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COMMUNITY REDEVELOPMENT AGENCY (CRA)
REGULAR MEETING AGENDA
1350 BALDWIN AVENUE, CITY HALL
WEDNESDAY, MAY 14, 2025
5:00 PM

1. **CALL TO ORDER**
   - A. Invocation
   - B. Pledge of Allegiance
2. **APPROVAL OF MINUTES**
   - A. April 23, 2025 CRA and CC Joint Workshop
3. **FINANCIAL REPORT**
   - A. Item
4. **GROWTH AND DEVELOPMENT ASSISTANCE GRANT TRACKING SHEET**
   - A. Item
5. **OLD BUSINESS**
   - A. Update on HB 991/SB 1242
   - B. Downtown Undergrounding
   - C. Parking Study Final Plan
   - D. Update on RFQ 25-01-CRA ongoing negotiations
6. **REQUEST TO BE ON THE AGENDA**
   - A. Dr. Mendy Henderson, Forward DeFuniak – National Trust Preservation Funds Grant
7. **BOARD MEMBER COMMENTS**
   - A. Comm. Hamilton
     1. Parking Committee
     2. Abatement Program
     3. Eco-friendly upgrade
8. **CITIZEN COMMENTS**
9. **ADJOURNMENT**

Florida Statute 286.0105. Notices of meetings and hearings must advise that a record is required to appeal. Each board, commission, or agency of this state or of any political subdivision thereof shall include in the notice of any meeting or hearing, if notice of the meeting or hearing is required, of such board, commission, or agency, conspicuously on such notice, the advice that, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal

is to be based. The requirements of this section do not apply to the notice provided in s. 200.065(3). In accordance with Section 286.26, F.S., persons with disabilities may contact the City Clerk at cityclerk@defuniaksprings.net or 850-892-8500 ext. 1103.

Community Redevelopment Agency
And City Council Joint
Workshop Meeting Minutes
Community Center
April 23, 2025
3:00 PM

1. Call To Order

Mayor Bob Campbell called the Community Redevelopment Agency Board & City Council Joint Workshop meeting to order at 3:00 PM.

Present: Mayor Bob Campbell, Mayor Pro-Tempore Todd Bierbaum (Seat 1); Councilmember Josh Sconiers (Seat 2); Councilmember Glen Harrison (Seat 4); Councilmember Danny Cosson (Seat 5); Reynolds Henderson, Cathy Mosley, Bruton Campbell-Work, Rob Hamilton

Absent: Councilmember Amy Heavilin (Seat 3).

Also in attendance: City Clerk Rafael Ali, and Executive Director
Josh Ervin

2. GENERAL DISCUSSION

Mr. Bierbaum stated that he would like to start the conversation with undergrounding of utilities downtown.

Mr. Bierbaum stated that the undergrounding of utilities downtown is something that he would like to pursue.

Mr. Bierbaum stated that this project can take care of a lot of stuff in the alleyways.

Mr. Bierbaum stated that he would like to see an investment in our downtown.

Mr. Bierbaum stated that he would like to see a revitalization of downtown.

Mr. Bierbaum stated that from the city perspective we can multiply that funding with the CRA.

Mr. Bierbaum stated that he would like to see the commercial building purchased at the outside of the tracks to be put into a shell and have the Cultural Art Alliance in it.

Mr. Bierbaum stated that is kind of his top 3 items.

Mayor Campbell asked Josh Ervin where we are with the CAA building.

Mr. Ervin stated that on tonight's agenda there is an RFP for the building.

Mr. Ervin stated that we did receive a proposal.

Mayor Campbell asked how can you phase the project and if you can do one block at a time.

Mayor Campbell stated that as far as water use goes, he does not think there is massive usage.

Mr. Henderson stated that terracotta pipes are an issue around town.

Mr. Cosson stated that terracotta pipes are all over the city.

Mr. Ervin stated that his approach from a project management perspective is to take care of their utilities and then move on to the next phases as we need to.

Mr. Ervin stated that from his conversation with utilities owners this seems to be something they would like to engage in.

Mr. Ervin stated that the total cost for the project would be $600,000.

Mr. Henderson asked if we approve the undergrounding project, we will have to see who does what.

Mr. Ervin stated that he thinks we should start with utilities because they are the most blighted.

Mr. Cosson asked if we discussed this about a year ago.

Mr. Ervin stated that it was disapproved about a year ago.

Mr. Cosson stated that this is going to be expensive but we need to have a vibrant downtown business district.

Mayor Campbell asked if we could share engineering services.

Mr. Ervin answered that we can as long as it is not on the capital improvement list.

Mr. Ervin stated that he does not see the reason to do it all at the same time.

Mr. Ervin stated that he is willing to do everything the board or the council wants.

Mr. Bierbaum stated that Mr. Adkinson is doing the groundwork to ensure that we are legally covered on which list projects go on.

Mr. Bierbaum stated that for him it is about making sure that we are all in agreement.

Mr. Bierbaum stated that he does not see an issue with not being done till 2035.

Mr. Bierbaum stated that this shouldn’t be broken down into different phases.

Mr. Bierbaum stated that we should keep it at a small level.

Mr. Hamilton stated that it needs to be a coordinated effort with the city.

Mr. Hamilton stated that his goal is to get our portion approved.

Mr. Ervin stated that in most situations government will hire an engineer to put this together.

Mr. Ervin stated that he put that burden on the utility owner to have that burden.

Mr. Ervin stated that Florida Power and Light state that they won't be able to do this till 2026.

Mr. Ervin stated that Florida Power and Light develops an agreement.

Mr. Ervin stated that if this needs to be done at the same time we can do that.

Mr. Ervin stated that if we move forward in that direction this project will take a lot longer.

Mr. Sconiers stated that some of the utility owners won't use your covenants.

Mr. Ervin stated that there may be issues with paying for some and not paying for others to do those upgrades.

Mr. Sconiers asked if the CRA can be involved because it is technically getting rid of blight.

Mr. Bierbaum stated that he thinks that we are talking about a lot of details we need to work out but in the interest of time we need to say from the council perspective this is something we need to pursue and then set a day for Clay and engineer to come together and bring back a report to us.

Mr. Sconiers stated that he is good with that.

Mr. Henderson stated that we can get a draft plan together and get it approved.

Mr. Cosson asked if anyone has thought of an end game on how that will look.

Mr. Hamilton stated that the end game for him is to make the alleyways walkable.

Mr. Cosson stated that in order to think ahead we would start on 1st Street and go to Firestone Alleyway.

Mr. Ervin stated that we have it going from 5th to 10th.

Mr. Henderson stated that the concern is downtown.

Mr. Henderson stated that nothing happens without that being done first.

Mr. Henderson stated that a lot of people target main street towns for stops and visits.

Mr. Henderson stated that this is the time to talk about this and get a project priority list together and decide who can do this.

Mr. Henderson stated that we don't need to do a big project at a time but we can do small projects at the same time.

Mr. Henderson stated that priority list is a good way to get there.

Mr. Cosson stated that we need to tell engineering firms what they want and let them do it.

Mr. Ervin stated that clear direction on where we need to go is very important.

Mr. Henderson stated that he wants to see the board's thoughts about the amphitheater.

Mr. Bierbaum stated that we should focus on the amphitheater.

Mr. Bierbaum stated that this is top 5 for him.

Mr. Bierbaum stated that we have asked TDC.

Mr. Bierbaum stated that Hall of Brotherhood is number 4 for him.

Mr. Bierbaum stated that he agrees we have a limited amount of time.

Mr. Bierbaum stated that we need to get a list of top 5 projects.

Mr. Henderson stated that we need to have a relationship because the CRA has an end date and the city council does not.

Mr. Campbell-Work agreed with the amphitheater.

Mr. Henderson stated that amphitheater can bring people to our town.

Mr. Cosson stated that we should live within our budget.

Mr. Cosson stated that the alleyway currently sounds like the number one.

Mr. Campbell-Work stated that the amphitheater can be done with the TDC.

Mr. Bierbaum stated that the CRA gets funded through a different trust fund.

Mr. Cosson stated that we need to be good stewards of the city tax funding.

Mr. Hamilton stated that he is thinking about what will give the biggest return on investment.

Mr. Sconiers stated that he is agreeable to the undergrounding utilities.

Mr. Bierbaum stated that for them to run fiber to his building is going to be over $10,000.

Mr. Bierbaum stated that it is worth pursuing this.

Mr. Bierbaum mentioned the abatement portion of code enforcement.

Mr. Bierbaum stated that he wants to have an agreement with what the CRA can address.

Mr. Bierbaum stated that he would like to see a program where we see a treadmill of properties that get on our magistrate list and then walk away.

Mr. Bierbaum stated that we should be proactive on the front end.

Mr. Bierbaum stated that we should have a program where the CRA agrees to do an abatement up to $15,000.

Mr. Bierbaum stated that the goal is to get rid of blight.

Mr. Bierbaum stated that he wants this program to be for all code violations.

3. PARKING STUDY DISCUSSION

4. CITIZEN COMMENTS

5. ADJOURNMENT

Meeting adjourned at 5:00 PM.

Approved:

_____
Chair Reynolds. Henderson

ATTEST:

_____
Minutes taken by Rafael Ali
City Clerk
Proper notice having been duly given

DRAFT

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 660 - Community Redevelopment Area				
660-000-515-1200	CRA - Salaries	0.00	54,973.15	54,973.15

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/08/2024	PYPKT01085	PYPKT01085 - Payroll ...		PYPKT01085 - Payroll 10/11/2024 - Pay ...			3,702.37	3,702.37
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			-2,221.42	1,480.95
10/25/2024	PYPKT01095	PYPKT01095 - PAYROL...		PYPKT01095 - PAYROLL 10/25/2024 - Pa...			3,702.37	5,183.32
						Activity for October, 2024:	**5,183.32**	
11/08/2024	PYPKT01102	PYPKT01102 - 11/08/2...		PYPKT01102 - 11/08/2024 PAYROLL - Pa...			4,033.97	9,217.29
11/22/2024	PYPKT01105	PYPKT01105 - Payroll ...		PYPKT01105 - Payroll 11/22/2024 - Pay ...			3,812.84	13,030.13
						Activity for November, 2024:	**7,846.81**	
12/06/2024	PYPKT01113	PYPKT01113 - Payroll ...		PYPKT01113 - Payroll 12/06/2024 - Pay ...			3,813.18	16,843.31
12/20/2024	PYPKT01118	PYPKT01118 - Payroll ...		PYPKT01118 - Payroll 12/20/2024 - Pay ...			3,812.81	20,656.12
						Activity for December, 2024:	**7,625.99**	
01/03/2025	PYPKT01125	PYPKT01125 - 01/03/2...		PYPKT01125 - 01/03/2024 payroll - Pay ...			3,813.00	24,469.12
01/17/2025	PYPKT01139	PYPKT01139 - 01/17/2...		PYPKT01139 - 01/17/2025 payroll - Pay ...			3,812.88	28,282.00
01/28/2025	PYPKT01153	PYPKT01153 - 01/31/2...		PYPKT01153 - 01/24/2025 payroll - Pay ...			3,812.97	32,094.97
						Activity for January, 2025:	**11,438.85**	
02/14/2025	PYPKT01181	PYPKT01181 - 02/14/2...		PYPKT01181 - 02/14/2025 Payroll - Pay ...			3,813.18	35,908.15
02/28/2025	PYPKT01273	PYPKT01273 - 02/28/2...		PYPKT01273 - 02/28/2025 PAYROLL - Pa...			3,812.85	39,721.00
						Activity for February, 2025:	**7,626.03**	
03/14/2025	PYPKT01288	PYPKT01288 - 03/14/2...		PYPKT01288 - 03/14/2025 payroll - Pay ...			3,813.18	43,534.18
03/28/2025	PYPKT01291	PYPKT01291 - 03/28/2...		PYPKT01291 - 03/28/2025 Payroll - Pay ...			3,812.98	47,347.16
						Activity for March, 2025:	**7,626.16**	
04/11/2025	PYPKT01294	PYPKT01294 - 04/11/2...		PYPKT01294 - 04/11/2025 Payroll - Pay ...			3,813.18	51,160.34
04/25/2025	PYPKT01303	PYPKT01303 - 04/25/2...		PYPKT01303 - 04/25/2025 payroll - Pay ...			3,812.81	54,973.15
						Activity for April, 2025:	**7,625.99**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-2100	CRA - FICA Taxes	0.00	4,518.15	4,518.15

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/08/2024	PYPKT01085	PYPKT01085 - Payroll ...		PYPKT01085 - Payroll 10/11/2024 - Pay ...			283.23	283.23
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			-169.94	113.29
10/25/2024	PYPKT01095	PYPKT01095 - PAYROL...		PYPKT01095 - PAYROLL 10/25/2024 - Pa...			331.18	444.47
						Activity for October, 2024:	**444.47**	
11/08/2024	PYPKT01102	PYPKT01102 - 11/08/2...		PYPKT01102 - 11/08/2024 PAYROLL - Pa...			308.60	753.07
11/22/2024	PYPKT01105	PYPKT01105 - Payroll ...		PYPKT01105 - Payroll 11/22/2024 - Pay ...			333.07	1,086.14
						Activity for November, 2024:	**641.67**	
12/06/2024	PYPKT01113	PYPKT01113 - Payroll ...		PYPKT01113 - Payroll 12/06/2024 - Pay ...			291.71	1,377.85
12/20/2024	PYPKT01118	PYPKT01118 - Payroll ...		PYPKT01118 - Payroll 12/20/2024 - Pay ...			336.35	1,714.20
						Activity for December, 2024:	**628.06**	
01/03/2025	PYPKT01125	PYPKT01125 - 01/03/2...		PYPKT01125 - 01/03/2024 payroll - Pay ...			291.70	2,005.90
01/17/2025	PYPKT01139	PYPKT01139 - 01/17/2...		PYPKT01139 - 01/17/2025 payroll - Pay ...			336.36	2,342.26
01/28/2025	PYPKT01153	PYPKT01153 - 01/31/2...		PYPKT01153 - 01/24/2025 payroll - Pay ...			291.69	2,633.95
						Activity for January, 2025:	**919.75**	
02/14/2025	PYPKT01181	PYPKT01181 - 02/14/2...		PYPKT01181 - 02/14/2025 Payroll - Pay ...			291.71	2,925.66
02/28/2025	PYPKT01273	PYPKT01273 - 02/28/2...		PYPKT01273 - 02/28/2025 PAYROLL - Pa...			336.35	3,262.01
						Activity for February, 2025:	**628.06**	
03/14/2025	PYPKT01288	PYPKT01288 - 03/14/2...		PYPKT01288 - 03/14/2025 payroll - Pay ...			291.71	3,553.72
03/28/2025	PYPKT01291	PYPKT01291 - 03/28/2...		PYPKT01291 - 03/28/2025 Payroll - Pay ...			336.37	3,890.09
						Activity for March, 2025:	**628.08**	
04/11/2025	PYPKT01294	PYPKT01294 - 04/11/2...		PYPKT01294 - 04/11/2025 Payroll - Pay ...			291.71	4,181.80
04/25/2025	PYPKT01303	PYPKT01303 - 04/25/2...		PYPKT01303 - 04/25/2025 payroll - Pay ...			336.35	4,518.15
						Activity for April, 2025:	**628.06**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-2200	CRA - Retirement	0.00	18,976.74	18,976.74

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/08/2024	PYPKT01085	PYPKT01085 - Payroll ...		PYPKT01085 - Payroll 10/11/2024 - Pay ...			1,278.06	1,278.06
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			-766.84	511.22
10/25/2024	PYPKT01095	PYPKT01095 - PAYROL...		PYPKT01095 - PAYROLL 10/25/2024 - Pa...			1,278.06	1,789.28
						Activity for October, 2024:	**1,789.28**	
11/08/2024	PYPKT01102	PYPKT01102 - 11/08/2...		PYPKT01102 - 11/08/2024 PAYROLL - Pa...			1,392.53	3,181.81
11/22/2024	PYPKT01105	PYPKT01105 - Payroll ...		PYPKT01105 - Payroll 11/22/2024 - Pay ...			1,316.19	4,498.00
						Activity for November, 2024:	**2,708.72**	
12/06/2024	PYPKT01113	PYPKT01113 - Payroll ...		PYPKT01113 - Payroll 12/06/2024 - Pay ...			1,316.31	5,814.31
12/20/2024	PYPKT01118	PYPKT01118 - Payroll ...		PYPKT01118 - Payroll 12/20/2024 - Pay ...			1,316.18	7,130.49
						Activity for December, 2024:	**2,632.49**	
01/03/2025	PYPKT01125	PYPKT01125 - 01/03/2...		PYPKT01125 - 01/03/2024 payroll - Pay ...			1,316.25	8,446.74
01/17/2025	PYPKT01139	PYPKT01139 - 01/17/2...		PYPKT01139 - 01/17/2025 payroll - Pay ...			1,316.21	9,762.95
01/28/2025	PYPKT01153	PYPKT01153 - 01/31/2...		PYPKT01153 - 01/24/2025 payroll - Pay ...			1,316.24	11,079.19
						Activity for January, 2025:	**3,948.70**	
02/14/2025	PYPKT01181	PYPKT01181 - 02/14/2...		PYPKT01181 - 02/14/2025 Payroll - Pay ...			1,316.31	12,395.50
02/28/2025	PYPKT01273	PYPKT01273 - 02/28/2...		PYPKT01273 - 02/28/2025 PAYROLL - Pa...			1,316.20	13,711.70
						Activity for February, 2025:	**2,632.51**	
03/14/2025	PYPKT01288	PYPKT01288 - 03/14/2...		PYPKT01288 - 03/14/2025 payroll - Pay ...			1,316.31	15,028.01
03/28/2025	PYPKT01291	PYPKT01291 - 03/28/2...		PYPKT01291 - 03/28/2025 Payroll - Pay ...			1,316.24	16,344.25
						Activity for March, 2025:	**2,632.55**	
04/11/2025	PYPKT01294	PYPKT01294 - 04/11/2...		PYPKT01294 - 04/11/2025 Payroll - Pay ...			1,316.31	17,660.56
04/25/2025	PYPKT01303	PYPKT01303 - 04/25/2...		PYPKT01303 - 04/25/2025 payroll - Pay ...			1,316.18	18,976.74
						Activity for April, 2025:	**2,632.49**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-2300	CRA - Health Insurance	0.00	4,088.00	4,088.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/25/2024	PYPKT01095	PYPKT01095 - PAYROL...		PYPKT01095 - PAYROLL 10/25/2024 - Pa...			626.89	626.89
						Activity for October, 2024:	**626.89**	
11/22/2024	PYPKT01105	PYPKT01105 - Payroll ...		PYPKT01105 - Payroll 11/22/2024 - Pay ...			541.11	1,168.00
						Activity for November, 2024:	**541.11**	
12/20/2024	PYPKT01118	PYPKT01118 - Payroll ...		PYPKT01118 - Payroll 12/20/2024 - Pay ...			584.00	1,752.00
						Activity for December, 2024:	**584.00**	
01/17/2025	PYPKT01139	PYPKT01139 - 01/17/2...		PYPKT01139 - 01/17/2025 payroll - Pay ...			584.00	2,336.00
						Activity for January, 2025:	**584.00**	
02/28/2025	PYPKT01273	PYPKT01273 - 02/28/2...		PYPKT01273 - 02/28/2025 PAYROLL - Pa...			584.00	2,920.00
						Activity for February, 2025:	**584.00**	
03/28/2025	PYPKT01291	PYPKT01291 - 03/28/2...		PYPKT01291 - 03/28/2025 Payroll - Pay ...			584.00	3,504.00
						Activity for March, 2025:	**584.00**	
04/25/2025	PYPKT01303	PYPKT01303 - 04/25/2...		PYPKT01303 - 04/25/2025 payroll - Pay ...			584.00	4,088.00
						Activity for April, 2025:	**584.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-3130	CRA - Other Professional Services	0.00	43,493.50	43,493.50

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
02/05/2025	POPKT10472	446428	12275	DOWNTOWN PARKING STUDY	17723 - Fishbeck		4,637.30	4,637.30
						Activity for February, 2025:	**4,637.30**	
03/03/2025	POPKT10771	448450	12510	DOWNTOWN PARKING STUDY	17723 - Fishbeck		9,274.60	13,911.90
03/31/2025	POPKT10956	1-253304	12683	Historic Design Standards agreement	17798 - JOHNSON, MIRMIRAN & THOMPS...		10,983.27	24,895.17
03/31/2025	POPKT10956	449846	12670	DOWNTOWN PARKING STUDY	17723 - Fishbeck		11,593.25	36,488.42
						Activity for March, 2025:	**31,851.12**	
04/29/2025	POPKT11161	22445311	12872	VETERANS MEMORIAL PROJECT	04901 - DEWBERRY ENGINEERS, INC		5,000.00	41,488.42
04/29/2025	POPKT11161	2-256049	12886	Historic Design Standards agreement	17798 - JOHNSON, MIRMIRAN & THOMPS...		2,005.08	43,493.50
						Activity for April, 2025:	**7,005.08**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4100	CRA - Telephone & Utilities	0.00	136.61	136.61

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
11/15/2024	APPKT01395	November 2024	11896	November 2024 light bill	00059 - FPL NORTHWEST FL		56.28	56.28
						Activity for November, 2024:	**56.28**	
01/06/2025	APPKT01448	DECEMBER 2024 1	12158	DECEMBER 2024	00059 - FPL NORTHWEST FL		26.75	83.03
						Activity for January, 2025:	**26.75**	
04/14/2025	APPKT01533	March 2025 24000-01...	12809	MARCH UTILITIES 24000-01661	00059 - FPL NORTHWEST FL		53.58	136.61
						Activity for April, 2025:	**53.58**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4200	CRA - Fees, Memberships & Subscriptions	0.00	2,038.77	2,038.77

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
11/13/2024	POPKT10038	140659164	11933	ANNUAL SPECIAL DISTRICT FEE	16194 - TRUSTMARK NATIONAL BANK		175.00	175.00
11/13/2024	POPKT10038	CASH-20526	11933	Annual FRA Membership	16194 - TRUSTMARK NATIONAL BANK		870.00	1,045.00
						Activity for November, 2024:	**1,045.00**	
03/06/2025	APPKT01499	154409	12548	fra board training cra	16194 - TRUSTMARK NATIONAL BANK		50.00	1,095.00
						Activity for March, 2025:	**50.00**	
04/09/2025	APPKT01528	296474873	12732	ZOOM SUBSCRIPTION CRA	16194 - TRUSTMARK NATIONAL BANK		283.89	1,378.89
04/09/2025	APPKT01528	3038972974	12732	CRA- ADOBE SUBSCRIPTION	16194 - TRUSTMARK NATIONAL BANK		659.88	2,038.77
						Activity for April, 2025:	**943.77**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4300	CRA - Insurance	0.00	21,943.50	21,943.50

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/03/2024	APPKT01370	INV-41110-G5Q5	11673	CRA FIRST INSTALLMENT BILLING 24/25	02446 - FLORIDA MUNICIPAL INSURANCE T...		5,662.50	5,662.50
						Activity for October, 2024:	**5,662.50**	
01/13/2025	APPKT01448	INV-41447-S6V9	12154	SECOND INSTALLMENT BILLING 24/25	02446 - FLORIDA MUNICIPAL INSURANCE T...		5,662.50	11,325.00
						Activity for January, 2025:	**5,662.50**	
03/20/2025	APPKT01508	INV-42556-H3P3	12592	THIRD INSTALLMENT BILLING 24/25	02446 - FLORIDA MUNICIPAL INSURANCE T...		5,662.50	16,987.50
						Activity for March, 2025:	**5,662.50**	
04/01/2025	APPKT01524	POL0956637-01	12638	04/01/2025RENEWAL OF PUBLIC OFFIC...	09989 - ACENTRIA INSURANCE		4,956.00	21,943.50
						Activity for April, 2025:	**4,956.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4400	CRA - Office Lease	0.00	7,200.00	7,200.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/03/2024	APPKT01370	OCTOBER 2024	11659	CRA LEASE OCTOBER 2024	17263 - Baldwin Avenue, LLC		900.00	900.00
						Activity for October, 2024:	**900.00**	
11/14/2024	APPKT01395	NOVEMEBER 2024	11884	NOVEMBER 2024 CRA RENT	17263 - Baldwin Avenue, LLC		900.00	1,800.00
						Activity for November, 2024:	**900.00**	
01/09/2025	APPKT01450	DECEMBER 2024	12088	DECEMBER CRA RENT	17263 - Baldwin Avenue, LLC		900.00	2,700.00
01/09/2025	APPKT01450	JANUARY 2025	12088	CRA RENT JANUARY	17263 - Baldwin Avenue, LLC		900.00	3,600.00
						Activity for January, 2025:	**1,800.00**	
02/09/2025	APPKT01475	FEBRUARY 2025	12373	FEBRUARY 2025 CRA RENT PAYMENT	17263 - Baldwin Avenue, LLC		900.00	4,500.00
						Activity for February, 2025:	**900.00**	
03/05/2025	APPKT01499	MARCH 2025	12486	CRA MARCH LEASE PAYMENT	17263 - Baldwin Avenue, LLC		900.00	5,400.00
						Activity for March, 2025:	**900.00**	
04/01/2025	APPKT01524	APRIL 2025	12645	APRIL 2025 CRA LEASE PAYMENT	17263 - Baldwin Avenue, LLC		900.00	6,300.00
04/29/2025	APPKT01545	MAY 2025	12860	CRA MAY RENT PAYMENT	17263 - Baldwin Avenue, LLC		900.00	7,200.00
						Activity for April, 2025:	**1,800.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4900	CRA - Travel Expense	0.00	1,487.44	1,487.44

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/31/2024	APPKT01387	T&PD 10222024-1025...	11837	FRA 2024 ANNUAL CONFERENCE	17206 - JOSH ERVIN		627.94	627.94
						Activity for October, 2024:	**627.94**	
12/13/2024	APPKT01424	21295	12079	CRA HOTEL STAY 2024 FRA CONFERENCE	16194 - TRUSTMARK NATIONAL BANK		859.50	1,487.44
						Activity for December, 2024:	**859.50**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-4902	CRA - Marketing	0.00	712.00	712.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
11/13/2024	POPKT10038	00000577	11893	PUBLIC WORKSHOPS-CRA FLYERS	00040 - DEFUNIAK HERALD BREEZE		283.50	283.50
11/13/2024	POPKT10038	00000577	11893	INVOICE DIFFERENCE	00040 - DEFUNIAK HERALD BREEZE		-130.50	153.00
						Activity for November, 2024:	**153.00**	
02/09/2025	POPKT10607	8068Z	12388	RFQ legal advertisement CRA	00040 - DEFUNIAK HERALD BREEZE		114.75	267.75
						Activity for February, 2025:	**114.75**	
03/13/2025	POPKT10861	00000879	12582	design standards kickoff public workshop	00040 - DEFUNIAK HERALD BREEZE		306.00	573.75
						Activity for March, 2025:	**306.00**	
05/01/2025	POPKT11161	01445	12908	flyers for the Veterans Memorial works...	02491 - SMITH'S SIGNS & PRINTING		28.00	601.75
05/01/2025	POPKT11161	8241Z	12871	RFP 25-01-CRA LEGAL ADVERTISEMENT	00040 - DEFUNIAK HERALD BREEZE		110.25	712.00
						Activity for May, 2025:	**138.25**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-5100	CRA - Office Supplies	0.00	74.11	74.11

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
04/29/2025	POPKT11161	1M36-LD1F-1VLK	12851	2 BLACK INK CARTRIDGES	09249 - AMAZON.COM		74.11	74.11
						Activity for April, 2025:	**74.11**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-5310	CRA - Streetscape/Alleway	0.00	3,668.49	3,668.49

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
01/28/2025	POPKT10472	0033338	12314	string Lighting CRA	17291 - NU TSAI CAPITAL, LLC		1,662.94	1,662.94
01/28/2025	POPKT10472	0033338	12314	Invoice Difference	17291 - NU TSAI CAPITAL, LLC		56.89	1,719.83
						Activity for January, 2025:	**1,719.83**	
02/18/2025	POPKT10607	1484	12422	additional lighting components CRA	17630 - Northwest Florida Fence		1,880.00	3,599.83
						Activity for February, 2025:	**1,880.00**	
03/20/2025	APPKT01508	0046566-in	12614	CRA TRANSFORMER	17291 - NU TSAI CAPITAL, LLC		68.66	3,668.49
						Activity for March, 2025:	**68.66**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-8200	CRA - Incentive Grants	0.00	67,021.54	67,021.54

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/10/2024	POPKT09823	240010	11714	Residential Site and Building Improvem...	17603 - CREIGHTON ZODROW		5,000.00	5,000.00
10/28/2024	POPKT09946	240018	11789	Residential Site and Building Improvem...	17661 - Patricia Douglass		5,000.00	10,000.00
10/28/2024	POPKT09946	240018	11789	invoice difference	17661 - Patricia Douglass		-975.00	9,025.00
10/30/2024	POPKT09948	240025	11853	Residential Site and Building Improvem...	17696 - ROBERT MITCHEM		5,000.00	14,025.00
10/31/2024	POPKT09948	240022	11864	Residential Site and Building Improvem...	17686 - TOM GRAY		5,000.00	19,025.00
						Activity for October, 2024:	**19,025.00**	
11/07/2024	POPKT10029	250002	11871	Residential Site and Building Improvem...	17747 - JOY ELIZABETH MOONEY		3,850.00	22,875.00
11/07/2024	POPKT10029	250002	11871	invoice difference	17747 - JOY ELIZABETH MOONEY		-1,000.00	21,875.00
11/14/2024	POPKT10081	250003	11873	invoice difference	17754 - Laura Roeser		-1,150.00	20,725.00
11/14/2024	POPKT10081	250003	11873	approved Residential Site and Building ...	17754 - Laura Roeser		5,000.00	25,725.00
						Activity for November, 2024:	**6,700.00**	
12/10/2024	POPKT10269	240023	12037	Residential Site and Building Improvem...	17687 - CONNIE STRICKLAND		1,700.00	27,425.00
						Activity for December, 2024:	**1,700.00**	
02/21/2025	POPKT10724	240028	12363	approved Commercial Site and Building ...	17722 - CAFE NOLA/ VISIONARY DESTIN		5,000.00	32,425.00
02/21/2025	POPKT10724	250008	12364	RESIDENTAL GRANT	17823 - DARIN KIMBERL		5,000.00	37,425.00
						Activity for February, 2025:	**10,000.00**	
03/04/2025	POPKT10771	250007	12520	invoice difference	17840 - JON D MILLER		-750.00	36,675.00
03/04/2025	POPKT10771	250007	12520	Residential Site and Building Improvem...	17840 - JON D MILLER		3,500.00	40,175.00
03/06/2025	POPKT10771	240029	12517	Residential Development Incentive Grant	16560 - JACOB LOCKE CONSTRUCTION INC		2,500.00	42,675.00
03/26/2025	POPKT10940	250011	12636	Residential Site and Building Improvem...	17846 - RALPH EDWARDS		5,000.00	47,675.00
						Activity for March, 2025:	**10,250.00**	
04/09/2025	POPKT11049	250010	12730	) Commercial Site and Building Improve...	17842 - BIG LOVE RESTAURANT		15,000.00	62,675.00
04/29/2025	POPKT11161	250016	12865	invoice difference	17899 - BRIAN TOOLE		-650.00	62,025.00
04/29/2025	POPKT11161	250016	12865	Residential Site and Building Improvem...	17899 - BRIAN TOOLE		2,250.00	64,275.00
						Activity for April, 2025:	**16,600.00**	
05/01/2025	POPKT11200	250005	12848	Residential Site and Building Improvem...	17838 - TRAVIS BLANTON		2,873.00	67,148.00
05/01/2025	POPKT11200	250005	12848	invoice difference	17838 - TRAVIS BLANTON		-126.46	67,021.54
						Activity for May, 2025:	**2,746.54**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-000-515-8210	CRA - Income Based Incentive Grants	0.00	6,728.50	6,728.50

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
03/31/2025	APPKT01524	516095	12655	CRA RECORDING FEE	00037 - CLERK OF CIRCUIT COURT		10.00	10.00
						Activity for March, 2025:	**10.00**	
04/09/2025	POPKT11049	250014	12731	invoice difference	17863 - BROADWAY HOME SERVICES, LLC		-200.00	-190.00
04/09/2025	POPKT11049	250014	12731	approved Income-Based Roof Improve...	17863 - BROADWAY HOME SERVICES, LLC		6,900.00	6,710.00
04/29/2025	APPKT01545	519022	12868	CRA RECORDING FEE	00037 - CLERK OF CIRCUIT COURT		18.50	6,728.50
						Activity for April, 2025:	**6,718.50**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-101-200-0000	Cash	828,235.46	1,376,790.22	2,205,025.68

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/03/2024	GLPKT10037	JN08949		AP Clearing Input 10/3/24			-7,250.00	820,985.46
10/09/2024	GLPKT10062	JN08954		Payroll Clearing Input 10/9/24			-5,263.66	815,721.80
10/10/2024	GLPKT10069	JN08957		AP Clearing Input 10/10/2024			-5,000.00	810,721.80
10/17/2024	GLPKT10117	JN08968		AP Clearing Input 10/17/24 Payables			-6,568.65	804,153.15
10/23/2024	GLPKT10152	JN08974		Payroll Clearing Input 10/25/24 Payroll			-5,938.50	798,214.65
10/28/2024	GLPKT10154	JN08976		AP Clearing Input 10/28/24 Payables			-4,025.00	794,189.65
						Activity for October, 2024:	**-34,045.81**	
11/04/2024	GLPKT10207	JN08993		AP Clearing Input 11/04/24 Payables			-15,265.24	778,924.41
11/06/2024	GLPKT10217	JN08996		Payroll Clearing Input 11/8/24 payroll			-5,735.10	773,189.31
11/14/2024	GLPKT10339	JN09051		Adkinson Law Firm Trust Reimb			1,000.00	774,189.31
11/15/2024	GLPKT10279	JN09023		AP Clearing Input 11/15/24			-3,850.00	770,339.31
11/21/2024	GLPKT10327	JN09043		Payroll Clearing Entries 11/22/24 Payroll			-6,003.71	764,335.60
11/21/2024	GLPKT10328	JN09044		AP Clearing Input 11/21/24 Payables			-2,154.28	762,181.32
						Activity for November, 2024:	**-32,008.33**	
12/04/2024	GLPKT10389	JN09056		Payroll Clearing Input 12/06/2024 payroll			-5,421.20	756,760.12
12/13/2024	GLPKT10463	JN09080		AP Clearing Input 12/13/24 Payables			-859.50	755,900.62
12/13/2024	GLPKT10485	JN09087		AP Clearing Input 12/13/24 Payroll			-1,700.00	754,200.62
12/19/2024	GLPKT10495	JN09089		CRA FY 2425 Tax Increment Deposit			913,812.52	1,668,013.14
12/19/2024	GLPKT10604	JN09138		Payroll Clearing Input 12/20/24 Payroll			-6,049.34	1,661,963.80
12/31/2024	GLPKT10702	JN09170		CRA Interest 12/2024			2,797.78	1,664,761.58
						Activity for December, 2024:	**902,580.26**	
01/02/2025	GLPKT10528	JN09095		Payroll Clearing Input 01/03/2025 Payroll			-5,420.95	1,659,340.63
01/09/2025	GLPKT10597	JN09131		AP Clearing Input 01/09/2025 Payables			-1,800.00	1,657,540.63
01/16/2025	GLPKT10636	JN09144		AP Clearing Input 01/15/2025 payables			-5,689.25	1,651,851.38
01/16/2025	GLPKT10643	JN09149		Payroll Clearing Input 01/17/2024 Payroll			-6,049.45	1,645,801.93
01/30/2025	GLPKT10737	JN09174		Payroll Clearing Input 01/31/2025 Payroll			-5,420.90	1,640,381.03
01/31/2025	GLPKT10734	JN09171		Walton County CRA Payment			598,132.00	2,238,513.03
01/31/2025	BRPKT02145	INT0000056		Interest 01/25			4,399.22	2,242,912.25
						Activity for January, 2025:	**578,150.67**	
02/07/2025	GLPKT10774	JN09189		AP Clearing Input 02/07/2025 Payables			-6,357.13	2,236,555.12
02/13/2025	GLPKT10798	JN09196		Payroll Clearing Input 02/14/2025 Payroll			-5,421.20	2,231,133.92
02/21/2025	GLPKT10916	JN09247		AP Clearing Input 02/21/25 Payables			-2,894.75	2,228,239.17
02/21/2025	GLPKT10971	JN09277		AP Clearing Input 02/21/25 Payables			-10,000.00	2,218,239.17
02/26/2025	GLPKT10958	JN09272		Payroll Clearing Input 02/28/25 Payroll			-6,049.40	2,212,189.77
02/27/2025	CLPKT02035	DEP0011101		CLPKT02035 BG:Cash & Checks			59,580.00	2,271,769.77
02/28/2025	BRPKT02217	INT0000122		Interest 02/25			5,309.35	2,277,079.12
						Activity for February, 2025:	**34,166.87**	
03/11/2025	GLPKT11075	JN09301		AP Clearing Input 03/10/2025 Payables			-15,474.60	2,261,604.52
03/12/2025	GLPKT11112	JN09314		Payroll Clearing Input 03/14/2025			-5,421.20	2,256,183.32
03/18/2025	CLPKT02059	DEP0011264		CLPKT02059 BG:Cash & Checks			97.00	2,256,280.32

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-101-200-0000	Cash - Continued	828,235.46	1,376,790.22	2,205,025.68

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
03/21/2025	GLPKT11184	JN09334		AP Clearing Input 03/21/2025			-6,037.16	2,250,243.16
03/26/2025	GLPKT11225	JN09337		Payroll Clearing Input 03/28/25 Payroll			-6,049.59	2,244,193.57
03/27/2025	GLPKT11226	JN09338		AP Clearing Input 03/27/25 Payable			-5,000.00	2,239,193.57
						Activity for March, 2025:	**-37,885.55**	
04/09/2025	GLPKT11342	JN09360		AP Clearing Input 04/09/2025			-22,643.77	2,216,549.80
04/10/2025	GLPKT11356	JN09365		Payroll Clearing Input 04/11/25 Payroll			-5,421.20	2,211,128.60
04/17/2025	GLPKT11427	JN09381		AP Clearing Input 04/17/25 Payables			-53.58	2,211,075.02
04/24/2025	GLPKT11464	JN09390		Payroll Clearing Input 04/25/25 Payroll			-6,049.34	2,205,025.68
						Activity for April, 2025:	**-34,167.89**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-115-200-0000	CRA Revenue Receivable	1,000.00	-1,000.00	0.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
11/14/2024	GLPKT10339	JN09051		Adkinson Law Firm Trust Reimb			-1,000.00	0.00
						Activity for November, 2024:	**-1,000.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-207-810-0000	Transfer to AP Clearing	-11,893.45	-31,881.55	-43,775.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/03/2024	APPKT01370	INV-41110-G5Q5	11673	CRA FIRST INSTALLMENT BILLING 24/25 ...	02446 - FLORIDA MUNICIPAL INSURANCE T...		-5,662.50	-17,555.95
10/03/2024	APPKT01370	OCTOBER 2024	11659	CRA LEASE OCTOBER 2024 SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-18,455.95
10/03/2024	GLPKT10037	JN08949		AP Clearing Input 10/3/24			7,250.00	-11,205.95
10/10/2024	POPKT09823	240010	11714	Residential Site and Building Improvem...	17603 - CREIGHTON ZODROW		-5,000.00	-16,205.95
10/10/2024	GLPKT10069	JN08957		AP Clearing Input 10/10/2024			5,000.00	-11,205.95
10/17/2024	GLPKT10117	JN08968		AP Clearing Input 10/17/24 Payables			6,568.65	-4,637.30
10/28/2024	POPKT09946	240018	11789	invoice difference SEC PBL	17661 - Patricia Douglass		975.00	-3,662.30
10/28/2024	POPKT09946	240018	11789	Residential Site and Building Improvem...	17661 - Patricia Douglass		-5,000.00	-8,662.30
10/28/2024	GLPKT10154	JN08976		AP Clearing Input 10/28/24 Payables			4,025.00	-4,637.30
10/30/2024	POPKT09948	240025	11853	Residential Site and Building Improvem...	17696 - ROBERT MITCHEM		-5,000.00	-9,637.30
10/31/2024	APPKT01387	T&PD 10222024-1025...	11837	FRA 2024 ANNUAL CONFERENCE SEC PBL	17206 - JOSH ERVIN		-627.94	-10,265.24
10/31/2024	POPKT09948	240022	11864	Residential Site and Building Improvem...	17686 - TOM GRAY		-5,000.00	-15,265.24
						Activity for October, 2024:	**-3,371.79**	
11/04/2024	GLPKT10207	JN08993		AP Clearing Input 11/04/24 Payables			15,265.24	0.00
11/07/2024	POPKT10029	250002	11871	Residential Site and Building Improvem...	17747 - JOY ELIZABETH MOONEY		-3,850.00	-3,850.00
11/07/2024	POPKT10029	250002	11871	invoice difference SEC PBL	17747 - JOY ELIZABETH MOONEY		1,000.00	-2,850.00
11/13/2024	POPKT10038	00000577	11893	PUBLIC WORKSHOPS-CRA FLYERS SEC P...	00040 - DEFUNIAK HERALD BREEZE		-283.50	-3,133.50
11/13/2024	POPKT10038	00000577	11893	INVOICE DIFFERENCE SEC PBL	00040 - DEFUNIAK HERALD BREEZE		130.50	-3,003.00
11/13/2024	POPKT10038	140659164	11933	ANNUAL SPECIAL DISTRICT FEE SEC PBL	16194 - TRUSTMARK NATIONAL BANK		-175.00	-3,178.00
11/13/2024	POPKT10038	CASH-20526	11933	Annual FRA Membership SEC PBL	16194 - TRUSTMARK NATIONAL BANK		-870.00	-4,048.00
11/14/2024	POPKT10081	250003	11873	approved Residential Site and Building ...	17754 - Laura Roeser		-5,000.00	-9,048.00
11/14/2024	POPKT10081	250003	11873	invoice difference SEC PBL	17754 - Laura Roeser		1,150.00	-7,898.00
11/14/2024	APPKT01395	NOVEMEBER 2024	11884	NOVEMBER 2024 CRA RENT SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-8,798.00
11/15/2024	GLPKT10279	JN09023		AP Clearing Input 11/15/24			3,850.00	-4,948.00
11/15/2024	APPKT01395	November 2024	11896	November 2024 light bill SEC PBL	00059 - FPL NORTHWEST FL		-56.28	-5,004.28
11/21/2024	GLPKT10328	JN09044		AP Clearing Input 11/21/24 Payables			2,154.28	-2,850.00
						Activity for November, 2024:	**12,415.24**	
12/10/2024	POPKT10269	240023	12037	Residential Site and Building Improvem...	17687 - CONNIE STRICKLAND		-1,700.00	-4,550.00
12/13/2024	APPKT01424	21295	12079	CRA HOTEL STAY 2024 FRA CONFERENCE..	16194 - TRUSTMARK NATIONAL BANK		-859.50	-5,409.50
12/13/2024	GLPKT10463	JN09080		AP Clearing Input 12/13/24 Payables			859.50	-4,550.00
12/13/2024	GLPKT10485	JN09087		AP Clearing Input 12/13/24 Payroll			1,700.00	-2,850.00
						Activity for December, 2024:	**0.00**	
01/06/2025	APPKT01448	DECEMBER 2024 1	12158	DECEMBER 2024 SEC PBL	00059 - FPL NORTHWEST FL		-26.75	-2,876.75
01/09/2025	APPKT01450	DECEMBER 2024	12088	DECEMBER CRA RENT SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-3,776.75
01/09/2025	APPKT01450	JANUARY 2025	12088	CRA RENT JANUARY SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-4,676.75
01/09/2025	GLPKT10597	JN09131		AP Clearing Input 01/09/2025 Payables			1,800.00	-2,876.75
01/13/2025	APPKT01448	INV-41447-S6V9	12154	SECOND INSTALLMENT BILLING 24/25 S...	02446 - FLORIDA MUNICIPAL INSURANCE T...		-5,662.50	-8,539.25
01/16/2025	GLPKT10636	JN09144		AP Clearing Input 01/15/2025 payables			5,689.25	-2,850.00
01/28/2025	POPKT10472	0033338	12314	string Lighting CRA SEC PBL	17291 - NU TSAI CAPITAL, LLC		-1,662.94	-4,512.94

