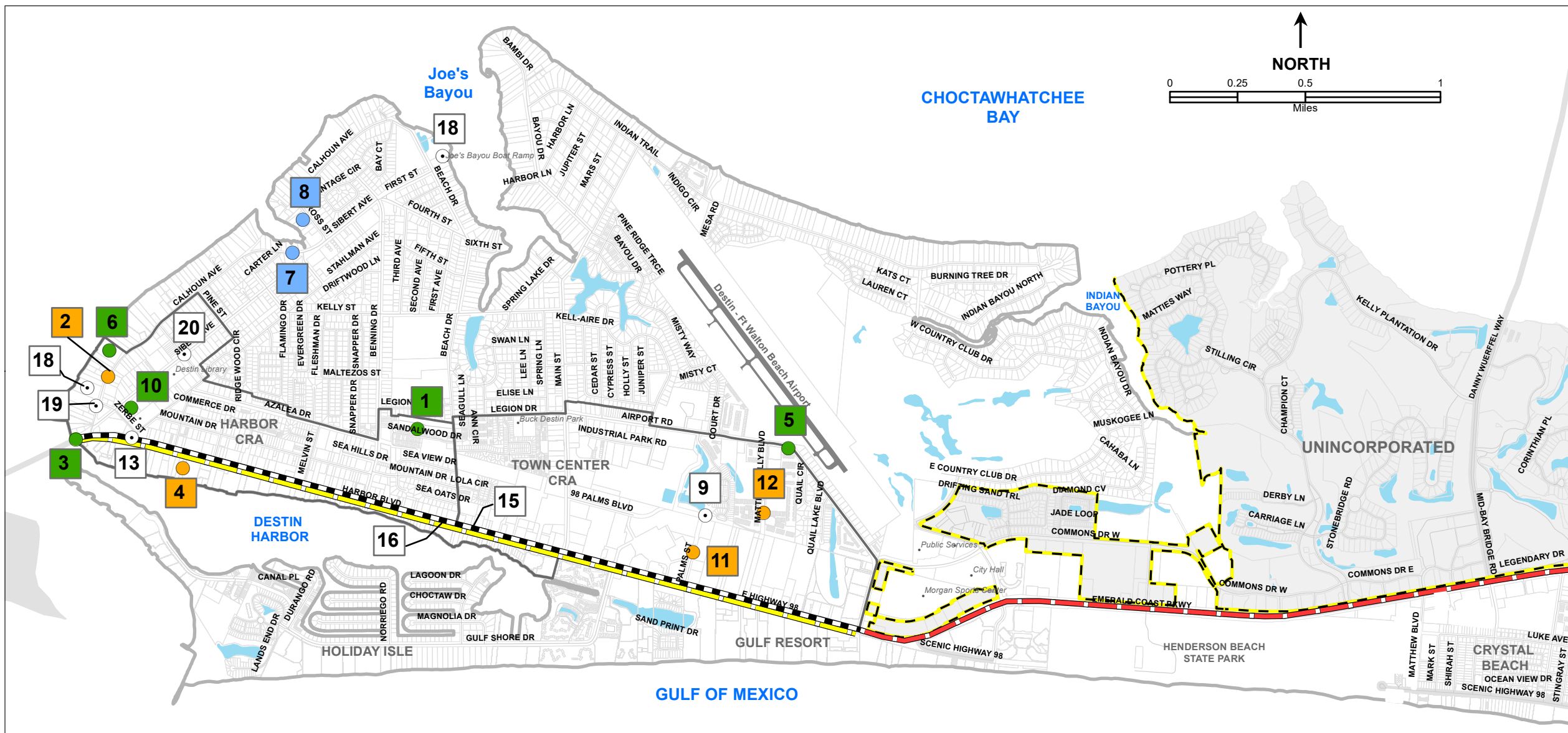
1. City Wide Projects June 2021
2. Development Projects Under Review
June 2021
3. Approved Projects June 2021