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-207-810-0000	Transfer to AP Clearing - Continued	-11,893.45	-31,881.55	-43,775.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
01/28/2025	POPKT10472	0033338	12314	Invoice Difference SEC PBL	17291 - NU TSAI CAPITAL, LLC		-56.89	-4,569.83
						Activity for January, 2025:	**-1,719.83**	
02/05/2025	POPKT10472	446428	12275	DOWNTOWN PARKING STUDY SEC PBL	17723 - Fishbeck		-4,637.30	-9,207.13
02/07/2025	GLPKT10774	JN09189		AP Clearing Input 02/07/2025 Payables			6,357.13	-2,850.00
02/09/2025	POPKT10607	8068Z	12388	RFQ legal advertisement CRA SEC PBL	00040 - DEFUNIAK HERALD BREEZE		-114.75	-2,964.75
02/09/2025	APPKT01475	FEBRUARY 2025	12373	FEBRUARY 2025 CRA RENT PAYMENT SE...	17263 - Baldwin Avenue, LLC		-900.00	-3,864.75
02/18/2025	POPKT10607	1484	12422	additional lighting components CRA SEC...	17630 - Northwest Florida Fence		-1,880.00	-5,744.75
02/21/2025	POPKT10724	240028	12363	approved Commercial Site and Building ...	17722 - CAFE NOLA/ VISIONARY DESTIN		-5,000.00	-10,744.75
02/21/2025	POPKT10724	250008	12364	RESIDENTAL GRANT SEC PBL	17823 - DARIN KIMBERL		-5,000.00	-15,744.75
02/21/2025	GLPKT10916	JN09247		AP Clearing Input 02/21/25 Payables			2,894.75	-12,850.00
02/21/2025	GLPKT10971	JN09277		AP Clearing Input 02/21/25 Payables			10,000.00	-2,850.00
						Activity for February, 2025:	**1,719.83**	
03/03/2025	POPKT10771	448450	12510	DOWNTOWN PARKING STUDY SEC PBL	17723 - Fishbeck		-9,274.60	-12,124.60
03/04/2025	POPKT10771	250007	12520	invoice difference SEC PBL	17840 - JON D MILLER		750.00	-11,374.60
03/04/2025	POPKT10771	250007	12520	Residential Site and Building Improvem...	17840 - JON D MILLER		-3,500.00	-14,874.60
03/05/2025	APPKT01499	MARCH 2025	12486	CRA MARCH LEASE PAYMENT SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-15,774.60
03/06/2025	POPKT10771	240029	12517	Residential Development Incentive Gran...	16560 - JACOB LOCKE CONSTRUCTION INC		-2,500.00	-18,274.60
03/06/2025	APPKT01499	154409	12548	fra board training cra SEC PBL	16194 - TRUSTMARK NATIONAL BANK		-50.00	-18,324.60
03/11/2025	GLPKT11075	JN09301		AP Clearing Input 03/10/2025 Payables			15,474.60	-2,850.00
03/13/2025	POPKT10861	00000879	12582	design standards kickoff public worksho...	00040 - DEFUNIAK HERALD BREEZE		-306.00	-3,156.00
03/20/2025	APPKT01508	0046566-in	12614	CRA TRANSFORMER SEC PBL	17291 - NU TSAI CAPITAL, LLC		-68.66	-3,224.66
03/20/2025	APPKT01508	INV-42556-H3P3	12592	THIRD INSTALLMENT BILLING 24/25 SEC...	02446 - FLORIDA MUNICIPAL INSURANCE T...		-5,662.50	-8,887.16
03/21/2025	GLPKT11184	JN09334		AP Clearing Input 03/21/2025			6,037.16	-2,850.00
03/26/2025	POPKT10940	250011	12636	Residential Site and Building Improvem...	17846 - RALPH EDWARDS		-5,000.00	-7,850.00
03/27/2025	GLPKT11226	JN09338		AP Clearing Input 03/27/25 Payable			5,000.00	-2,850.00
03/31/2025	APPKT01524	516095	12655	CRA RECORDING FEE SEC PBL	00037 - CLERK OF CIRCUIT COURT		-10.00	-2,860.00
03/31/2025	POPKT10956	1-253304	12683	Historic Design Standards agreement S...	17798 - JOHNSON, MIRMIRAN & THOMPS...		-10,983.27	-13,843.27
03/31/2025	POPKT10956	449846	12670	DOWNTOWN PARKING STUDY SEC PBL	17723 - Fishbeck		-11,593.25	-25,436.52
						Activity for March, 2025:	**-22,586.52**	
04/01/2025	APPKT01524	APRIL 2025	12645	APRIL 2025 CRA LEASE PAYMENT SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-26,336.52
04/01/2025	APPKT01524	POL0956637-01	12638	04/01/2025RENEWAL OF PUBLIC OFFIC...	09989 - ACENTRIA INSURANCE		-4,956.00	-31,292.52
04/09/2025	APPKT01528	296474873	12732	ZOOM SUBSCRIPTION CRA SEC PBL	16194 - TRUSTMARK NATIONAL BANK		-283.89	-31,576.41
04/09/2025	APPKT01528	3038972974	12732	CRA- ADOBE SUBSCRIPTION SEC PBL	16194 - TRUSTMARK NATIONAL BANK		-659.88	-32,236.29
04/09/2025	POPKT11049	250010	12730	) Commercial Site and Building Improve...	17842 - BIG LOVE RESTAURANT		-15,000.00	-47,236.29
04/09/2025	POPKT11049	250014	12731	approved Income-Based Roof Improve...	17863 - BROADWAY HOME SERVICES, LLC		-6,900.00	-54,136.29
04/09/2025	POPKT11049	250014	12731	invoice difference SEC PBL	17863 - BROADWAY HOME SERVICES, LLC		200.00	-53,936.29
04/09/2025	GLPKT11342	JN09360		AP Clearing Input 04/09/2025			22,643.77	-31,292.52
04/14/2025	APPKT01533	March 2025 24000-01...	12809	MARCH UTILITIES 24000-01661 SEC PBL	00059 - FPL NORTHWEST FL		-53.58	-31,346.10
04/17/2025	GLPKT11427	JN09381		AP Clearing Input 04/17/25 Payables			53.58	-31,292.52
04/29/2025	POPKT11161	1M36-LD1F-1VLK	12851	2 BLACK INK CARTRIDGES SEC PBL	09249 - AMAZON.COM		-74.11	-31,366.63
04/29/2025	POPKT11161	22445311	12872	VETERANS MEMORIAL PROJECT SEC PBL	04901 - DEWBERRY ENGINEERS, INC		-5,000.00	-36,366.63

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-207-810-0000	Transfer to AP Clearing - Continued	-11,893.45	-31,881.55	-43,775.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
04/29/2025	POPKT11161	2-256049	12886	Historic Design Standards agreement S...	17798 - JOHNSON, MIRMIRAN & THOMPS...		-2,005.08	-38,371.71
04/29/2025	POPKT11161	250016	12865	Residential Site and Building Improvem...	17899 - BRIAN TOOLE		-2,250.00	-40,621.71
04/29/2025	POPKT11161	250016	12865	invoice difference SEC PBL	17899 - BRIAN TOOLE		650.00	-39,971.71
04/29/2025	APPKT01545	519022	12868	CRA RECORDING FEE SEC PBL	00037 - CLERK OF CIRCUIT COURT		-18.50	-39,990.21
04/29/2025	APPKT01545	MAY 2025	12860	CRA MAY RENT PAYMENT SEC PBL	17263 - Baldwin Avenue, LLC		-900.00	-40,890.21
						Activity for April, 2025:	**-15,453.69**	
05/01/2025	POPKT11200	250005	12848	invoice difference SEC PBL	17838 - TRAVIS BLANTON		126.46	-40,763.75
05/01/2025	POPKT11200	250005	12848	Residential Site and Building Improvem...	17838 - TRAVIS BLANTON		-2,873.00	-43,636.75
05/01/2025	POPKT11161	01445	12908	flyers for the Veterans Memorial works...	02491 - SMITH'S SIGNS & PRINTING		-28.00	-43,664.75
05/01/2025	POPKT11161	8241Z	12871	RFP 25-01-CRA LEGAL ADVERTISEMENT ...	00040 - DEFUNIAK HERALD BREEZE		-110.25	-43,775.00
						Activity for May, 2025:	**-2,884.79**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-207-813-0000	Due to Payroll Clearing	-0.01	0.50	0.49

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/08/2024	PYPKT01085	PYPKT01085 - Payroll ...		Packet PYPKT01085: Payroll 10/11/2024...			-5,263.66	-5,263.67
10/09/2024	GLPKT10062	JN08954		Payroll Clearing Input 10/9/24			5,263.66	-0.01
10/23/2024	GLPKT10152	JN08974		Payroll Clearing Input 10/25/24 Payroll			5,938.50	5,938.49
10/25/2024	PYPKT01095	PYPKT01095 - PAYROL...		Packet PYPKT01095: PAYROLL 10/25/20...			-5,938.50	-0.01
						Activity for October, 2024:	**0.00**	
11/06/2024	GLPKT10217	JN08996		Payroll Clearing Input 11/8/24 payroll			5,735.10	5,735.09
11/08/2024	PYPKT01102	PYPKT01102 - 11/08/2...		Packet PYPKT01102: 11/08/2024 PAYRO...			-5,735.10	-0.01
11/21/2024	GLPKT10327	JN09043		Payroll Clearing Entries 11/22/24 Payroll			6,003.71	6,003.70
11/22/2024	PYPKT01105	PYPKT01105 - Payroll ...		Packet PYPKT01105: Payroll 11/22/2024...			-6,003.21	0.49
						Activity for November, 2024:	**0.50**	
12/04/2024	GLPKT10389	JN09056		Payroll Clearing Input 12/06/2024 payroll			5,421.20	5,421.69
12/06/2024	PYPKT01113	PYPKT01113 - Payroll ...		Packet PYPKT01113: Payroll 12/06/2024 ..			-5,421.20	0.49
12/19/2024	GLPKT10604	JN09138		Payroll Clearing Input 12/20/24 Payroll			6,049.34	6,049.83
12/20/2024	PYPKT01118	PYPKT01118 - Payroll ...		Packet PYPKT01118: Payroll 12/20/2024...			-6,049.34	0.49
						Activity for December, 2024:	**0.00**	
01/02/2025	GLPKT10528	JN09095		Payroll Clearing Input 01/03/2025 Payroll			5,420.95	5,421.44
01/03/2025	PYPKT01125	PYPKT01125 - 01/03/2...		Packet PYPKT01125: 01/03/2024 payroll...			-5,420.95	0.49
01/16/2025	GLPKT10643	JN09149		Payroll Clearing Input 01/17/2024 Payroll			6,049.45	6,049.94
01/17/2025	PYPKT01139	PYPKT01139 - 01/17/2...		Packet PYPKT01139: 01/17/2025 payroll...			-6,049.45	0.49
01/28/2025	PYPKT01153	PYPKT01153 - 01/31/2...		Packet PYPKT01153: 01/31/2025 payroll...			-5,420.90	-5,420.41
01/30/2025	GLPKT10737	JN09174		Payroll Clearing Input 01/31/2025 Payroll			5,420.90	0.49
						Activity for January, 2025:	**0.00**	
02/13/2025	GLPKT10798	JN09196		Payroll Clearing Input 02/14/2025 Payroll			5,421.20	5,421.69
02/14/2025	PYPKT01181	PYPKT01181 - 02/14/2...		Packet PYPKT01181: 02/14/2025 Payroll...			-5,421.20	0.49
02/26/2025	GLPKT10958	JN09272		Payroll Clearing Input 02/28/25 Payroll			6,049.40	6,049.89
02/28/2025	PYPKT01273	PYPKT01273 - 02/28/2...		Packet PYPKT01273: 02/28/2025 PAYRO...			-6,049.40	0.49
						Activity for February, 2025:	**0.00**	
03/12/2025	GLPKT11112	JN09314		Payroll Clearing Input 03/14/2025			5,421.20	5,421.69
03/14/2025	PYPKT01288	PYPKT01288 - 03/14/2...		Packet PYPKT01288: 03/14/2025 payroll...			-5,421.20	0.49
03/26/2025	GLPKT11225	JN09337		Payroll Clearing Input 03/28/25 Payroll			6,049.59	6,050.08
03/28/2025	PYPKT01291	PYPKT01291 - 03/28/2...		Packet PYPKT01291: 03/28/2025 Payroll...			-6,049.59	0.49
						Activity for March, 2025:	**0.00**	
04/10/2025	GLPKT11356	JN09365		Payroll Clearing Input 04/11/25 Payroll			5,421.20	5,421.69
04/11/2025	PYPKT01294	PYPKT01294 - 04/11/2...		Packet PYPKT01294: 04/11/2025 Payroll...			-5,421.20	0.49
04/24/2025	GLPKT11464	JN09390		Payroll Clearing Input 04/25/25 Payroll			6,049.34	6,049.83
04/25/2025	PYPKT01303	PYPKT01303 - 04/25/2...		Packet PYPKT01303: 04/25/2025 payroll...			-6,049.34	0.49
						Activity for April, 2025:	**0.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-216-000-0000	CRA Accrued Wages	-3,158.20	3,158.20	0.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			169.94	-2,988.26
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			766.84	-2,221.42
10/11/2024	GLPKT10895	JN09244		FY 2324 Accrued Salaries and Benefits			2,221.42	0.00
						Activity for October, 2024:	**3,158.20**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-311-100-0000	CRA - County Ad Valorem	0.00	-598,132.00	-598,132.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
01/31/2025	GLPKT10734	JN09171		Walton County CRA Payment			-598,132.00	-598,132.00
						Activity for January, 2025:	**-598,132.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-311-200-0000	CRA-City Ad Valorem Taxes	0.00	-913,812.52	-913,812.52

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
12/19/2024	GLPKT10495	JN09089		CRA FY 2425 Tax Increment Deposit			-913,812.52	-913,812.52
						Activity for December, 2024:	**-913,812.52**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-361-100-0000	CRA Interest	0.00	-12,506.35	-12,506.35

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
12/31/2024	GLPKT10702	JN09170		CRA Interest 12/2024			-2,797.78	-2,797.78
						Activity for December, 2024:	**-2,797.78**	
01/31/2025	BRPKT02145	Redevelopment Trust ...		Interest 01/25			-4,399.22	-7,197.00
						Activity for January, 2025:	**-4,399.22**	
02/28/2025	BRPKT02217	Redevelopment Trust ...		Interest 02/25			-5,309.35	-12,506.35
						Activity for February, 2025:	**-5,309.35**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-364-100-0000	Sale of Land	0.00	-59,580.00	-59,580.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
02/27/2025	CLPKT02035	R00219083		WC/CRA - 111 & 129 S 6TH ST Land Sale...			-59,580.00	-59,580.00
						Activity for February, 2025:	**-59,580.00**	

Account	Name	Beginning Balance	Total Activity	Ending Balance
660-365-100-0000	CRA- Ins Reimbursement	0.00	-97.00	-97.00

Post Date	Packet Number	Source Transaction	Pmt Number	Description	Vendor	Project Account	Amount	Running Balance
03/18/2025	CLPKT02059	R00222443		FMIT/FA 2324 WC REFUND CRA Insuran...			-97.00	-97.00
						Activity for March, 2025:	**-97.00**	

Total Fund: 660 - Community Redevelopment Area:	**Beginning Balance: 814,183.80**	**Total Activity: 0.00**	**Ending Balance: 814,183.80**
Grand Totals:	**Beginning Balance: 814,183.80**	**Total Activity: 0.00**	**Ending Balance: 814,183.80**

Fund Summary

Fund	Beginning Balance	Total Activity	Ending Balance
660 - Community Redevelopment Area	814,183.80	0.00	814,183.80
Grand Total:	**814,183.80**	**0.00**	**814,183.80**

DeFuniak Springs, FL

Budget Report
Account Summary
For Fiscal: 2024-2025 Period Ending: 05/31/2025

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 660 - Community Redevelopment Area								
Revenue								
660-311-100-0000	CRA - County Ad Valorem	598,133.00	598,133.00	0.00	598,132.00	0.00	-1.00	0.00 %
660-311-200-0000	CRA-City Ad Valorem Taxes	913,812.00	913,812.00	0.00	913,812.52	0.00	0.52	100.00 %
660-331-300-0000	CRA - Prior Year Carry Over	400,000.00	400,000.00	0.00	0.00	0.00	-400,000.00	100.00 %
660-361-100-0000	CRA Interest	0.00	0.00	0.00	12,506.35	0.00	12,506.35	0.00 %
660-364-100-0000	Sale of Land	0.00	0.00	0.00	59,580.00	0.00	59,580.00	0.00 %
660-365-100-0000	CRA- Ins Reimbursement	0.00	0.00	0.00	97.00	0.00	97.00	0.00 %
	Revenue Total:	**1,911,945.00**	**1,911,945.00**	**0.00**	**1,584,127.87**	**0.00**	**-327,817.13**	**17.15%**
Expense								
660-000-515-1200	CRA - Salaries	110,000.00	110,000.00	0.00	54,973.15	0.00	55,026.85	50.02 %
660-000-515-2100	CRA - FICA Taxes	11,134.00	11,134.00	0.00	4,518.15	0.00	6,615.85	59.42 %
660-000-515-2200	CRA - Retirement	45,944.00	45,944.00	0.00	18,976.74	0.00	26,967.26	58.70 %
660-000-515-2300	CRA - Health Insurance	13,782.00	13,782.00	0.00	4,088.00	0.00	9,694.00	70.34 %
660-000-515-2400	CRA - Worker Compensation	1,500.00	1,500.00	0.00	0.00	0.00	1,500.00	100.00 %
660-000-515-3130	CRA - Other Professional Services	150,000.00	150,000.00	0.00	43,493.50	35,319.49	71,187.01	47.46 %
660-000-515-3200	CRA - Financial Audit	8,500.00	8,500.00	0.00	0.00	0.00	8,500.00	100.00 %
660-000-515-4100	CRA - Telephone & Utilities	5,000.00	5,000.00	0.00	136.61	0.00	4,863.39	97.27 %
660-000-515-4200	CRA - Fees, Memberships & Subscriptions	3,000.00	3,000.00	0.00	2,038.77	0.00	961.23	32.04 %
660-000-515-4300	CRA - Insurance	30,000.00	30,000.00	0.00	21,943.50	4,956.00	3,100.50	10.34 %
660-000-515-4400	CRA - Office Lease	12,000.00	12,000.00	0.00	7,200.00	0.00	4,800.00	40.00 %
660-000-515-4664	CRA - R&M Equipment	5,000.00	5,000.00	0.00	0.00	0.00	5,000.00	100.00 %
660-000-515-4900	CRA - Travel Expense	3,000.00	3,000.00	0.00	1,487.44	0.00	1,512.56	50.42 %
660-000-515-4902	CRA - Marketing	10,000.00	10,000.00	138.25	712.00	1,557.00	7,731.00	77.31 %
660-000-515-5100	CRA - Office Supplies	5,000.00	5,000.00	0.00	74.11	0.00	4,925.89	98.52 %
660-000-515-5200	CRA - Operating Supplies	20,585.00	20,585.00	0.00	0.00	0.00	20,585.00	100.00 %
660-000-515-5310	CRA - Streetscape/Alleway	260,000.00	260,000.00	0.00	3,668.49	731.44	255,600.07	98.31 %
660-000-515-5420	CRA - Education & Training	2,500.00	2,500.00	0.00	0.00	0.00	2,500.00	100.00 %
660-000-515-6610	CRA - Land	325,000.00	325,000.00	0.00	0.00	0.00	325,000.00	100.00 %
660-000-515-6620	CRA- Blighted Parcel Acquisition	450,000.00	350,000.00	0.00	0.00	0.00	350,000.00	100.00 %

Budget Adjustments

Number	Date	Description	Adjustment
BA0000020	10/16/2024	FY 2425 CRA BA 01	-100,000.00

660-000-515-6630	CRA - Ampitheater Project	340,000.00	340,000.00	0.00	0.00	0.00	340,000.00	100.00 %
660-000-515-8200	CRA - Incentive Grants	100,000.00	100,000.00	2,746.54	67,021.54	5,834.00	27,144.46	27.14 %

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Remaining
660-000-515-8210	CRA - Income Based Incentive Grants	0.00	100,000.00	0.00	6,728.50	0.00	93,271.50	93.27 %

Budget Adjustments

Number	Date	Description	Adjustment
BA0000020	10/16/2024	FY 2425 CRA BA 01	100,000.00

Expense Total:	**1,911,945.00**	**1,911,945.00**	**2,884.79**	**237,060.50**	**48,397.93**	**1,626,486.57**	**85.07%**
Fund: 660 - Community Redevelopment Area Surplus (Deficit):	**0.00**	**0.00**	**-2,884.79**	**1,347,067.37**	**-48,397.93**	**1,298,669.44**	**0.00%**
Report Surplus (Deficit):	**0.00**	**0.00**	**-2,884.79**	**1,347,067.37**	**-48,397.93**	**1,298,669.44**	**0.00%**

Group Summary

Account Typ…	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 660 - Community Redevelopment Area							
Revenue	1,911,945.00	1,911,945.00	0.00	1,584,127.87	0.00	-327,817.13	17.15%
Expense	1,911,945.00	1,911,945.00	2,884.79	237,060.50	48,397.93	1,626,486.57	85.07%
Fund: 660 - Community Redevelopment Area Surplus (Deficit):	**0.00**	**0.00**	**-2,884.79**	**1,347,067.37**	**-48,397.93**	**1,298,669.44**	**0.00%**
Report Surplus (Deficit):	**0.00**	**0.00**	**-2,884.79**	**1,347,067.37**	**-48,397.93**	**1,298,669.44**	**0.00%**

Fund Summary

Fund	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)
660 - Community Redevelopmen	0.00	0.00	-2,884.79	1,347,067.37	-48,397.93	1,298,669.44
Report Surplus (Deficit):	**0.00**	**0.00**	**-2,884.79**	**1,347,067.37**	**-48,397.93**	**1,298,669.44**

FY 2025 Grant Tracking Worksheet

Next Application #: 250024

DeFuniak Springs Community Redevelopment Agency

p. (850) 951-3054
e. CRADirector@DeFuniakSprings.net
w. www.DeFuniakSprings.net/CRA

STATEMENT

Date: 5/8/2025

Applicant: All Applicants
Owner:
Parcel:
Property Address:
Mailing Address:
Email:

Aging Summary	5/8/2025
Current:	30,034.00
31 - 90:	10,000.00
91 - 180:	10,000.00
181 -270 :	-
> 270:	-
Total Outstanding:	$ 50,034.00
Total Awarded:	$ 96,407.00

Application Date	Application #	Applicant	Grant Type	Approved Date	Approved Amount	PO#	Completion Deadline	Age	Outstanding	Status	Completion Date	Check Number	Check Delivered
10/3/2024	250001	Kobe Reed	Residential Site Cleanup	10/3/2024	n/a	n/a	10/10/2024	-	n/a	Completed	2/5/2025	n/a	n/a
10/11/2024	250002	Joy Mooney	Residential Site and Building Improvement	10/15/2024	$ 2,850.00	2025-00096	10/15/2025		2,850.00	Completed	11/1/2024	11871	11/8/2024
10/21/2024	250003	Laura Roeser	Residential Site and Building Improvement	10/24/2024	$ 3,850.00	2025-00142	10/24/2025	-	3,850.00	Completed	11/12/2024	11873	11/15/2024
10/29/2024	250004	Xavier Beach	Residential Site Cleanup	11/4/2024	n/a	n/a	11/11/2024	-	n/a	Completed	11/15/2024	n/a	n/a
11/8/2024	250005	Travis Blanton	Residential Site and Building Improvement	11/13/2024	$ 2,873.00	2025-00893	11/13/2025	-	2,873.00	Completed	4/17/2025	12848	
12/11/2024	250006	ZIIC Properties, LLC	Commercial Site and Building Improvement	12/12/2024	$ 5,000.00	2025-00894	12/12/2025	147	5,000.00				
1/16/2025	250007	Jon Miller	Residential Site and Building Improvement	1/16/2025	$ 3,500.00	2025-00895	1/16/2026	-	3,500.00	Completed	2/27/2025	12520	3/7/2025
1/29/2025	250008	Darin Kimberl	Residential Site and Building Improvement	1/29/2025	$ 5,000.00	2025-00791	1/29/2026	-	5,000.00	Completed	2/10/2025	12364	2/21/2025
1/29/2025	250009	Lynda McNew	Residential Site and Building Improvement	1/30/2025	$ 5,000.00	2025-00896	1/30/2026	98	5,000.00				
1/30/2025	250010	Big Love Restaurant Group	Commercial Site and Building Improvement	1/31/2025	$ 15,000.00	2022-00898	1/31/2026	-	15,000.00	Completed	4/7/2025	12730	4/11/2025
2/6/2025	250011	Ralph Edwards	Residential Site and Building Improvement	2/6/2025	$ 5,000.00	2025-00965	2/6/2026	-	5,000.00	Completed	3/21/2025	12636	3/27/2025
2/26/2025	250012	Fetter Properties LLC	Residential Site and Building Improvement	2/27/2025	$ 5,000.00	2025-01017	2/27/2026	70	5,000.00				
2/28/2025	250013	Glen Harrison	Residential Site and Building Improvement	3/4/2025	$ 5,000.00	2025-01043	3/4/2026	65	5,000.00				
2/12/2025	250014	Carolyn Bryan	Income-Based Roofing Improvement	3/10/2025	$ 6,700.00	2025-01071	6/8/2025	-	6,700.00	Completed	4/7/2025	12731	4/17/2025
4/1/2025	250015	Sonya Carroll	Residential Site Cleanup	4/2/2025	n/a	n/a	4/9/2025	36	n/a				
4/3/2025	250016	Brian Toole	Residential Site and Building Improvement	4/3/2025	$ 1,600.00	2025-01324	4/3/2026	-	1,600.00	Completed	4/28/2025		
4/10/2025	250017	Lisa Pickard	Residential Site and Building Improvement	4/10/2025	$ 5,000.00	2025-01328	4/10/2026	28	5,000.00				
4/16/2025	250018	Kathy Douglass	Residential Site and Building Improvement	4/16/2025	$ 3,534.00	2025-01372	4/16/2026	22	3,534.00				
4/16/2025	250019	Scott Thomley	Residential Site and Building Improvement	4/17/2025	$ 5,000.00	2025-01377	4/17/2026	21	5,000.00				
4/21/2025	250020	Galloway Wealth	Commercial Site and Building Improvement	4/21/2025	$ 1,500.00	2025-01415	4/21/2026	17	1,500.00				
4/29/2025	250021	Angus Graham Campbell-Work	Residential Site and Building Improvement	4/29/2025	$ 5,000.00		4/29/2026	9	5,000.00				
4/30/2025	250022	Michael Hatcher	Residential Site and Building Improvement	4/30/2025	$ 5,000.00	2025-01482	4/30/2026	8	5,000.00				
5/2/2025	250023	Sandra Miller	Residential Site and Building Improvement	5/2/2025	$ 5,000.00		5/2/2026	6	5,000.00				
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Applicant Name	Application ID	Property Owner	Parcel Number	Property Address	Mailing Street	Mailing City/State/Zip	Phone Number	Email Address
Kobe Reed	250001	Estate of Tammy Johnson	25-3N-19-19070-001-5451	444 Anthony Johnson Trail	Same	DeFuniak Springs, FL 32435	850-849-2186	kokochaneld23@gmail.com
Joy Mooney	250002	Same	25-3N-19-19355-000-00A0	308 S 2nd Street	Same	DeFuniak Springs, FL 32435	803-600-4668	mooneybeth@icloud.com
Laura Roeser	250003	Same	25-3N-19-19070-000-4830	331 S 13th Street	Same	DeFuniak Springs, FL 32435	850-598-3227	lroeser9@gmail.com
Xavier Beach	250004	Estate of Henry Beach Jr.	25-3N-19-19070-000-7260	111 W Chaffin Avenue	Same	DeFuniak Springs, FL 32433	850-333-5458	xman.beach@gmail.com
Travis Blanton	250005	Same	25-3N-19-19070-000-0590	180 College Avenue	Same	DeFuniak Springs, FL 32435	850-305-6750	tippmann43@hotmail.com
ZIIC Properties, LLC	250006	Same	15-2N-19-18040-000-0392	3590 US Hwy 331 S	PO Box 156	DeFuniak Springs, FL 32433	850-635-5201	ziicproperties@gmail.com
Jon Miller	250007	Same	25-3N-19-19070-001-8810	224 S 13th Street	Same	DeFuniak Springs, FL 32435	850-685-2025	sandphlea@gmail.com
Darin Kimberl	250008	Same	36-3N-19-19350-004-0070	53 Oxford Street	Same	DeFuniak Springs, FL 32435	850-545-9248	darintkimberl@gmail.com
Lynda McNew	250009	Same	25-3N-19-19070-000-6020	14 Circle Drive	Same	DeFuniak Springs, FL 32435	850-585-3109	dfslynda@gmail.com
Big Love Restaurant Group	250010	Same	25-3N-19-19070-000-8980	660 Baldwin Avenue	6110 Hwy 331 S	DeFuniak Springs, FL 32435	850-797-0495	kellimisener@gmail.com
Ralph Edwards	250011	Same	25-3N-19-19070-000-3900	436 Park Avenue	Same	DeFuniak Springs, FL 32435	850-376-1602	efusjon@gmail.com
Fetter Properties LLC	250012	Same	01-2N-19-18000-002-0010	1202 Hill Street	755 Grand Boulevard, Suite	Miramar Beach, FL 32550	850-931-4400	team@fetterfunds.com
Glen Harrison	250013	Same	25-3N-19-19404-002-0020	208 Clay Street	Same	DeFuniak Springs, FL 32435	850-865-1647	harrisongh@yahoo.com
Carolyn Bryan	250014	Same	25-3N-19-19070-001-8278	88 N 20th Street	Same	DeFuniak Springs, FL 32433	850-419-4297	csab1951@yahoo.com
Sonya Carroll	250015	Same	27-3N-19-19420-000-0150	237 Royal Drive	1215 Martin Road	DeFuniak Springs, FL 32433	850-307-7178	carrolls09@yahoo.com
Brian Toole	250016	Same	25-3N-19-19070-000-6500	5 S 13th Street	PO Box 673661	Marietta, GA 30006	770-842-9887	energyprof@outlook.com
Lisa Pickard	250017	Same	21-3N-19-19011-000-0030	124 Huggins Road	Same	DeFuniak Springs, FL 32433	912-321-8194	hops_02@yahoo.com
Kathy Douglass	250018	Same	36-3N-19-19060-001-0130	62 Douglass Avenue	Same	DeFuniak Springs, FL 32435	850-830-2405	kdouglass@panhandle.rr.com
Scott Thomley	250019	Same	25-3N-19-19070-000-5850	120 E Orange Avenue	Same	DeFuniak Springs, FL 32435	479-899-8169	thomleys@yahoo.com
Galloway Wealth	250020	Eric Galloway	25-3N-19-19070-000-7651	886 Baldwin Avenue	886 Baldwin Avenue	DeFuniak Springs, FL 32435	850-768-0160	ericgalloway@gallowaywealth.com
Angus Graham Campbell-Work	250021	Same	36-3N-19-19050-000-0608	37 E Meadowbrook Lane	Same	DeFuniak Springs, FL 32435	850-865-3832	grahamcampbellwork@gmail.com
Michael Hatcher	250022	Same	25-3N-19-19070-000-1620	620 Circle Drive	Same	DeFuniak Springs, FL 32435	850-865-8671	trenthatcher@hotmail.com
Sandra Miller	250023	Same	25-3N-19-19070-000-0510	754 Circle Drive	Same	DeFuniak Springs, FL 32435	850-974-8765	maestras1@yahoo.com

COMING SOON

250023 754 CIRCLE DRIVE

FENCING REMOVAL/NEW VINYL FENCING



DEFUNIAKSPRINGSCRA.COM

CRA
COMMUNITY
REDEVELOPMENT
AGENCY

COMING SOON

250022 620 CIRCLE DRIVE

NEW WINDOWS



DEFUNIAKSPRINGSCRA.COM

CRA
COMMUNITY REDEVELOPMENT AGENCY

COMING SOON

250021 37 E MEADOWBROOK LN

NEW GARAGE SIDING AND ROOFING



DEFUNIAKSPRINGSCRA.COM

CRA
COMMUNITY
REDEVELOPMENT
AGENCY

CRA

RESIDENTIAL SITE & BUILDING IMPROVEMENT

180 COLLEGE AVENUE

250005-PORCH PAINT/SOFFIT/DOOR/LANDSCAPING

$2,746 AWARD



BEFORE



AFTER

(850) 951-3054

cradirector@defuniakspringscra.com

www.defuniakspringscra.com

DeFuniak Springs
Community Redevelopment Agency

1234

DATE: 5-1 20 25

PAY TO THE ORDER OF: Travis Blanton $ 2,746.54

two thousand seven hundred forty six & 54/100 DOLLARS

FOR: 25005

:1234567890 :123456787654321 :1234

From: Mitchell, Scott s
To: Josh Ervin
Subject: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test
Date: Thursday, April 24, 2025 4:38:30 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png

It should be very close to the same

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, April 24, 2025 8:34 AM
To: Mitchell, Scott s <Scott.Mitchell@charter.com>
Subject: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

> CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

Good morning, Scott!

My board has given me direction to look back into this project. Is your previously provided price still good or could you provide me with a current one if not? Thank you again!

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Mitchell, Scott s <Scott.Mitchell@charter.com>
Sent: Thursday, October 31, 2024 4:45 PM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

Yes sir it is the highlighted area and includes restoration, as far as how soon can the work begin can vary greatly on how soon we can get the needed materials and how soon the project has the funds available to the contractors.

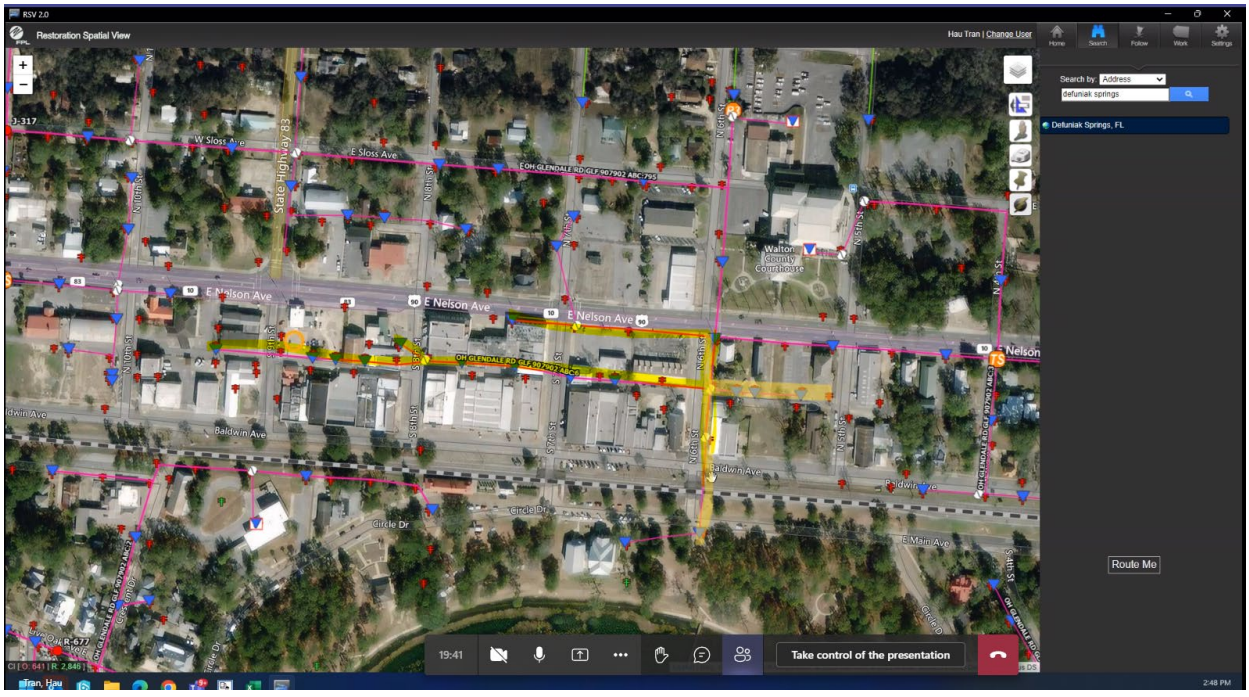
From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, October 31, 2024 10:44 AM
To: Mitchell, Scott s <Scott.Mitchell@charter.com>
Subject: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

> CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

Good morning!

I'm preparing to move this project forward to my board on November 20th. With that said, I wanted to confirm a few things with you.

1. Does your estimate include repairing asphalt from boring pits?
2. Can you please confirm estimate is for the highlighted area (see pic)?
3. What would be the ETA for the work to start?



Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Mitchell, Scott s <Scott.Mitchell@charter.com>
Sent: Monday, September 9, 2024 11:28 AM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

I'm sorry for not calling you back I was traveling for work, the price is good until the end of the year.

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Monday, September 9, 2024 9:25 AM
To: Mitchell, Scott s <Scott.Mitchell@charter.com>
Subject: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

> CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

Good morning, Scott!

How long is this estimate good for and is there any way to lock that price in?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Mitchell, Scott s <Scott.Mitchell@charter.com>
Sent: Friday, August 16, 2024 11:13 AM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] RE: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

Sorry for the delay I just received the final cost from the coordinator that works Defuniak Springs. Total is $100,587.16 I can provide a detailed cost with each line item if needed.

Labor						
Job Code	SubCat	Quantity	WBS	Rate	Cost	New OR F8
Totals					$80,548.16	
Material						
Code	SubCat	Quantity	WBS	Rate	Cost	New OR F7
Totals					$20,039.00	

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Friday, August 16, 2024 7:35 AM
To: Mitchell, Scott s <Scott.Mitchell@charter.com>
Subject: [EXTERNAL] RE: [** Caution: FILE ATTACHED **] Test

> CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

Good morning, Scott!

Just wanted to touch base with you on the undergrounding project in DeFuniak Springs. Was curious if you've made any progress with your leadership?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Mitchell, Scott s <Scott.Mitchell@charter.com>
Sent: Friday, July 26, 2024 12:12 PM
To: cradirector@defuniakspringscra.com
Subject: [** Caution: FILE ATTACHED **] Test

Test

Charter
COMMUNICATIONS

Scott Mitchell / Construction Supervisor
Enterprise/Dothan/Florida Panhandle-Louisiana
Office# 334-390-2198
Cell# 334-685-9098
Scott.Mitchell@charter.com

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The contents of this e-mail message and any attachments are intended solely for the addressee(s) and may contain confidential and/or legally privileged information. If you are not the intended recipient of this message or if this message has been addressed to you in error, please immediately alert the sender by reply e-mail and then delete this message and any attachments. If you are not the intended recipient, you are notified that any use, dissemination, distribution, copying, or storage of this message or any attachment is strictly prohibited.

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The contents of this e-mail message and any attachments are intended solely for the addressee(s) and may contain confidential and/or legally privileged information. If you are not the intended recipient of this message or if this message has been addressed to you in error, please immediately alert the sender by reply e-mail and then delete this message and any attachments. If you are not the intended recipient, you are notified that any use, dissemination, distribution, copying, or storage of this message or any attachment is strictly prohibited.

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The contents of this e-mail message and any attachments are intended solely for the addressee(s) and may contain confidential and/or legally privileged information. If you are not the intended recipient of this message or if this message has been addressed to you in error, please immediately alert the sender by reply e-mail and then delete this message and any attachments. If you are not the intended recipient, you are notified that any use, dissemination, distribution, copying, or storage of this message or any attachment is strictly prohibited.

From: Richardson, Tom
To: Josh Ervin; Tran, Hau
Cc: Rivera, Lauren
Subject: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML
Date: Thursday, May 8, 2025 7:56:55 AM
Attachments: image001.png
image003.png
image004.png
image005.png

Good Morning Josh,

We are all tied up with a mock storm event this week. I will check on the estimate and get back with you as soon as I can.
Regards,

Tom

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, May 8, 2025 7:50 AM
To: Tran, Hau <Hau.Tran@fpl.com>
Cc: Richardson, Tom <Tom.Richardson@fpl.com>; Rivera, Lauren <Lauren.Rivera@fpl.com>
Subject: RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

Good morning!

Was just touching base to see if you've been able to crunch some numbers. Have a blessed day!

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Tran, Hau <Hau.Tran@fpl.com>
Sent: Tuesday, April 15, 2025 4:19 PM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Cc: Richardson, Tom <Tom.Richardson@fpl.com>; Rivera, Lauren <Lauren.Rivera@fpl.com>
Subject: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

It's been some time since we ran this estimate… Let us run it again as a sanity check…

We'll try to get this expedited and back to you in the next week or so.

Thank you!

Hau Tran
Program Manager
Overhead to Underground Conversions
FPL Power Delivery
941-331-4002 – Office
941-704-5729 – Cell
hau.tran@fpl.com
GRIDFORWARD Building the Future

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From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Tuesday, April 15, 2025 4:59 PM
To: Tran, Hau <Hau.Tran@fpl.com>
Subject: Re: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

Good afternoon,

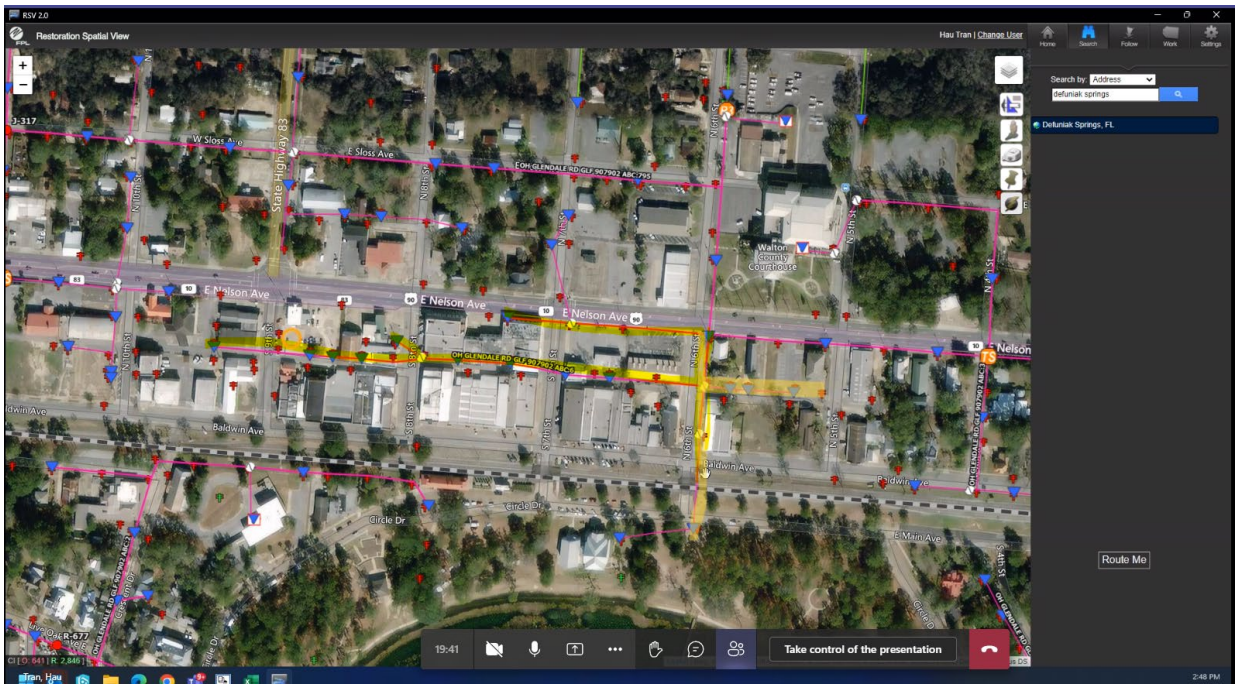
After a bit of back and forth, this project appears to be getting more traction. With that said, is the previously provided ball-park estimate and engineered estimate deposit still applicable?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

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On Wed, Aug 14, 2024 at 4:50 PM Tran, Hau <Hau.Tran@fpl.com> wrote:

> That's correct!
>
> Hau Tran
> **Program Manager**
> **Overhead to Underground Conversions**
> FPL Power Delivery
> 941-331-4002 – Office
> 941-704-5729 – Cell
> hau.tran@fpl.com
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>
> ---
>
> **From:** Josh Ervin <cradirector@defuniaksprings.net>
> **Sent:** Wednesday, August 14, 2024 1:51 PM
> **To:** Tran, Hau <Hau.Tran@fpl.com>
> **Subject:** RE: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML
>
> Thank you, sir! Just to confirm scope is highlighted in yellow on the attached?



Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSprings.net
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Tran, Hau <Hau.Tran@fpl.com>
Sent: Wednesday, August 14, 2024 12:47 PM
To: Josh Ervin <cradirector@defuniaksprings.net>
Subject: [** Caution: FILE ATTACHED **] RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

Hello Josh!

The estimate went up slightly… the credits and the deposit remained the same.

Thank you,

Hau Tran
Program Manager
Overhead to Underground Conversions
FPL Power Delivery
941-331-4002 – Office
941-704-5729 – Cell
hau.tran@fpl.com

GRIDFORWARD
Building the Future

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From: Josh Ervin <cradirector@defuniaksprings.net>
Sent: Monday, August 12, 2024 10:43 AM
To: Tran, Hau <Hau.Tran@fpl.com>
Subject: RE: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

Good morning, Hau!

Just wanted to follow up on the "ballpark estimate" for downtown DeFuniak Springs. Have a great week!

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSprings.net
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Tran, Hau <Hau.Tran@fpl.com>
Sent: Tuesday, July 23, 2024 8:13 AM
To: Josh Ervin <cradirector@defuniaksprings.net>
Subject: [** Caution: FILE ATTACHED **] City of Defuniak Springs - OH-UG Conversion - KML

Hau Tran
Program Manager
Overhead to Underground Conversions
FPL Power Delivery
941-331-4002 – Office
941-704-5729 – Cell
hau.tran@fpl.com



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CenturyLink™

Contract No: No
Job Authorization No: P272775
CTL Affiliate: EQ Florida-Panhandle

Special Construction Proposal

Date: 4/28/2025

Billing Address:

Customer: Joshua R. Ervin
Attention: DeFuniak Springs Community Redevelop
694 Baldwin Avenue, Suite 4

DeFuniak Springs, FL 32435

Work Location:

"Woodham" Alleyway between US-90 and Baldwin Av
County WALTON
DE FUNIAK SPRINGS, FL

This Proposal is governed by the terms and conditions set forth herein as well as any applicable state or federal tariffs filed with the appropriate state or federal regulators. Description and/or specifications of work to be performed by an operating affiliate of CenturyLink Inc. ("CenturyLink") under this Proposal ("Work") is as follows:

Project is taking place in "Woodham" Alleyway between US-90 and Baldwin AVE, Defuniak Springs, FL. Lumen will remove 3000' of aerial PR copper cable and 450' of aerial PR copper cable, remove 60' of asphalt, remove 10 pedestals and 7 poles. Lumen to place 2500' of 2" conduit by means of boring and pull 2500' of 100ANMW Copper Cable into conduit and place 10 new pedestals along route to service existing customers, and restore 60' asphalt.

Advance Payment (required before work begins): $75,531.18

Total Charges: Seventy-Five Thousand Five Hundred Thirty-One Dollars and 18/100

Customer shall indicate its acceptance of this Proposal by signing where indicated below. The date of Customer's signature shall be the effective date of this Proposal (the "Effective Date"). Upon such acceptance by Customer, this Proposal and the terms and conditions of any applicable Tariffs shall constitute a binding agreement.

For the Work performed hereunder, Customer will be responsible for the actual charges incurred by the Lumen affiliate performing the Work ("Provider"). The estimated charges above shall be paid prior to commencement of the Work ("Advance Payment"). Amounts due from Customer in excess of the Advance Payment shall be paid by Customer within thirty (30) days of invoice, or such longer time, if any, as set forth on such invoice. Refunds due Customer, if any, shall be refunded if and as required by applicable Tariffs. All past due, undisputed amounts due from Customer to Provider will be assessed a late fee at 14% APR. Where applicable, Customer shall also be responsible for foreign, federal, state and local taxes assessed in connection with the Work, including without limitation, all use, sales, value added, surcharges, excise, franchises, commercial, gross receipts, license, privilege or other similar charges, whether charged to or against Provider or Customer, but excluding any taxes based on Provider's net income.

For Governmental Customers only, no Advance Payment is due. Lumen will submit an invoice of charges upon completion of the Work, payable within forty-five (45) days of receipt. Past due undisputed amounts will be assessed a late fee in accordance with applicable laws.

The Work in this Proposal is separate from any work that may be performed pursuant to any other order or agreement, including but not limited to a Pre-Service Request for cell site provisioning.

This Proposal shall be deemed withdrawn by Provider if not accepted by Customer within thirty (30) days of the date of this Proposal. Except for Proposals signed by Governmental Customers, if Provider has not received the Advance Payment within thirty (30) days of the Effective Date, this Proposal will automatically expire without further action by either party.

Customer

Authorized Signature: _____

Name Printed/Typed: _____

Title: _____

Date: _____

Purchase Order Request Form

City/State*	Defuniak
Vendor Name*	Uniti
Project Name*	Defuniak aerial to underground
Project ID	
Date*	

Requestor*	
POR Due Date	
Request Completion Date	

Requested Completion Date	

Capability	Description of Unit Pricing	Unit	Quantity	Rate	Total
Underground	Directional Bore 2- 1-1/4 ducts	LF	2480	$15.00	$37,200.00
	FOC	LF	3230	$3.00	$9,690.00
	HAND HOLES	LF	5	$500.00	$2,500.00
	LOCATE WIRE	LF	2580	$1.00	$2,580.00
	TRAFFIC CONTROL	EA	2	$800.00	$1,600.00
	R&R CONCRETE	FT	75	$50.00	$3,750.00
	SOD	FT			$0.00
	REMOVE AERIAL FOC	FT	2480	$2.00	$4,960.00
	MISC MATERIALS (MULE TAPE)	FT	2480	$0.50	$1,240.00
	ENGINEERING, PERMITTING	FT	2480	$2.00	$4,960.00
	SPLICING	EA	12880	$1.00	$12,880.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
		TOTAL			$81,360.00

Notes:

QUOTE GOOD FOR 30 DAYS, TRAFFIC CONTROL IS FOR ROAD CROSSINGS ONLY AND NOT FOR SHOULDER OR LANE CLOSURES.

Vendor Approval _____ Uniti Fiber Approval _____

Approval Date _____ Approval Date _____

Contractor understands and agrees that this is a firm fixed price contract and that there shall be no allowances or reimbursement for any cost whatsoever except as otherwise explicitly provided in this Agreement and/or other written documentation not included in this contract.

From:	James K. Hill
To:	Josh Ervin
Subject:	[** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: Test
Date:	Thursday, April 24, 2025 8:38:12 AM
Attachments:	image003.png image004.png image005.png

It is still good.

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, April 24, 2025 8:35 AM
To: James K. Hill <James.Hill@uniti.com>
Subject: RE: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: Test

External Sender - Unverified!
Good morning,

My board has given me direction to bring this back again for consideration. Is your proposal still good or do you need to update it?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: James K. Hill <James.Hill@uniti.com>
Sent: Thursday, October 31, 2024 11:00 AM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: Test

1. Yes it has pricing to replace asphalt for bore pits.
2. The price will be the same as long as there is no major change for the price of the materials needed for the job.

3. Once payment is made we will need to engineer and permit. That normally takes about two months.

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, October 31, 2024 10:48 AM
To: James K. Hill <James.Hill@uniti.com>
Subject: RE: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: Test

External Sender - Unverified!
Good morning,

I'm preparing to request direction from my board on November 20th and have a few questions that I'm hoping you can answer prior to:

1. Does your estimate include repairing asphalt from boring pits?
2. How long is this price good for?
3. What would be the ETA for the work to start?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

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From: James K. Hill <James.Hill@uniti.com>
Sent: Monday, September 9, 2024 9:46 AM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] Re: [** Caution: FILE ATTACHED **] Re: Test

The estimate I gave you is within the limits of the area highlighted in yellow. I will need to check on locking in the estimate and get back with you.

Thanks,

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Monday, September 9, 2024 9:27 AM

To: James K. Hill <James.Hill@uniti.com>
Subject: RE: [** Caution: FILE ATTACHED **] Re: Test

External Sender - Unverified!
Good morning, sir!

I'm getting a little closer to narrowing down the total estimated cost for undergrounding the utilities downtown and wondered if Uniti provides any opportunities to lock in the construction cost? Also, just wanted to confirm the scope (limits highlighted in yellow).

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

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From: James K. Hill <James.Hill@uniti.com>
Sent: Thursday, August 22, 2024 2:52 PM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: [** Caution: FILE ATTACHED **] Re: Test

From: James K. Hill <James.Hill@uniti.com>
Sent: Thursday, August 22, 2024 2:51 PM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: Re: Test

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Thursday, August 22, 2024 2:47 PM
To: James K. Hill <James.Hill@uniti.com>
Subject: Test

External Sender - Unverified!

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

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This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

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Utility Owner	Cost	Credit	Total
Uniti	$ 81,360.00	$ -	$ 81,360.00
FPL	$ 624,800.00	$ (170,650.00)	$ 454,150.00
Centurylink/Lumen	$ 75,531.18	$ -	$ 75,531.18
Charter/Spectrum	$ 100,587.16	$ -	$ 100,587.16
		Est. Total	**$ 711,628.34**

May 8, 2025

Joshua R. Ervin
Executive Director
DeFuniak Springs Community
Redevelopment Agency

Re: DeFuniak Springs
Electric Facilities Conversion – Ballpark Estimate
WR # 10682675

Dear Mr. Ervin:

FPL welcomes the opportunity to assist you in examining the feasibility of converting from overhead electric distribution facilities to an underground system at the following location:

E Nelson Ave – between N 5th St and S 9th St

As per your request, the non-binding "ballpark" estimate to complete this conversion is $666,900. This estimate is provided strictly to assist you in preliminary decision making and it does not include the conversion of the existing streetlight system. It is not an offer from FPL to perform the requested conversion and should not be construed or used as such for detailed planning purposes. This represents an "order of magnitude" figure based on previous FPL experience and reflects the CIAC payment that the City would ultimately need to make to FPL if the conversion were performed at this point in time. It is our experience that conversions in developed areas are the most complex and challenging types of construction. As such, this estimate likely will not precisely represent the City's ultimate actual cost to convert but can assist the City in preliminary decision-making.

FPL estimates include only estimated charges to be paid by the City to FPL. The costs of the following items are not included with the estimate and are the responsibility of the City / residents. These potential costs should be included in future planning of the project:

- Site restoration (sod, landscaping, pavement, sidewalks, etc)
- Rearrangement of customer electric service entrances (requires electrician) from overhead to underground. Also, additional customer expense if local inspecting authorities require customer wiring to be brought to current codes.
- Replacement street and security lighting currently attached to be poles being removed
- Trenching/backfilling for service laterals.
- Removal and undergrounding of other utilities (e.g. telecom, CATV, etc.)
- All work will be performed during the daylight hours, Monday through Friday, 8 A.M. to 5 P.M.. Any afterhours work, e.g. disconnect / reconnect service appointments, would be an additional expense for the City.

- Acquiring, describing, securing and recording of easements for underground facilities. In underground systems, major components formerly attached to poles must now occupy "at grade" appurtenances, e.g., ground level pad mounted transformers and switch cabinets. Facilities of an underground distribution system will not be placed in road right-of-way, with the exception of cables required for crossings. (See special note below)

Note: Obtaining easements is typically the most difficult aspect of the conversion process; the time required to secure the easements may even exceed the 180 day binding estimate timeframe. FPL strongly suggests that all easements required for the conversion be described and secured prior to requesting the detailed cost estimate.

According to the FPL tariff, this project qualifies for an Avoided Storm Restoration Costs (ASRC) credit and an operational costs differential credit. Based on the overhead mileage of this project, the estimated credit is $225,466. This is not reflected in the ballpark estimate mentioned above.

After reviewing the “ballpark” estimate, if you decide to move forward with the conversion project, the City along with FPL would discuss a plan to apportion the project into phases. Then, you may request a detailed and "binding" estimate for those phases. Due to the complexity and time required to estimate such a conversion, a non-refundable engineering deposit is required prior to beginning the estimating process for each phase, as set forth in the Florida Administrative Code 25-6.115. For this conversion project the amount of the required engineering deposit is $4,536. If you decide to proceed with the work contained in the estimate, the amount of this deposit would be applied toward the estimated amount owed to FPL for the conversion. The work must commence within 180 days of the date the binding estimate is provided.

The request for the binding estimate must be in writing, and must describe in detail the facilities to be converted. Binding estimates are valid for 180 days, and would be subject to change in the event of a work scope change. Should actual FPL costs exceed the binding estimate amount, the customer may be responsible for those additional costs up to a maximum of 10% of the binding estimate amount. Payment of customer costs, easements (with opinion of title and recorded), agreements from other utilities/pole licensees, and execution of a Conversion Agreement would be required before commencement of construction.

If you have any questions or wish to consider a binding cost estimate, please call me at (850-419-1105)

Sincerely,

Tom Richardson

Tom Richardson
Project Manager
Overhead to Underground Conversions
FPL

fishbeck
Engineers | Architects | Scientists | Constructors

Payment Options
NEW: Remit Wire/ACH payments to Acct: 585033205 ABA: 072000326
Remit checks to: 1515 Arboretum Drive, SE, Grand Rapids, Michigan 49546
Remittance Advice: accounts.receivable@fishbeck.com
616.575.3824
Federal I.D. No. 38-1841857 | Incorporated

DeFuniak Springs Community Redevelopment Agency
Joshua Ervin
694 Baldwin Avenue, Suite 4A
DeFuniak Springs, FL 32432

April 30, 2025
Project No: 2414150.00
Invoice No: 000000450473

Project 2414150.00 DeFuniak Springs/Parking Study

PO 2024-02504

For Professional Services through April 25, 2025

Phase	Fee	Percent Complete	To Date	Previously Billed	Current Fee Billing
Parking Study	46,373.00	95.00	44,054.35	41,735.70	2,318.65
Total Fee	46,373.00		44,054.35	41,735.70	2,318.65
	Total Fee				**2,318.65**
			Total this Invoice		**2,318.65**

Billings to Date

	Current	Prior	Total
Fee	2,318.65	41,735.70	44,054.35
Totals	**2,318.65**	**41,735.70**	**44,054.35**

Tasks: Project management, Action Items list, coordination for workshops and meetings post February presentations.

fishbeck

Engineers | Architects | Scientists | Constructors

DeFuniak Springs Parking Study

Project No. 241415
May 1, 2025



Table of Contents

Section A Executive Summary
Section B Findings and Recommendations
Section C Parking Occupancy Charts and Maps
Section D Parking Survey Results
Section E Support Documents
Section F Public Presentations

Section A

Executive Summary

DeFuniak Springs Parking Study
Executive Summary

May 1, 2025

Historic downtown DeFuniak Springs has been the center of the community for 140 years. Beginning with the Chautauqua movement and thousands of people arriving by railroad to the current bustling city center with shops, restaurants, and businesses, downtown has been and is again a gathering place for people across the region and country. Today, downtown visitors almost exclusively arrive by car and the recent redevelopment of several buildings has caused the downtown parking supply to feel full for the first time in a few years.

The redevelopment activity downtown has caused high utilization of public parking along the 600 and 700 block of Baldwin Avenue. The increased parking pressure has raised questions about managing the current situation, but more importantly, how to accommodate parking demand as downtown continues to grow. With an active Community Redevelopment Authority (CRA), potential new Central Business District (CBD) zoning policies, and growth across Walton County, there is anticipation for the measured but continual growth of downtown.

Parking Study Process

The 2024/2025 parking study began with an extended site visit to gather vehicle parking data and community input on parking issues. The entire 19 block area of downtown and Circle Drive were mapped using GIS (Geographic Information System) format. Each on-street parking space was separately inventoried, as well as all parking lots. Vehicle occupancy counts were conducted on two days (Friday, October 4, 2024, and Tuesday, October 8, 2024) to measure how parking was being used by drivers.

The community was invited to participate in the parking study process through several input methods.

- Community Open House on Parking held Monday, October 7, 2024.
- One-on-One Interviews with the Consultant:
  - Elected officials.
  - City staff.
  - Downtown business owners.
  - CRA Board members.
- An online parking survey receiving 108 responses.

The high level of engagement with those responsible for parking, and businesses and organizations that rely on public parking for employees and patrons, allowed both the consultant and the community to understand the value that parking brings to downtown DeFuniak Springs.

The recommendations that flowed from the data collection and community engagement are intended to help DeFuniak Springs manage the current parking supply and plan for future needs. The recommendations support the following priorities identified during the study.

1. Maintain Ease of Use: Downtown parking has little regulation and is generally easy to use for all parker groups. The ease of use is part of the character of DeFuniak Springs, and regulation, parking tickets, and other administrative tools should be avoided for as long as possible.
2. Parking Supports Downtown Businesses: Parking is intended to support downtown businesses and organizations. While it is not reasonable to expect patrons and employees to be able to park directly in front of their destination in a downtown setting, parking should provide convenient access to the restaurants, offices, services, and other destinations.

3. Future Planning: Benchmarking data is vital to understanding how parking is being utilized and when changes to parking supply and management should be implemented.

Findings and Recommendations

The City has maintained contiguous building fronts along Baldwin Avenue and not allowed parking lots to break up the context of downtown. This has been good policy that benefits the downtown character. One of the results of this policy is that public (open to all) parking is limited to on-street parking spaces. There are no municipal off-street parking lots for employee or patron public parking. There are a number of private parking lots further from the center of downtown, along with larger Walton County parking lots on the east end of the downtown district, north of Highway 90.

While there are specific locations and block faces with high vehicle occupancy levels, the downtown does not currently have a parking shortage. There is available parking throughout downtown within a five-minute walk (1,000 feet) from any location. There are certain conditions, such as carrying packages, limited mobility, and weather, where a five-minute walk is more difficult. However, for most people, a short walk is part of what makes downtowns special and should be seen as an opportunity for people to see more of downtown and not a detriment to patrons or employees.

The on-street parking areas in the center of downtown are kept open for patrons (customers and visitors) through an informal agreement among business owners that employees will not park on the 700 block of Baldwin Avenue. Parking turnover counts conducted in October show that there is success with this initiative. On the two count dates, 12% to 19% (respectively) of the vehicles were parked over four hours. While there is room for improvement, this shows commitment to keeping the block available for patron parking. Customer and visitor parking signs should be installed on select blocks to reinforce this agreement, but more importantly to assure patrons know they are allowed to park on-street in these locations.

As parking demands increase, it may not be possible to maintain compliance with an informal agreement, and three-hour parking time limits may have to be instituted. Parking time limits and regulations create a need for enforcement, citations, collection, and other staffing and administrative needs. Implementing time limits may be necessary as downtown grows but should be avoided as long as possible. Adequate employee parking areas, possibly including off-street parking, will be necessary if time limits are imposed.

There are vacant buildings in downtown and redevelopment of these buildings could cause increased parking pressure. The proposed zoning updates for the CBD should help promote redevelopment, but also puts the responsibility for parking squarely on the city. Regular vehicle occupancy counts, coordinating site plans, and planning to expand the parking supply are necessary parts of planning for future downtown parking needs. Leadership should identify off-street parking opportunities, even though they are not currently needed. The recent purchase of the Thrift Way parcel north of Highway 90 may be an opportunity to team with Walton County to provide additional public parking in the future. Maximizing the use of current paved parking areas (public and private) before building additional parking is preferred.

Conclusion

Downtown DeFuniak Springs is growing and experiencing increased parking demand along Baldwin Avenue. There is a need for active monitoring of parking supply and demand and taking the necessary action to plan for expanded public parking in the future. There are opportunities for infrastructure upgrades to increase pedestrian access, add parking spaces along Baldwin Avenue, and improve ADA parking access. Community leadership from the City of DeFuniak Springs, Main Street DeFuniak Springs, and the CRA can provide the oversight and vision to assure that parking helps downtown continue to develop and does not hinder the current momentum.

Section B

Findings and Recommendations
Implementation Matrix
Parking Action Items

DeFuniak Springs Parking Study Findings and Recommendations

May 1, 2025

FINAL

fishbeck
Engineers | Architects | Scientists | Constructors

CRA
COMMUNITY REDEVELOPMENT AGENCY

Study Process

- Weeklong site visit
  - Observe downtown parking operations
  - Stakeholder meetings
  - Public open house
  - Data collection
    - Inventory all parking spaces
    - Parking occupancy counts over 10 hours
      - Friday 10/4/24 and Tuesday 10/8/24
- Online survey
- Findings and recommendations



Community Input and Data Collection

fishbeck
Engineers | Architects | Scientists | Constructors

CRA
COMMUNITY REDEVELOPMENT AGENCY

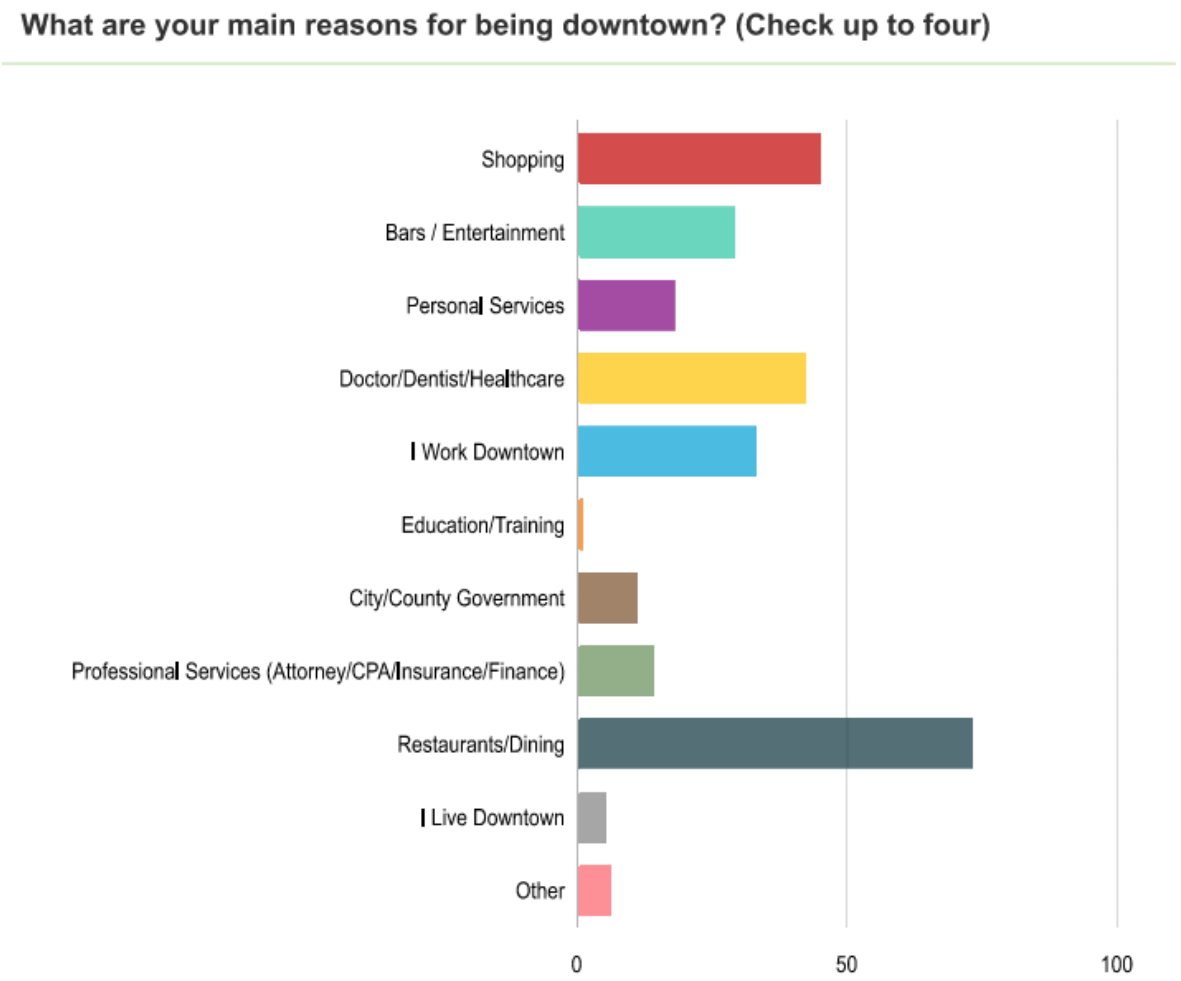
Community Input

- Online survey
  - 108 responses
- One-on-one interviews with business owners, staff, elected officials, and downtown employees
- Public open house



Online Survey

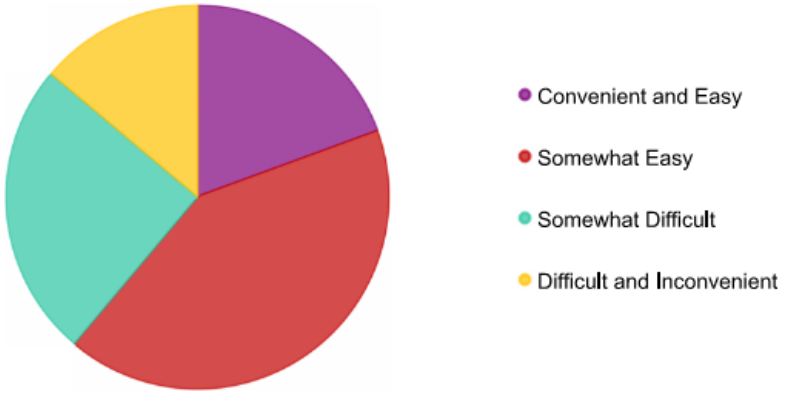
- Open October 7 through 28
  - 85% visit weekly
  - 51% visit daily
  - 97% drive
  - 94% park on-street
  - ADA parking needs
- Some would like to see "more parking"



Online Survey

- Measures perception of parking from the community
- What could make parking in downtown easier?
- Do the circumstances, or perceptions, need to be altered?

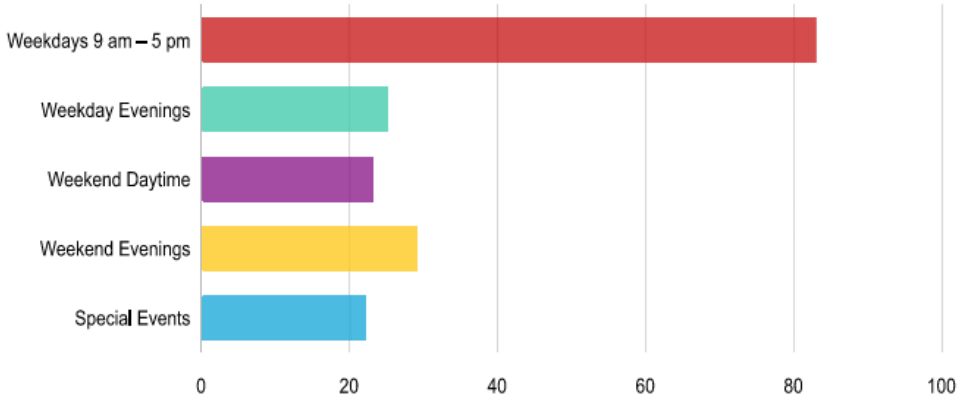
How would you generally characterize your ability to find a parking space?



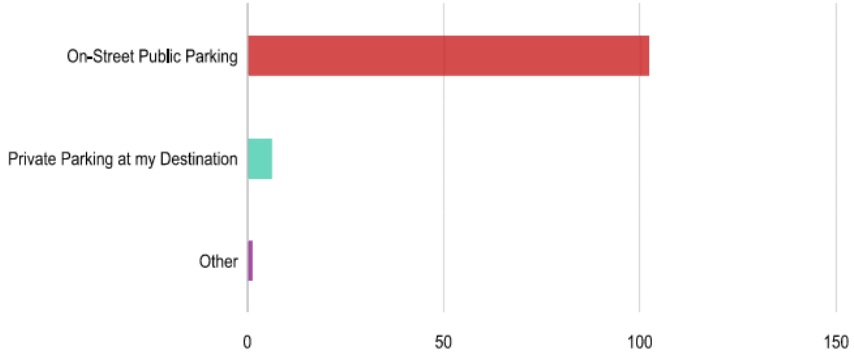
Answers	Count	Percentage
Convenient and Easy	21	19.27%
Somewhat Easy	45	41.28%
Somewhat Difficult	27	24.77%
Difficult and Inconvenient	15	13.76%

Online Survey

When do you visit downtown DeFuniak Springs most frequently? (Check up to two)



When you drive downtown, where do you typically park?



Answers	Count	Percentage
On-Street Public Parking	102	93.58%
Private Parking at my Destination	6	5.5%
Other	1	0.92%

Stakeholder Interviews



- Organizations and businesses benefit from being downtown
- Appreciate the increased activity, remember when it was quieter
- Concerned that parking may keep patrons away from their locations
- Don’t want paid parking / meters
- Understand that there are still empty / underutilized properties and parking demand may continue to increase. How does that impact them?

Stakeholder Interviews (cont.)

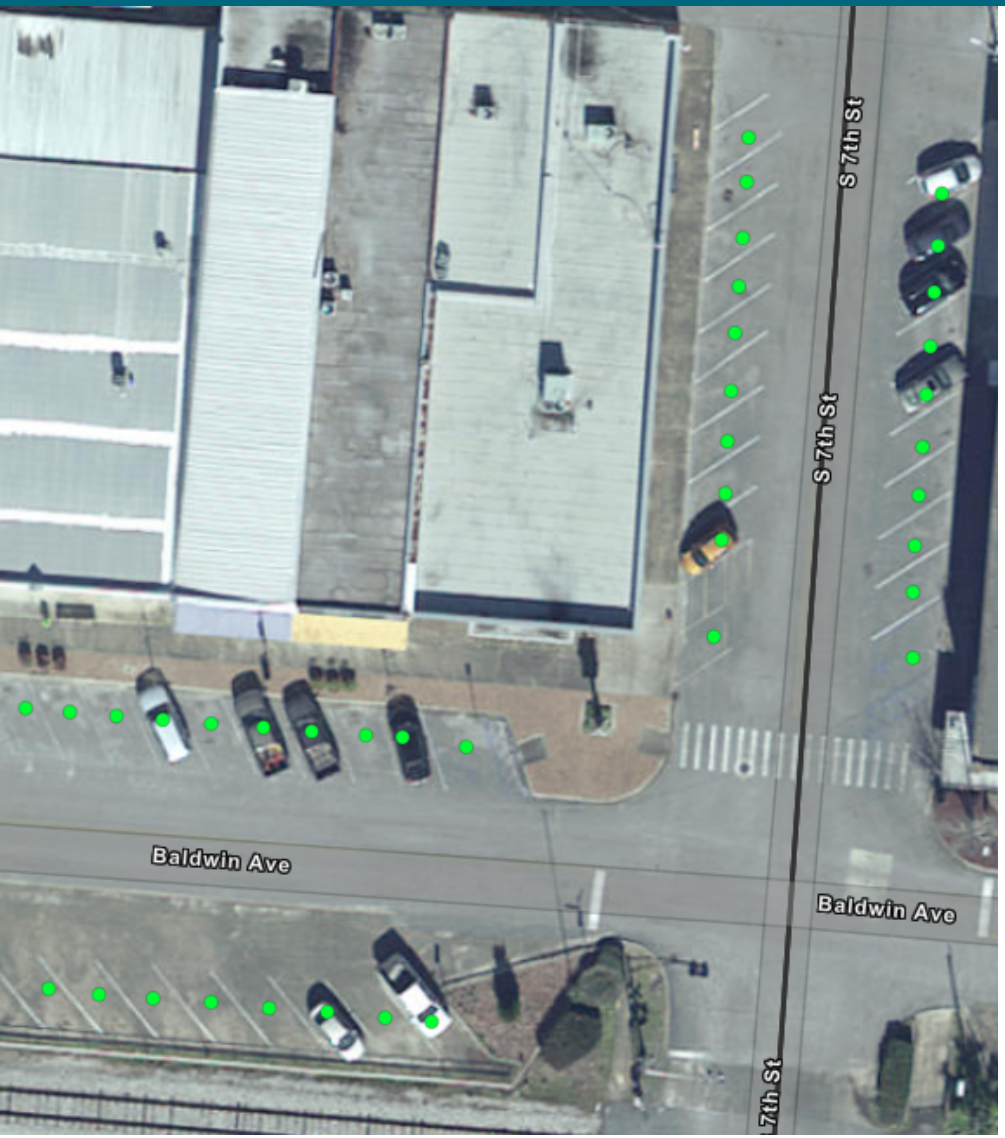
- Frustration with OTHER business owners and their employees parking in prime locations
- Willing to ask employees to park on side streets instead of Baldwin Ave.
  - Walking more than a block is undesirable due to weather, work attire, carrying items, and time to get to work
- Don’t want to see significant changes. They want to keep the feel that helped grow DeFuniak Springs



Public Parking Workshop

- Open house for all community members
- Group appreciates the growth of downtown and enjoys access to restaurants and other businesses
- Concerns that too much development, too rapidly could change the nature of the community
- Don’t want paid parking, perceived as unwelcoming





Parking Supply

- Parking inventory and mapping
  - Public on-street (individual spaces)
  - Private off-street
- 2024 parking occupancy counts
  - Friday 10/4/2024
  - Tuesday 10/8/2024
  - Every two hours
- Recorded in GIS format for future use and comparison

On-Street Parking

- Publicly available, first arriving use the spaces
- On-street ADA is not required, but located on several blocks



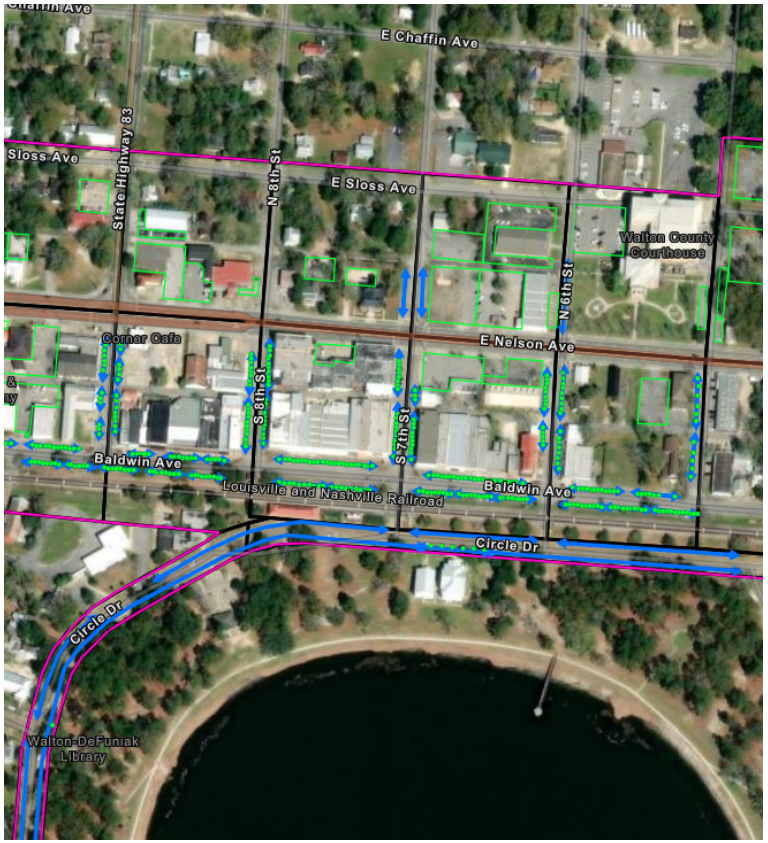
Off-Street Parking

- Private parking, occasionally restricted by signs
- Availability throughout the day
- County parking areas don't impact the core of downtown



Parking Inventory

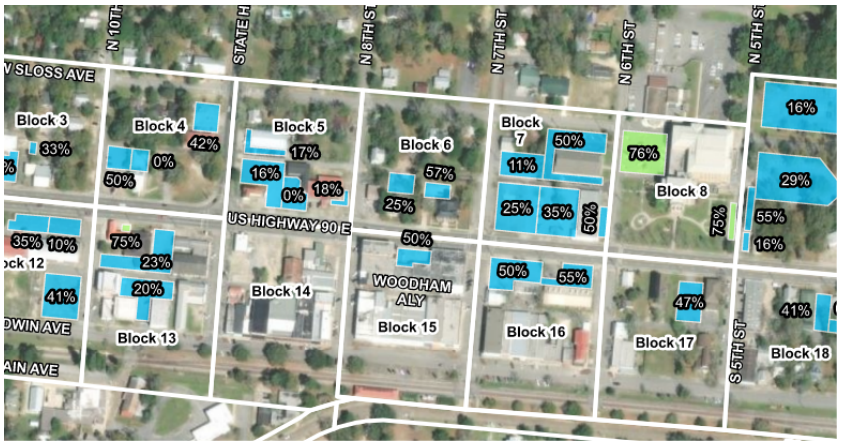
- Public Parking – on-street parking
  - 603 across entire study area
  - 365 spaces in core (Baldwin Ave. from 6th to 10th Streets)
    - 18 ADA spaces
    - 2 loading zones
    - 5 Tesla charging spaces
  - 213 on Circle Dr. / East MainStreet
- Private parking – off-street parking lots
  - 853 total spaces
  - 244 spaces in County parking lots
  - 609 spaces in private parking lots



Parking Demand

- Public parking
  - Select sections above 80% and nearing 100% at lunch and evenings
    - 600, 700, 800 blocks of Baldwin Ave
    - 7th and 8th Streets between Baldwin Ave. and HWY 90
- Private parking
  - Some parking lots had peaks above 80%, mostly below 60% occupancy
- While there are localized high occupancy peaks, the city does not have a parking shortage



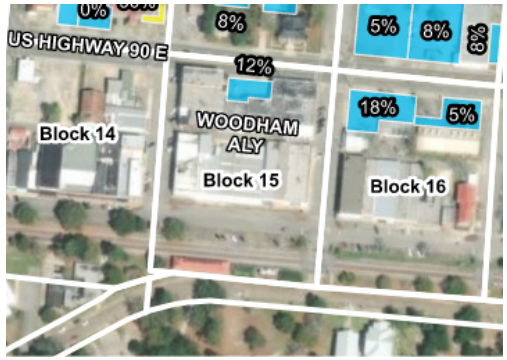


Parking Over Four Hours

- Concern that employees are using prime Baldwin Ave. spaces and blocking potential customers / patrons
  - 600 Block Baldwin Ave. – (23% - 39%) of vehicles parked for longer than four hours
  - 700 Block Baldwin Ave. – (12% - 19%) of vehicles parked for longer than four hours
- There is turnover in the most heavily sought section of Baldwin Ave. (700 block)
  - There is an opportunity to improve slightly, but most long-term parkers are not abusing the 700 block
- There are no policies or regulations prescribing employee parking areas. Employees parking off Baldwin Ave. are willingly parking elsewhere to support downtown.

Building Land Use

Total Space (sf)								
	Retail	Office	Restaurant	Medical Office	Theater	Hotel	Warehouse	Total
Block 14	11,001	2,800	22,144	-	7,215	-	3,500	46,660
Block 15	35,557	8,872	10,965	5,357	-	6,188	-	66,939
Block 16	19,708	17,313	4,962	-	-	-	-	41,983
Total	66,266	28,985	38,071	5,357	7,215	6,188	3,500	155,582
% of Total	43%	19%	24%	3%	5%	4%	2%	



- Three main blocks of downtown have 155,500 sq ft of building space
- 81% occupancy level – 29,000 sq ft of empty space
- Retail and office are lower intensity uses than restaurant / bars
- Changes to high intensity land uses are a risk to parking supply

Land Use Intensity and Parking

- Urban Land Institute Parking demand ratios
  - Retail / Office – 3.5 parking spaces per 1,000 sq ft
  - Medical office – 4.6 spaces per 1,000 sq ft
  - Family restaurant – 17 spaces per 1,000 sq ft
- Changes in land use can have an immediate impact on parking availability
- A complimentary mix of businesses creates shared parking opportunities
  - Daytime office and evening restaurants can share the same parking spaces without overlapping demand
- It is difficult to control land uses. Understand the risks and prepare for changes.

Future Parking Supply

- There are properties and land available for (re)development
  - No specific pipeline projects to assess currently
- If building occupancy rates reached 90% on the three main blocks, there could be an additional 50 to 250 vehicles downtown
  - There are approximately 150 available public parking spaces in the core of downtown at peak times
- There is a risk the parking supply could get tight if development continues, but it will be highly dependent on the land use
  - Bars and restaurants will cause far greater parking demand than offices
- Proposed zoning ordinance does not require parking in the CBD

Potential Development Sites



Downtown Parking Policy

- Downtown parking is largely unregulated other than ADA spaces
- Easy to use for patrons without fear of citations
- Low overhead system to administer
- There are no tools to manage parking other than goodwill and understanding among downtown businesses / organizations
- New policies may add complexity and operating costs
- Situations always change and so will downtown parking needs
- As a result, people park as they need to
  - This is good as long as there is ample parking supply



Parking as Needed



Commercial Vehicles



Large Vehicles



Patrons and Employees Mixed

Patron and Employee Parking

- Two main type of parkers trying to use the same parking spaces
- Patrons generally given most convenient parking
  - Businesses have been cooperating
- Employees need reliable and predictable parking
  - Close to destination is good, predictable is better
- Administrative complexity comes from trying to keep these groups parked in separate areas
  - Additional rules, signs, citations, etc.



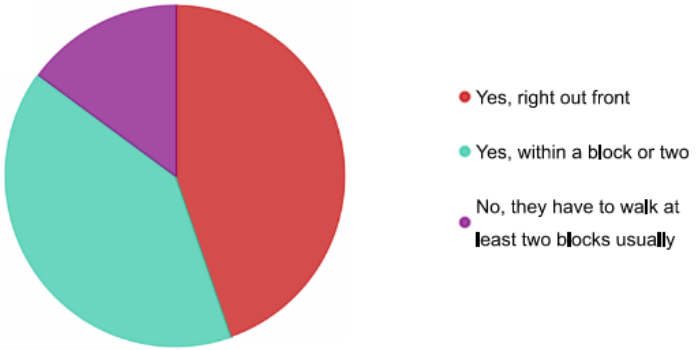
ADA Parking

- Topic raised during public engagement
  - Locations at end of blocks not always the most convenient
- 18 on-street ADA spaces on Blocks 13, 14, 15, 16, and 17
  - None are required for on-street
- New policies are coming from the US Access Board
  - Number of spaces and design standards
- Infrastructure plans should consider potential requirements



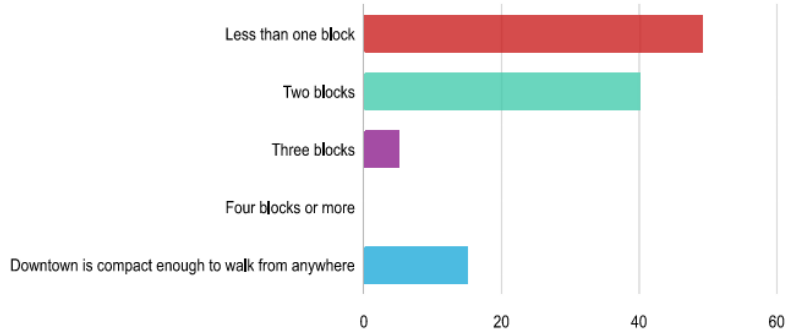
Walking Distance

If you run a business or organization, are your patrons able to park near your location?



Answers	Count	Percentage
Yes, right out front	21	46%
Yes, within a block or two	19	40%
No, they have to walk at least two blocks usually	7	14%

What is a reasonable distance to walk from parking to your destination?



Answers	Count	Percentage
Less than one block	49	44.95%
Two blocks	40	36.7%
Three blocks	5	4.59%
Four blocks or more	0	0%
Downtown is compact enough to walk from anywhere	15	13.76%

Pedestrian Use

- The downtown core is walkable with sidewalks connecting most blocks
  - North of HWY 90 and at the east and west ends of downtown pedestrian connections are more sporadic
- Sidewalk infrastructure is in satisfactory condition
  - Many of the sidewalks are older, but are still functional
- Two signalized intersection to cross HWY 90
  - The 9th Street intersection has regular vehicle traffic
  - Are there opportunities to encourage County staff and visitors into downtown?
- The pedestrian railroad crossings are passable, but outdated



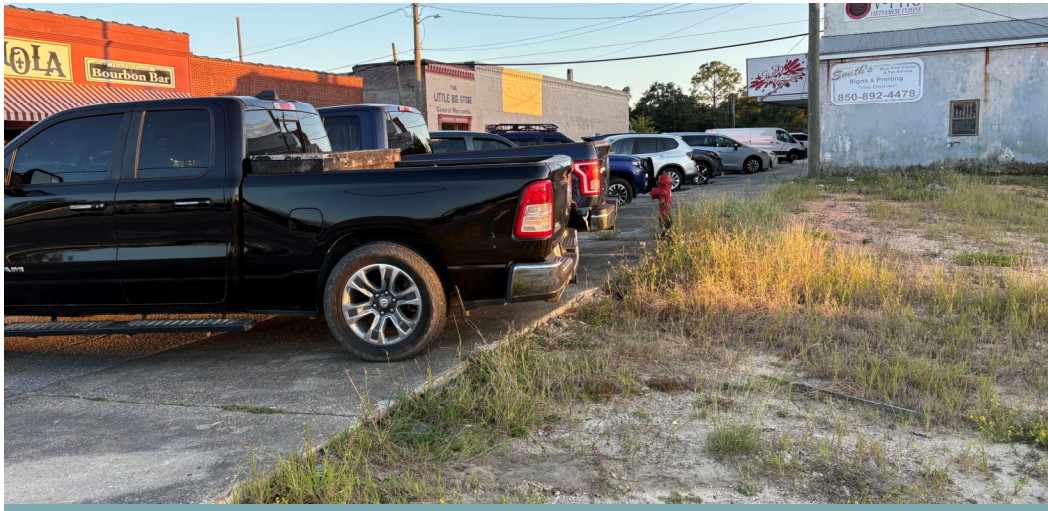
Infrastructure and ADA



Crossing HWY 90 on Foot



Railroad Crossing



Large Vehicles Hindering Walking

North Side of 90

- Part of downtown, physically separated by state highway
- Lower level of economic activity
- County presence heavy at east end
- Numerous small private parking lots for individual businesses and organizations
- Little on-street parking supply
- Challenge to integrate into downtown
  - Long-term planning and development options





DeFuniak Springs Characteristics

- Parkers may expect to visit downtown and park close to their destination
- Many people are lifelong residents, although growth is changing the community and all of Walton County
  - County population of 55,000 people in 2010 increased to 86,000 in 2024

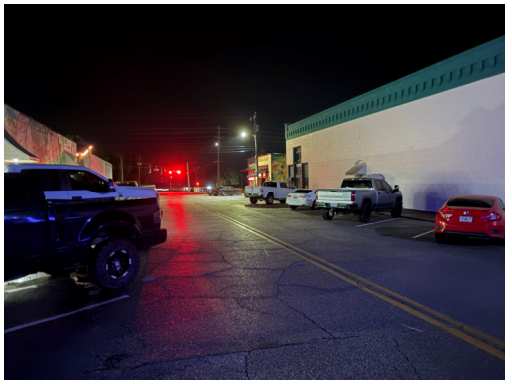


- Community willing to change if it comes slowly – may not be a choice
  - There have been significant changes in the past 3 years with seemingly more on the horizon
- Don’t want to lose the “feel” of DeFuniak Springs

Current Situation

- Strong growth and economic activity over the past few years
- Additional (re)development opportunities exist and are being promoted in downtown
- Public parking is entirely on-street
- Parking demand is over 80% at peak times along select sections of Baldwin Ave.
- There is not a shortage of parking overall
- Local businesses concerned congestion may undermine patron willingness to come downtown





Findings and Recommendations

fishbeck
Engineers | Architects | Scientists | Constructors

CRA
COMMUNITY REDEVELOPMENT AGENCY

Parking Goals Shaping Recommendations

- Parking should be an asset to the growing downtown
  - Supporting businesses and other organizations
  - Easy to use for patrons and employees
  - Clear, understandable policies
  - ADA parking to support entire community
- Maximize shared use of parking assets and minimize small parking lots serving limited patrons
- Plan for current and future parking needs and adjust as conditions change
- Maintain the hometown feel that makes DeFuniak Springs special

Parking Supply Considerations

- Downtown DeFuniak Springs does not have an overall shortage of parking, although there are areas of heavy use
- On-street parking provides all the public parking in downtown and while some small changes can be made, there is not an opportunity to add significant on-street parking spaces in the core of downtown
- Occupancy of vacant buildings and changes in land use from low intensity to high intensity could change the parking situation
- Parking use needs to monitored and the city needs to plan for expanding parking supply when needed

Additional Parking

- Utilize wide right-of-way on 700 block of Baldwin Ave. to increase number of spaces
  - Align spaces at 90 degrees instead of angled
  - Strategically place ADA spaces
    - Construct to new Access Board Standards
- Develop plans to expand downtown parking options
  - Municipal parking lot(s) for opportunistic development
  - Parking north of HWY 90
  - Utilize Circle Dr. and East Main Street as short-term options
    - Pull in parking on East Main St. would add several spaces
- Avoid demolition of existing buildings for parking. Densification and maximizing use of existing paved areas is preferred.

700 Block of Baldwin

- 12 additional standard spaces (40 to 52) with 90-degree parking
- Two additional ADA spaces (2 to 4) at the third block



Increasing Public Parking

- City should seek opportunities to aggregate parking supply into Municipal Parking Areas
  - Optimize use of paved surfaces – limit underutilized parking areas



On-Street Public Parking Supply

- On-street parking
  - Don’t stripe parallel parking spaces on Circle Dr. / E. Main St.
    - Long stretches of parallel parking can accommodate more vehicles without stripes
    - Short stretches (one typical city block) should utilize striped parallel parking to maintain order
- North of HWY 90
  - As street projects arise, install on-street parking
    - Angled to provide the most spaces, parallel if there are building or ROW concerns
  - Long-term project, should be planned





Planning for More Parking

- Stay alert to opportunities – land bank if a desirable property becomes available
- Develop funding tools and financing options
- Measure parking demand regularly to understand when additional parking is needed
- Contact private parking owners about using their parking lots for public parking when needed
- Utilize zoning and site plan approval to limit suburban style development
  - Commercial properties as the west end of the CBD



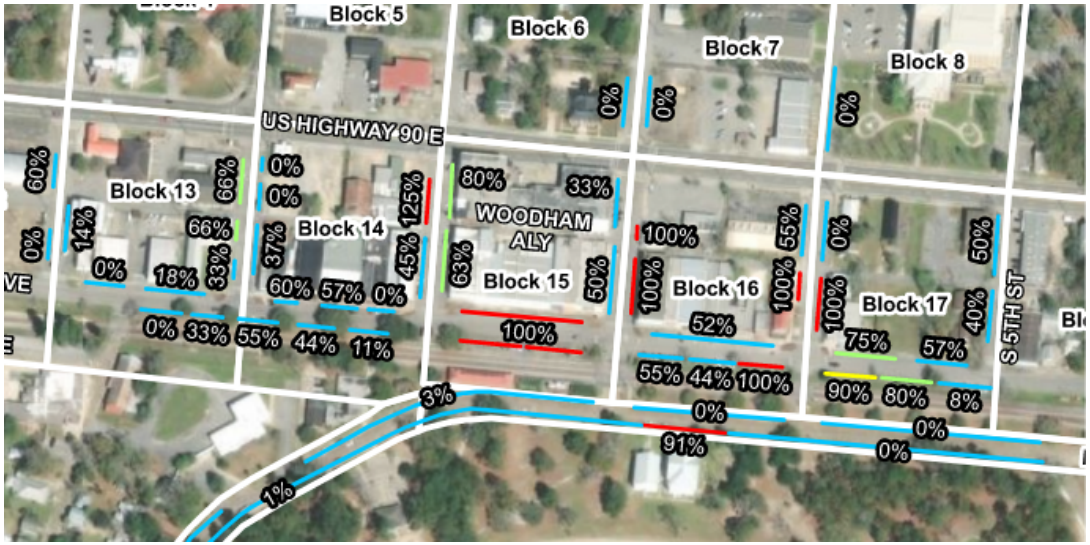


Thrift-Way Site / Entire Block



- Provides opportunity to maximize use of land in collaboration with the County
  - Two blocks to the center of downtown
  - Share parking spaces with County
  - Opportunity to draw County staff and visitors to downtown businesses and activity
  - Provide overflow parking for events and peaks
  - Accommodate future parking needs as downtown continues to grow and develop
- Parking on this site could anchor future downtown growth on the east end
  - Signalized pedestrian crossing at 7th Street
- Possible development site for downtown expansion

Data Collection



- 2024 parking data collected in GIS format for future planning
- Conduct quarterly parking occupancy counts to understand changing conditions
- Add turnover counts along Baldwin Ave. (are patrons finding open spaces?)
- Form Parking Working Group to analyze data, take questions, and bring forward solutions (meet quarterly after parking occupancy data gathered)
- Provide semi-annual update to CRA and City Council on downtown parking occupancy, needs, and planned projects

Patron and Employee Parking

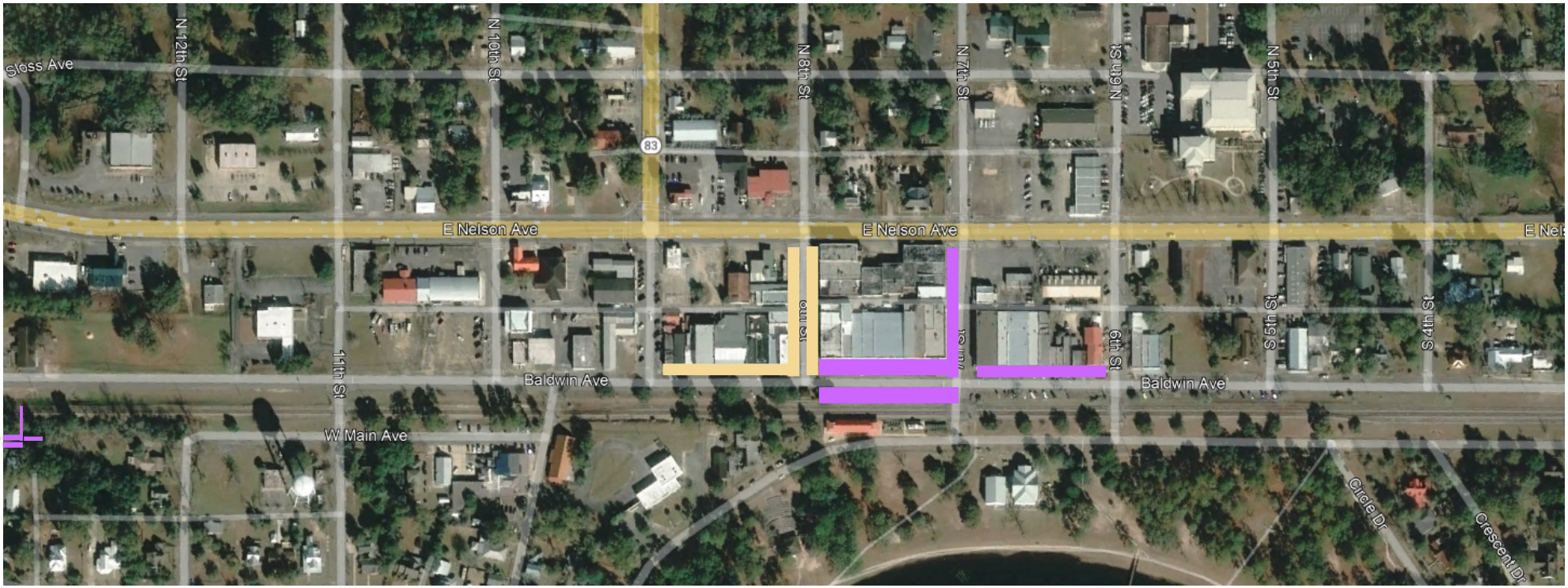


- Patron (Customer and Visitor) only parking
  - North side of Baldwin Ave. – 600 and 700 block
    - (potentially 800 block in future)
  - South side of Baldwin Ave. – 700 block
  - West side of 7th St. – 0 -100 block
- Employee parking on all other block faces
- Employee parking is first come, first served – easy to manage, however the same employees likely park in the same areas most days
- Assess quarterly with parking occupancy counts – change once per year if necessary
- Employee parking is paid for by the city. A benefit corridor or suburban businesses do not enjoy.
  - Utilities, maintenance, liability, taxes, etc.