City Wide Projects June 2021

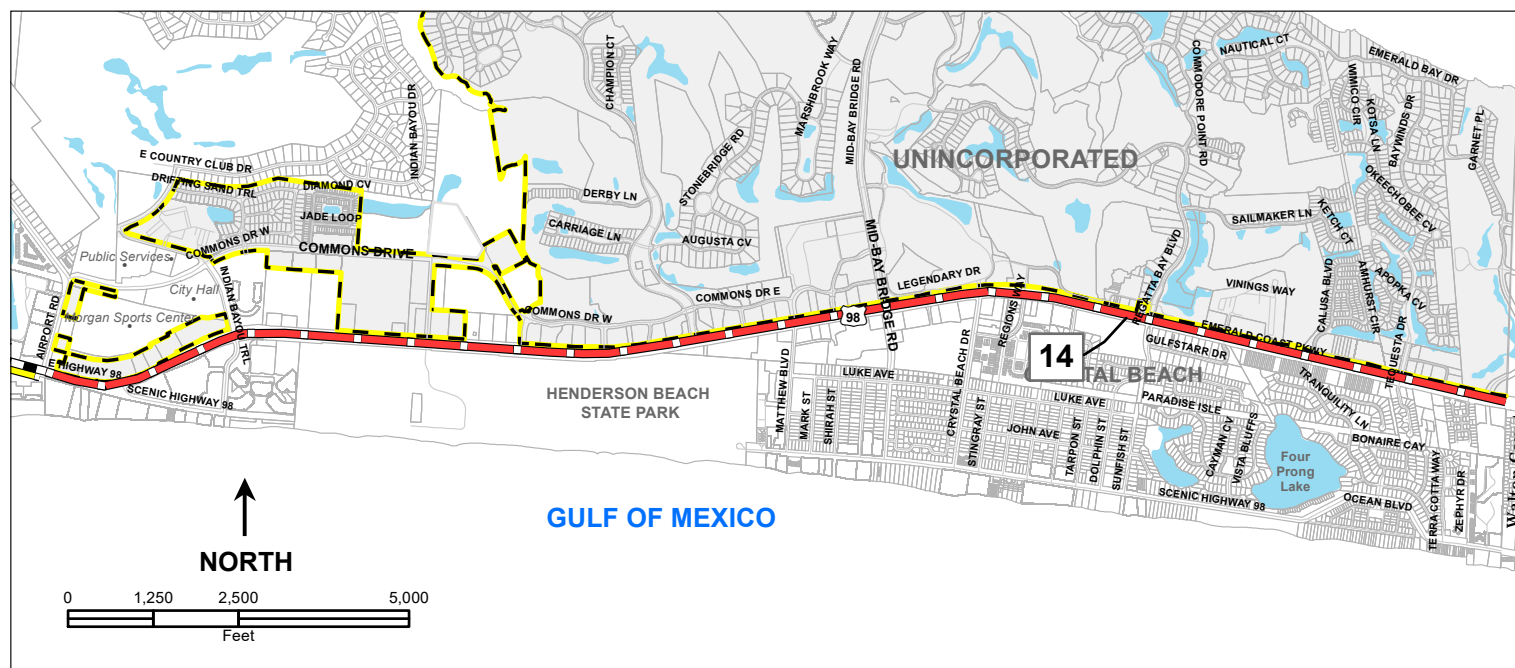
LEGEND

- Under Construction
- Under Design
- Other Projects
- Completed 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

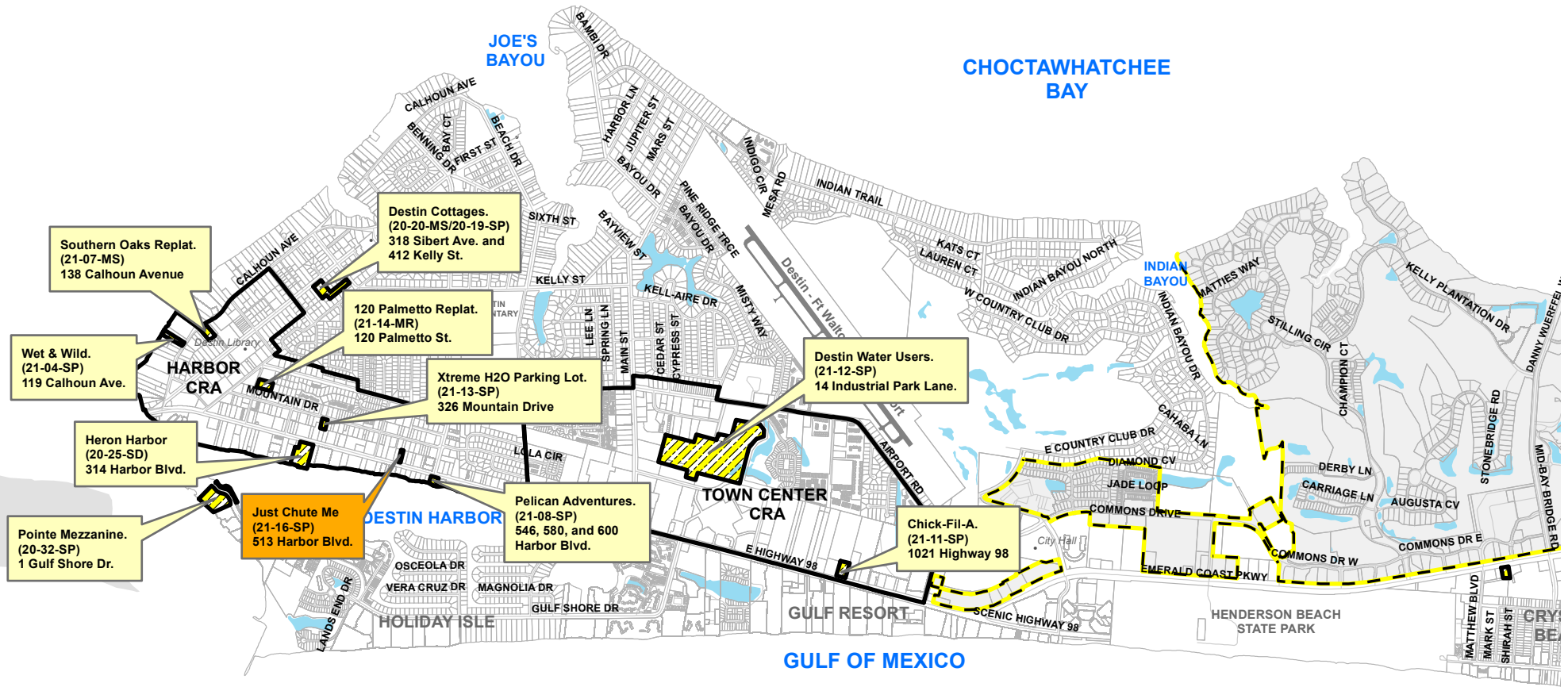
▼ East Destin



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

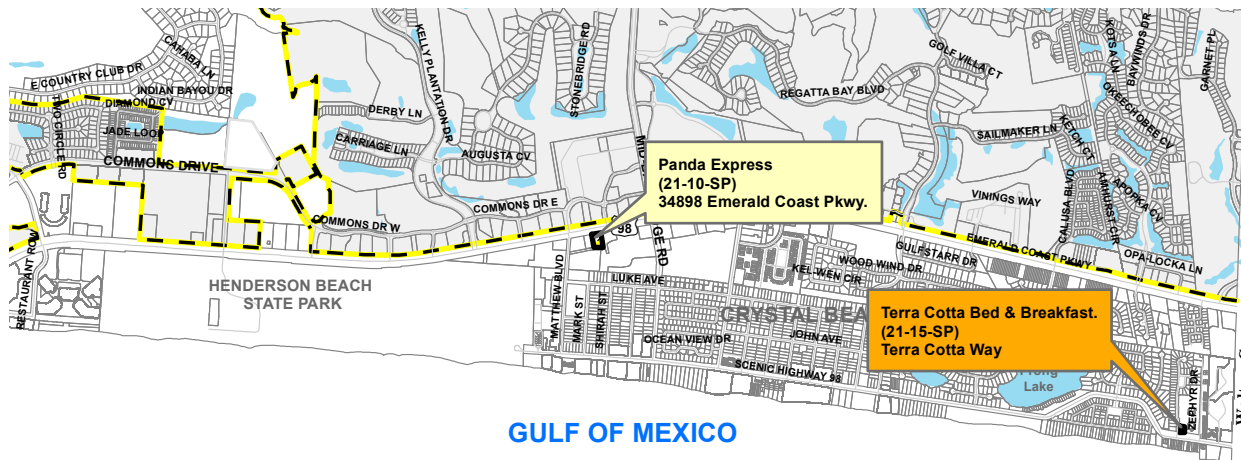
* Completed Projects

June 2021 – Development Projects Under Review



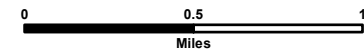
▲ West Destin

▼ East Destin



↑
NORTH

Scale 1" = 3000'