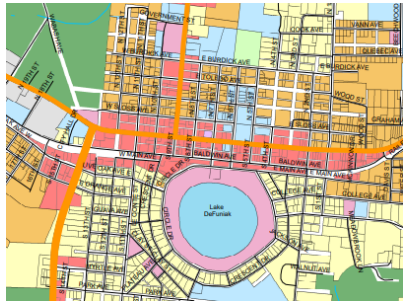
Patron Only Parking Areas

Patron Only Parking (recommended)

Monitor for the Future



Proposed Zoning Policy



- Creation of Central Business District – exempt from zoning parking requirements
- Effective tool for downtown development and densification
  - Reduces / eliminates creation of small parking lots for individual organizations
  - Eliminates curb cuts that reduce on-street parking supply
- Obligates the City to lead on parking and transportation
  - Parking supply management – planning and construction
    - Paying the cost of parking infrastructure (even if charging for parking)
    - Changes / improvements in policy, funding and infrastructure
    - Coordinating with new developments to provide adequate parking
  - Alternative transportation to and across downtown – pedestrian and bicycle

Administering Parking

- The short-term goal is to keep operations and administration of the parking system simple

Easy To Find a Space and Park For The Patron

Minimal Oversight For Leadership

- No time limits, no meters
- Employee parking zones are self monitored by downtown businesses
- If / when self monitoring no longer works, then time limits are necessary (not a terrible situation, but delay time limit use until necessary)
  - Adds overhead and daily operational requirements
    - Enforcement staff, citations, payments and adjudication

Parking Leadership

- Define who has responsibility for parking policy and problem solving
  - City, Main Street, CRA, other?
- Utilize Parking Working Group for data and community engagement
- Report to City Council and CRA twice per year on status
- Keep it simple for now. There is no operational staff and it should be kept that way until changes are necessary.
  - New responsibilities will have to spread among current staff members



Parking Working Group

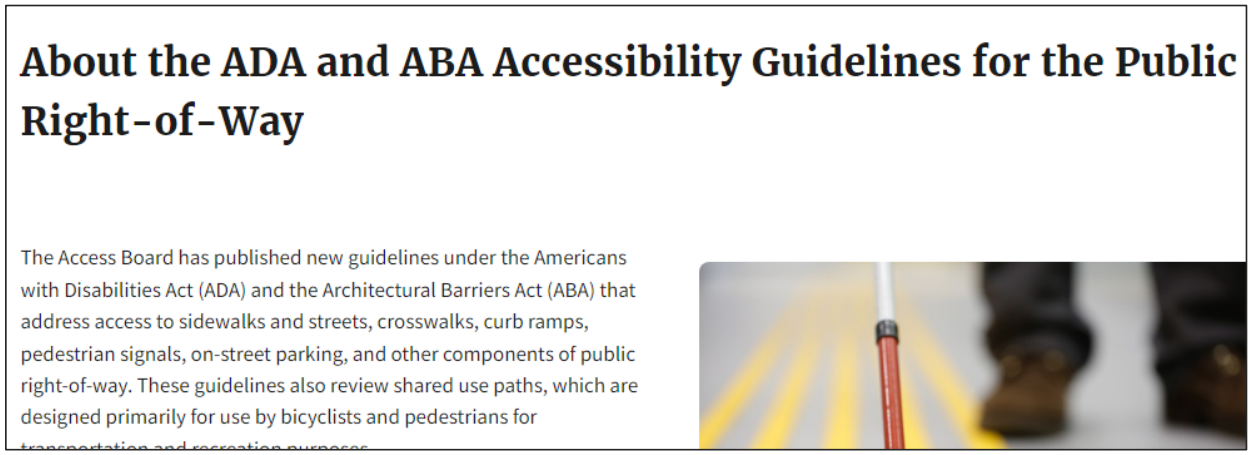
- Comprised of business owners, downtown employees, City staff and community leaders
- Conduct and review parking occupancy and turnover counts quarterly
- Review building occupancy and land use changes (and potential changes)
- Plan for future parking needs
  - Identify infrastructure needs – lots, pedestrian access, ADA, bicycle access
    - Develop design and funding plans
- Collaborate with the City, Walton County, the State, for events, promotions, and mobility opportunities
- Report to City Council and CRA Board, post results on City website

Benchmarking Change

- When parking occupancy regularly exceeds 80% - 85% on two contiguous blocks (entire blocks, not single blocks faces or sections)
  - Remedy
    - Expand patron / visitor only parking for on-street parking areas
    - Implement time limits on select blocks and enforce
    - Create public off-street parking lots (plan ahead, this will take time)
- Voluntary employee parking areas are not creating turnover and open parking spaces for patrons and visitors
  - Remedy
    - Implement time limits on select blocks and enforce

ADA Parking

- Maintain existing on-street ADA parking spaces (other than 700 Baldwin)
- Collect ADA specific parking occupancy data during quarterly data gathering
  - Add or remove ADA spaces based on need and use
- As opportunities arise with roadway reconstruction, improve infrastructure to meet US Access Board PROWAG recommendations



About the ADA and ABA Accessibility Guidelines for the Public Right-of-Way

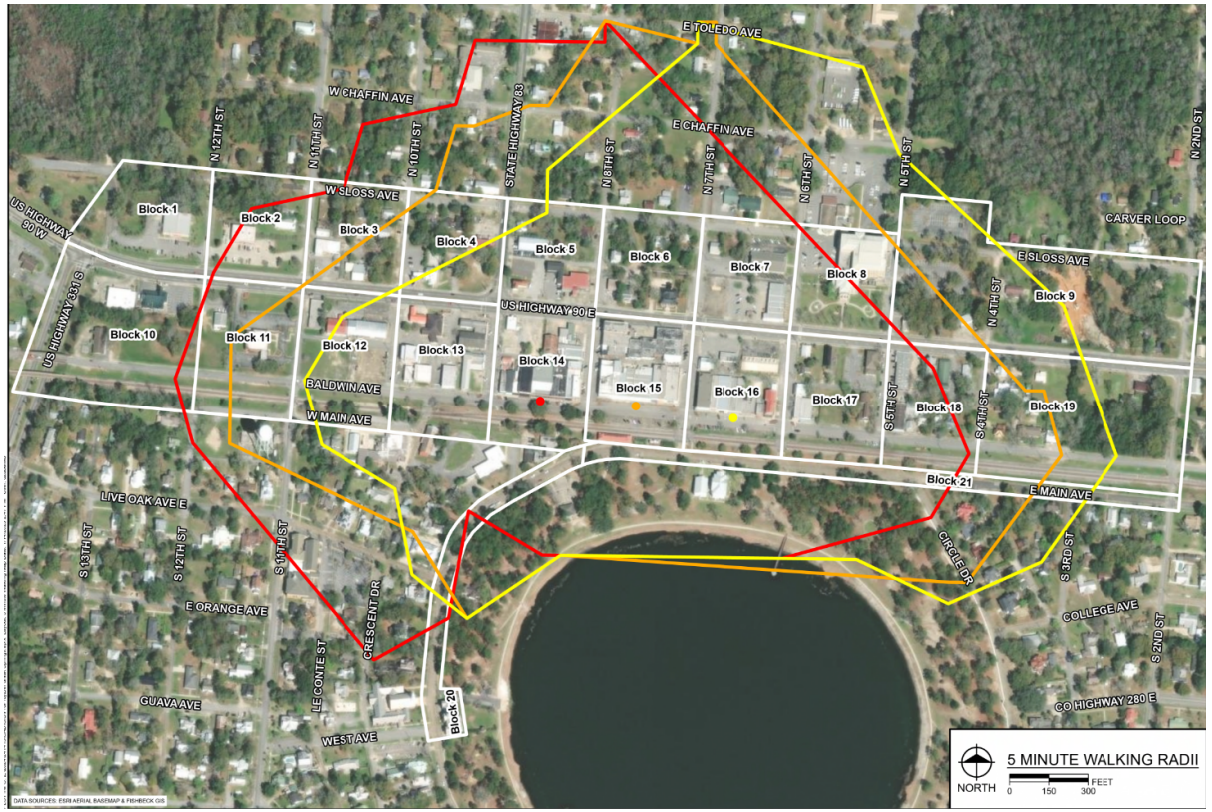
The Access Board has published new guidelines under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for

Pedestrian Connectivity

- Linear downtown district – can be a long walk from one end to the other
- The core of downtown is five blocks from one end to the other
  - Good sidewalk connectivity across the core of downtown
  - Some stop signs, some uncontrolled pedestrian crossings
- Public parking should be spread throughout
  - Currently provided by adequate on-street parking supply
- For able bodied persons, walking less than three blocks (less than five minutes) is a reasonable expectation
  - Adjust when carrying equipment, ADA patrons, and other specific needs
    - ADA spaces, Loading Zones, short-term use of patron only spaces

Walking Distance

- The center of downtown can be reached within a five-minute walk from other areas of downtown
- Good pedestrian infrastructure encourages walking
- Patrons on foot is good for all businesses



Improve Train Track Pedestrian Crossings

- Improves connectivity between downtown and historic district / Library
- Downtown peak use events
- Potential overflow parking areas
- Potential to reclaim historic Chautauqua crossing (may not be feasible)
- US DOT has design guidelines (top photo)
  - Level crossings
  - Channelize pedestrian routes
  - ADA detection devices
  - MUTCD signage







Bicycling

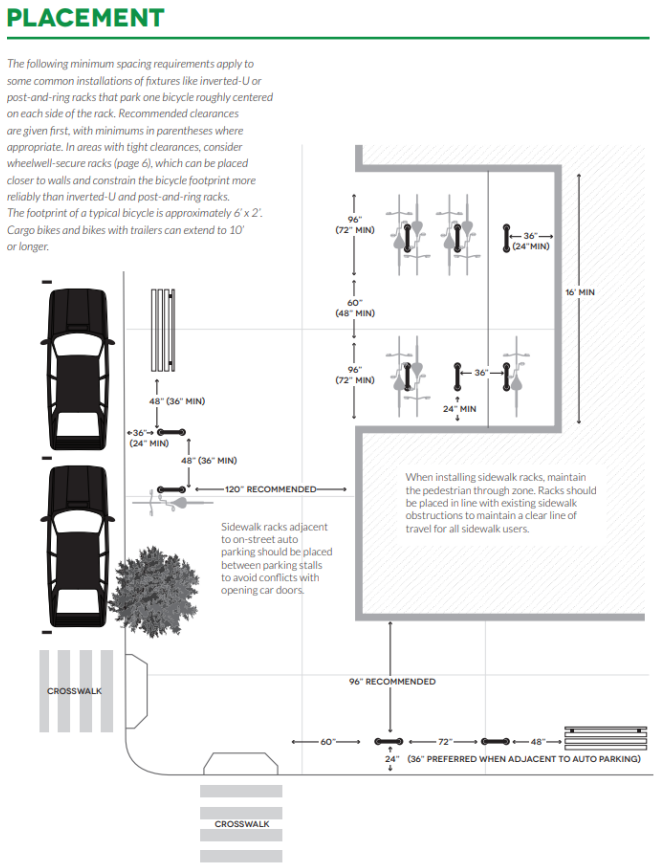
- Biking infrastructure is limited (demand may be low)
  - One bike rack downtown
  - No bike lanes on local roadways
- Place a few strategic bike loops along Baldwin Ave.
- Grant funding is available for alternative transportation projects and infrastructure
- Work with state and regional authorities to extend bike paths to and through DeFuniak Springs





Bicycle Rack Installations – FDOT / Jacksonville

- Consider the following for the placement of bicycle parking facilities (FDOT):
  - Facilities do not interfere with pedestrian facilities and meet lateral offset requirements
  - Racks support the bicycle from two locations to prevent it from falling over
  - See AASHTO's 2012 Guide for the Development of Bicycle Facilities, Section 6.3.1 for site-specific guidance for bicycle racks.



Possible Bike Rack Locations

- Coordinate with FDOT and manufacturers guidelines
  - Encourage private lots to install where there are open spaces
  - Library and CHOB along with downtown



Parking Branding and Online Presence

- No need for elaborate branding or online presence
- Use the Parking P for public parking areas and signage. The symbol effectively communicates that drivers are allowed to park.
- Include updated downtown parking map on City, CRA, and Main Street webpages
- Incorporate parking information / links for events and downtown focused activity
- Create a parking policy one-pager for new / prospective businesses
  - Distribute to all businesses / organizations



North Side of Highway 90

- Proposed zoning may help this area develop quickly
  - Avoid suburban style development sites
- Connect with historic downtown through strong pedestrian connections across the highway
- Continue to explore road diet and other options to increase pedestrian safety along and across HWY 90
- Create on-street public parking as roadway improvements and development opportunities present themselves





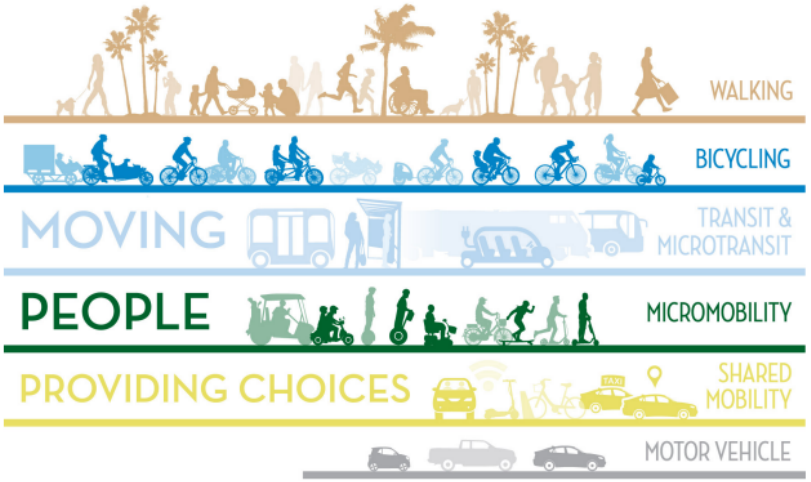
Resources

- Recognize that driving will be the preferred mode of transportation for the foreseeable future
  - 90% of workers arrive by vehicle
  - 8.8% work from home
- Utilize state and regional resources for planning and funding of mobility options
- Measure use of EV charging and add capacity as warranted
  - EV infrastructure and charging costs should at least break even

The Mobility Plan will serve as a guide to proactively plan for and prioritize multimodal projects to meet the growth, travel, and mobility needs of the community. The Mobility Plan also seeks to facilitate development of park-once environments along 30A and Scenic 98 to encourage visitors to the County's beach communities to park-once and use other forms of transportation to explore their destinations (Figure 4).



Figure 4. Moving People, Providing Choices



Specific Changes / Recommendations



- Eliminate No Parking area for theater on 800 block of Baldwin Ave.
- Place one Loading Zone / 30 Minute space per block face (except south side of Baldwin Ave.) in the busiest areas
  - 600 and 700 blocks north side of Baldwin Ave. today
    - Add more as necessary
  - Businesses should self monitor compliance
    - Local law enforcement check occasionally
- Strategically add bicycle racks



Recommendations Summary

- Form Parking Working Group with downtown community
- Measure parking occupancy quarterly and use data to plan for infrastructure upgrades and policy changes
  - Create extra spaces on 700 block of Baldwin Ave.
  - Create patron only parking zones
- Attempt to keep the system simple with limited regulations until it becomes necessary
- Opportunistically seek off-street parking locations to create additional public parking when and where needed
- Collaborate with County and other partners to grow downtown parking access across HWY 90
  - Continue exploration of “Road Diet” concept that has been raised previously

Success Looks Like

- 75% - 85% parking occupancy per block
  - Across downtown
- Patrons and visitors can find a space near their final destination (2-3 blocks)
- Employees know where they can park and have available spaces
- Someone is tasked with measuring and monitoring parking needs
- Future parking infrastructure, funding, and policy are being planned





Thank You

fishbeck

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Parking Study Recommendations Matrix

City of DeFuniak Springs, FL

2025

Recommendation		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Potential Cost	Team	Priority
1	**Operational Solutions**													
1.1	Create and sign "Customer and Visitor Only" parking areas											$50,000	CC, DPW	High
1.2	Reconfigure to add parking spaces on 700 block of Baldwin Ave.											$125,000 - $600,000	CC, DPW, CRA	High
1.3	Conduct monthly parking occupancy counts											Staff time	PLN, CRA	High
1.4	Update web page for patron ease of use											Staff time	CMO	Low
2	**Parking Policy Solutions**													
2.1	Identify Parking Working Group Members											Staff time	CMO, CRA, MSDS	High
2.2	Include Parking in Main Street merchant meetings											Staff time	MSDS, CRA	High
2.3	Monitor use of "Customer and Visitor Only" parking areas											Staff time	CMO, CRA	Medium
2.4	Benchmark parking metrics											Staff time	CMO, CRA	Medium
2.5	Update City Council, Main Street, and CRA on parking needs	**Ongoing**										Staff time	CMO, CRA	Medium
3	**Planning Solutions**													
3.1	Implement updated parking requirements (zoning)											Staff time	CC, CMO, PLN	High
3.2	Utilize parking occupancy counts to plan for future needs											Staff time	PLN, CRA	High
3.3	Collaborate with County on Thrift-Way site options											Staff time	CC, CMO, PLN, CRA	High
3.4	Identify properties for potential off-street parking											Staff time	CC, CMO, PLN, CRA	High
3.5	Develop list of parking and mobility infrastructure needs	**Ongoing**										Staff time	CMO, DPW, PLN, CRA	Medium
3.6	Update ADA parking infrastructure as opportunities arise	**Ongoing**										Staff time / Construction Costs	DPW	Low
3.7	Promote active transportation options	**Ongoing**										Staff time	PLN, DPW, MSDS, CRA	Low
3.7.1	National, State and Regional opportunities	**Ongoing**										Staff time	PLN, DPW, MSDS, CRA	Low

CC = City Council
CMO = City Managers Office
CRA = Community Redevelopment Authority
MSDS = Main Street DeFuniak Springs
PLN = Planning Department
DPW = Public Works

DeFuniak Springs Parking Study

Action Items

Planning / Leadership	Timing
Identify Parking Leadership	Immediately
Board Responsibility	Immediately
Individual Responsibility	Immediately
Develop Parking Working Group	12 Months
Integrate parking planning into Economic Development Plans	18 Months
Assess parking impact of development projects	Per Project
Establish contact with County facility officials	Immediately
Options for public use of the Thrift-Way site	12 Months
Other shared parking opportunities	24 Months
Develop parking benchmarks	12-24 Months
Conduct quarterly parking occupancy counts w/ GIS	Quarterly
Update data to manage parking supply	Quarterly
Turnover to measure employee use of patron parking	Quarterly
Identify when an area becomes "Full"	Quarterly
When time limits become necessary	Annually
Communicate with Merchants and Public	Ongoing
Merchant updates / Parking Working Group	Quarterly / Meetings
Post information on the parking situation on City website	Annually
Identify opportunities to expand parking supply when needed	12-36 Months
Identify potential property for a municipal parking lot	36 Months
Utilize Main St. / Circle Drive for overflow	12 Months
Contact / connect private land owners for shared use	12 Months
Develop parking standards for develoment north of HWY 90	36 Months
On-street parking	18 Months
Off-street municipal lots (when needed)	36 onths
Coordinate with State and Regional agencies on transportation issues	Ongoing
HWY 90 road diet	12 Months
Bicycle connections	36 Months
Other transportation initiatives	36 Months

Improvements / Projects	
Re-stripe 700 Block of Baldwin to gain spaces	12 Months
Install one loading zone space on select blocks	12 Months
Reduce size of loading zone in front of theater	12 Months
Create / improve city website on parking information	24 Months
Parking map for posting / circulation	12 Months
Install bicycle racks	12-24 Months
Install Patron / Visitor signage on select blocks	12 Months
Pursue railroad crossing improvements	0-60 Months
Update ADA parking spaces as opportunities arise	As Allowed
Develop municipal parking lot when needed	12-60 Months

Section C

Parking Occupancy Charts and Maps

LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

E TOLEDO AVE
W CHAFFIN AVE
E CHAFFIN AVE
N 12TH ST
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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

FRIDAY, OCTOBER 4, 2024
10 AM OCCUPANCY

0 150 300 FEET

PROJECT NO.
241415

FIGURE NO.
1

City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

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LEGEND

Parking Occupancy

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

FRIDAY, OCTOBER 4, 2024
10 AM OCCUPANCY

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Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
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FIGURE NO.
1

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Walton County, Florida

Downtown Parking Study - Private Parking

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FIGURE NO.
1

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LEGEND

Parking Occupancy

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NORTH

FRIDAY, OCTOBER 4, 2024
NOON OCCUPANCY

0 150 300 FEET

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Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

LEGEND

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NORTH

FRIDAY, OCTOBER 4, 2024
2 PM OCCUPANCY

0 150 300 FEET

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Walton County, Florida

Downtown Parking Study - Private Parking

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FIGURE NO.
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LEGEND

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2 PM OCCUPANCY

0 150 300 FEET

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Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
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FIGURE NO.
1



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Walton County, Florida

Downtown Parking Study - Private Parking

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241415

FIGURE NO.
1

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LEGEND

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NORTH

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4 PM OCCUPANCY

0 150 300 FEET

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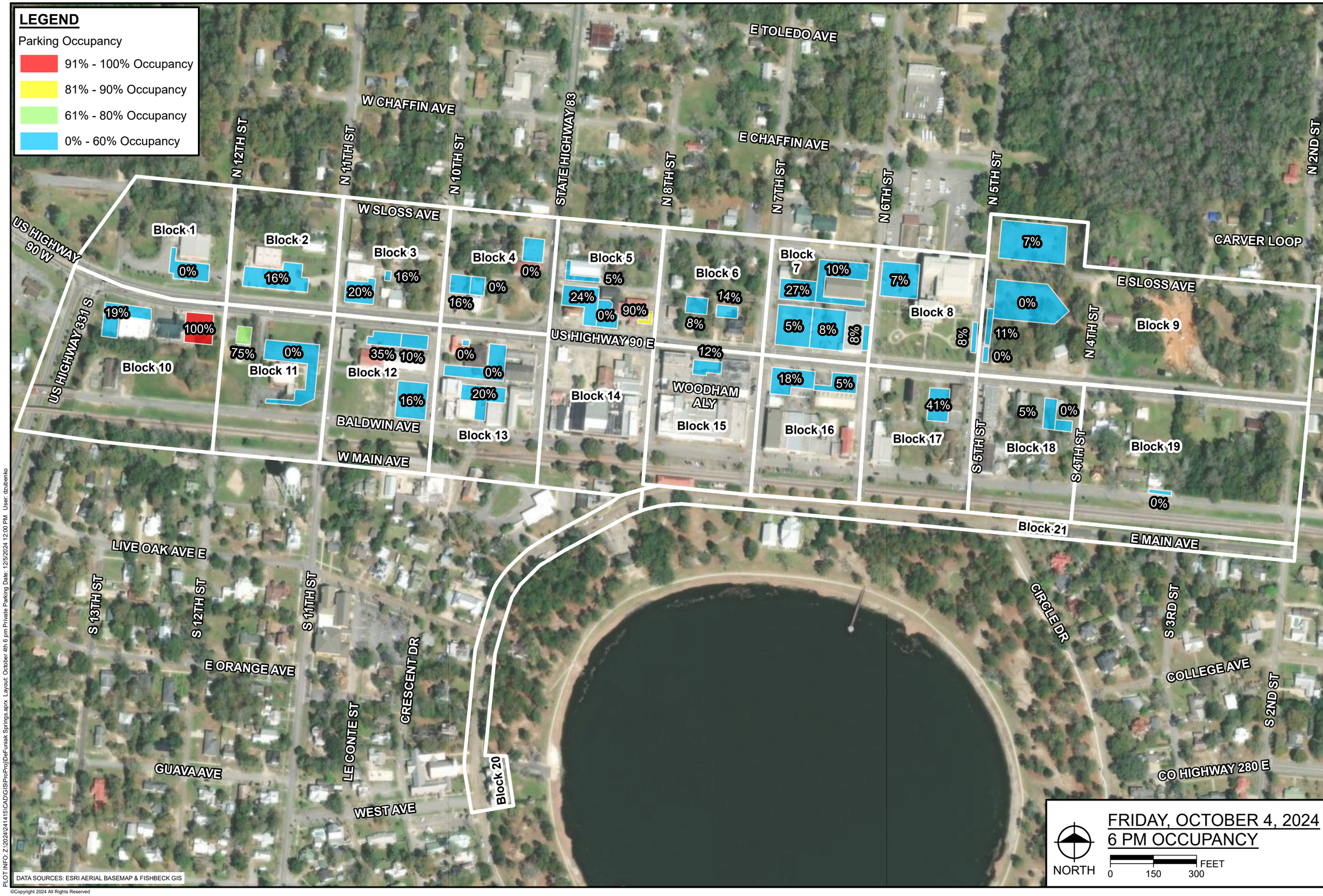
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Walton County, Florida

Downtown Parking Study - Public Parking

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FIGURE NO.
1



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Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

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LEGEND

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E ORANGE AVE
CRESCENT DR
LE CONTE ST
CIRCLE DR
COLLEGE AVE
GUAVA AVE
WEST AVE
CO HIGHWAY 280 E
WOODHAM ALY

Block 1 — 0%
Block 2 — 0%
Block 3 — 0%
Block 4 — 0%
Block 5 — 0%, 0%
Block 6 — 0%, 0%
Block 7 — 0%
Block 8 — 0%
Block 9 — 50%
Block 10 — 0%
Block 11 — 0%, 18%, 33%
Block 12 — 60%, 0%
Block 13 — 66%, 14%, 0%, 66%, 33%
Block 14 — 37%, 60%, 57%, 0%, 45%, 125%
Block 15 — 63%, 50%, 100%
Block 16 — 100%, 100%, 52%, 55%, 44%, 100%
Block 17 — 100%, 0%, 75%, 57%, 40%, 90%, 80%, 8%
Block 18 — 0%, 0%, 91%, 0%
Block 19 — 0%
Block 20 — 0%, 15%
Block 21 — 3%, 1%, 0%
80%, 33%, 100%, 55%, 0%

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FRIDAY, OCTOBER 4, 2024
6 PM OCCUPANCY

0 150 300 FEET

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Walton County, Florida

Downtown Parking Study - Public Parking

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LEGEND

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Block 1 0%
Block 2 13%
Block 3 20% 25%
Block 4 0% 0% 0%
Block 5 5% 16% 0% 63%
Block 6 14% 8%
Block 7 10% 33% 5% 2% 8%
Block 8 7% 8%
Block 9 8% 0% 0% 0%
Block 10 28% 65%
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Block 12 35% 10% 36%
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COLLEGE AVE
CO HIGHWAY 280 E

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NORTH

FRIDAY, OCTOBER 4, 2024
8 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

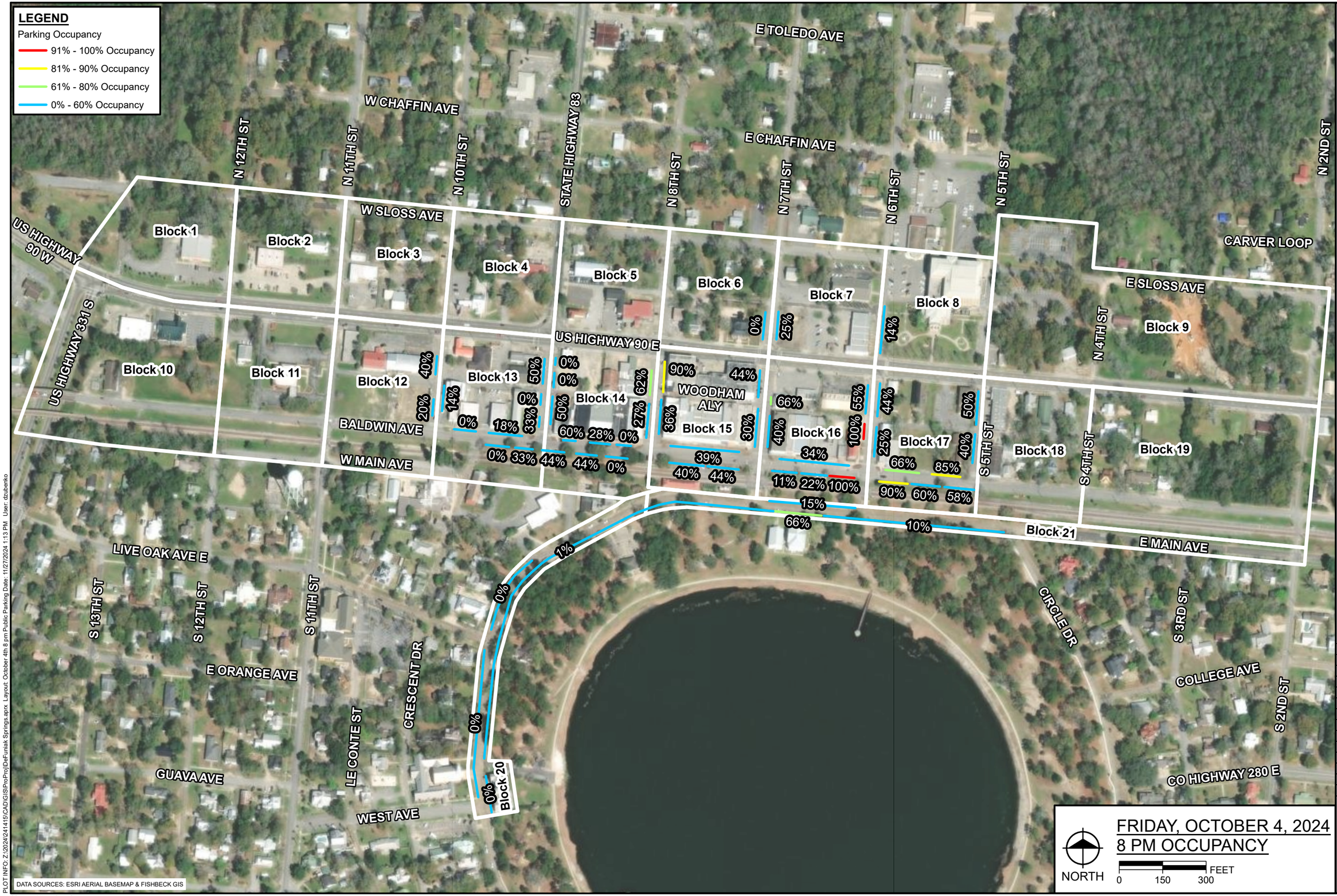
Downtown Parking Study - Private Parking

PROJECT NO.
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FIGURE NO.
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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
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FIGURE NO.
1

LEGEND

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CIRCLE DR
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CO HIGHWAY 280 E

Block 1: 0%
Block 2: 18%
Block 3: 20%, 33%
Block 4: 25%, 20%, 0%
Block 5: 32%, 23%, 7%, 9%
Block 6: 100%, 25%, 25%
Block 7: 16%, 56%, 20%, 15%, 58%
Block 8: 89%, 83%
Block 9: 20%, 35%, 66%, 33%
Block 10: 14%, 0%
Block 11: 50%, 8%
Block 12: 35%, 10%, 50%
Block 13: 75%, 23%, 25%
Block 14
Block 15
Block 16: 45%, 66%
Block 17: 35%
Block 18: 35%, 0%
Block 19: 0%
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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
8 AM OCCUPANCY

0 150 300 FEET

fishbeck
Engineers | Architects | Scientists | Constructors

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 8 am Private Parking Date: 12/5/2024 2:57 PM User: dzubenko

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LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

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CRESCENT DR
CIRCLE DR
COLLEGE AVE
CO HIGHWAY 280 E

NORTH

TUESDAY, OCTOBER 8, 2024
8 AM OCCUPANCY

FEET
0 150 300

DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

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PLOT INFO: Z:\2024\241415\CAD\GIS\ProPro\DeFuniak Springs.aprx Layout: October 8th 8 am Public Parking Date: 12/5/2024 2:46 PM User: dzubenko

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
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- 0% - 60% Occupancy

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CO HIGHWAY 280 E

DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

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PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 10 am Private Parking Date: 12/5/2024 11:58 AM User: dzubenko

NORTH

TUESDAY, OCTOBER 8, 2024
10 AM OCCUPANCY

0 150 300 FEET

fishbeck
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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

LEGEND

Parking Occupancy

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
10 AM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProjDeFuniak Springs.aprx Layout: October 8th 10 am Public Parking Date: 12/2/2024 4:35 PM User: dzubenko

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LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
NOON OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th Noon Private Parking Date: 12/5/2024 11:58 AM User: dzubenko

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LEGEND

Parking Occupancy

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
NOON OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th Noon Public Parking Date: 12/4/2024 3:54 PM User: dzubenko

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LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
2 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 2 pm Private Parking Date: 12/5/2024 11:58 AM User: dzubenko

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LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

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NORTH

TUESDAY, OCTOBER 8, 2024
2 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProjDeFuniak Springs.aprx Layout: October 8th 2 pm Public Parking Date: 12/5/2024 11:35 AM User: dzubenko

LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
4 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 4 pm Private Parking Date: 12/5/2024 1:36 PM User: dzubenko

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LEGEND

Parking Occupancy

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
4 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

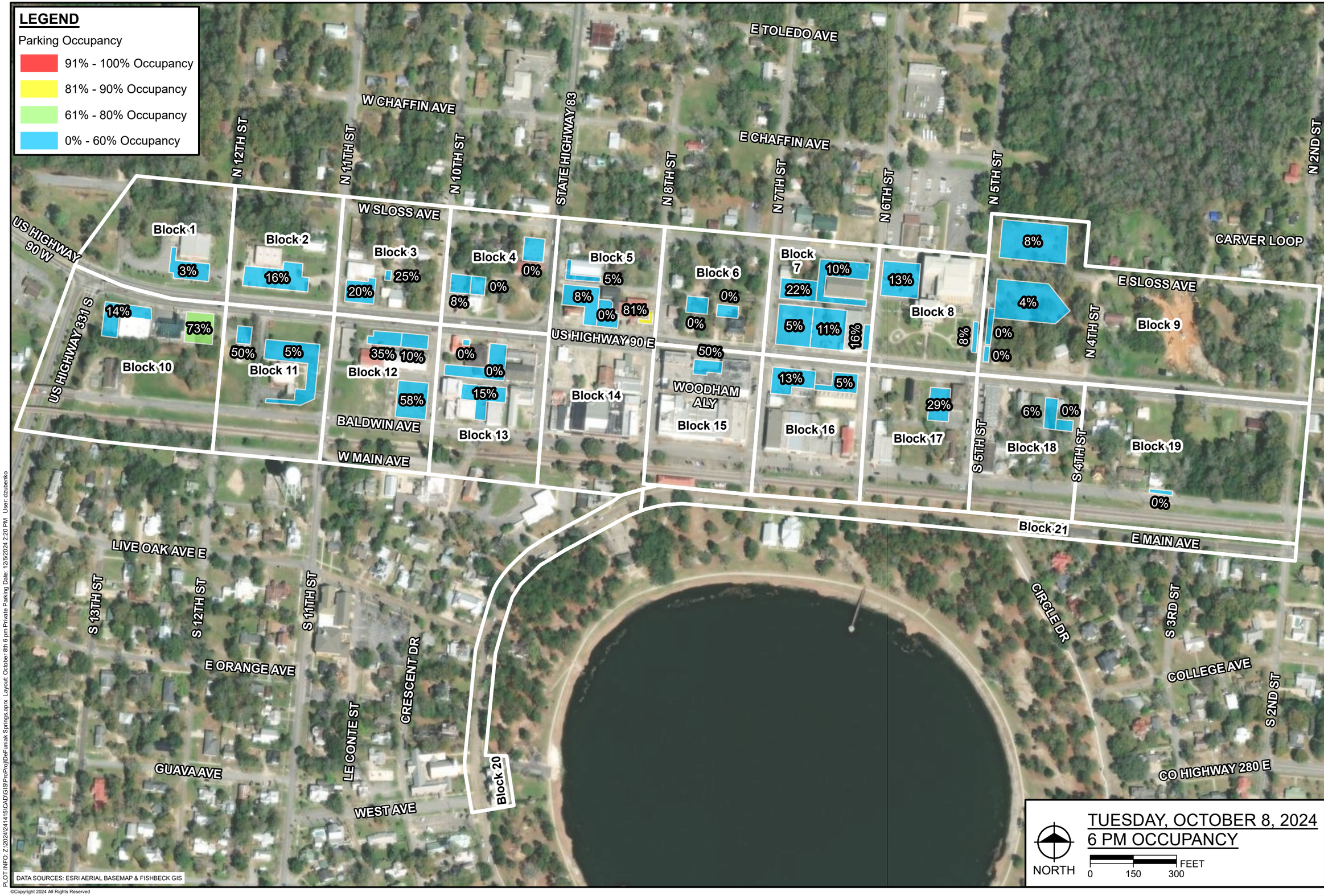
PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 4 pm Public Parking Date: 12/5/2024 1:14 PM User: dzubenko

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LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

NORTH

TUESDAY, OCTOBER 8, 2024
6 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Private Parking

PROJECT NO.
241415

FIGURE NO.
1

PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: October 8th 6 pm Private Parking Date: 12/5/2024 2:20 PM User: dzubenko

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LEGEND

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DATA SOURCES: ESRI AERIAL BASEMAP & FISHBECK GIS

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NORTH

TUESDAY, OCTOBER 8, 2024
6 PM OCCUPANCY

0 150 300 FEET

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City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

PROJECT NO.
241415

FIGURE NO.
1

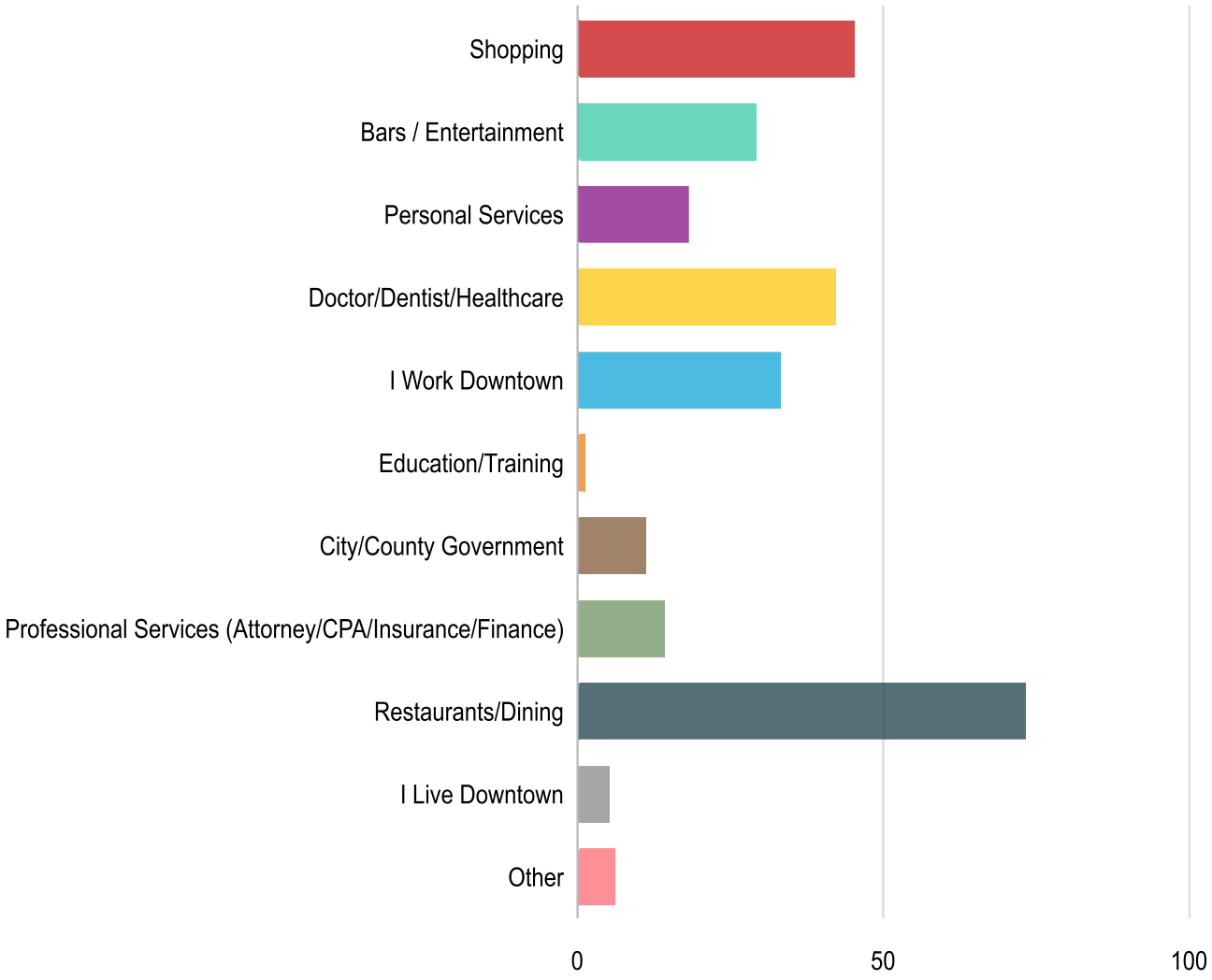
PLOT INFO: Z:\2024\241415\CAD\GIS\ProPro\DeFuniak Springs.aprx Layout: October 8th 6 pm Public Parking Date: 12/5/2024 1:57 PM User: dzubenko

Section D

Parking Survey Results

DeFuniak Springs Parking Survey

What are your main reasons for being downtown? (Check up to four)



Answers	Count	Percentage
Shopping	45	41.28%
Bars / Entertainment	29	26.61%
Personal Services (Salon/Spa)	18	16.51%
Doctor/Dentist/Healthcare	42	38.53%

I Work Downtown	33	30.28%
Education/Training	1	0.92%
City/County Government	11	10.09%
Professional Services (Attorney/CPA/Insurance/Finance)	14	12.84%
Restaurants/Dining	73	66.97%
I Live Downtown	5	4.59%
Other	6	5.5%

Answered: 108 Skipped: 1

DeFuniak Springs Parking Survey

Please Describe

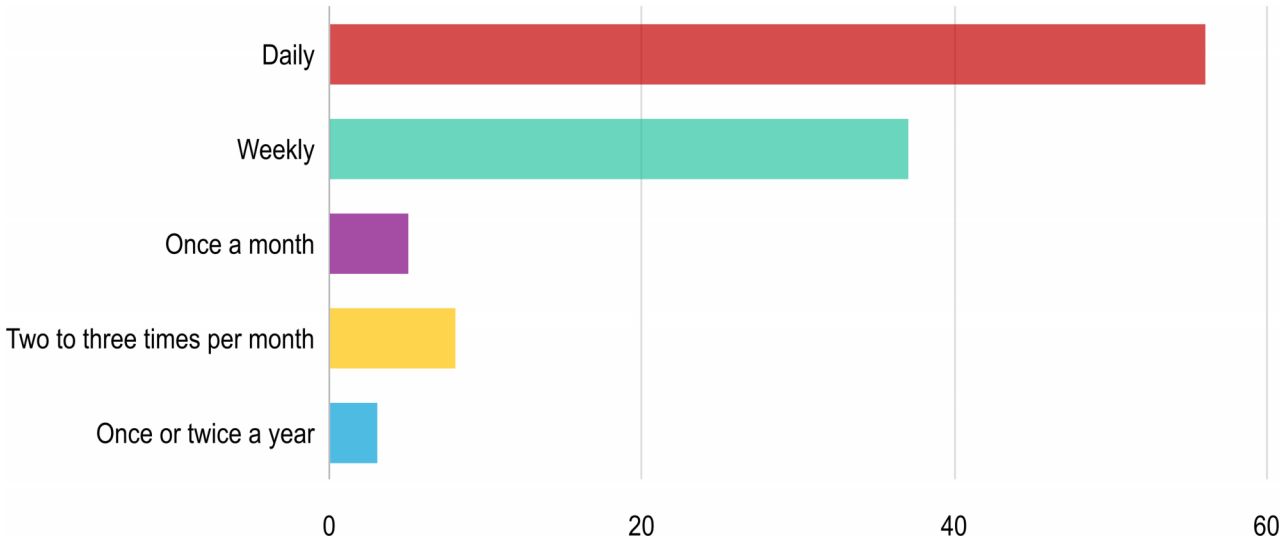
The word cloud requires at least 20 answers to show.

Word	Count
Festivals	1
Farmers	1
Market	1
banking	1
business	1
owner	1

Answered: 5 Skipped: 104

DeFuniak Springs Parking Survey

How often do you visit downtown?

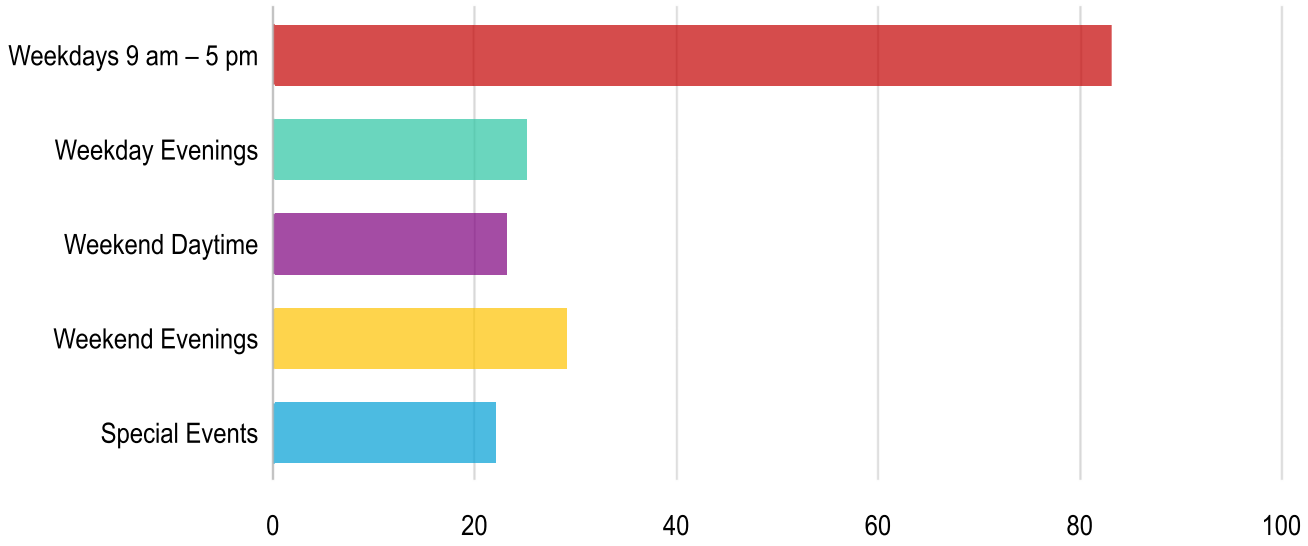


Answers	Count	Percentage
Daily	56	51.38%
Weekly	37	33.94%
Once a month	5	4.59%
Two to three times per month	8	7.34%
Once or twice a year	3	2.75%

Answered: 109 Skipped: 0

DeFuniak Springs Parking Survey

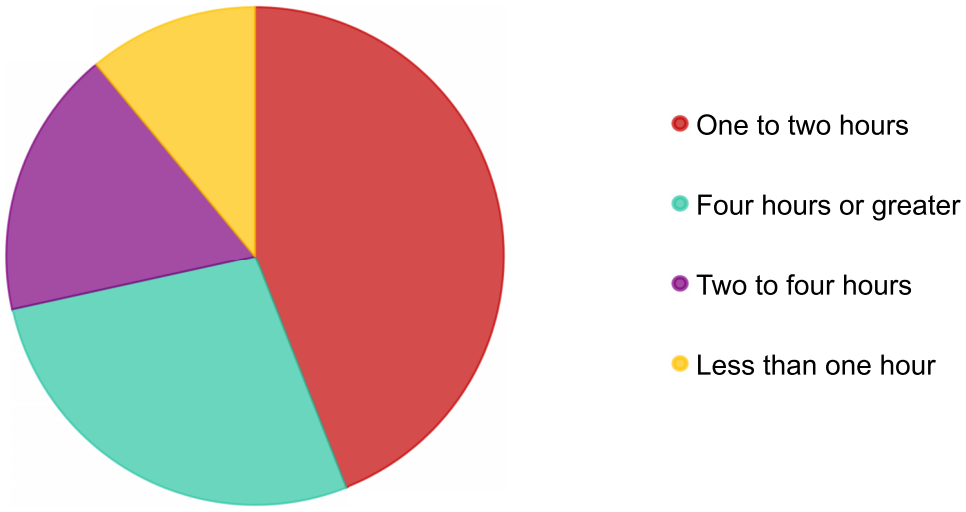
When do you visit downtown DeFuniak Springs most frequently? (Check up to two)



Answers	Count	Percentage
Weekdays 9 am – 5 pm	83	76.15%
Weekday Evenings	25	22.94%
Weekend Daytime	23	21.1%
Weekend Evenings	29	26.61%
Special Events	22	20.18%

Answered: 109 Skipped: 0

What is the length of stay during your typical visit downtown?

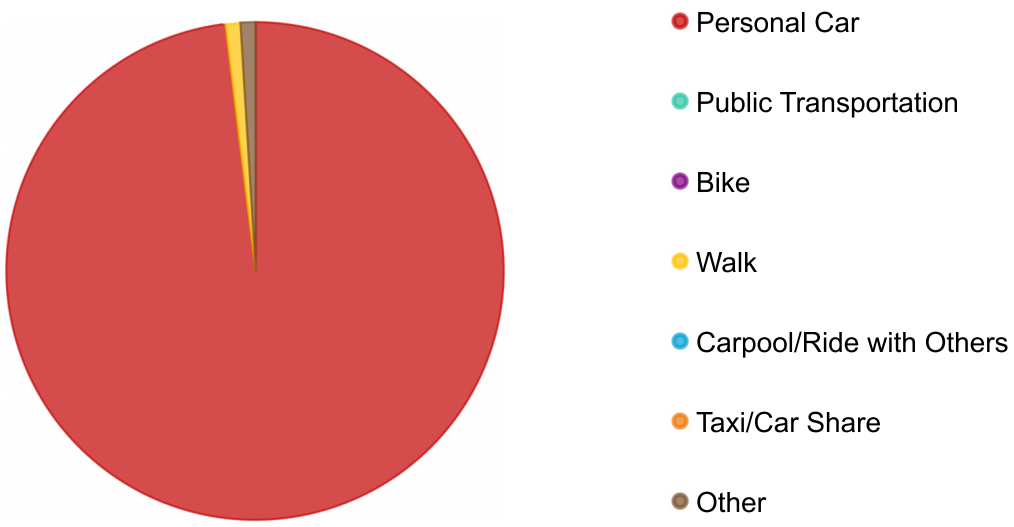


Answers	Count	Percentage
One to two hours	48	44.04%
Four hours or greater	30	27.52%
Two to four hours	19	17.43%
Less than one hour	12	11.01%

Answered: 109 Skipped: 0

DeFuniak Springs Parking Survey

What is your primary or typical mode of transportation when you visit downtown?



Answers	Count	Percentage
Personal Car	106	97.25%
Public Transportation	0	0%
Bike	0	0%
Walk	1	0.92%
Carpool/Ride with Others	0	0%
Taxi/Car Share	0	0%
Other	1	0.92%

Answered: 108 Skipped: 1

DeFuniak Springs Parking Survey

Explain

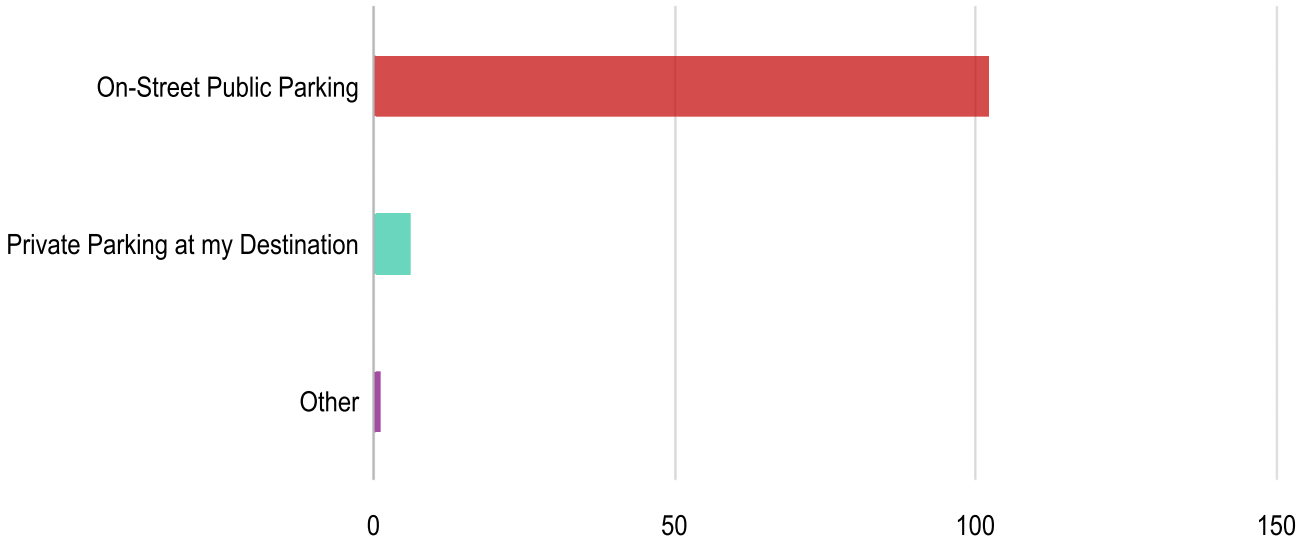
The word cloud requires at least 20 answers to show.

Word	Count
Wheelchair/	1
Car	1

Answered: 1 Skipped: 108

DeFuniak Springs Parking Survey

When you drive downtown, where do you typically park?

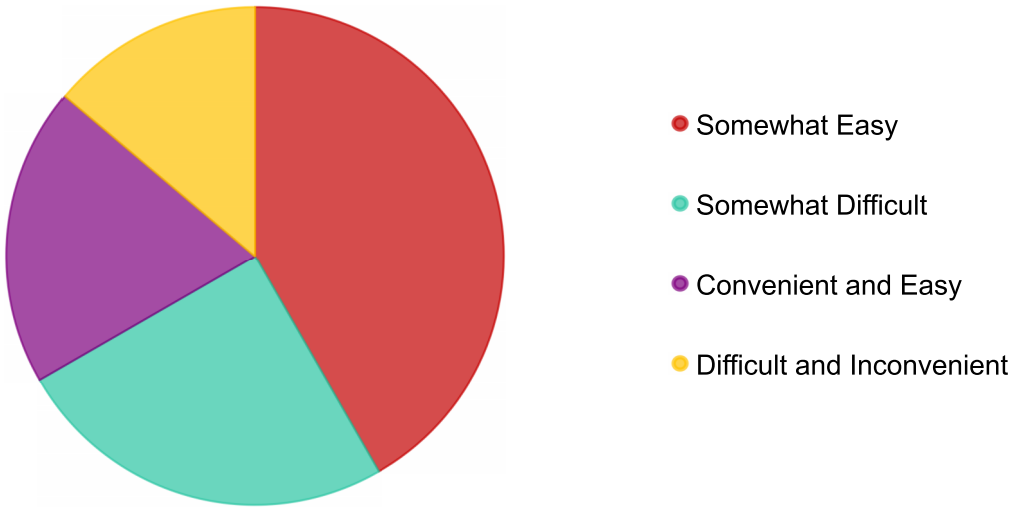


Answers	Count	Percentage
On-Street Public Parking	102	93.58%
Private Parking at my Destination	6	5.5%
Other	1	0.92%

Answered: 109 Skipped: 0

DeFuniak Springs Parking Survey

How would you generally characterize your ability to find a parking spot downtown?

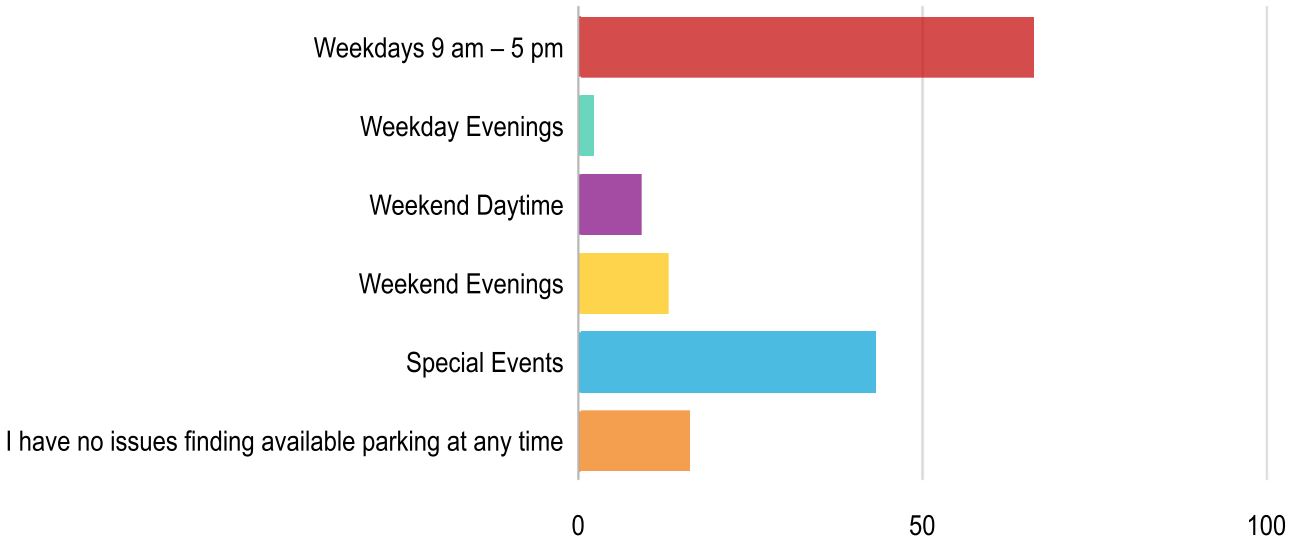


Answers	Count	Percentage
Somewhat Easy	45	41.28%
Somewhat Difficult	27	24.77%
Convenient and Easy	21	19.27%
Difficult and Inconvenient	15	13.76%

Answered: 108 Skipped: 1

DeFuniak Springs Parking Survey

Is there a time that you experience more difficulty finding a parking space? (Check up to two)

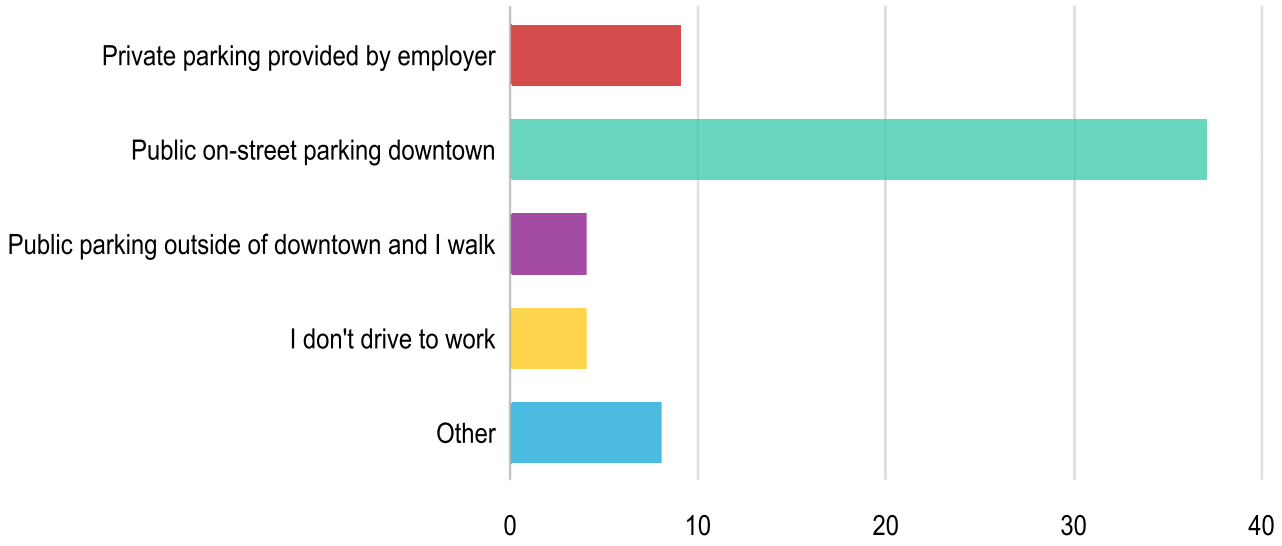


Answers	Count	Percentage
Weekdays 9 am – 5 pm	66	60.55%
Weekday Evenings	2	1.83%
Weekend Daytime	9	8.26%
Weekend Evenings	13	11.93%
Special Events	43	39.45%
I have no issues finding available parking at any time	16	14.68%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

If you work downtown, where do you park?

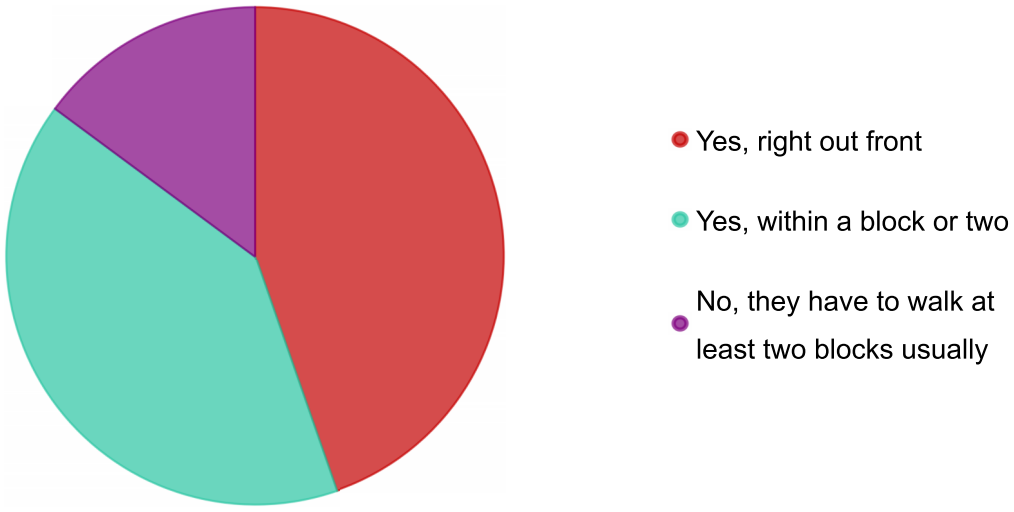


Answers	Count	Percentage
Private parking provided by employer	9	15%
Public on-street parking downtown	37	60%
Public parking outside of downtown and I walk	4	6%
I don't drive to work	4	6%
Other	8	13%

Answered: 62 Skipped: 47

DeFuniak Springs Parking Survey

If you run a business or organization, are your patrons able to park near your location?

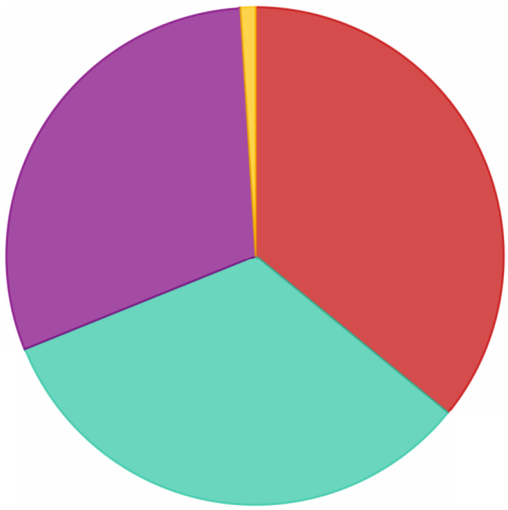


Answers	Count	Percentage
Yes, right out front	21	46%
Yes, within a block or two	19	40%
No, they have to walk at least two blocks usually	7	14%

Answered: 47 Skipped: 62

DeFuniak Springs Parking Survey

How important is parking as it relates to your decision to visit downtown?

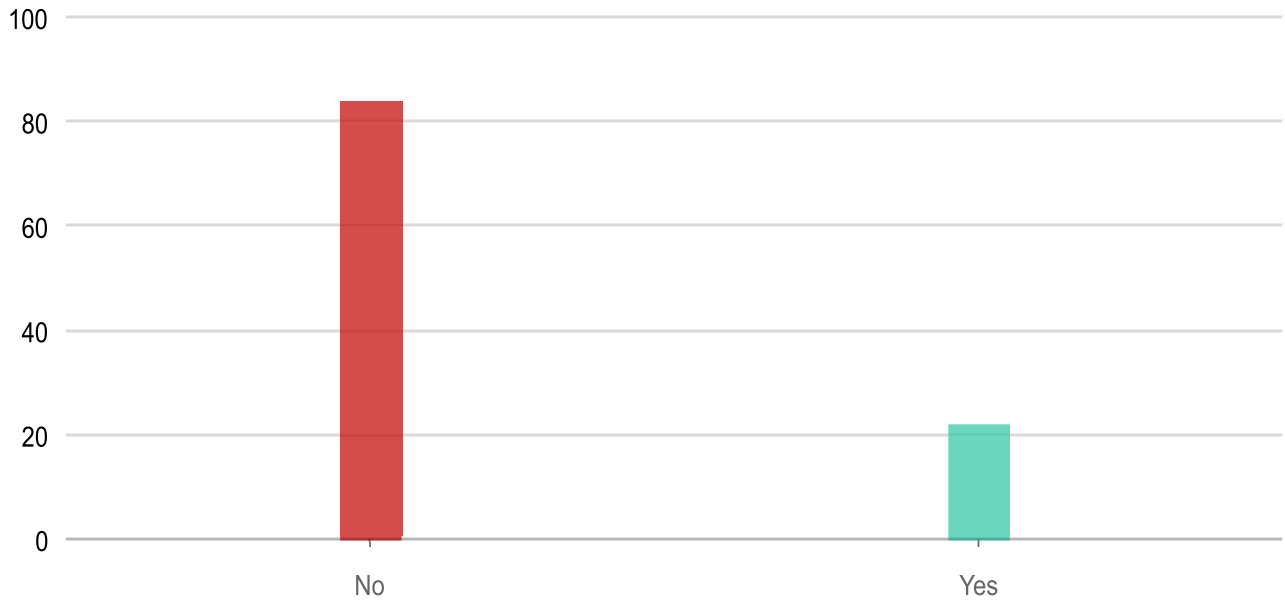


Answers	Count	Percentage
Parking is very important in my decision to visit downtown	38	34.86%
Parking does not impact my decision to visit downtown	35	32.11%
Parking is somewhat important in my decision to visit downtown	32	29.36%
I avoid going downtown because of parking	1	0.92%

Answered: 106 Skipped: 3

DeFuniak Springs Parking Survey

Do you think that parking time limits are needed to keep on-street parking spaces available?

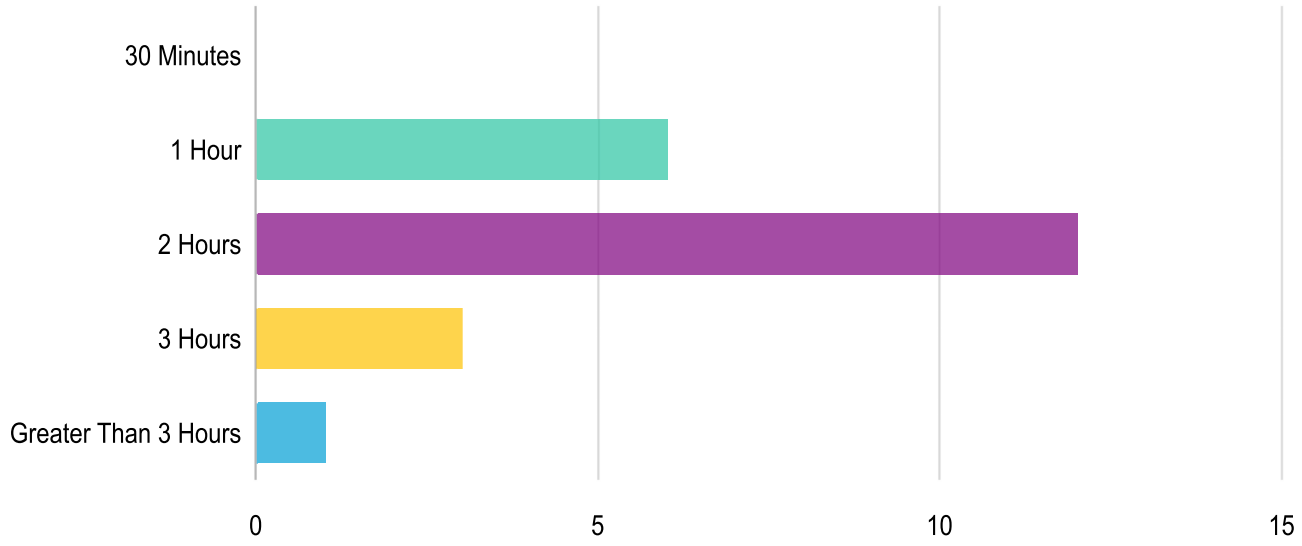


Answers	Count	Percentage
No	84	77.06%
Yes	22	20.18%

Answered: 106 Skipped: 3

DeFuniak Springs Parking Survey

If yes, what parking time limit is necessary?

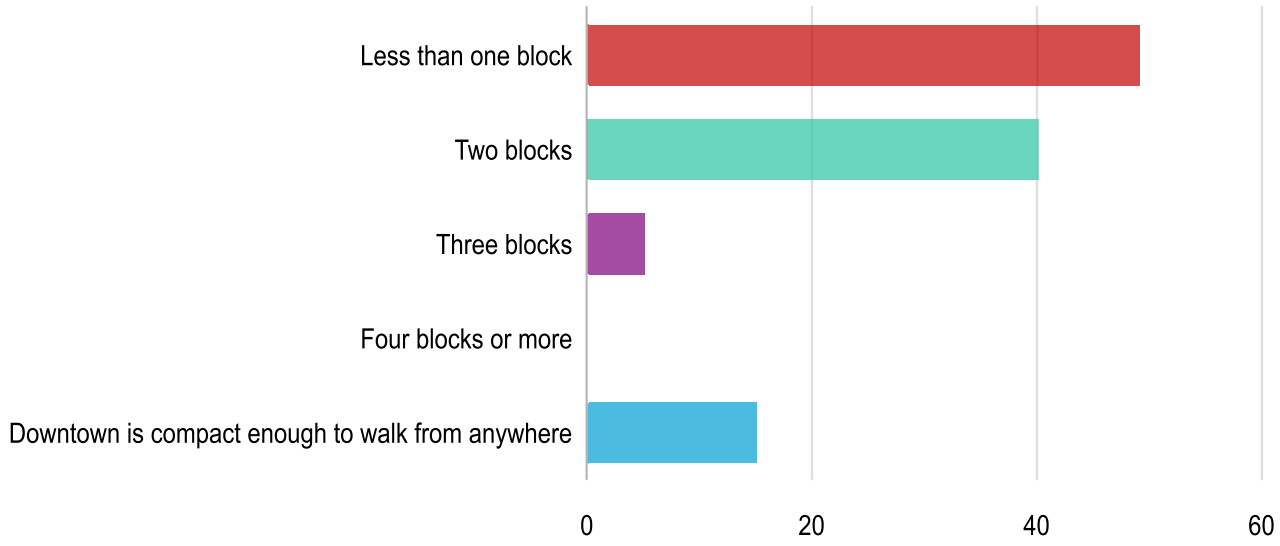


Answers	Count	Percentage
30 Minutes	0	0%
1 Hour	6	27%
2 Hours	12	55%
3 Hours	3	14%
Greater Than 3 Hours	1	1%

Answered: 22 Skipped: 87

DeFuniak Springs Parking Survey

What is a reasonable distance to walk from parking to your destination?



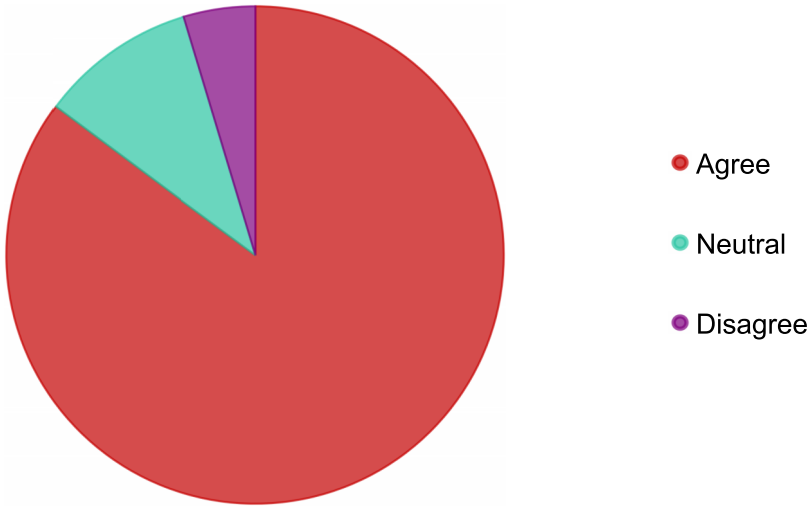
Answers	Count	Percentage
Less than one block	49	44.95%
Two blocks	40	36.7%
Three blocks	5	4.59%
Four blocks or more	0	0%
Downtown is compact enough to walk from anywhere	15	13.76%

Answered: 109 Skipped: 0

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

I know where I am able/supposed to park downtown



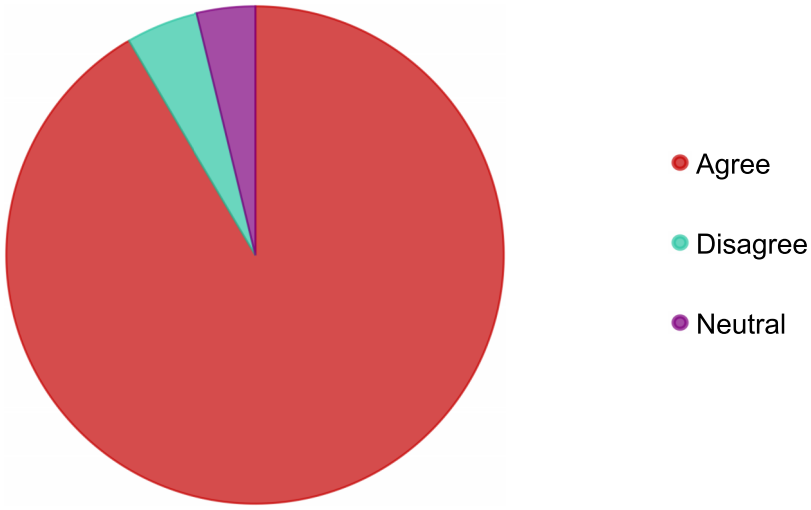
Answers	Count	Percentage
Agree	92	84.4%
Neutral	11	10.09%
Disagree	5	4.59%

Answered: 108 Skipped: 1

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

I am able to park for the length of time I desire



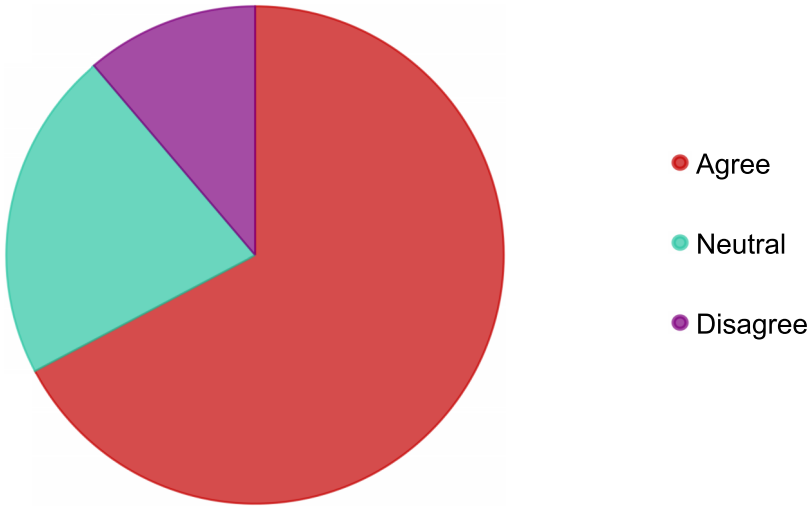
Answers	Count	Percentage
Agree	98	89.91%
Disagree	5	4.59%
Neutral	4	3.67%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

I am able to park a reasonable distance from my destination



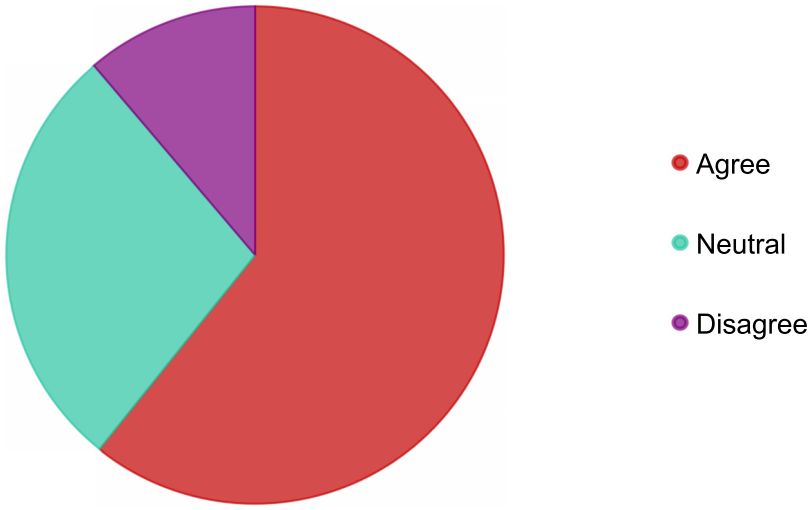
Answers	Count	Percentage
Agree	72	66.06%
Neutral	23	21.1%
Disagree	12	11.01%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

Most patrons observe parking regulations and policies



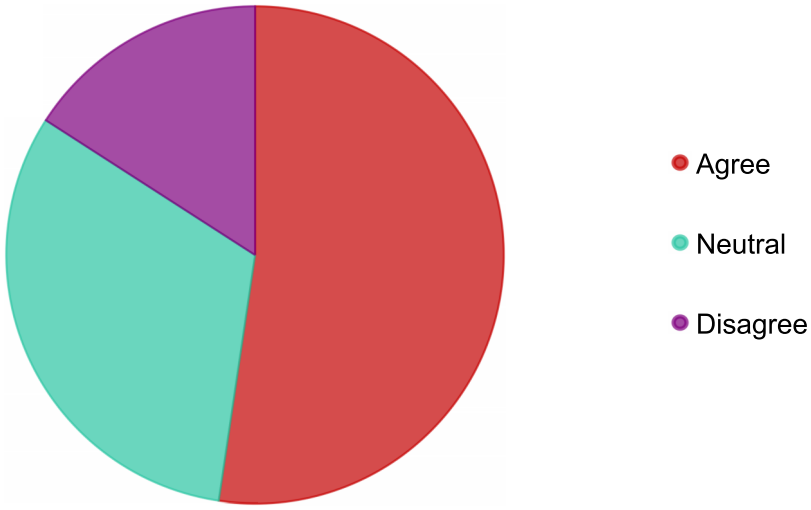
Answers	Count	Percentage
Agree	65	59.63%
Neutral	30	27.52%
Disagree	12	11.01%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

Parking signage is easy to locate and understand



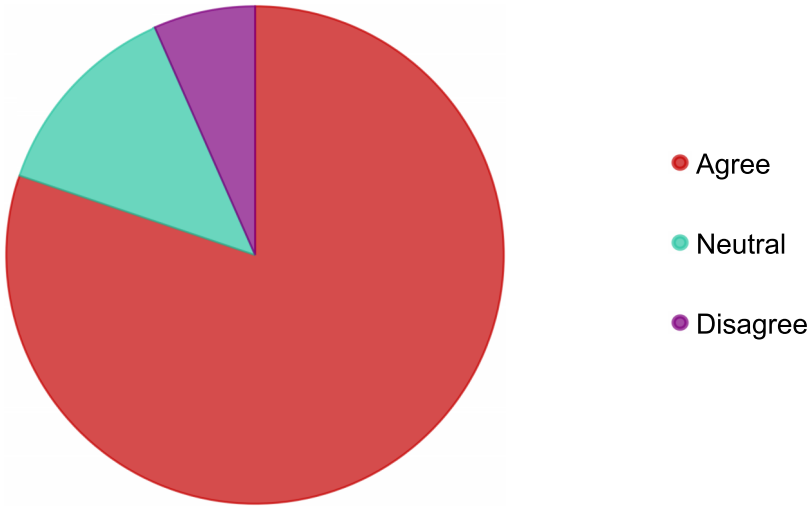
Answers	Count	Percentage
Agree	56	51.38%
Neutral	34	31.19%
Disagree	17	15.6%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

I feel safe in the parking areas downtown



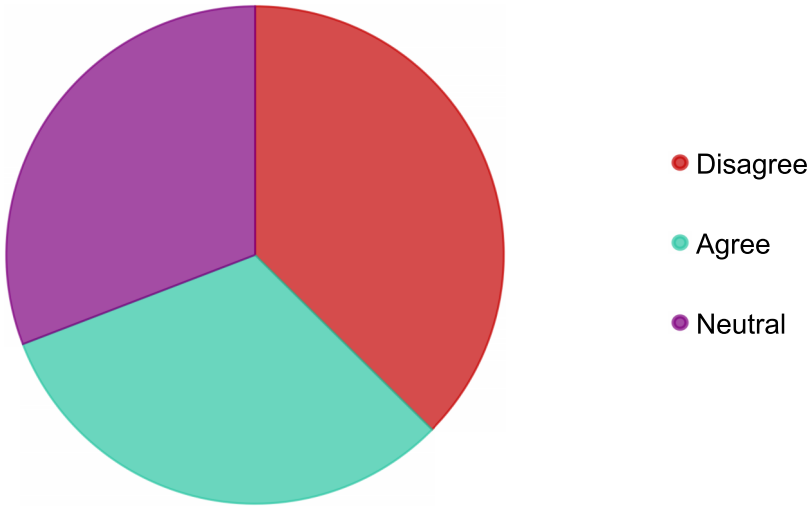
Answers	Count	Percentage
Agree	85	77.98%
Neutral	14	12.84%
Disagree	7	6.42%

Answered: 106 Skipped: 3

DeFuniak Springs Parking Survey

Please note your experience with public parking downtown:

There is adequate ADA/accessible parking downtown

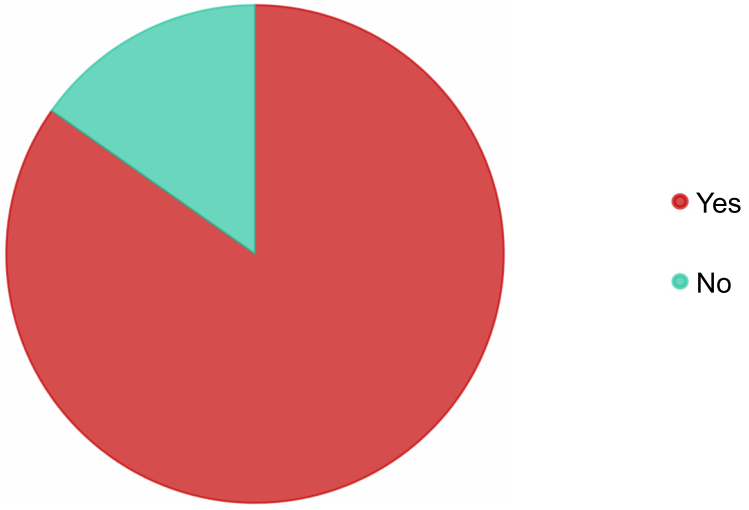


Answers	Count	Percentage
Disagree	40	36.7%
Agree	34	31.19%
Neutral	33	30.28%

Answered: 107 Skipped: 2

DeFuniak Springs Parking Survey

Does downtown DeFuniak Springs need more public parking?

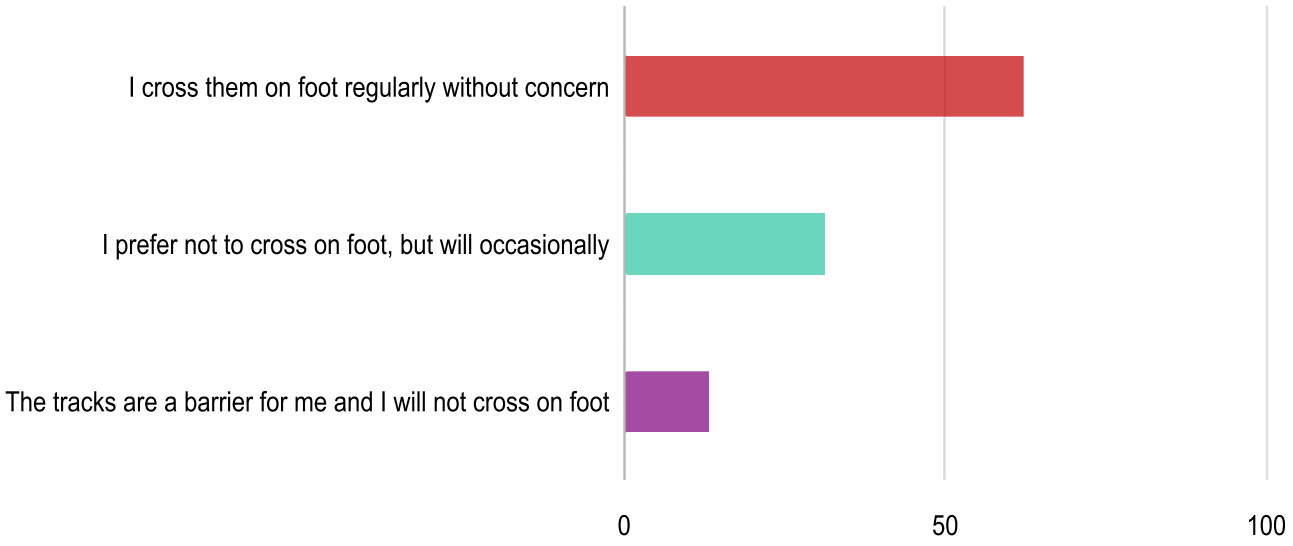


Answers	Count	Percentage
Yes	89	81.65%
No	16	14.68%

Answered: 105 Skipped: 4

DeFuniak Springs Parking Survey

What is your preference when walking across the train tracks?

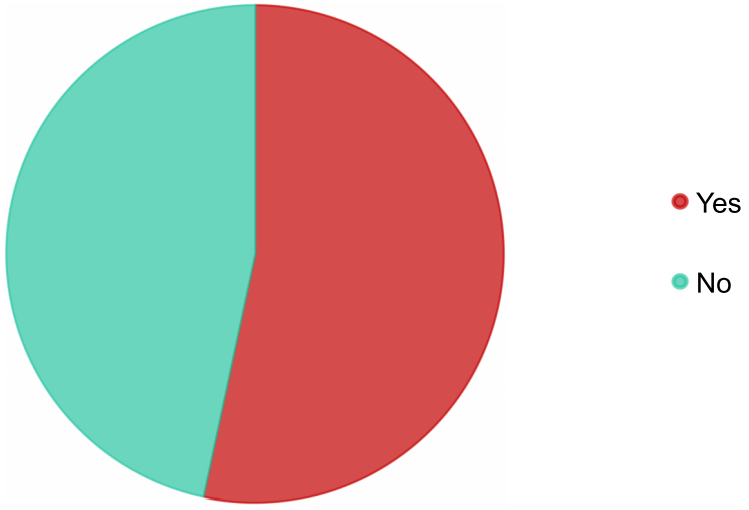


Answers	Count	Percentage
I cross them on foot regularly without concern	62	56.88%
I prefer not to cross on foot, but will occasionally	31	28.44%
The tracks are a barrier for me and I will not cross on foot	13	11.93%

Answered: 106 Skipped: 3

DeFuniak Springs Parking Survey

Is there enough bicycle and pedestrian infrastructure (sidewalks, bikepaths, bikeracks, etc) to safely provide for bikers, motorists and pedestrians moving around downtown?