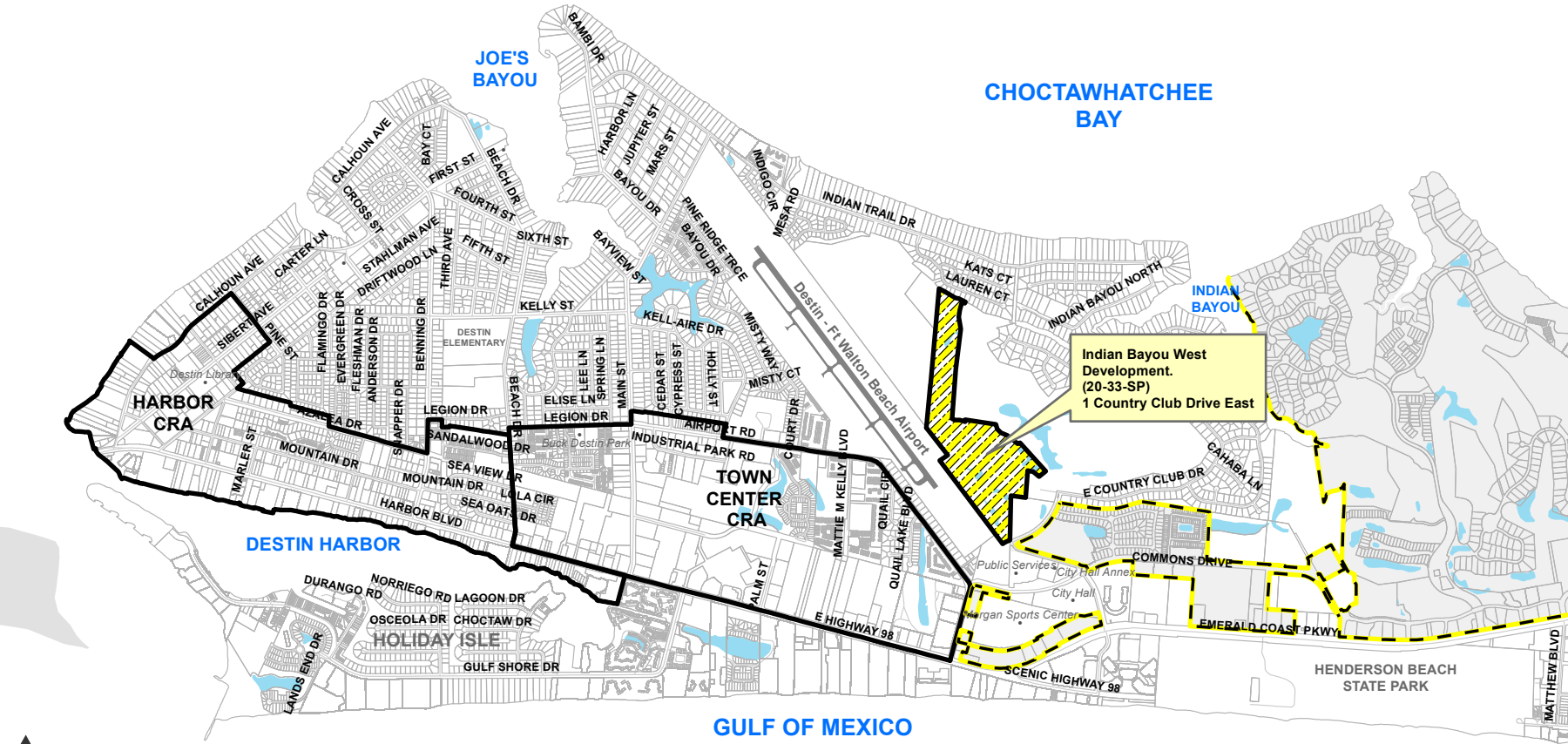


City Limit Line

Development Projects Under Review

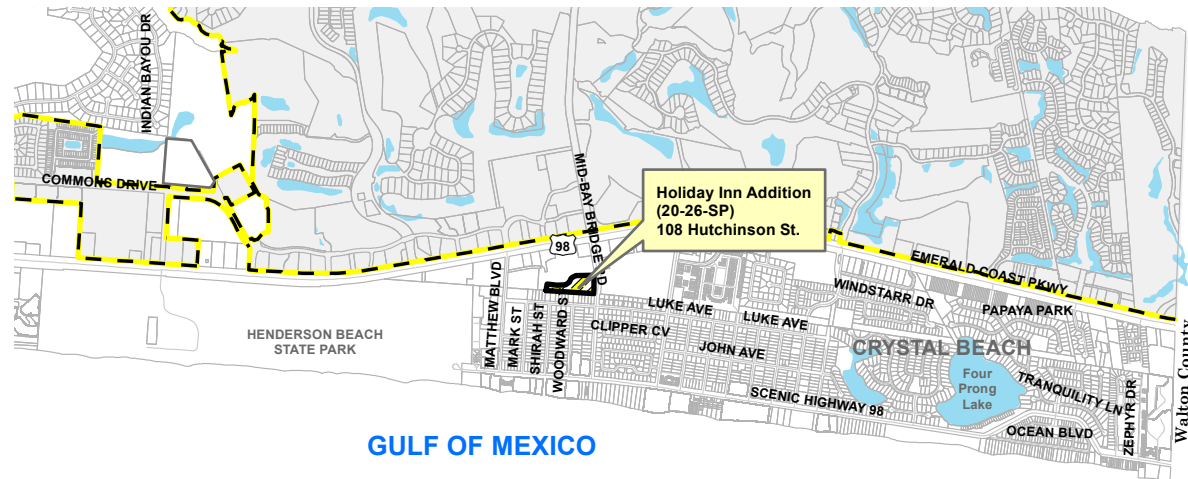
New Development Project Applications Received

June 2021 - Approved Projects



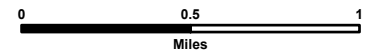
West Destin

East Destin



NORTH

Scale 1" = 3000'



- City Limit Line
- Approved Projects

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 16, 2021

BOARD/COMMITTEE: Town Center Community Redevelopment Agency Advisory Committee

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: 5.A.

TO: Town Center Community Redevelopment Agency Advisory Committee

THRU: Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Donald Smith, City Engineer
Daniel Butler, City Planner

DATE: June 11, 2021

SUBJECT: Wayfinding Project

I. BACKGROUND:

As part of the Vision 2035, City Council has identified the development and implementation of a Wayfinding Program as one of its priority objectives. The City Council approved the proposed Wayfinding Master Plan on September 8, 2020. To implement this objective, Staff proposes the creation and implementation of a Wayfinding Master Plan to create consistency and a brand for the City of Destin. To that end, Staff, in collaboration with the City Manager, have decided to incorporate this item into the overall Branding Strategy for the City.

As such, Staff has been working for the past months to prepare an implementation plan for the Wayfinding Program that will incorporate all aspects of signage and showcase the City's neighborhoods and all other places of interest in the City.

II. DISCUSSION:

As part of incorporating the Wayfinding Master Plan with the overall Branding Strategy for the City, Wayfinding Master Plan will have the following goals:

- Promoting tourism
- Emphasizing the City as a destination
- Highlighting key attractions

- Enhancing urban design
- Reinforcing community identity
- Enhancing visitor experience
- Reducing driver and pedestrian frustration
- Improving traffic flow
- Improving roadway safety

In order to implement these goals, Staff proposes placing unique wayfinding signage for each of the City's planning areas and neighborhoods (**Crystal Beach, Henderson Beach, Commons, Gulf Resort, Town Center, Village, Airport, Harbor, and Holiday Isle**) and other places of interest such as the **Library, Community Center, Sports Complex, etc.**