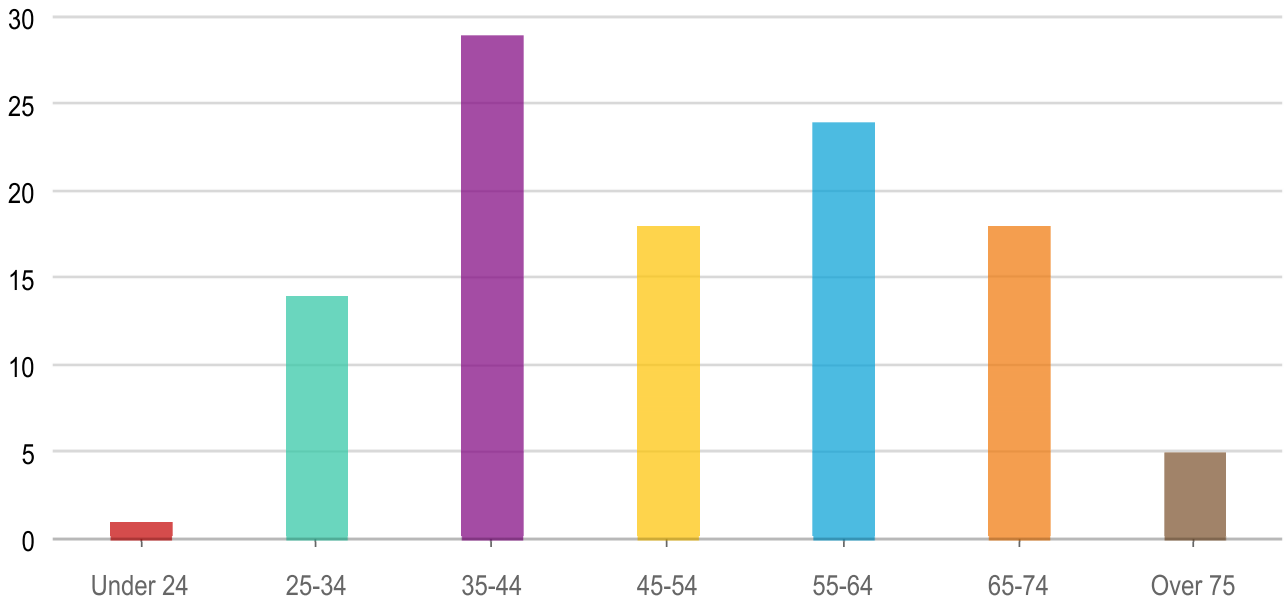


Answers	Count	Percentage
Yes	56	51.38%
No	49	44.95%

Answered: 105 Skipped: 4

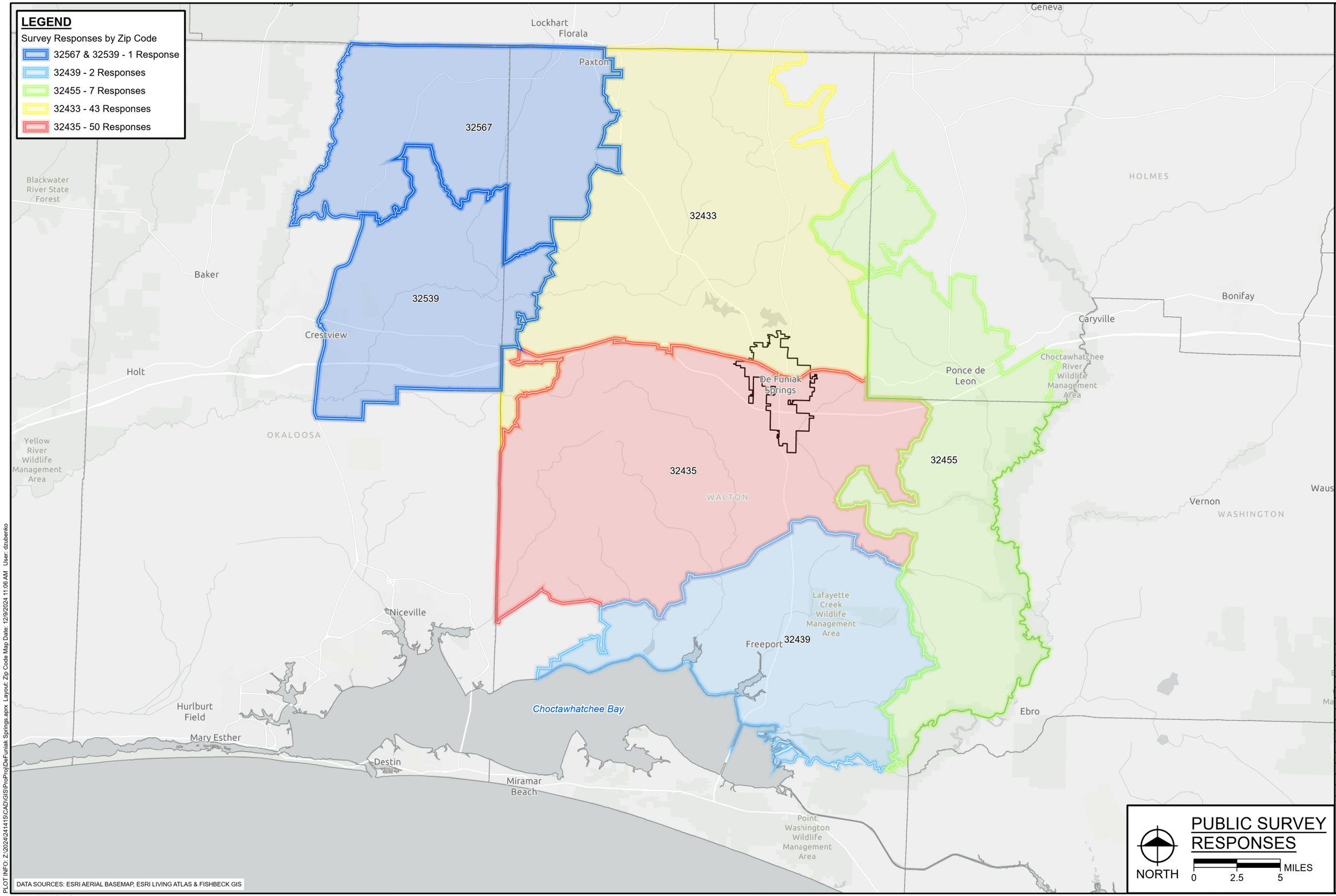
DeFuniak Springs Parking Survey

What is your age group?



Answers	Count	Percentage
Under 24	1	0.92%
25-34	14	12.84%
35-44	29	26.61%
45-54	18	16.51%
55-64	24	22.02%
65-74	18	16.51%
Over 75	5	4.59%

Answered: 109 Skipped: 0



DATA SOURCES: ESRI AERIAL BASEMAP, ESRI LIVING ATLAS & FISHBECK GIS

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PLOT INFO: Z:\2024\241415\CAD\GIS\Proj\DeFuniak Springs.aprx Layout: Zip Code Map Date: 12/9/2024 11:06 AM User: dzubenko

fishbeck
Engineers | Architects | Scientists | Constructors

Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of DeFuniak Springs
Walton County, Florida
Downtown Parking Study

PROJECT NO.
241415

FIGURE NO.
1

Additional Comments

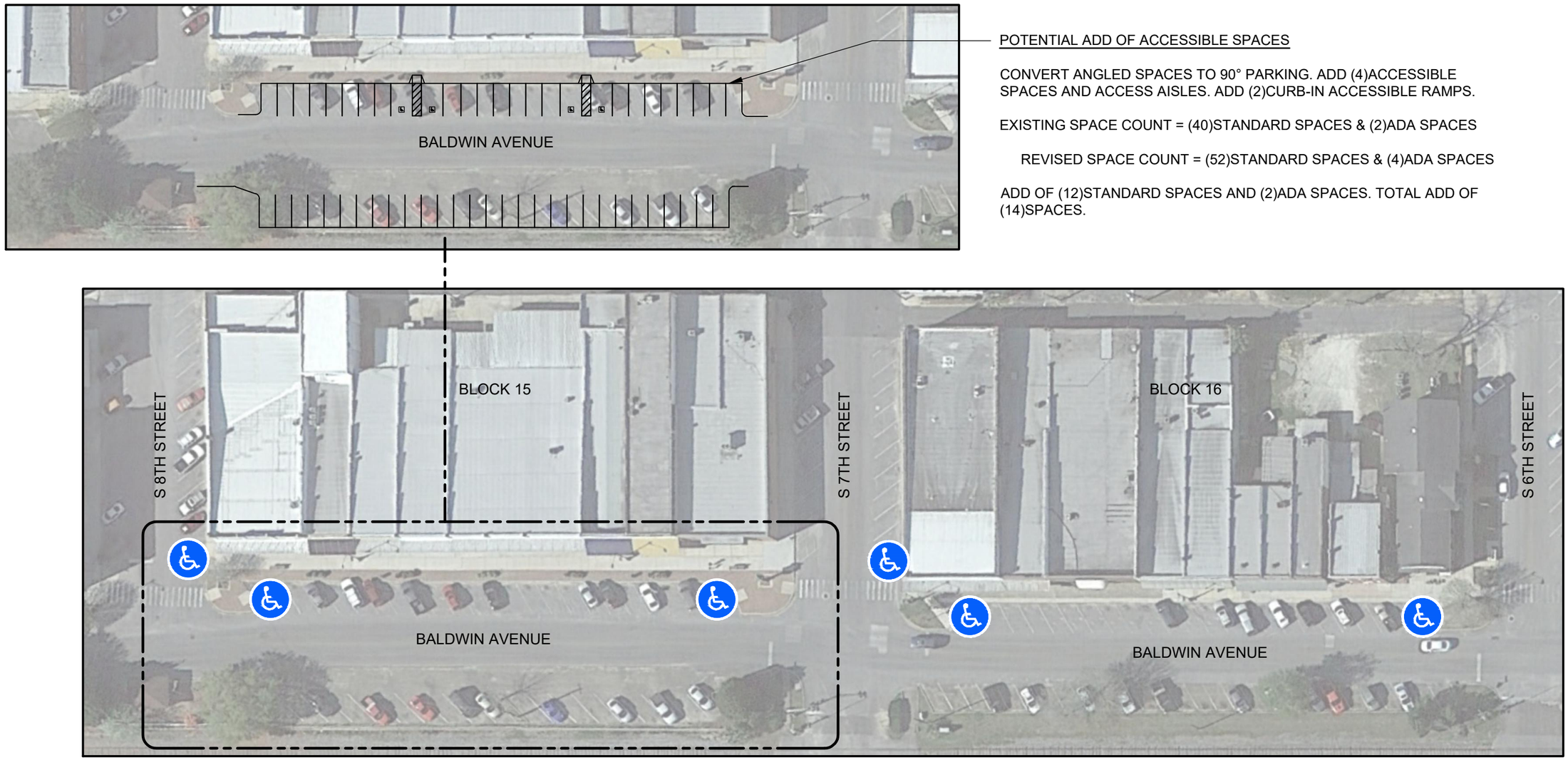
1	We need more parking for handicapped, injured and disabled people. Ramps unto the sidewalk (in the center near Fyzical) not just at the ends of the block. We need bicycle racks, and better crossing for pedestrians. There are plenty of spaces people here are mostly lazy and are not used to walking more than a few feet to get to their destination because they have never lived in cities that are way bigger and you may have to walk 3 city blocks to get where you are going. There's not a true shortage of parking just not adequately accessible parking for those who need privy to shorter walking
2	We need off site parking lots for tourists with trams and/or trolleys to take them downtown or around to attractions and sights. City needs to buy land now! If we get a veterans' memorial and pavilion at the corner of east ain and circle drive we will need more parking close by. When we get retail in the now vacant stores parking will not be sufficient. When we get National Historic Landmark Designation Tourist parking around the circle will be detremental to the ambiance of the area.
3	More handicap spots
4	My main concern is parking during the week day hours for lunch and lighting at night
5	More parking on both sides of railroad track, with deeper spaces to accommodate today's larger vehicles. Landscaped dividers are very poorly maintained -remove and gain additional spots-plant single tree at head of parking
6	I do not like bikes or skateboards on the sidewalks … it's a hazard exiting stores or walking. Crossing the RR tracks are a huge issue that could help us park on the circle if we had easy access to Baldwin. Curbing height is hard for elderly access. Visibility is hard from corners of streets entering onto Baldwin. Handicap access needs to be addressed in all
7	More lighting is needed
8	Parking is perfect. People just want to complain
9	Please do not decrease parking. We need more. Parking is so difficult for events. Many people struggle to walk long distances. There is a lot of green grass just south of the railroad tracks across from the Presbyterian church and to the east and across from the Tesla chargers that could be made into parking possibly. Food trucks should not be taking up parking spaces, especially handicapped parking in front of establishments. The two railroad crossings could be widened to add pedestrian crossing areas and sidewalks added to help with foot traffic between Baldwin Avenue and Circle Drive. A sidewalk along the railroad tracks from Crescent Dr to the Depot and even down to 6th street might also help. Painted crosswalks might be good also. (Side note: I see similarities with Blue Ridge, GA.)
10	The Tesla charging station on one side is S 10th St and then regular parking across the street at the WCSO is a problem. This almost needs to be a one way street because people constantly have to wait their turn to drive through there as the road isn't wide enough.
11	Love the improvements!!!!! LOVE the new overhead lights.
12	The point of a downtown is to be able to walk to multiple establishments within a reasonable distance. If businesses feel that there is a parking issue then they need to have their employees park on the outer limits of downtown.
13	Parking is fine except for the special events. There simply needs to be a shuttle running from a specific location to the downtown area when these happen!
14	If any changes are being considered to parking, the city needs to maintain the downtown charm/old school street
15	If the dental office employees had a designated parking lot you would free up +/-25 public spaces during the entire workday. I think a lot of your parking is being taken up by employees of the local businesses.
16	20+ yr resident...I have seen downtown go from a ghost town to a growing area. Gone are the days when you just pull up and park wherever with no worries about finding spaces. Now with increased businesses and patrons, it is often hard to find a space without parking at the far east end or west end of Baldwin and with any kind of event that is hard too. I have left downtown several times without shopping or dining simply because there was no parking. I do not mind a waiting list a restaurant as that is common, but with nowhere to park, I am not going to keep driving around the block. It is very uncommon at this point for people to park on the circle and walk back to downtown, however walking a distance is normal in other towns. Without "additional parking" signage or areas that are publicly known for extra parking, this issue will only get worse. I am so happy to see downtown begin to flourish but as a building owner downtown I also believe lack of parking will deter how much Defuniak can grow downtown because our customer base is greatly limited due to
17	Removing parking downtown for farmers market building is ridiculous

18	The larger businesses downtown should have convenient, well-lit parking spaces beyond the current parking that they utilize. The lot on the northeast corner of 7th St. could have a gate and badge system that allows employees of downtown businesses to park for free during regular work hours. The spaces can be free or donated (like Destin
19	More public parking is needed. With the number of employees that certain businesses have that park in front of the other businesses, customers have a hard time finding parking, especially at breakfast and lunch times. After 5pm unless there is a special event, parking is not an issue. There needs to be a large safe, public parking area for employees and
20	ONE WAY STREET WOULD BE GREAT. PLEASE DONT DO PARALLEL PARKING!
21	Having owned a business downtown, there is a big problem with employees of one business not parking near their business but parking in front of another business. Their needs to be parking for employees off side of downtown with a possible shuttle service. They're also needs to be additional handicap parking.
22	We need more handicap accessible parking spots or a way for people to be dropped off in pull through areas. In general, over 25% of the population has a disability and of that number at least 1 in 7 have mobility issues. It's a much more pervasive problem than most people realize. Our area also has a large elderly population that makes mobility difficult.
23	turn the green space on east & west ends of Baldwin ave into paved parking.
24	My biggest issue is the parking spots are too small for the vehicles that park there, especially the big trucks. On Baldwin it is impossible and dangerous to try to see around them. I would like the see the spaces more angled so I don't have to stop to allow for traffic coming the other way. The area where the barber shop and the old pizza place was is horrible!! Also, you can't see traffic in the cross street if you are on Baldwin at the Bank. Very dangerous. I would say, either widen Baldwin or make the area pedestrian and create a parking lot with shuttles.
25	parking not a major issue now but will be soon
26	I do NOT think time limits for parking are necessary. If tolls/parking meters are put in place to control time limits on parking, I believe that would actually decrease the amount of time I would visit downtown. Having to worry about parking time limits would take away from the joy of strolling downtown and visiting shops and stopping in restaurants for a bite to eat. I would just shop or eat elsewhere, where parking is free and doesn't have a time limit.
27	Parking meters would be detrimental to the downtown merchants. They are not a solution but would destroy all the work that Main Street has done to brand our town as a welcoming community. People will go elsewhere.
28	Getting to businesses on Saturday mornings is difficult when using a walker. Therefore will not go to the establishments on Saturday due to unavailability of parking near the businesses.
29	As an additional comment, please consider pressure washing the sidewalks downtown. It would certainly add to the attractiveness and appeal to downtown. You folks are doing a good job of revitalizing the downtown. Keep up the good
30	By placing restrictions on downtown parking, you are creating an inconvenience for the customers of the small businesses that need the foot traffic to thrive in the economy. Also, you will be making it inconvenient for the workers that work at those small businesses. By making the employees "cross" the railroad tracks to get to their office location is inconvenient and unnecessary. A lot of the employees work at night, so that will place undue stress/anxiety by requiring that. It will also make Circle Drive inconvenient due to all of the cars parked along side the road because there is no additional parking on Circle Drive. In my opinion, there needs to be a better solution to the parking problem. You cannot require all workers or customers to cross the railroad tracks due to our council not being able to strategically come up
31	I do not believe patrons should have to pay to park in downtown.
32	As a business owner, it is affecting my business as there is extremely limited parking for my customers, especially during breakfast and lunch hours. I have a lot of elderly people that can not physically walk two to three blocks. Also, people have a limited time to have lunch and can not ride around 5 to 6 times to find a parking place then walk two to three blocks to get in and order lunch and have time to eat!
33	Development of more public parking space is desirable. Should be safe, well lit, and reasonably close to everything downtown. NEVER EVER should anyone visiting DeFuniak's downtown area have to pay for parking. That is unacceptable and will only deter visitors and business patrons.
34	We have a much bigger problem with parking on circle drive. We need designated and well marked parking for walkers. We also need to manage parking better.
35	There are too many 'events' where parking is prohibited and thus negatively affecting the businesses on Main Street. I personally won't go downtown and its businesses if there is an event going on because of the parking situation. Also, if you go to the parallel parking as they did in Crestview, you will kill downtown businesses.

36	The parking available for the elderly and disabled is severely limited. I've witnessed elderly people using walkers and other mobility assistance devices walking more than a block to the dentist office.
37	1 handicap space at the end of the block is insufficient for handicap people. And previous discussion raised to remove parking from downtown so people would walk further to shop more is not thought out properly. Please do not remove
38	Additional parking needed to accommodate people visiting doctors, for people with disabilities, and those visiting restaurants. Should the empty buildings become operational, that will create an even greater need.
39	Having employers require employees to park further away is the low hanging fruit and easiest solution to ease the parking for now. The Dental business by far has the most employees of any single business downtown and they are all parking in places that could be used by customers. The physical therapy business has a terrible time having spaces available for people who generally are not particularly ambulatory. Having a parking garage especially for employees but also public would be ideal. I like the idea of adding parking along the side street in front of Main St fitness on Baldwin. If the north east parcel on the corner of 90 and South seventh could be purchased that could make a good parking garage. It may not be its highest and best use ideally but we definitely
40	Vehicles that are too long for the parking spots block traffic travel along the streets
41	A Shuttle service from county parking lots should be considered. A safe railroad crossing should be a very hi priority in my opinion.
42	I'm a concerned citizen an there needs to be MORE handicapped parking spaces I understand about businesses but I'm handicapped an the space is very little , needs to be more
43	Do not add meters, this will hurt our local businesses.
44	I'm worried that you want to charge for parking. I think that would be a disgrace for a small town. I think it will be a deterrent. I know it will be for me.
45	putting parking meters will hurt the downtown business. SAY NO TO PARKING METERS !!!!!!
46	Creating offsite employee parking would help provide more available parking, especially during daytime hours when more businesses are open.
47	In my opinion, parking meters are not the solution. They will hurt small businesses that we have worked so hard to attract to this area. A focus of a walking downtown would be a good start. This will take changing convenience culture. Find an area to create parking (ex. Former antique store) and entice people to walk, like a steps challenge, or art walk, etc. Multi-space parking needs to be eliminated, I have seen campers and trailers parked in multiple spots along Baldwin
48	Do not add toll parking
49	DO NOT DO THIS

Section E

Support Documents
700 Block of Baldwin Ave.
ADA Parking
Bicycle Information
Pedestrian Crossing



POTENTIAL ADD OF ACCESSIBLE SPACES

CONVERT ANGLED SPACES TO 90° PARKING. ADD (4)ACCESSIBLE SPACES AND ACCESS AISLES. ADD (2)CURB-IN ACCESSIBLE RAMPS.

EXISTING SPACE COUNT = (40)STANDARD SPACES & (2)ADA SPACES

REVISED SPACE COUNT = (52)STANDARD SPACES & (4)ADA SPACES

ADD OF (12)STANDARD SPACES AND (2)ADA SPACES. TOTAL ADD OF (14)SPACES.

ON-STREET ACCESSIBLE PARKING

EXISTING BLOCKS 15 & 16

1" = 60'-0"

1" = 60'-0"

0 30 60 120

NORTH

LEGEND

EXISTING ACCESSIBLE SPACE AND ACCESS AISLE

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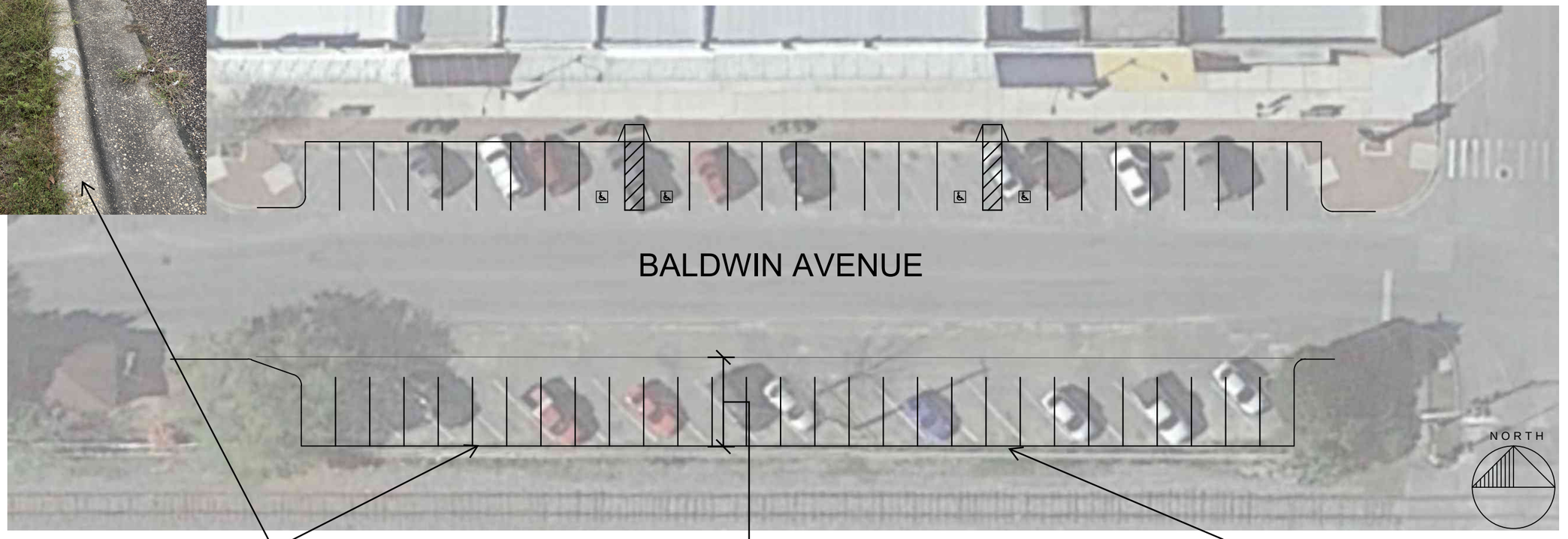
DeFuniak Springs Parking Study

DeFuniak Springs, Florida

2025-01/10

241415





The concrete restraining wall with metal rail is close to the curb. There is potential for vehicle damage if contacting the rail. There is available street width to move vehicles slightly off the wall and rail.

Available street width allows for generous vehicle overhang along this parking row.

Consider providing vehicle guardrail to restrain vehicles from accidentally crossing into railway tracks. Guardrail could be designed to resist vehicle impact and include decorative features to also prevent pedestrian crossing.

CRA
COMMUNITY
REDEVELOPMENT
AGENCY



PLOT INFO: Z:\2024\241415\CAD\GIS\ProProj\DeFuniak Springs.aprx Layout: DDA Spaces Date: 1/14/2025 1:47 PM User: dzubenko

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Hard copy is intended to be 11"x17" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of DeFuniak Springs
Walton County, Florida

Downtown Parking Study - Public Parking

NORTH

DOWNTOWN ADA PARKING SPACES

0 100 200 FEET

PROJECT NO.
241415

FIGURE NO.
1

ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works



apbp

Association of Pedestrian and Bicycle Professionals

Expertise for Active Transportation



Essentials of Bike Parking
Revision 1.0, September 2015

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Cover image: *Sign D4-3 from Standard Highway Signs, 2004 Edition, http://mutcd.fhwa.dot.gov/ser-shs_millennium_eng.htm*

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APBP is an association of professionals who plan, implement and advocate for walkable and bicycle-friendly places.

Association of Pedestrian and Bicycle Professionals

bikeparking@apbp.org
www.apbp.org

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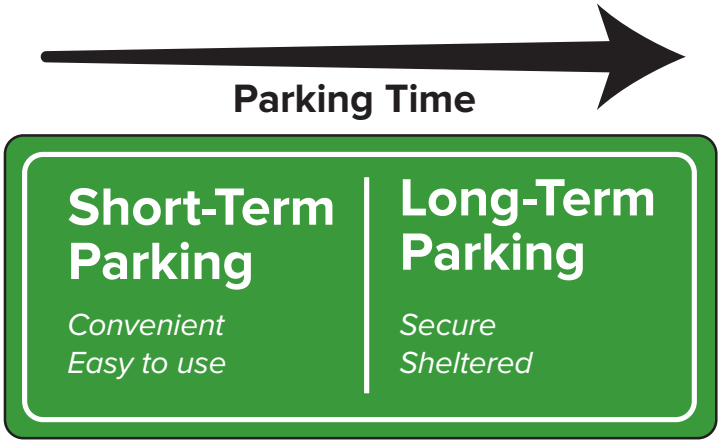
10 PLACEMENT

INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at www.apbp.org.

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.



SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors: 1) proximity to the destination and 2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.

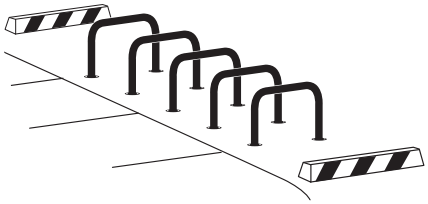


INVERTED U



POST & RING

CORRAL



SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

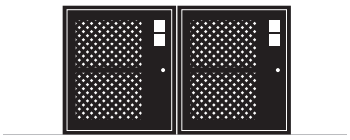
BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. **apbp.org**

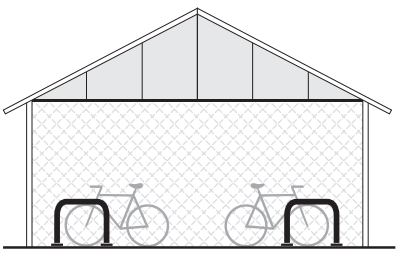
LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

SITE PLANNING

Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. **apbp.org**

INSTALLATION

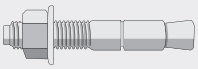
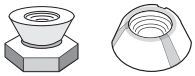
Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.

INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. **apbp.org**

INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

FASTENERS		
CONCRETE SPIKE		Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.
CONCRETE WEDGE ANCHOR		Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).
SECURITY NUTS		Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



BICYCLE RACK SELECTION

PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

These criteria apply to any rack for short- or long-term use.

CRITERIA	DETAILS
Supports bike upright without putting stress on wheels	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
Accommodates a variety of bicycles and attachments	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
Allows locking of frame and at least one wheel with a U-lock	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
Provides security and longevity features appropriate for the intended location	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
Rack use is intuitive	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U
also called staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.

HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

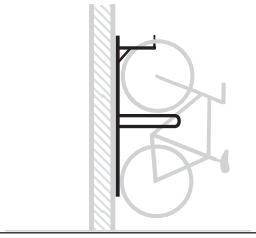
High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

STAGGERED WHEELWELL-SECURE



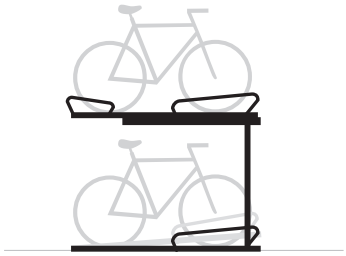
Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD
also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

RACK MATERIALS & COATINGS

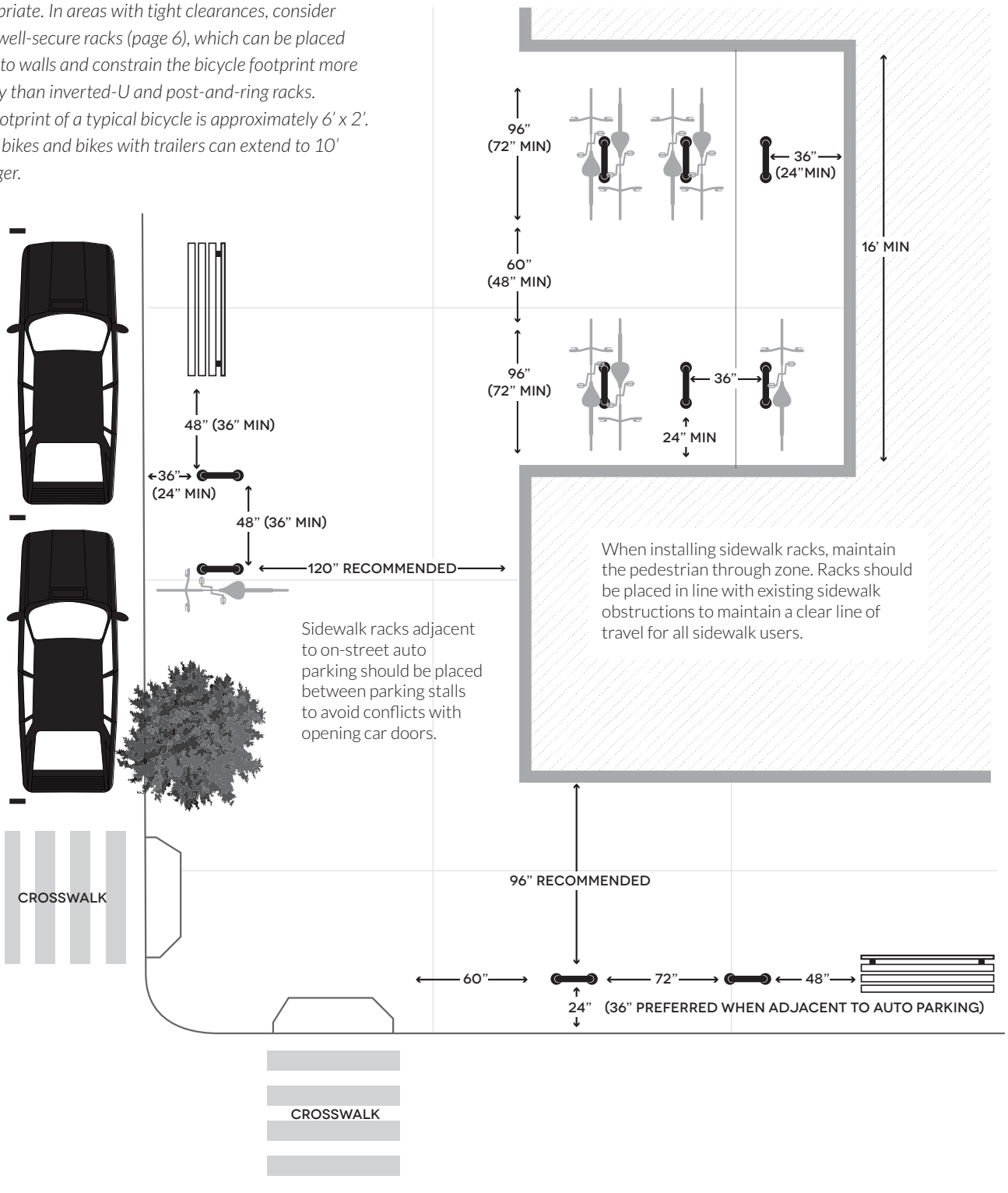
Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.

RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
Carbon steel - galvanized	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
Carbon steel - powder coat* (TGIC or similar)	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
Carbon steel - thermoplastic	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
Stainless steel - no coating needed, but may be machined for appearance	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

** When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.*

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.



222 Pedestrian Facilities

222.1 General

This chapter provides the minimum criteria to be used for the design of pedestrian facilities on the State Highway System. The term "pedestrian" used in this chapter includes any person traveling on foot or in a wheel chair. Pedestrians should be expected on all of Florida's state roadways except where restricted on limited access facilities.

Process a Design Variation when the design criteria for pedestrian facilities in this manual are not met. Reference the following conditions that support not providing a pedestrian facility in the Design Variation documentation:

(1) The establishment of pedestrian facilities would be contrary to public safety;

(2) The cost of providing pedestrian facilities would be excessively disproportionate to the need or probable use;

(3) The presence of other available means for pedestrian traffic. Other available means should meet the following requirements:

  (a) Meet the design criteria for pedestrian facilities on state roadways.

  (b) Provide access to the same services, origination and destination sites, and transit connections as the project corridor.

  (c) Not result in a significant increase in travel time or trip length, exposure to motorized traffic, or substantial elevation changes.

  (d) Provide appropriate locations to cross limited access, arterial or collector roadways, or railroad corridors.

222.1.1 Americans With Disabilities Act (ADA)

In addition to the criteria presented in the ***FDM*** and Department's ***Standard Plans***, the following documents provide Americans with Disabilities Act (ADA) guidance in the design of pedestrian facilities in public R/W:

- ***United States Department of Justice 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design***

- ***United States Department of Transportation 2006 ADA Standards for Transportation Facilities***.

- ***Florida Accessibility Code*** contains **ADA** requirements for accessibility to sites, facilities, buildings and elements by individuals with disabilities.

222.2 Pedestrian Facilities

Pedestrian facilities are features or elements used to support pedestrian travel. Pedestrian facilities may include the following:

- Sidewalks
- Curb ramps
- Crosswalks
- At-grade railroad crossings
- Refuge islands
- Curb extensions
- Pedestrian signals
- Public transit loading zones
- Pedestrian bridges
- Shared use paths
- Street furniture

Pedestrian safety can be enhanced through the following measures:

(1) Maintaining a smooth, clean walking surface, free of obstructions.

(2) Responsive and appropriate traffic control devices, consistent with guidance in the ***Manual on Uniform Traffic Control Devices*** (***MUTCD***), including providing pedestrian-oriented directional signage.

(3) Sidewalk and other pedestrian walkways are continuous and termini connects to existing sidewalk, pedestrian crossing or access point.

(4) Providing adequate lighting.

222.2.1 Sidewalk

Sidewalk is a continuous concrete pedestrian walkway as depicted in ***Standard Plans Index 522-001***.

Provide sidewalk on all curbed roadways, except where prohibited by ***Section 316.130 (18), Florida Statute (F.S).*** The inclusion of sidewalk on short isolated sections of curbed roadway is not required when:

- Within C1 and C2 context classification, and
- There are no pedestrian facilities leading to, or from the location.

Provide sidewalk on high speed curbed and flush shoulder roadways within C2T, C3R, C4, C5 or C6 context classification; and within C1, C2 or C3C where the demand for use is demonstrated.

For high speed curbed and flush shoulder roadways, place sidewalk in the following order of desirability:

(1) As near the R/W line as possible.

(2) Outside of the clear zone.

(3) Five feet beyond the limits of the full width shoulder.

(4) At the limits of the full width shoulder.

Sidewalk on flush shoulder roadways is not to be constructed directly adjacent to the roadway or shoulder pavement. Nearing intersections, the sidewalk should be transitioned as necessary to provide a more functional crossing location that also meets driver expectation. Further guidance on the placement of stop or yield lines and crosswalks is provided in the ***MUTCD, Part 3*** and ***Standard Plans 711-001.***

Continue sidewalk across bridge structures when sidewalk is provided on the approach roadway. Also provide sidewalk on new bridges where sidewalk or shared use path is not present along the roadway, but may be included with a future project.

Sidewalk should be constructed on both sides of the roadway; however, if sidewalk is constructed on only one side, provide reasonable pedestrian access to destinations (e.g., transit stops, homes, places of work, stores, schools, post offices, libraries, parks) on the opposite side.

For RRR Projects, other than meeting detectable warning and curb ramp requirements, unaltered sidewalks that are not in compliance with ***Standard Plans*** or ADA requirements are not required to be reconstructed.

222.2.1.1 Sidewalk Width

The standard sidewalk width varies by context classification as shown in ***Table 222.1.1***.

Table 222.1.1 Standard Sidewalk Widths

Context Classification		Sidewalk Width (feet)
C1	Natural	5
C2	Rural	5
C2T	Rural Town	6
C3	Suburban	6
C4	Urban General	6
C5	Urban Center	10
C6	Urban Core	12

Notes:

(1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.

(2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.

(3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.

(4) See ***FDM 260.2.2*** for sidewalk width requirements on bridges.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36 inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing treewells in areas where on-street parking is provided.

222.2.1.2 Vertical Clearance

Provide a minimum 7-foot vertical clearance over the entire walking surface. See ***FDM 260.6*** for pedestrian bridge vertical clearance requirements.

222.2.1.3 Grades and Cross Slope

When sidewalk is adjacent to the roadway (i.e., located back of curb or consistent separation from curb), sidewalk grades may mirror the roadway profile. When sidewalk is not adjacent to a travel way, sidewalk grades are not to exceed 5%, unless accessible ramps are provided.

There should be enough sidewalk cross slope to allow for adequate drainage; however, to comply with ADA requirements, the maximum cross slope is 2%. A clear 1-foot wide graded area with a maximum 1:6 slope should be provided adjacent to the sidewalk. Edge drop-offs should be avoided. When drop-offs cannot be avoided, they should be shielded as discussed in ***FDM 222.4***.

222.2.2 Curb Ramps and Transitions

A continuous accessible pedestrian route, including curb ramps, landings and transition areas (e.g., depressed corners, raised street crossings, flush roadway connections) are required along pedestrian networks. Additional information and details for curb ramps and landings are provided in the ***Standard Plans, Index 522-002***.

Include sidewalk curb ramps at the following locations:

- All intersections and turnouts with curbed returns. Include a landing at the top of each ramp.
- On curbed roadways between intersections where a crosswalk has been established.

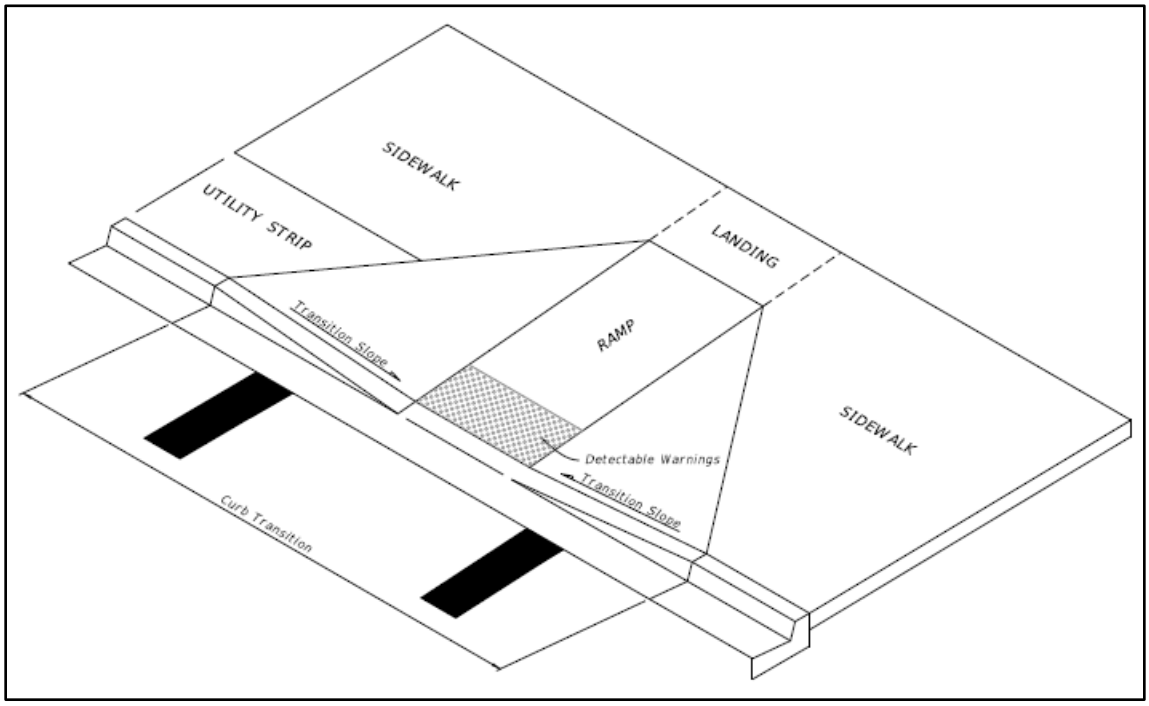
Pull boxes, manholes (and other utility covers), and other types of existing surface features in the location of a proposed curb ramp or detectable warning should be relocated. When relocation is not feasible, adjust the feature to meet the ADA requirements for surfaces (including the provision of a nonslip top surface, and adjustment to be flush with and at the same slope as the adjacent surface).

Curb ramps should be in line with the crossing and must provide a maximum slope of 1:12 (8.3 percent). At intersections where more than one road is crossed, provide curb ramps at both ends of each crossing. Crossings are required to meet the same grade and cross slope requirements as sidewalks. Where criteria for maximum cross slope cannot be met, process a Design Variation and provide the minimum attainable cross slope. When following the profile grade of the roadway, curb ramp slopes should not exceed 15 feet in length.

Provide transition slopes (flared sides) where a pedestrian circulation path crosses the curb ramp. The maximum slope of transition slopes is 1:10, measured parallel with and adjacent to the curb line.

When altering an existing pedestrian facility and conditions preclude the construction of a curb ramp slope of 1:12, provide a slope from 1:12 to 1:10 with a maximum rise of 6 inches.

Figure 222.2.1 Curb Ramp Nomenclature



222.2.2.1 Driveways and Turnouts

New and reconstructed driveways and turnouts are to be in compliance with ***Standard Plans, Index 000-515 and 000-516***.

For RRR Projects, unaltered driveways and turnouts that are not in compliance with ***Standard Plans*** or ADA requirements are not required to be reconstructed.

222.2.3 Crosswalks

Crosswalks are marked paths where pedestrians can safely cross a roadway. Marking of crosswalks helps drivers better identify the intersection and guides pedestrians to the best crossing location. For details on crosswalk pavement markings, see ***Standard Plans, Index 711-001***.

School Zone crosswalks have additional criteria for signing and pavement markings. For requirements for school signs and markings, see ***The Manual on Speed Zoning for Highways, Roads and Streets in Florida, Chapter 15***.

222.2.3.1 Intersections

Use Special Emphasis crosswalk markings at signalized intersections on all marked legs and at roundabouts. Use standard crosswalk markings for stop or yield-controlled intersections.

When separated right-turn lanes are used, place crosswalks so that an approaching motorist has a clear view of the pedestrian, and the crossing distance is minimized.

Coordinate with the District Traffic Operations Office for new marked crosswalks at uncontrolled intersection locations (without signals, stop or yield signs). Supplement marked crosswalks on an uncontrolled leg of an intersection with other treatments (e.g., beacons, signals, curb extensions, raised medians, raised traffic islands, enhanced overhead lighting) when any of the following conditions exist:

(1) Where posted speeds are greater than 40 mph,

(2) On a roadway with 4 or more lanes without a raised median or raised traffic island that has an ADT of 12,000 or greater, or

(3) On a roadway with 4 or more lanes with a raised median or raised traffic island that has or is projected to have (within 5 years) an ADT of 15,000 or greater.

Modification for Non-Conventional Projects:
Delete the above paragraph and see the RFP for requirements.

As roadway volumes, speeds, and number of travel lanes increase, marked crosswalks are best used in conjunction with other treatments; e.g., signals, signs, beacons, curb extensions, raised medians, refuge islands, enhanced overhead lighting.

222.2.3.2 Midblock

Use Special Emphasis crosswalk markings at midblock crossings. For illustrations of midblock crosswalks see ***FDM 230.6***.

Midblock crosswalks are used to supplement pedestrian crossings in areas between intersections. Midblock crosswalks should be illuminated, marked, and signed in accordance with the ***MUTCD, Traffic Engineering Manual (TEM), (Section 3.8)*** and ***FDM 230.6.***

Midblock crosswalks should not be located where any of the following exist:

(1) The spacing between adjacent intersections is less than 660 feet.

(2) The distance from the crosswalk to the nearest intersection (or crossing location) is less than 300 feet.

(3) The crossing distance exceeds 60 feet (unless a median or a crossing island is provided).

(4) The sight distance for both the pedestrian and motorist is not adequate.

(5) The ADA cross slope and grade criteria along the crosswalk cannot be met.

An engineering study supporting the need for the installation is required before a midblock crosswalk can be placed on a State roadway. The study must examine such factors as:

- Sight distance for pedestrians and vehicles (stopping sight distance)
- Traffic and turning volumes near proposed crosswalk location
- Pedestrian volume and existing crossing patterns
- Roadway features; e.g., pavement width, presence of a median, lighting, landscaping, drainage

- Traffic speed
- Adjacent land use (pedestrian generators / destinations)

For additional information on the requirements of an engineering study, refer to the Department's ***TEM, (Section 3.8)*** and ***Manual on Uniform Traffic Studies (MUTS)***.

If site conditions are identified that would obstruct the placement of a midblock crosswalk, include additional features in the design to remedy these conditions. Features like overhead signing can help alert motorists and be used to light the crossing. Curb extensions or bulb-outs can improve sight distance and decrease the crossing distance. Adjustment of the profile on the roadway crossing may be required to improve the cross slope of the crosswalk.

222.2.4 At-Grade Railroad Crossings

Provide an ADA accessible route for pedestrians at railroad crossings by extending proposed or existing sidewalks or shared use paths through the rail crossing. The surface of the crossing must be:

- Firm, stable and slip resistant,
- Level and flush with the top of rail at the outer edges of the rails, and
- Area between the rails aligns with the top of rail.

Place detectable warnings on each side of the railroad crossing as illustrated in ***Figure 222.2.2***.

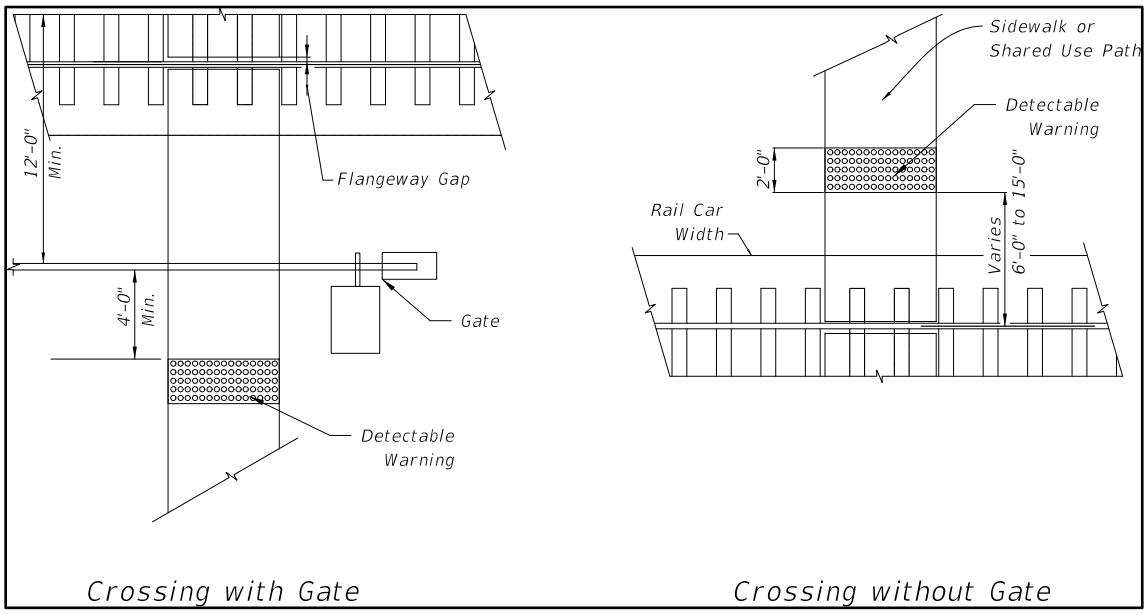
The edge of the detectable warning nearest the rail crossing is to be located between 6 and 15 feet from the centerline of the nearest rail. Where gates are provided, detectable warnings are to be placed a minimum of 4 feet from the side of the gates opposite the rail.

An audible device, such as a bell, is used in conjunction with the traffic control signals, if traffic control signals are in operation at a crossing that is used by pedestrians or bicyclists. Additional information is located in the ***MUTCD*** regarding additional signals, signs, or pedestrian gates and designing crossings for shared use paths.

Flangeway gaps are necessary to allow the passage of train wheel flanges; however, they pose a potential hazard to pedestrians who use wheelchairs because the gaps can entrap

the wheelchair casters. A maximum flangeway gap is required for all at-grade pedestrian rail crossings of 2½" for all non-freight rail track and 3" for freight rail track.