A previous effort was undertaken in 2004 in which a company called Guidance Pathway System was commissioned to do signage for the Town Center CRA. However, in 2010 the company went out of business and the project was never fully implemented.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

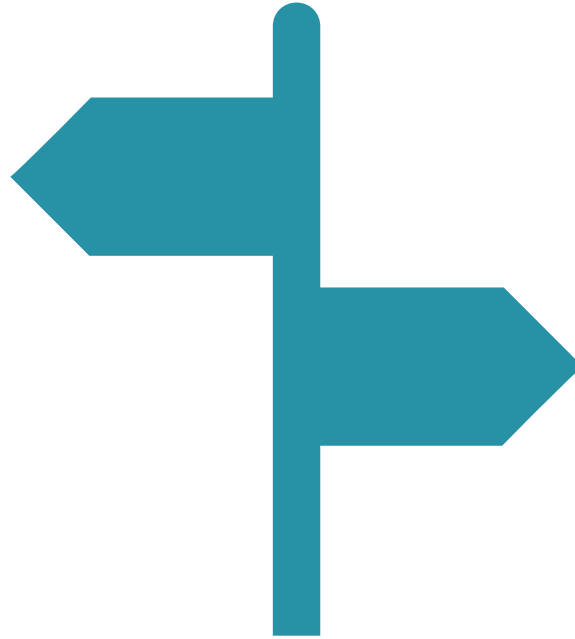
III. CONCLUSION:

Given the high priority of this project to City Council, Staff is seeking guidance from Town Center CRA as to how to proceed with this project within the Town Center Planning Area. Specifically, we are asking Town Center CRA to identify recommendations for the Wayfinding/Signage Program within the Town Center CRA.

IV. RECOMMENDED MOTION:

Attachments:

1. Wayfinding Presentation- dls 6-7
Revision (2) (1) (1)



Wayfinding Master Plan

City of Destin

Purpose of a Wayfinding Master Plan

Defining a Sense of Place

It is imperative to define and display the community's beauty and culture to preserve its sense of place.

Highlighting Destinations

Wayfinding will display the city's unique neighborhoods, beaches, and places of interest.

Enhancing the City's Economic Brand

Highlighting the city's vitality as a tourist, family oriented, and economically vibrant community.

Traffic Controls and Parking Identification

Wayfinding will promote pedestrians and cyclists to navigate much faster to their destinations. Parking identification will also help minimize illegal parking.

Consistency and Sense of Organization

Create a coordinated urban brand, a sense of organization, and improved vehicular and pedestrian flow within the city.

Components of a Wayfinding Master Plan



Gateway and Area Identification

Gateways and area signage alert travelers that they have arrived in the city or neighborhood



Vehicular Wayfinding

Direct Visitors to areas of interest from major transportation arteries.



Street Identity

Identifies popular locations by using support signs, public art, and banners



Pedestrian Wayfinding

Navigate people who are walking to different places within the City.



Information Kiosks

Provides notices, maps, and event information to residents and visitors.

Planning Areas Map



Proposed City of Destin Planning Areas



NORTH
Scale 1" = 2000'



Proposed Planning Areas

- Airport
- Commons
- Crystal Beach
- Gulf Resort
- Harbor
- Henderson
- Holiday Isle
- Town Center
- Village

The City of Destin assumes no responsibility and/or liability for the information contained herein.
 Produced 06/01/2021 by the City of Destin GIS Manager



Concept Signage from Guidance Pathway Systems



Concept Signage from Guidance Pathway Systems

FDOT Available Programs for Hwy 98

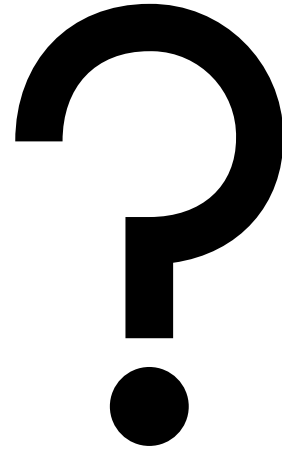
1. Community Wayfinding Signs
2. Community Aesthetic Features
3. Gateway Signage

Town Center CRA Recommended Action



How do you
want to
participate?

What do you
want to
showcase?



Questions