Figure 222.2.2 Pedestrian Crossing Options



222.2.5 Refuge Islands

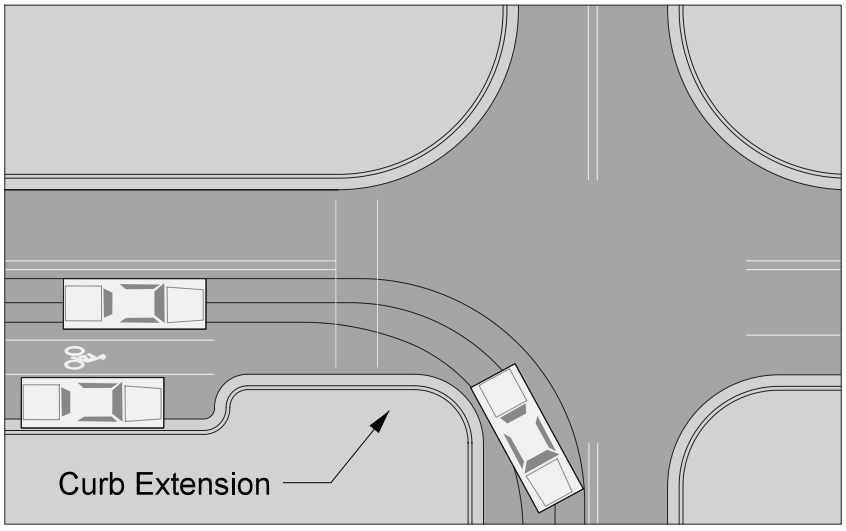
See ***FDM 212.13.3*** for information on refuge islands.

222.2.6 Curb Extensions (Bulb-Outs)

Curb extensions (a.k.a., bulb-outs) may be used in conjunction with on-street parking at intersections or midblock locations where there is a crosswalk, provided there is adequate width for existing traffic movements. Curb extensions shorten the crossing distance, and provide additional space at intersections, allowing pedestrians to see and be seen before entering a crosswalk.

The design of curb extensions must take into consideration the needs of transit vehicles, drainage, and bicyclists. See ***Figure 222.2.3***.

Figure 222.2.3 Curb Extension



222.2.7 Pedestrian Signals

See ***FDM 232.6*** for information on pedestrian signals. Pedestrian detector assemblies and pedestrian control signals are detailed in the ***Standard Plans***, ***Indexes 653-001*** and ***665-001***

222.2.8 Public Transit Loading Zones

See ***FDM 225*** for information on public transit facilities. Provide a minimum 5-foot-wide sidewalk connecting transit stops to sidewalk or shared use paths.

Coordination with the following may be required to determine the optimum location of boarding and alighting areas, transit shelters and bus bays:

- District Pedestrian and Bicycle Coordinator
- District Modal Development Office Coordinator
- District ADA Coordinator
- District Public Transportation staff
- Local public transit provider

Modification for Non-Conventional Projects:
Delete the above paragraph and see the RFP for requirements.

222.2.9 Pedestrian Bridges

See ***FDM 266*** for information on pedestrian bridges.

222.2.10 Shared Use Paths

See ***FDM 224*** for information on shared use paths.

222.2.11 Street Furniture

Street furniture may include, but is not limited to, benches, lighting fixtures, transit shelters, and bicycle parking. These items may be placed within the R/W under certain conditions.

Refer to ***FDM 223.2.5*** for information on bicycle parking facilities, and ***FDM 225*** for information on public transit facilities. Appropriate types of street furniture may vary based on frequency and density of pedestrian activity. Street furniture must meet the minimum sidewalk width and vertical clearance requirements identified in ***FDM 222.2.1.1 and 222.2.1.2***.

222.3 Detectable Warnings

Detectable warnings are a distinctive surface pattern of domes detectable by cane or underfoot that alert people with vision impairments of their approach to street crossings. Install detectable warnings to cover the full width of the walking surface and 2 feet deep. They are required on sidewalks at the following locations:

- Curb ramps and transition areas at street crossings
- Cut-through pedestrian refuge islands or medians six feet wide or greater
- Pedestrian at-grade railroad crossings
- Commercial driveways with a stop sign, yield sign, or traffic signal

- Boarding and alighting areas adjacent to the roadway at bus stops where there is an at-grade connection to the roadway
- Edges of railroad boarding platforms not protected by screens or guards

Detectable warnings should not be placed where sidewalk intersects urban flared turnouts or on sidewalks that run continuously through residential driveways. Do not place detectable warnings on transition slopes or over grade breaks. Further guidance on detectable warnings is provided in ***Standard Plans*, *Index 522-002***.

The detectable warning systems on the APL are designed to work with concrete surfaces. In areas where the pedestrian facility has an asphalt surface, such as a shared use path, specify an appropriate detectable warning system or consider including a short section of concrete.

222.4 Pedestrian Drop-off Hazards and Railings

A pedestrian drop-off hazard is a steep or abrupt downward slope that can be hazardous to pedestrians.

There are two pedestrian drop-off hazard conditions defined in ***Figure 222.4.1***. Additionally, depending on the height of a slope and the severity of the conditions beyond, cases other than those shown in ***Figure 222.4.1*** may also be considered a pedestrian drop-off hazard.

When the pedestrian drop-off hazard cannot be eliminated, consider the following:

(1) Fencing is typically used in C1 and C2 context classifications, and on shared use paths and trails.

(2) Railing is typically used in C2T, C3, C4, C5, and C6 context classifications, and at locations attaching to bridge rail or along sidewalks.

- Pedestrian/Bicycle Railings (***Standard Plans*, *Index 515-021*** through ***515-062)*** are adequate for shielding all drop-offs but are generally intended for use on drop-offs greater than 60 inches.
- Pipe Guiderail (***Standard Plans*, *Indexes 515-070*** and ***515-080***) is adequate for shielding drop-offs which are 60 inches or less.
- Along continuous sections where the drop-off varies above and below the 60-inch threshold, for uniformity the engineer may consider using only one of the railing types adequate for shielding all drop-offs.

- Pedestrian/Bicycle Railings and Pipe Guiderail are non-crashworthy and are not to be placed within:
  - Lateral offset requirement for curbed roadways, or
  - Clear zone for high-speed curbed and flush-shoulder roadways.

(3) Maintain driver's line of sight at intersections and driveways.

The standard height for Pedestrian/Bicycle Railing is 42 inches. Provide a 48-inch tall Pedestrian/Bicycle Railing when all three of the following conditions exist:

(1) Bicyclists are permitted to travel within 3 feet of the railing.

(2) The path is on a downward grade steeper than 5%.

(3) There is a horizontal curve having a radius less than that specified for the design speed of the bicycle facility. Taller railing should not extend more than 20 feet beyond the point of tangency of the horizontal curve.

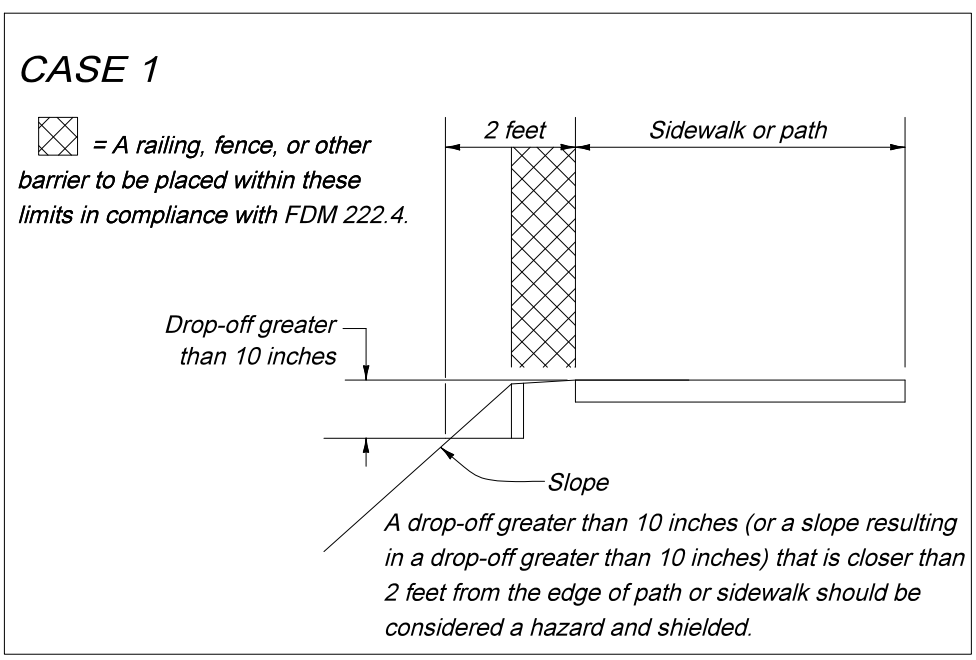
Pedestrian railings are not required where W-beam guardrail is installed at the back of the sidewalk or shared use path.

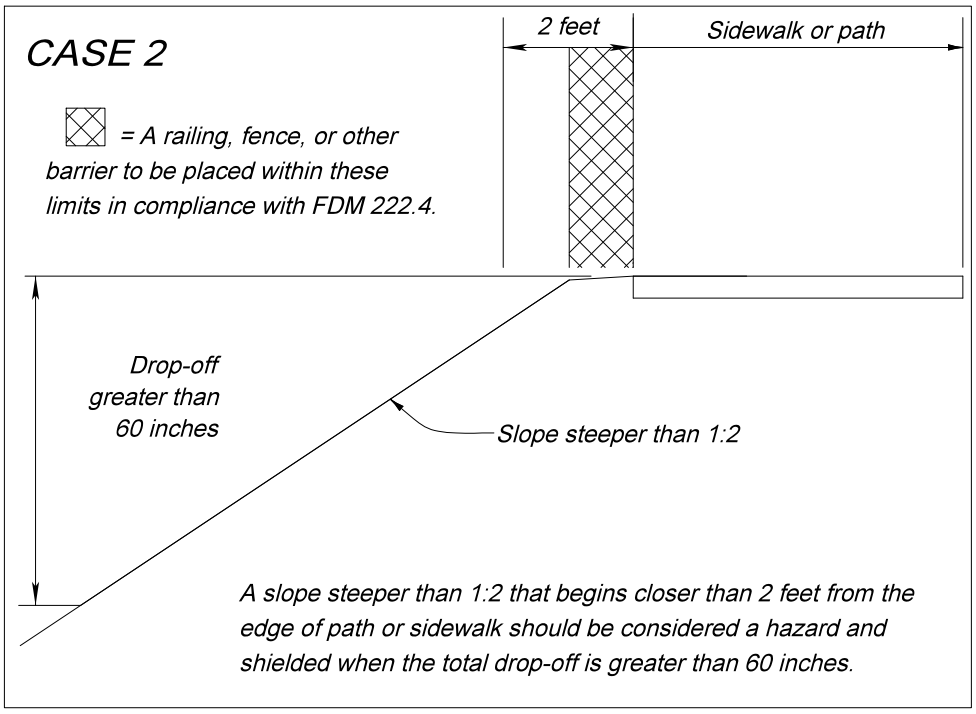
Where Pedestrian/Bicycle Railing is used, the Department will cover the cost only for standard galvanized steel or standard aluminum railing. If the Local Agency desires a painted railing, they are required to provide the additional funding and commit to cover the maintenance cost.

The Department will cover the cost of the standard Infill Panel Types shown in the ***Standard Plans***. If the Local Agency desires a railing having Custom Infill Panels which increases the cost over standard infill panels, they are required to provide the additional funding to cover this initial premium cost. In addition, a maintenance agreement will be needed to address the responsibilities associated with maintaining Custom Infill Panels.

Modification for Non-Conventional Projects:
Delete the above two paragraphs. See the RFP for requirements.

Figure 222.4.1 Drop-Off Hazards for Pedestrians





222.4.1 Bridge Pedestrian Railings and Fences

Details and typical applications of various crashworthy pedestrian/bicycle bridge railings and fencing, are provided in ***Figures 222.4.2 – 222.4.8***.

Figure 222.4.2 Bridge Railing – Pedestrian/Bicycle Railing

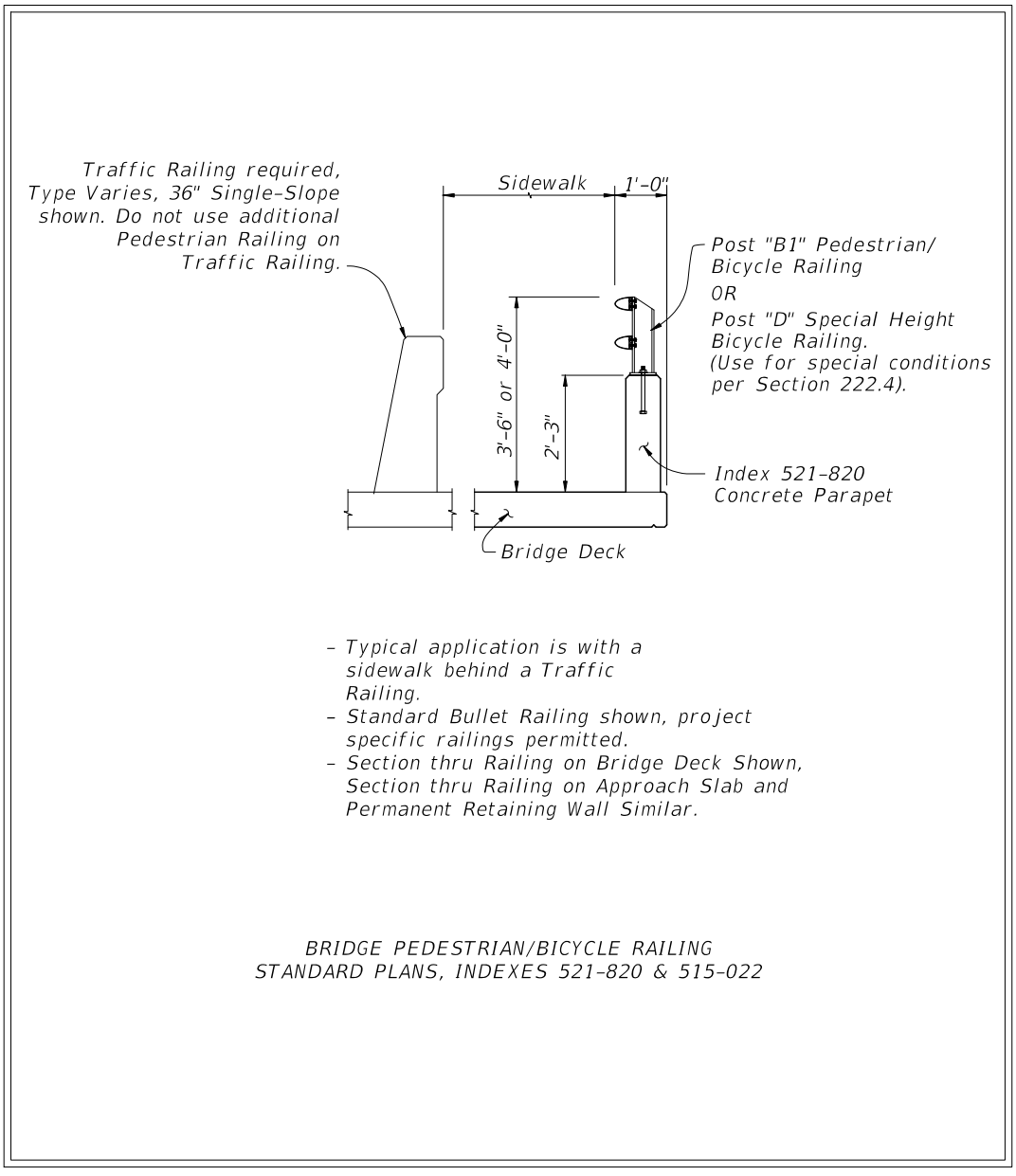


Figure 222.4.3 Bridge Railing – Pedestrian/Bicycle Railing

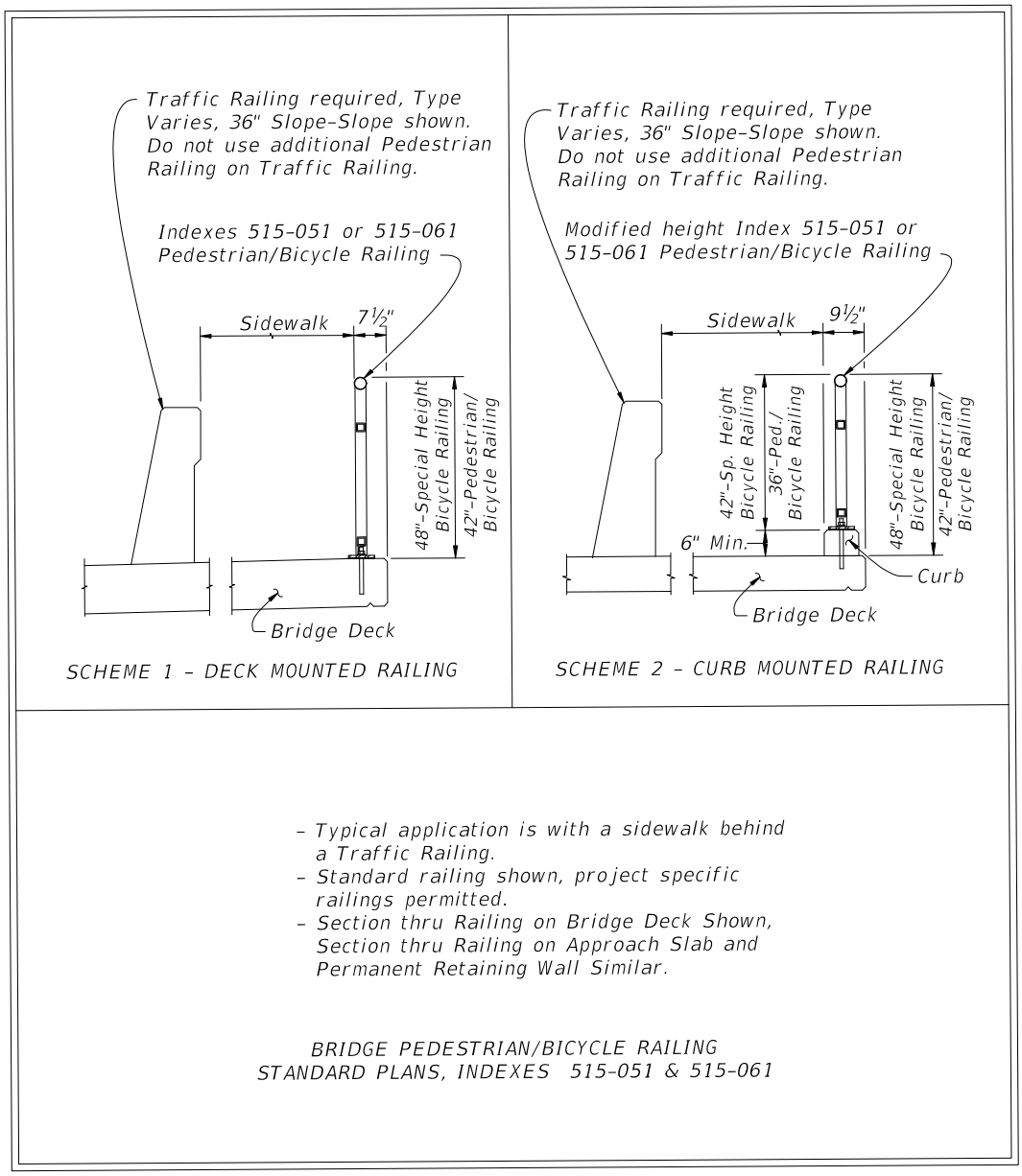


Figure 222.4.4 Bridge Railing – Pedestrian/Bicycle Railing

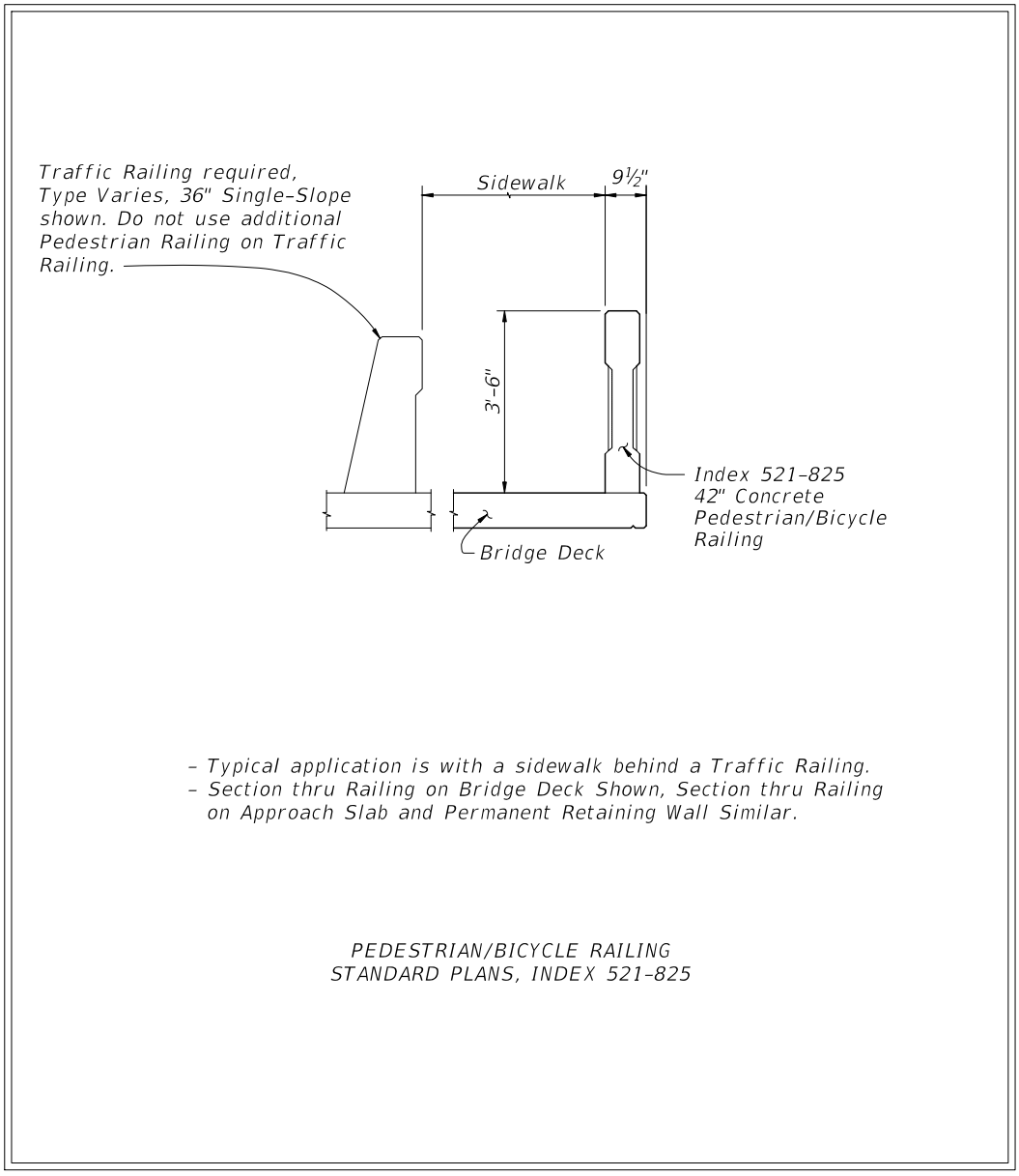


Figure 222.4.5 Bridge Railing and Pedestrian/Bicycle Railing Retrofit

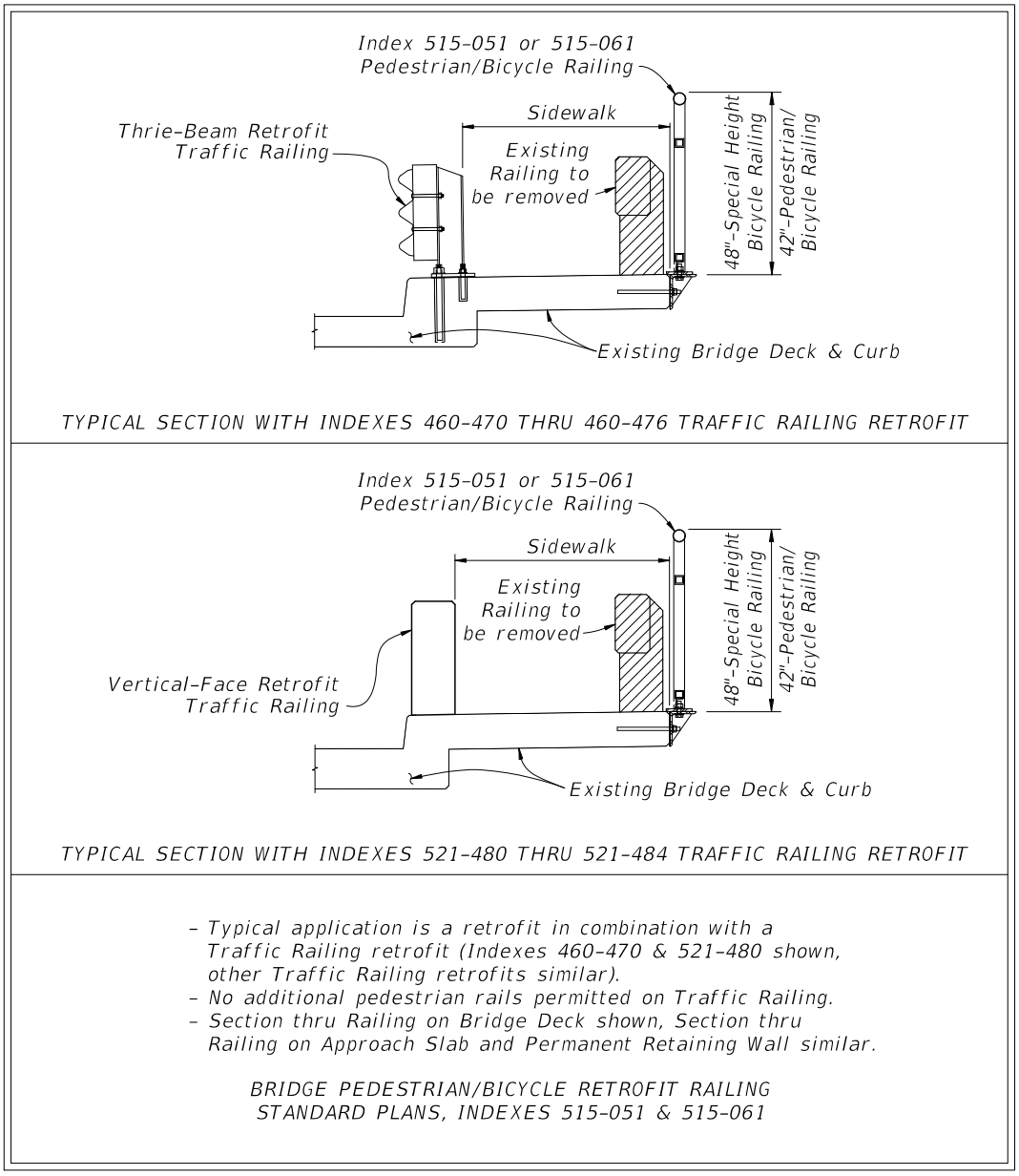


Figure 222.4.6 Bridge Railing and Bridge Parapet Fencing

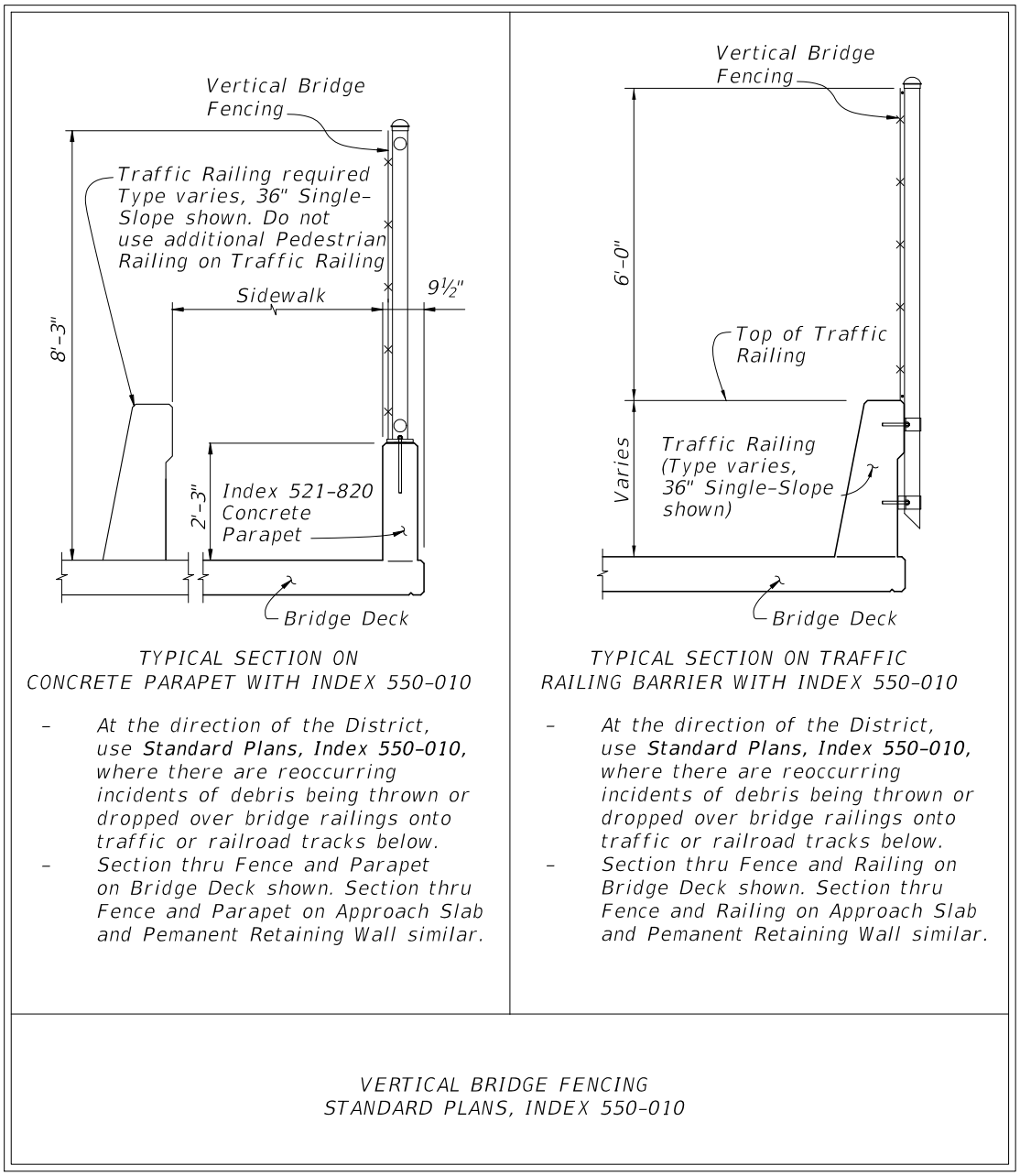
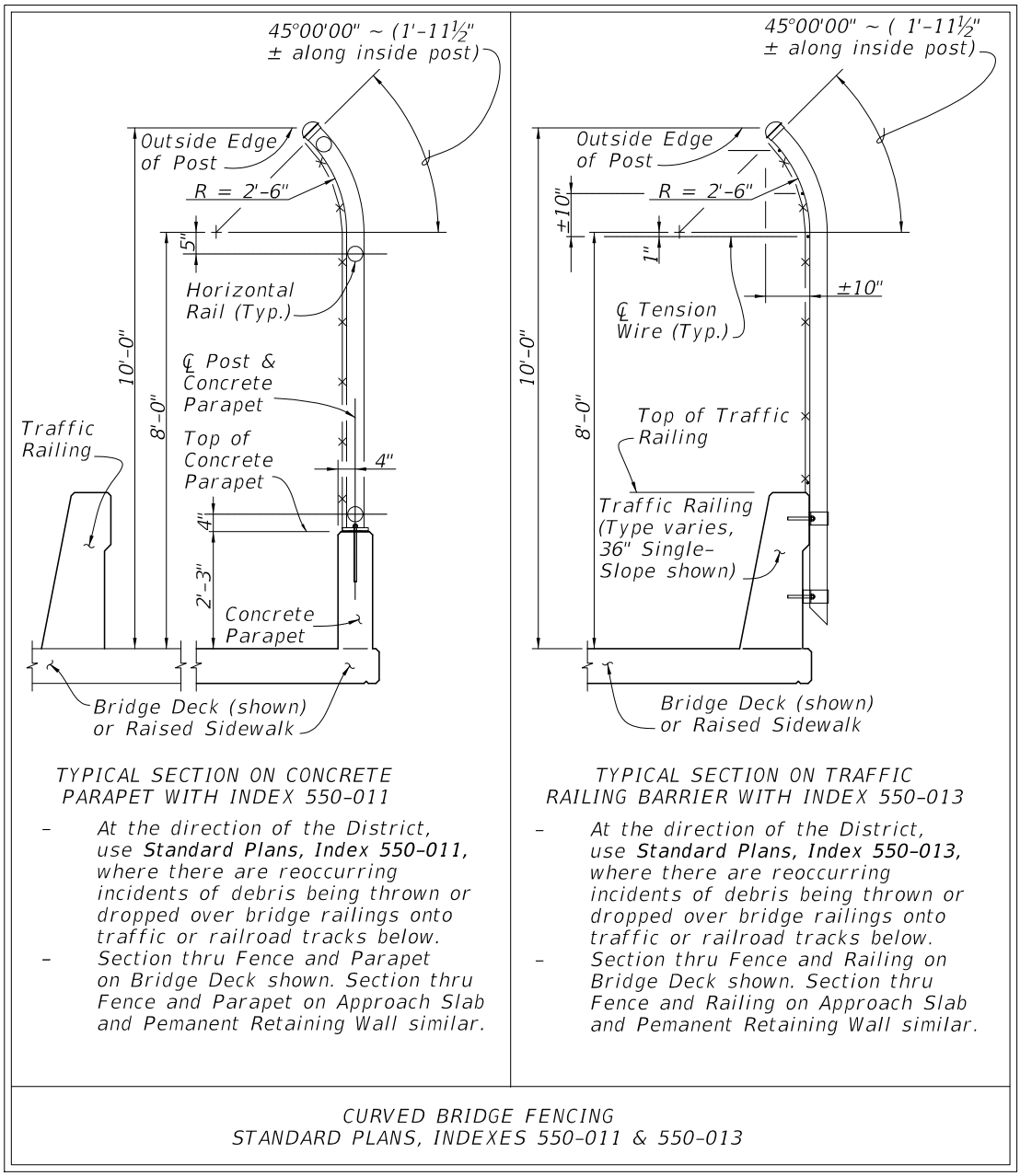


Figure 222.4.7 Curved Bridge Fencing



TYPICAL SECTION ON CONCRETE PARAPET WITH INDEX 550-011

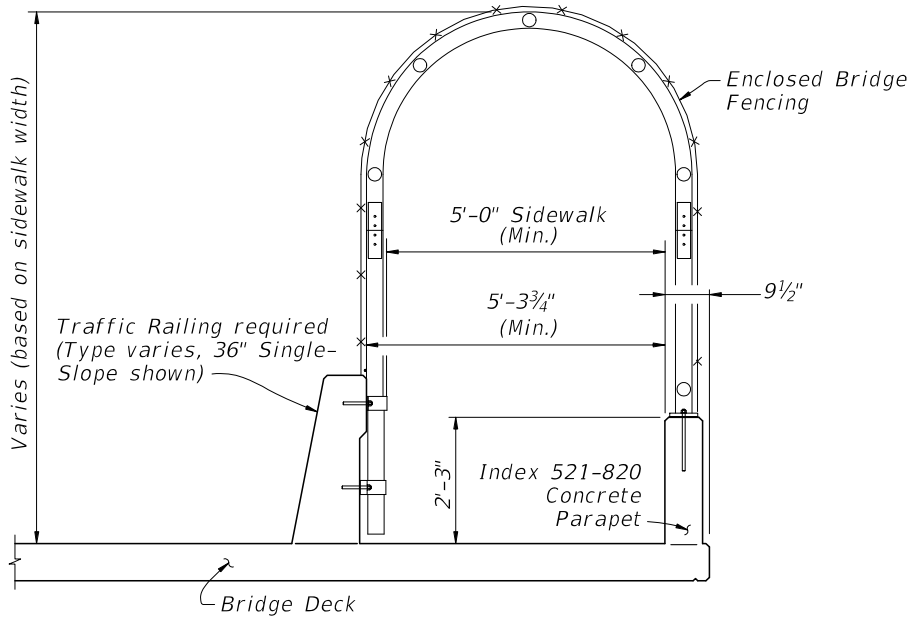
- *At the direction of the District, use* ***Standard Plans, Index 550-011,*** *where there are reoccurring incidents of debris being thrown or dropped over bridge railings onto traffic or railroad tracks below.*
- *Section thru Fence and Parapet on Bridge Deck shown. Section thru Fence and Parapet on Approach Slab and Pemanent Retaining Wall similar.*

TYPICAL SECTION ON TRAFFIC RAILING BARRIER WITH INDEX 550-013

- *At the direction of the District, use* ***Standard Plans, Index 550-013,*** *where there are reoccurring incidents of debris being thrown or dropped over bridge railings onto traffic or railroad tracks below.*
- *Section thru Fence and Railing on Bridge Deck shown. Section thru Fence and Railing on Approach Slab and Pemanent Retaining Wall similar.*

CURVED BRIDGE FENCING
STANDARD PLANS, INDEXES 550-011 & 550-013

Figure 222.4.8 Bridge Railing – Enclosed Fencing



- At the direction of the District, use **Standard Plans, Index 550-012** when a Traffic Railing, sidewalk and parapet exists on a bridge and when Pedestrian Traffic from schools, residential neighborhoods, playgrounds and recreational facilities is encountered. The Engineer should work with the District to determine when the enclosed fencing option is warranted.
- Section thru Fence, Parapet and Traffic Railing on Bridge Deck shown, Section thru Fence, Parapet and Traffic Railing on Approach Slab and Permanent Retaining Wall similar.

ENCLOSED BRIDGE FENCING
STANDARD PLANS, INDEX 550-012

222.4.2 Pedestrian Railings on RRR Projects

For RRR projects, existing pedestrian railings and pipe guiderail should be removed that are within:

- Required lateral offset for curbed roadways, or
- Inside clear zone for high speed curbed and flush shoulder roadways

If there was a documented issue of traffic incidents involving pedestrians prior to the installation of the existing pedestrian railing or pipe guiderail that would likely reoccur, implement one of the following treatments, in order of priority:

(1) Eliminate the hazard and remove the pedestrian railings and pipe guiderail, or

(2) Allow the railing to remain.

Section F

Public Open House October 2024
City Council / Public Open House February 2025

DeFuniak Springs Parking Study Public Meeting

October 7, 2024

fishbeck
Engineers | Architects | Scientists | Constructors

CRA
COMMUNITY REDEVELOPMENT AGENCY

Downtown Parking Study

- Downtown is vibrant with events, shopping, dining and entertainment
- Parking availability is an issue. This is a sign of a successful downtown!
- Planning for current and future parking needs is essential to a healthy and growing downtown.

Goal : Don’t let parking concerns hinder downtown vitality and growth

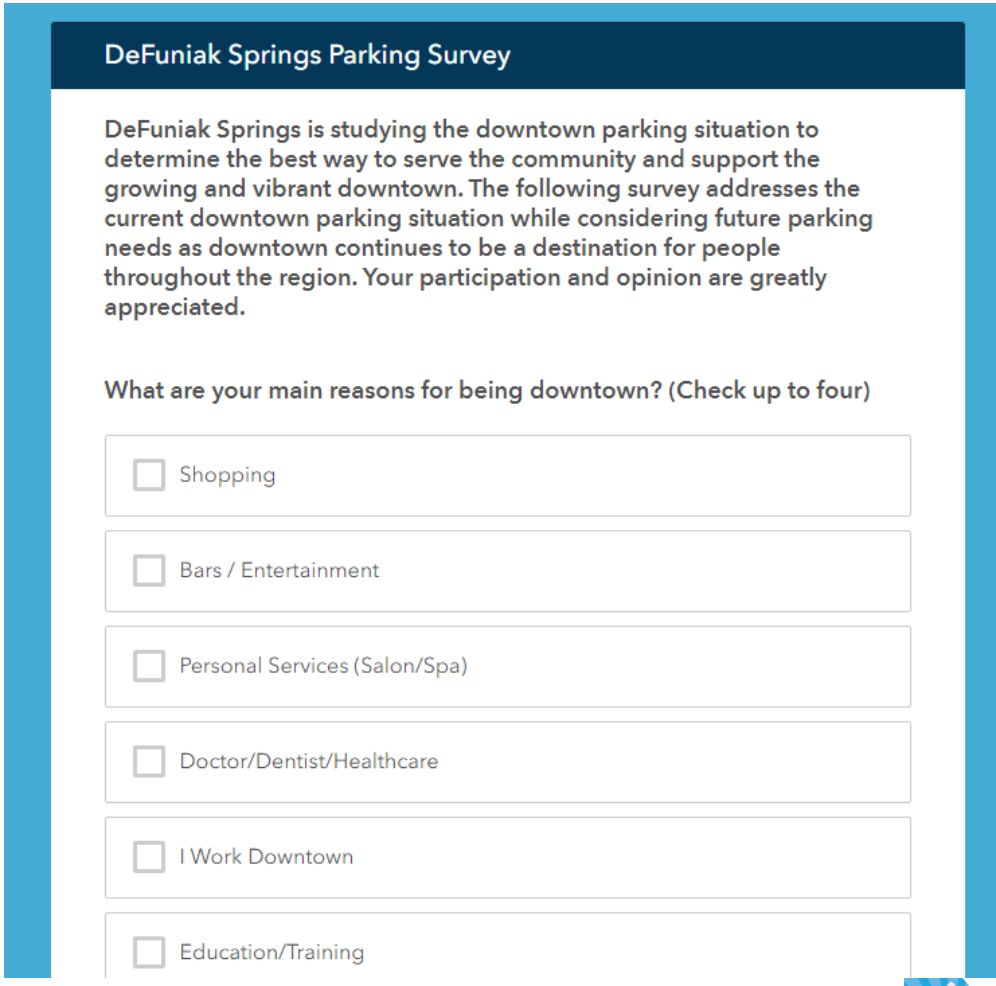
Parking Occupancy

- Parking occupancy counts
  - Friday 10/4
  - Tuesday 10/8
- Understand how parking areas are being used and peak demand times
- Identify specific needs and items that need to be addressed
- Create GIS data the CRA / City can use in the future



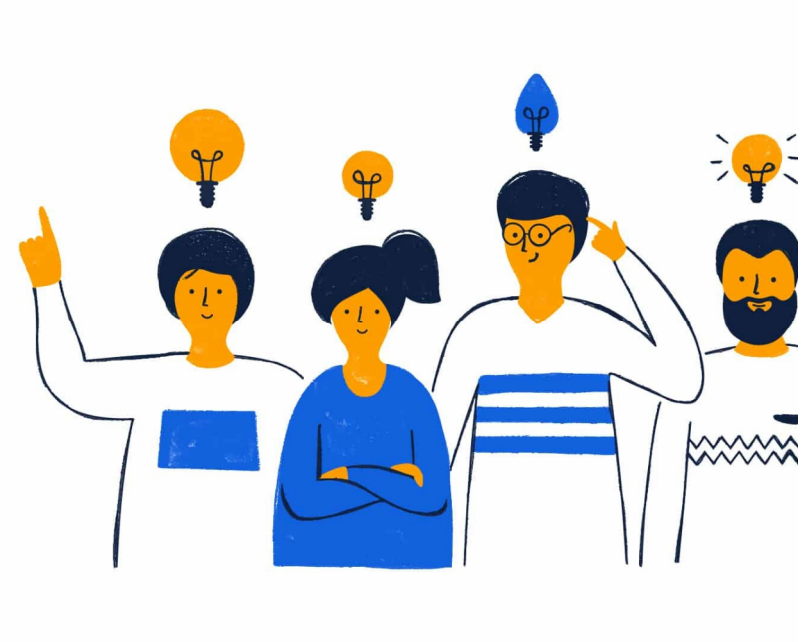
Online Survey

- Open October 7 through 28
- Available at the City website or on QR codes across downtown
- Opinions on current parking situation
- What parking needs should be addressed?
- Forward to anyone interested



Stakeholder Interviews

- Downtown business owners and developers
- Elected officials
- City staff
- Understand perspective of people who are asked to solve parking issues



Public Meeting - Today

- Public meeting to discuss downtown parking needs now and into the future
- Gathering your opinion on
  - Policies and operations that work well
  - Potential changes to improve parking for patrons, employees, and residents
  - Specific situations that need addressing



Downtown Parking Discussion

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Engineers | Architects | Scientists | Constructors

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COMMUNITY REDEVELOPMENT AGENCY

Current downtown parking situation?

- What are customers / patrons saying?
- Is there a need more parking spaces? Specific locations?
- Many businesses do not have their own parking lots. How should public parking support all businesses, along with events?
- Can the parking situation hurt the future of downtown?

Where are people going?

- How far is too far to walk?
  - Distance
  - Time
  - Weather
  - Physical limitations
- Sidewalk improvements needed?
- Are the on-street parking spaces easy to use? The right size?





Parking Priorities

- Needs to be on the same block as my destination
- Limited rules or regulations
- Priority for customers / patrons
- No reserved spaces
- Crossing 90 for parking is ____?
- Crossing the train tracks for parking is?
- More ADA parking is warranted

Downtown Parking

- Downtown organizations, events and businesses draw people
- Most people drive to get downtown, and that is not likely to change in the foreseeable future
- Parking is a support service that helps downtown flourish
- Available spaces should be easy to find and easy to use
- Density / variety of businesses, walkability, public gathering space is what makes downtown enjoyable
- Parking and transportation have to be planned to support a great downtown environment

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Things Always Change

- Embrace changes, but manage the impact
- Consider potential future needs
- Maintain / improve infrastructure
- Minimize policies geared toward a single event / business…….
  - The Chautauqua ended almost 100 years ago
- While being flexible to solve problems



Thank You

fishbeck

Engineers | Architects | Scientists | Constructors

DeFuniak Springs Parking Study City Council Presentation

February 24, 2025

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Data and Observations

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Study Process

- Weeklong site visit
  - Observe downtown parking operations
  - Stakeholder meetings
  - Public open house
  - Data collection
    - Inventory all parking spaces
    - Parking occupancy counts over 10 hours
      - Friday 10/4/24 and Tuesday 10/8/24
- Online survey
- Findings and recommendations



Stakeholder Interviews

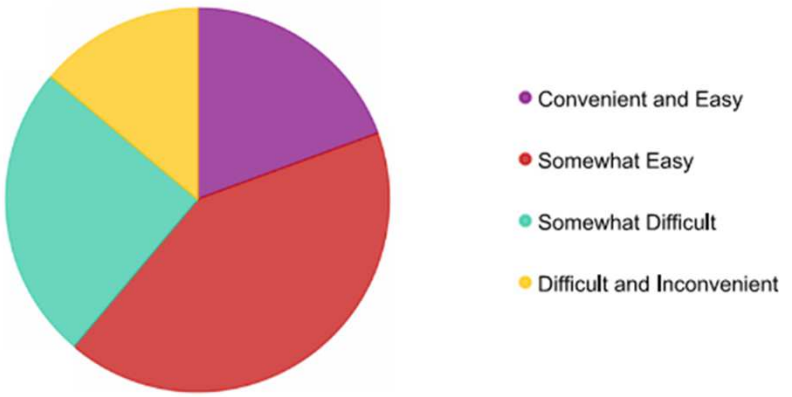


- Like downtown and recent revival
- Concern that parking is keeping patrons away from their locations
  - Frustration with OTHER business owners and their employees parking in prime locations
- Willing to ask employees to park on side streets instead of Baldwin Ave.
  - Walking more than a block is undesirable due to weather, work attire, carrying items, and time to get to work
- Don’t want paid parking / meters
- Understand that growth and increased parking demand may continue

Online Survey

- Open October 7 through 28
  - 85% visit weekly
  - 51% visit daily
  - 97% drive
  - 94% park on-street
  - ADA parking needs
- 108 responses
- Typical comments –"more parking" and "no paid parking"

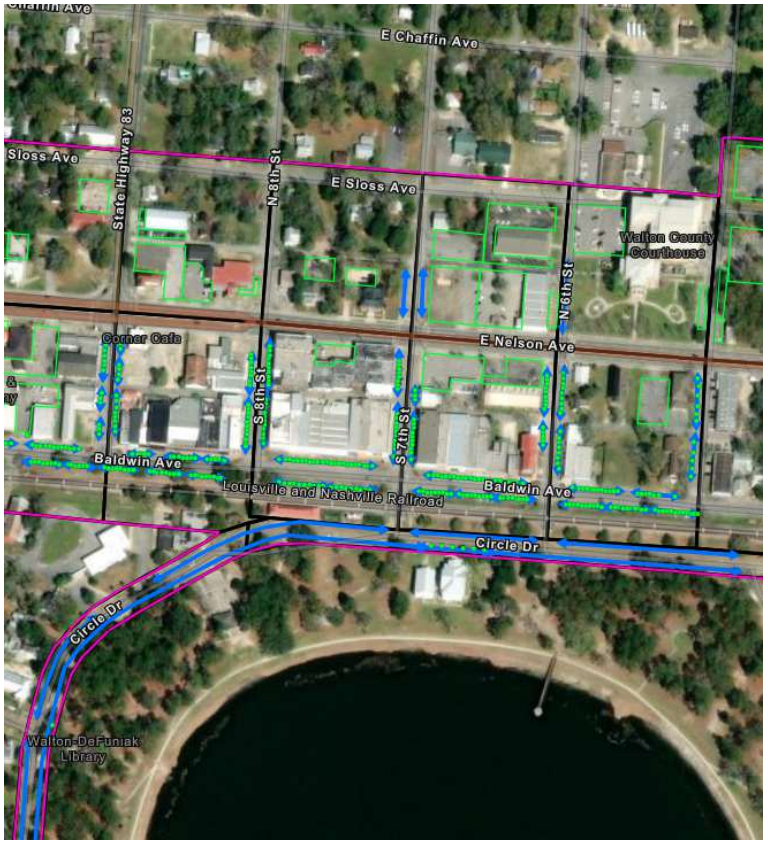
How would you generally characterize your ability to find a parking space?



Answers	Count	Percentage
Convenient and Easy	21	19.27%
Somewhat Easy	45	41.28%
Somewhat Difficult	27	24.77%
Difficult and Inconvenient	15	13.76%

Parking Inventory

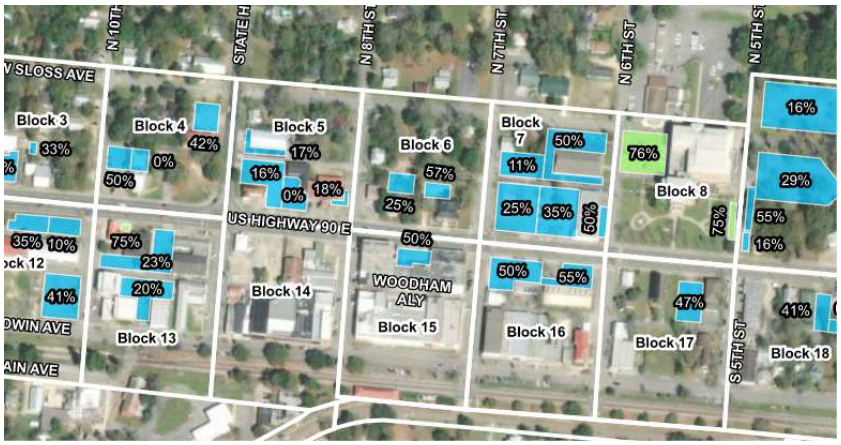
- Public Parking – on-street parking
  - 603 across entire study area
  - 365 spaces in core (Baldwin Ave. from 6th to 10th Streets)
    - 18 ADA spaces
    - 2 loading zones
    - 5 Tesla charging spaces
  - 213 on Circle Dr. / East MainStreet
- Private parking – off-street parking lots
  - 853 total spaces
  - 244 spaces in County parking lots
  - 609 spaces in private parking lots



Parking Demand

- Public parking
  - Select sections above 80% and nearing 100% at lunch and evenings
    - 600, 700, 800 blocks of Baldwin Ave
    - 7th and 8th Streets between Baldwin Ave. and HWY 90
- Private parking
  - Some parking lots had peaks above 80%, mostly below 60% occupancy
- While there are localized high occupancy peaks, the city does not have a parking shortage





Building Land Use

Total Space (sf)								
	Retail	Office	Restaurant	Medical Office	Theater	Hotel	Warehouse	Total
Block 14	11,001	2,800	22,144	-	7,215	-	3,500	46,660
Block 15	35,557	8,872	10,965	5,357	-	6,188	-	66,939
Block 16	19,708	17,313	4,962	-	-	-	-	41,983
Total	66,266	28,985	38,071	5,357	7,215	6,188	3,500	155,582
% of Total	43%	19%	24%	3%	5%	4%	2%	



- Three main blocks of downtown have 155,500 sq ft of building space
- 81% occupancy level – 29,000 sq ft of empty space
  - Parking demand will grow when this space is occupied
  - Restaurants will draw more vehicles than office / residential / retail

Patron and Employee Parking

- Two main type of parkers trying to use the same parking spaces
- Patrons generally given most convenient parking
  - Businesses have been cooperating
- Employees need reliable and predictable parking
  - Close to destination is good, predictable is better
- Administrative complexity comes from trying to keep these groups parked in separate areas
  - Additional rules, signs, citations, etc.





Parking as Needed



Commercial Vehicles



Large Vehicles



Patrons and Employees Mixed

ADA Parking

- Topic raised during public engagement
  - Locations at end of blocks not always the most convenient
- 18 on-street ADA spaces on Blocks 13, 14, 15, 16, and 17
  - None are required for on-street
- New policies are coming from the US Access Board
  - Number of spaces and design standards
- Infrastructure plans should consider potential requirements



North Side of 90

- Part of downtown, physically separated by state highway
- Lower level of economic activity
- County presence heavy at east end
- Numerous small private parking lots for individual businesses and organizations
- Little on-street parking supply
- Challenging to integrate into downtown
  - Long-term planning and development options

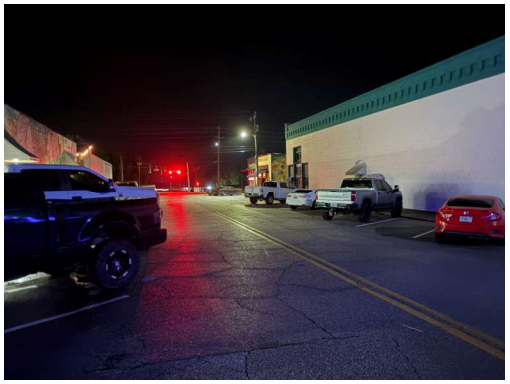




Current Situation

- Strong growth and economic activity
  - Walton County has had a 56% population increase since 2010
- Public parking is entirely on-street
- Parking demand is over 80% at peak times along select sections of Baldwin Ave.
- There is not a shortage of parking overall
- Additional (re)development opportunities exist and are being promoted in downtown
- Local businesses concerned congestion may undermine patron willingness to come downtown





Recommendations

fishbeck
Engineers | Architects | Scientists | Constructors

CRA
COMMUNITY
REDEVELOPMENT
AGENCY

Parking Goals Shaping Recommendations

- Parking should be an asset to the growing downtown
  - Supporting businesses and other organizations
  - Easy to use for patrons and employees
  - Clear, understandable policies
  - ADA parking to support entire community
- Maximize shared use of parking assets and minimize small parking lots serving limited patrons
- Plan for current and future parking needs and adjust as conditions change
- Maintain the hometown feel that makes DeFuniak Springs special

Planning for More Parking

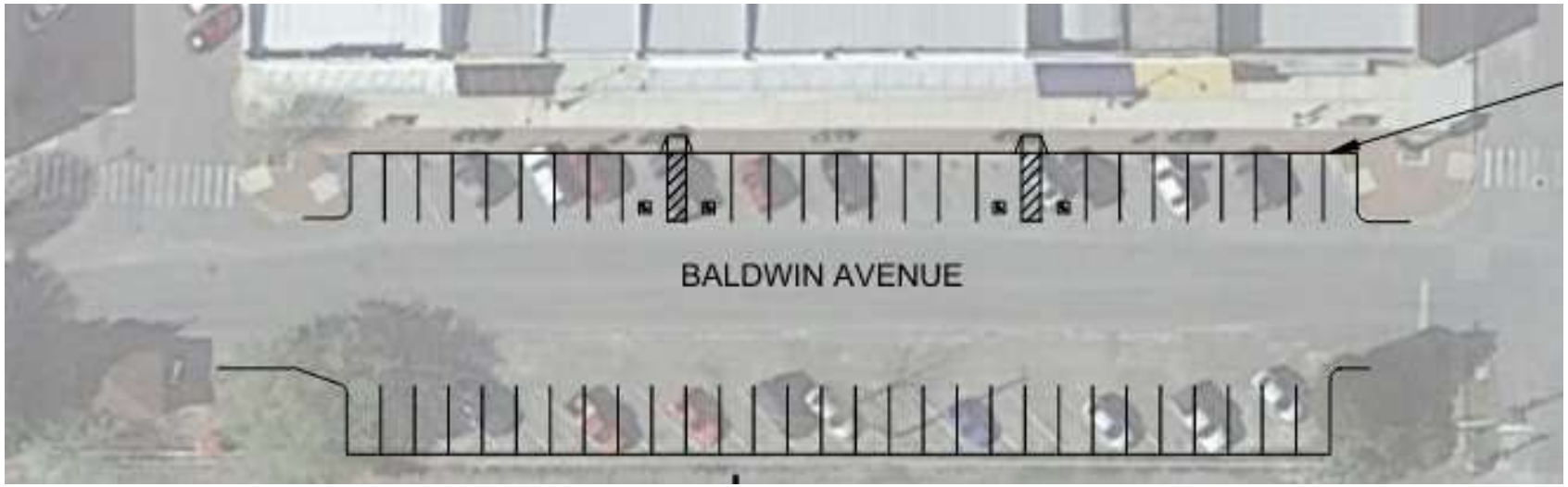
- Stay alert to opportunities – land bank if a desirable property becomes available
- Develop funding tools and financing options
- Measure parking demand regularly to understand when additional parking is needed
- Contact private parking owners about using their parking lots for public parking when needed
- Utilize zoning and site plan approval to limit suburban style development
  - Commercial properties as the west end of the CBD





700 Block of Baldwin

- 12 additional standard spaces (40 to 52) with 90-degree parking
- Two additional ADA spaces (2 to 4) at the third block



Increasing Public Parking

- City should seek opportunities to aggregate parking supply into Municipal Parking Areas
  - Optimize use of paved surfaces – limit underutilized parking areas



Thrift-Way Site / Entire Block



- Provides opportunity to maximize use of land in collaboration with the County
  - Two blocks to the center of downtown
  - Share parking spaces with County
  - Opportunity to draw County staff and visitors to downtown businesses and activity
  - Provide overflow parking for events and peaks
  - Accommodate future parking needs as downtown continues to grow and develop
- Parking on this site could anchor future downtown growth on the east end
  - Signalized pedestrian crossing at 7th Street
- Possible development site for downtown expansion

Patron Only Parking Areas

Patron Only Parking (recommended)

Monitor for the Future



Proposed Zoning Policy



- Creation of Central Business District – exempt from zoning parking requirements
- Effective tool for downtown development and densification
  - Reduces / eliminates creation of small parking lots for individual organizations
  - Eliminates curb cuts that reduce on-street parking supply
- Obligates the City to lead on parking and transportation
  - Parking supply management – planning and construction
    - Paying the cost of parking infrastructure (even if charging for parking)
    - Changes / improvements in policy, funding and infrastructure
    - Coordinating with new developments to provide adequate parking
  - Alternative transportation to and across downtown – pedestrian and bicycle

Administering Parking

- Short-term goal is to keep operations and administration of parking simple

Easy To Find a Space and Park For The Patron

Minimal Oversight For Leadership

- No time limits, no meters
- Employee parking zones are self monitored by downtown businesses
- If / when self monitoring no longer works, then time limits are necessary (not a terrible situation, but delay time limit use until necessary)
  - Adds overhead and daily operational requirements
    - Enforcement staff, citations, payments and adjudication

Parking Leadership

- Define who has responsibility for parking policy and problem solving
  - City, Main Street, CRA, other?
- Utilize Parking Committee data gathering and community engagement
- Report to City Council and CRA twice per year on status
- Keep it simple for now. There is no operational staff and it should be kept that way until changes are necessary.
  - New responsibilities will have to spread among current staff members

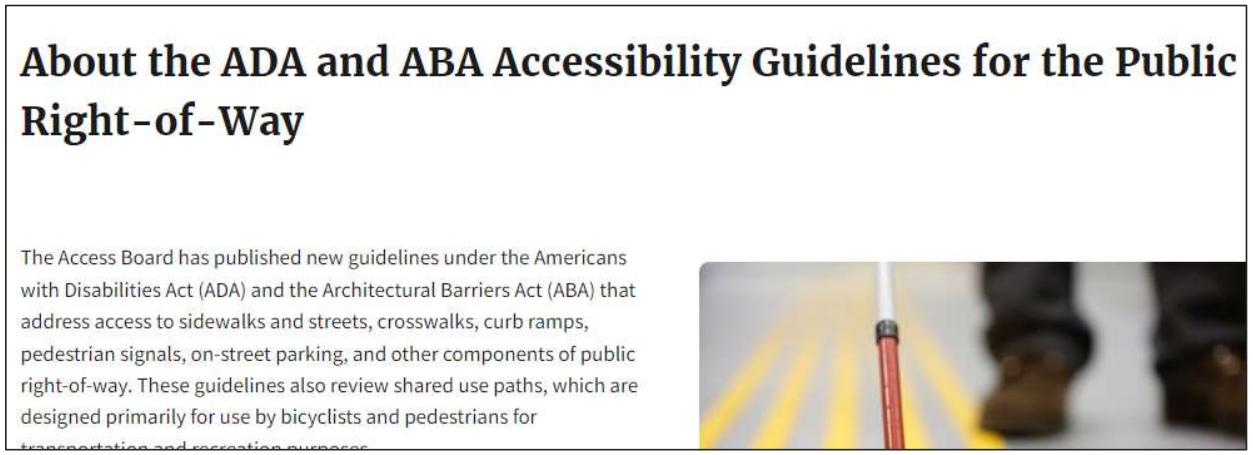


Benchmarking Change

- Quarterly parking occupancy counts to understand usage and trends
- When parking occupancy regularly exceeds 80% - 85% on two contiguous blocks (entire blocks, not single blocks faces or sections)
  - Remedy
    - Expand patron / visitor only parking for on-street parking areas
    - Implement time limits on select blocks and enforce
    - Create public off-street parking lots (plan ahead, this will take time)
- Voluntary employee parking areas are not creating turnover and open parking spaces for patrons and visitors
  - Remedy
    - Implement time limits on select blocks and enforce

ADA Parking

- Maintain existing on-street ADA parking spaces (other than 700 Baldwin)
- Collect ADA specific parking occupancy data during quarterly data gathering
  - Add or remove ADA spaces based on need and use
- As opportunities arise with roadway reconstruction, improve infrastructure to meet US Access Board PROWAG recommendations

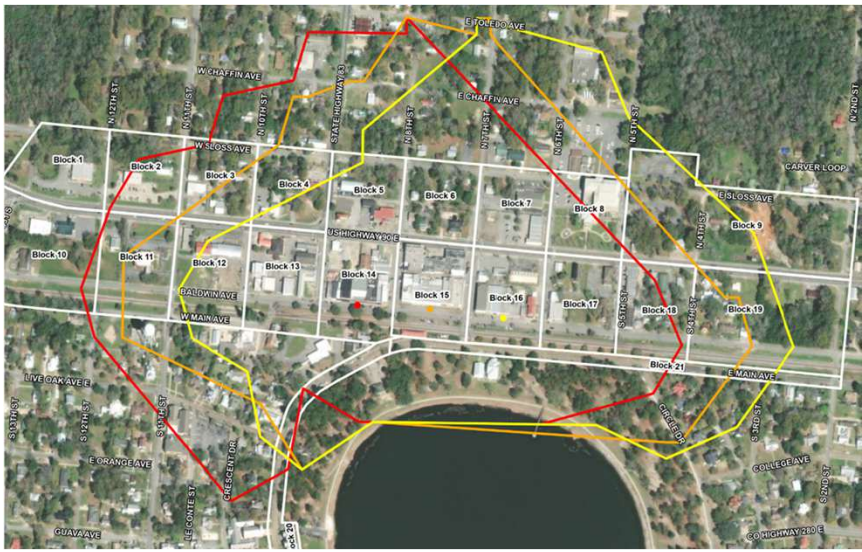


About the ADA and ABA Accessibility Guidelines for the Public Right-of-Way

The Access Board has published new guidelines under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for

Pedestrian Connectivity

- The core of downtown is five blocks from one end to the other
  - Good sidewalk connectivity across the core of downtown
  - Some stop signs, some uncontrolled pedestrian crossings
- Public parking should be spread throughout
  - Currently provided by adequate on-street parking supply
- For able bodied persons, walking three blocks (less than five minutes) is a reasonable expectation
  - Adjust when carrying equipment, ADA patrons, and other specific needs



Improve Train Track Pedestrian Crossings

- Improves connectivity between downtown and historic district / Library
- Downtown peak use events
- Potential overflow parking areas
- Potential to reclaim historic Chautauqua crossing (may not be feasible)
- US DOT has design guidelines (top photo)
  - Level crossings
  - Channelize pedestrian routes
  - ADA detection devices
  - MUTCD signage







Bicycling

- Biking infrastructure is limited (demand may be low)
  - One bike rack downtown
  - No bike lanes on local roadways
- Place strategic bike loops along Baldwin Ave.
- Grant funding is available for alternative transportation projects and infrastructure
- Work with state and regional authorities to extend bike paths to and through DeFuniak Springs





North Side of Highway 90

- Proposed zoning may help this area develop quickly
  - Avoid suburban style development sites
- Connect with historic downtown through strong pedestrian connections across the highway
- Continue to explore “Road Diet” and other options to increase pedestrian safety along and across HWY 90
- Create on-street public parking as roadway improvements and development opportunities present themselves





Recommendations Summary

- Form Parking Committee to support downtown
- Measure parking occupancy quarterly and use data to plan for infrastructure upgrades and policy changes
  - Create extra spaces on 700 block of Baldwin Ave.
  - Create patron only parking zones
- Attempt to keep the system simple with limited regulations until it becomes necessary
- Opportunistically seek off-street parking locations to create additional public parking when and where needed
- Collaborate with County and other partners to grow downtown parking access across HWY 90

Success Looks Like

- 75% - 85% parking occupancy per block
  - Across downtown
- Patrons and visitors can find a space near their final destination (2-3 blocks)
- Employees know where they can park and have available spaces
- Someone is tasked with measuring and monitoring parking needs
- Future parking infrastructure, funding, and policy are being planned





Thank You

fishbeck

Engineers | Architects | Scientists | Constructors

May 6, 2025

DAG Architects
c/o Mr. Pat Ballasch
1223 Airport Road
Destin, Florida 32541

RE: John V. Lawson Amphitheater Redevelopment
Phase I – Conceptual Design
Professional Engineering Services Proposal

Dear Mr. Wiegand,

We are pleased to submit our proposal to provide civil engineering services necessary to assist DAG Architects in completing Phase I – Concept Design of the redevelopment of the John V. Lawson Amphitheater for the City of DeFuniak Springs Community Redevelopment Agency (CRA) in Walton County, Florida.

We are committed to providing the services necessary to help the CRA meet the future city needs that incorporate a Community-Centered Vision for the redevelopment of the John V. Lawson Amphitheater. The conceptual design for this proposal is described in greater detail below; however, is generally limited attending a set number of community workshops and meetings, existing site evaluation, due diligence, conceptual design, programming assistance, stakeholder engagement, and conceptual design clarification and final approval. Based on the memo sent to the DeFuniak Springs CRA provided by DAG on April 16, 2025, and other correspondence related to the project, we propose to perform the following tasks as our scope of work:

TASK #1 – KICKOFF & LISTENING SESSIONS: $26,450.00

During this phase, we will meet with the CRA and community to further understand the vision for the project and to assist the architect in preparing a conceptual plan for the CRA's review and approval. We will assist the architect with aligning the project vision to the site development requirements. These services are more accurately described below:

1. We will attend up to three different community workshops.

2. We will review available drawings and documents, perform a preliminary site inspection to familiarize ourselves with the existing property, gather basic dimensional information, and collect other site data specific to the project.

3. We will attend one project kick-off meeting.

4. We will assist the architect with conceptual design documents as needed.

TASK # 2 – SITE EVALUATION & DUE DILIGENCE: $20,900.00

During this phase, we will complete a preliminary topographic survey of the anticipated project limits, complete preliminary geotechnical engineering work for stormwater the conceptual design and complete a due diligence for the conceptual design.

5. We will consultant with the surveying consultant (Gustin, Cothern, & Tucker, Inc.) to locate all above-grade utilities/improvements, collect topographic information, locate all trees, locate all sewer manhole & cleanout inverts & pipe sizes, and locate all drainage structure inverts & pipe sizes within the proposed project limits.

6. We will consult with the geotechnical engineer (NOVA) to complete four hand augers and one Double Ring Infiltrometer (DRI) test in strategic locations within the proposed project limits.

7. We will complete a due diligence of the conceptual plan based on the results of the survey and the geotechnical report, to confirm the stormwater management system concept.

TASK #3 – CONCEPTUAL DESIGN & PROGRAMMING: $21,275.00

During this task, we will coordinate with the architect during the conceptual design, prepare a rough order of magnitude cost estimate (ROMCE), and prepare exhibits as needed during this task.

TASK #4 – STAKEHOLDER ENGAGEMENT: $8,395.00

During this task, we will attend a maximum of two community workshops and assist the architect in preparing any additional exhibits that may be required for the CRA.

TASK #5 – CONCEPTUAL DESIGN CLARIFICATION: $7,475.00

During this task, we will attend a maximum of two client meetings, assist the architect with any additional exhibits that may be needed for the final package, and prepare a preliminary structural report for the conceptual design.

ASSUMPTIONS AND EXCLUSIONS

- This is for conceptual design **only**. An additional proposal for Phase II would be needed for engineering, design, and permitting.
- Land surveying services, including construction and post-construction services, are excluded.
- Environmental engineering services are excluded.
- Permit application and regulatory review fees are excluded.
- Wetland delineation / jurisdictional determination services are excluded.
- FDEP and/or ACOE jurisdictional wetland dredge and fill permitting services are excluded.
- Wetland mitigation fees are excluded.
- Future Land Use / Zoning amendments are excluded.
- Engineer's scope for retaining/privacy wall design will be limited to planar dimensions and surrounding grades. Structural wall design is excluded.
- Mechanical, Electrical and Plumbing (MEP) engineering services are excluded.

- Design and/or permitting of offsite roadway, roadway connection and/or utility work is excluded.
- Traffic engineering services are excluded.
- Design of site lighting is excluded.
- Landscaping and irrigation design services are excluded.
- All matters related to State of Florida or U.S. Fish & Wildlife are excluded.
- Services other than those specifically outlined within this proposal are excluded.

For additional services that are not specifically included within the Scope of Work outlined above we propose to apply an hourly rate in accordance with our current FEE PLAN (attached).

The portion of the compensation amount billed monthly for Engineer's services will be based upon Engineers estimate of the percentage of work completed during the billing period, plus reimbursable expenses, which include, but are not limited to, meetings or other engineering services not specifically outlined within the Proposal, consultants fees (such as a land surveyor or geotechnical engineer), equipment rentals, copies, prints, scans, and other reproductions, if any.

Thank you for considering us for this project. We look forward to hearing from you soon.

Sincerely,

O'CONNELL & ASSOCIATES
CONSULTING ENGINEERS, LLC

Neill R. O'Connell, P.E., F.B.R.S.E.
President

File: 25-05-02 Eng Services Proposal – DeFuniak Amphitheater – Phase I

DAG
Architects

6 May 2025

Joshua Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
694 Baldwin Avenue, Suite 4A
DeFuniak Springs, Florida 32435

Dear Mr. Ervin and DeFuniak Springs Community Redevelopment Agency Board Members:

On behalf of DAG Architects and our assembled consultant team, thank you for the opportunity to submit this Phase 1 Proposal for the redevelopment of the John V. Lawson Amphitheater. We are honored to be part of this important civic project and share your vision to create a dynamic and enduring community venue.

This proposal outlines our approach and scope for the initial phase of work, encompassing Tasks 1 though 5 as described in our April 16th memorandum. These foundational services will define the project's vision, parameters, and development trajectory. All future phases will be addressed under subsequent proposals pending Community Redevelopment Agency (CRA) review and direction.

Sincerely,



Levi Wiegand, AIA
Principal
1223 Airport Road, Suite 104
Destin, Florida 32541
(850) 837-8152

Atlanta
Destin
Panama City
Pensacola
Space Coast
Tallahassee

SCOPE OF SERVICES – PHASE 1 $103,000.00

The following scope includes all the services necessary to accomplish Phase 1, Tasks 1 through 5 and the fee amounts noted reflect DAG's fee. Consultant fees for Phase 1 are attached.

Task 1 – Kickoff & Listening Session: $12,000.00

1. Coordinate and facilitate one (1) project kickoff meeting with the CRA, City Council, and relevant stakeholders. We will also lead a visioning workshop to gather input on programming, design goals, community values, and operational priorities.
2. Establish communication protocols and project expectations.

Task 2 – Site Evaluation & Due Diligence: $24,000.00

1. Coordinate a boundary, utility, and topographic survey performed by a licensed surveyor.
2. Initiate a limited geotechnical investigation for early foundation and site recommendations.
3. Analyze site access, parking, stormwater, utilities, and adjacencies such as the Railroad and Chipley Park.
4. Identify key site constraints and opportunities to inform design.

Task 3 – Conceptual Design & Programming: $36,000.00

1. Develop conceptual design options including the amphitheater layout, site integration, circulation, and community use zones.
2. Prepare conceptual plans, diagrams, and preliminary visualizations.
3. Coordinate with civil, landscape, and structural consultants for technical input.
4. Prepare a preliminary cost opinion and initiate early permitting coordination.

Task 4 – Stakeholder Engagement: $20,000.00

1. Host one (1) community or stakeholder review session to present conceptual designs and gather public feedback.
2. Engage with historical, cultural, and civic committees as needed to ensure alignment with DeFuniak Springs' community identity.

Task 5 – Conceptual Design Clarification: $11,000.00

1. Based on the feedback from stakeholders, staff, and civic leadership, DAG and the consultant team will refine the preferred concept to deliver a final conceptual site plan, narrative, and design package to support CRA approval to proceed into Phase 2.

CONSULTANT TEAM

Our bundled proposal includes services from the following disciplines:

- Architect (DAG Architects) – Project leadership, facilitation, master planning, conceptual design, coordination, venue evaluation
- Civil Engineering (O'Connell Engineers fee detailed in attachment) – Site evaluation, grading, stormwater, utilities
- Structural Engineering (O'Connell Engineers fee detailed in attachment) – Preliminary structural input for concept planning
- Landscape Architecture (O'Connell Land Planning fee detailed in attachment) – Site planning, planting zones, pedestrian experience
- Surveyor (included within O'Connell proposal and fee) – Boundary, topography, and utility survey
- Geotechnical Engineer (included within O'Connell proposal and fee) – Limited soils investigation and recommendations
- Acoustic Mapping (ABD) – Exterior Noise study, to anticipate impact of venue facility.
- Venue Consultation – (Sparrow – Tomlinson included with DAG fee) – expertise regarding venue operations, projected participants, and cultural/community impact.

Additional specialty consultants such as AV, lighting, branding, etc. are not anticipated in Phase 1, but may be proposed in later phases.

REIMBURSABLES & ADDITIONAL SERVICES OF THE ARCHITECT

Reimbursables are proposed on a not-to-exceed basis – not more than 5% of the fee for Total Basic Services, to be billed monthly as they are incurred.

If Additional Services are required of the Architect or Consultants, these services will be provided on an hourly basis at the attached rates.

ASSUMPTIONS & EXCLUSIONS

- This scope is limited to Tasks 1–5 only. Future services such as Design Development, Construction Documents, and Construction Administration will be addressed in subsequent proposals.
- Stakeholder coordination is limited to one formal engagement session in Phase 1.
- Public relations, fundraising collateral, and event-specific graphics are excluded unless explicitly added.
- Permitting and formal agency submittals are excluded from Phase 1.

NEXT STEPS

Upon acceptance of this proposal and fee agreement, we will coordinate scheduling of the kickoff session and initiate survey and site due diligence efforts. We anticipate delivering Phase 1 within an 8-to-12-week timeline, depending on agency coordination and community availability.

We look forward to working alongside the CRA and the community to shape the future of this important public asset.

Cheers,



Levi Wiegand, AIA
Principal
DAG Architects

Accepted by: _____

Date: _____

Attachments: DAG Hourly Rates and Consultant Fee Schedule

cc:
Levi Wiegand
Michelle Neu
FILE

DAG
Architects

Hourly Rates

2025 Hourly Billing Rates

Principal	$225 - $275
Associate Principal	$150 - $200
Sr. Project Manager / Sr. Project Architect	$150
Project Manager / Project Architect	$135
Senior Design Staff	$135
Design Staff	$110
Associate Design Staff	$95
Senior Interior Designer	$125
Interior Designer	$85
Graphic Designer	$110
Intern Architect	$75
Administrative Staff	$75 - $100

**These rates are subject to periodic adjustment. All time is billed as quarter hours.*

DAG and O'Connell Fee Table

Task	ABD	DAG	O'Connell	Total
1 – Kickoff & Listening Session		$12,000.00	$26,450.00	**$38,450.00**
2 – Site Evaluation & Due Diligence	$11,700.00	$24,000.00	$20,900.00	**$56,600.00**
3 – Conceptual Design & Programming	$8,000.00	$36,000.00	$21,275.00	**$65,275.00**
4 – Stakeholder Engagement		$20,000.00	$8,395.00	**$28,395.00**
5 – Conceptual Design Clarification		$11,000.00	$7,475.00	**$18,475.00**
Total	$19,700.00	$103,000.00	$84,495.00	**$207,195.00**

ABD Engineering & Design

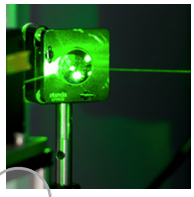
Architectural Acoustics ▪ AV Design ▪ Noise & Vibration

Lawson Amphitheater

DAG Architects

Acoustical Consulting







P-5121

May 6, 2025

To: Levi Wiegand
DAG Architects
1223 Airport Road
Destin, FL 32541
lwiegand@dagarchitects.com | (850) 337-6445

CC: Steven Nicholson | snicholson@dagarchitects.com | (386) 481-0099

Re: P-5121 - DAG - Lawson Amphitheater - Noise Study

Thank you for inviting ABD Engineering & Design, Inc. (ABD) to submit a proposal for your Lawson Amphitheater project. ABD is proud to be owned and led by women. Our certifications include:

- Oregon Certification Office for Business Inclusion and Diversity (COBID) Women Business Enterprise (WBE)
- Washington State Office of Minority and Women's Business Enterprises (WA-OMWBE)
- Wisconsin Department of Administration Woman-Owned Business Enterprise (W)BE
- Women's Business Enterprise National Certification (WBENC) and Woman Owned Small Business (WOSB).

ABD provides

Practical Solutions: We focus on the specific needs of your individual project. We work with you to provide engineered practical solutions you can implement in stages, or all at once.

Responsiveness: Our timely communications give you the right information at the right time. So, you can make informed decisions, with options for a more successful project.

Evidence-Based Design: Data collection on site, as well as research, and calculations are the cornerstones of our work. As independent consultants, we do not manufacture, sell, or install any products. You can be confident in our unbiased recommendations based on data.

Experience: From healthcare to higher education, workplace to K-12 and houses of worship, environmental to mixed-use residential, and performing arts centers to Industrial noise and vibration, you can count on our experience to bring you the best in audiovisual design and acoustical consulting.

Hiring ABD is the first step in addressing the acoustical and audiovisual needs for this project. We look forward to working with you to achieve great results.

Sincerely,

ABD Engineering & Design, Inc.

Marci Boks
Chief Operating Officer

email: client@abdengineering.com
website: www.abdengineering.com
phone: (616) 241-5810 | (503) 444-5656

Scope of Services

The Scope of Services below is to conduct a noise study of the property located at Chipley Park, 1226 Circle Dr, Defuniak Springs, FL 32435. Any spaces or services beyond this will be treated as an additional service, if requested by you.

Exterior Noise Study - Measurements and Modeling

1. Receive and review the site plan (already provided by you) and existing speaker locations and types (to be provided by you).
2. Meet with you at the site on one occasion to discuss the potential noise issues of the amphitheater and discuss the target noise criteria.
3. While on site, perform long-term detailed sound measurements, at up to four (4) locations along the Lawson Amphitheater property lines to gain a representative sampling of the noise levels on the site. This data provides an assessment that describes the A-weighted ambient noise levels (Leq) and frequency content of the noise sources.
    - Prior to our arrival on site, it is your responsibility to coordinate, and gain access to the site and locations where we will perform our testing.
    - Upon our arrival, it is your responsibility to show our staff the locations and property lines.
    - ABD will make every effort to schedule the measurements during favorable weather conditions (no precipitation and wind speeds less than 10 mph) present on the site.
    - If we arrive at the site and access is not available, facility equipment is inoperable, or the weather does not cooperate, we will notify you at once and return at another time at our standard hourly rate plus travel time and expenses.
4. While on site, perform short term measurements at the same locations as above.
5. Return to our offices to download the noise data.
6. Prepare a SoundPlan model of the site, including the existing structures, parking, and elevations of the current Lawson Amphitheater. Use the data collected on site with expected sound levels from typical performances to predict the likely noise levels across the site and at the property lines in comparison to the existing ambient noise levels.
7. Prepare and submit a report of our findings.
8. Meet with you by web-conference to discuss our findings.

Modeling proposed re-orientations, renovations, mitigations, or remodeling are not included in this proposal, but are available as an additional service.

Compensation and Terms

ABD Engineering & Design offers to undertake the work as previously outlined in the Scope of Services on a **time and expenses fee basis with total not to exceed value of $19,700**. This estimate includes travel which we may reduce if we are able to schedule during a nearby site visit for another project. ABD will notify you when the maximum services have been reached and will not proceed without a written addendum to this agreement.

Additional Services

Additional services beyond the above Scope of Services will be billed at our standard hourly rates including travel time to and from the site. We will notify you in writing in advance and will receive authorization prior to any services being rendered.

- Modeling proposed re-orientations, renovations, or remodeling
- Mitigation Recommendations if needed are available as an additional service.
- Interior Room Acoustics, Noise Isolation, Mechanical Noise Control
- Audiovisual systems design.
- Meetings or site visits beyond the number or hours allowed for in the Scope of Service.
- Additional teleconferences are available on an hourly time and expenses basis, estimated at $400.
- Additional meetings on site are available on an hourly time and expenses basis, estimated at $5,700.

ABD does not provide services for litigation, depositions, appearances at public meetings, or other Expert Witness services.

Terms and Conditions, and Hourly Rates

The full terms and conditions of this agreement, along with hourly rates, may be found here: https://www.abdengineering.com/terms-and-conditions/

Invoicing

Invoices are due upon receipt. For projects performed on a fixed fee and expenses basis, ABD invoices monthly for estimated percentage of project completion and expenses incurred. For projects performed on a time and expenses fee basis, ABD invoices monthly for hours expended, and expenses incurred. Expenses may include subconsultants, airfare, mileage, lodging, meals, measurement equipment usage, printing, and other expenses incurred in the process of performing the Scope of Services and will charged at cost.

Insurance Certificates

ABD Engineering & Design, Inc. maintains insurance coverages including Professional Liability: $3M/$5M, Commercial Liability: $2M/$4M, Automobile: $1M, Worker's Compensation: $1M, Commercial Umbrella: $5M/$5M. Our fees are based on our current insurance limits. If increased coverage is required, our fees may be adjusted accordingly. Certificates available upon request.

Project Schedule

We are often able to schedule initial meetings and/or site visits 2-3 weeks following the receipt of the executed signature page, depending on current availability. Our first reports typically take an additional 2-3 weeks to prepare and submit. ABD Engineering & Design can work with you and your project schedule to determine appropriate deliverable dates.

Signature Page

Thank you for this opportunity to work with you on your **Lawson Amphitheater Project**. Should your agenda differ from the one presented in this document, we would be pleased to discuss changes to tailor our Scope of Services to match your requirements more closely. We look forward to assisting you on this project. If you have any questions, please call.

Signature	Title	Date
	COO of ABD Engineering & Design	05-06-2025

ABD Engineering & Design, Inc.
Marci Boks
Chief Operating Officer

Please sign below to indicate authorization to proceed and acceptance of the terms and conditions. **Return a copy to us by email: client@abdengineering.com**, attention Brian Atkinson, Client Development Manager.

Client (Print Entity Name): _____

Approved by (Print Name): _____

Approved by (Signature): _____

Date: _____

Your signature accepts the terms and conditions of this agreement:
https://www.abdengineering.com/terms-and-conditions/

ABD Engineering & Design

ABD Engineering & Design is an independent acoustical engineering and audiovisual design firm, proud to be a nationally and state (OR, WA, WI) certified Women Owned business. We work with you to provide practical solutions with options that allow for informed decisions. Our timely communications and responsiveness give you the right information at the right time. The cornerstones of ABD's work include data collection on site, research, and calculations to deliver evidence-based designs. With decades of experience across multiple markets, and a team of consultants from varied backgrounds, you can count on ABD to bring you the best in audiovisual design and acoustical consulting.

At ABD, we strive to create a future where every day spaces meet the acoustical and audiovisual needs of every person. We are committed to providing an open, inclusive workplace where everyone, no matter what their background or where they come from, can learn and grow to their full potential.

Certifications

WBENC: WBE1701950
OR-COBID-WBE: 11342
WA-OMWBE: W2F0027557
WI-WBE: WI-13264

Professional Memberships

Acoustical Society of America
Institute of Noise Control Engineering
American Society of Testing and Materials
National Council of Acoustical Consultants
AVIXA (CTS-D)

Staff Count

Acoustics = 8
Audiovisual = 2
Leadership/Admin = 2

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(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
Joshua R. Ervin

May 14th, 2025

National Trust for Historic Preservation
Preservation Funds Grant Committee
2600 Virginia Avenue NW, Suite 1100
Washington, DC 20037

RE: Letter of Support for Forward DeFuniak's Application to the National Trust Preservation Funds

To Whom It May Concern,

I am writing to express our strong support for Forward DeFuniak's application to the National Trust Preservation Funds. As a partner in local preservation and revitalization efforts, the DeFuniak Springs Community Redevelopment Agency (CRA) is pleased to collaborate with Forward DeFuniak on projects that enhance, protect, and celebrate our city's unique historic character.
v

DeFuniak Springs is home to one of Florida's most historically significant downtowns, with a legacy of architecture and planning that reflects its origins as a late 19th-century resort and educational hub. The CRA is currently undertaking an initiative to develop Historic Preservation Design Standards that will guide thoughtful preservation and compatible redevelopment within our historic district. We have retained JMT (Johnson, Mirmiran & Thompson), a qualified planning and design consulting firm, to lead this effort.

As part of this initiative, the CRA will actively partner with Forward DeFuniak to deliver a series of public seminars, workshops, and outreach events aimed at educating stakeholders—property owners, residents, developers, and local officials—about the purpose, application, and benefits of the forthcoming Historic Preservation Design Standards. These events will foster transparency, build local capacity for preservation-informed development, and ensure the new guidelines reflect community values and vision.

We are excited about the momentum building around historic preservation in DeFuniak Springs and confident that this collaboration will serve as a model for small towns balancing heritage with growth. I respectfully urge your full consideration of this important grant request.

Sincerely,

Joshua R. Ervin
Executive Director

National Trust Preservation Funds: Guidelines & Eligibility

Grants from **National Trust Preservation Funds (NTPF)** are intended to encourage preservation at the local level by supporting on-going preservation work and by providing seed money for preservation projects. These grants help stimulate public discussion, enable local groups to gain the technical expertise needed for preservation projects, introduce the public to preservation concepts and techniques, and encourage financial participation by the private sector. A small grant at the right time can go a long way and is often the catalyst that inspires a community to take action on a preservation project. Grants generally start at $2,500 and range up to $5,000.

For the June 2, 2025 grant round, the National Trust Preservation Funds grant program has dedicated funding to award in the following states: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, Washington, D.C., and Wisconsin.

If your project is located in a state not listed above, we encourage you to contact us at

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There are three deadlines per year in February, June, and October. The selection process is very competitive. **The next deadline for this program will be June 2, 2025.** The application becomes available in our online grants application portal about 6-8 weeks prior to the deadline. The review process is generally completed within ten weeks of the application deadline, and applicants are notified via email once the review process is complete.

Eligible Applicants

Applicants must be either a public agency, 501(c) (3), or other nonprofit organization to be considered eligible. Applicants that have received previous National Trust financial assistance are eligible provided that all grant requirements are current.

No more than three grants will be awarded in any two-year period to a single grantee. Only one grant will be awarded per organization in any grant round. Only one grant will be awarded for a particular project phase.

Only Organizational Level Preservation Leadership Forum Members [Link: /join-forum] , Main Street America Community Members, and Main Street America General Members [Link: https://www.mainstreet.org/getinvolved/membership/membershipcategories] are eligible to receive funding from the National Trust Preservation Fund. Organizations do not need to have an active membership to apply for a grant, but selected grantees will be required to become members prior to the release of funds. Your membership status will be verified by our grants office once award decisions have been made. If you have questions about your membership status, please email members@savingplaces.org.

Grant Conditions

Applicants must be capable of matching the grant amount on a one-to-one basis. Both cash and in-kind donations count toward the one-to-one required match.

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Matching funds must be used to fund eligible expenses listed below. Other funding from the National Trust may not be used to match an NTPF grant.

Other conditions include:

Grants or matching funds cannot be used directly or indirectly to influence a member of Congress to favor or oppose any legislation or appropriation.

Any documents or plans for preservation work that result from the project must conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties [Link: https://www.nps.gov/orgs/1739/secretary-standards-treatment-historic-properties.htm]* .

At least three (3) competitive bids/quotes must be obtained for any procurement of services that exceed $50,000. This provision applies only to portions of the project supported by NTPF grant funds.

Consultants, if being used, must be approved by the National Trust before grant funds are disbursed. This approval process will happen post-notification. Board members of the applicant organization cannot serve as consultants unless appropriate conflict of interest procedures are followed and documented.

Grant recipients are required to sign a contract agreeing to the conditions of the program.

Grant projects must either begin within six months of award date or a formal extension must be requested by email. Failure to begin the project or request an extension in this time frame may result in the cancellation of the grant and you will need to reapply for funding.

Grant recipients must include appropriate acknowledgement of National Trust financial support in all printed materials generated for the project.

Within one year from the grant award date, a final report and financial accounting of

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Applicants must agree not to discriminate against any employee or applicant for employment because of actual or perceived race, color, national origin, creed, age, gender, marital status, sexual orientation, religion, mental and physical disabilities, sex (including pregnancy), personal appearance, gender identity or expression, family responsibilities, genetic information, matriculation, political affiliation or veteran status.

Eligible Activities

National Trust Preservation Fund grants are awarded for planning activities and education efforts focused on preservation. Grant funds can be used to launch new initiatives or to provide additional support to on-going efforts.

Planning: Supporting existing staff (nonprofit applicants only) or obtaining professional expertise in areas such as architecture, archaeology, engineering, preservation planning, land-use planning, and law. Eligible planning activities include, but are not limited to:

Hiring a preservation architect or landscape architect, or funding existing staff with expertise in these areas, to produce a historic structure report or historic landscape master plan.

Hiring a preservation planner, or funding existing staff with expertise in this area, to produce design guidelines for a historic district.

Hiring a real estate development consultant, or funding existing staff with expertise in this area, to produce an economic feasibility study for the reuse of a threatened structure.

Sponsoring a community forum to develop a shared vision for the future of a historic neighborhood.

Organizational capacity building activities such as hiring fundraising consultants,

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formats aimed at introducing new audiences to the preservation movement, whether that be through education programming or conference sessions.

Ineligible Activities

- Building or other construction activities
- Academic research
- Acquisition of real property or objects
- General support for conferences

Eligible Expenses

- Nonprofit applicants may include staff salaries for staff members directly working on the funded project
- Fees for consultant services
- Speaker fees/faculty costs for educational programs and conference sessions
- Mailing costs for distribution of materials
- The development of materials for education and outreach campaigns
- Materials and services such as printing, photographs, telephone, and supplies. With the exception of publications projects, these costs may not exceed 10 percent of the project budget.

Ineligible Expenses

- Organizational overhead costs
- Catering, food and beverage, entertainment

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Criteria

Grant recipients will be selected by considering, among other points, the following criteria:

- The significance of the project or resource.
- The need for funding and the urgency of the project.
- The project's budget and the applicant's proven ability to secure a match.
- The project's timeline.
- The long-term objectives or impact of the project.
- The qualifications of the key personnel, including consultants or staff.
- The demonstrated ability of the applicant to complete preservation projects.
- The potential to replicate the project in other communities.

Emergency/Intervention Funding

Through the National Trust Preservation Funds grant program, the National Trust has very limited emergency/intervention funding available for which we accept inquiries on a rolling basis. Funding is awarded in emergency situations when immediate and unanticipated work is needed to save a historic property or site, such as when a fire or other natural disaster strikes or if a building is immediately threatened with demolition. Funding follows the same guidelines outlined on this page, however, a match is not required. If you have an emergency project that fits this description, please contact our Grants Office at grants@savingplaces.org and share a brief description of the historic property or site, the nature of the emergency, and the expected use of funds. A representative from our Grants Office will follow up to share if we have funding available in your geographic area, if your project qualifies for this type of funding, and how to submit a formal application.

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Up to three digital images of high quality (300 dpi) with caption and credit information.

Applicant's Internal Revenue Service determination letter of tax-exempt status. If tax-exempt status has not been fully approved by the IRS, please provide evidence of filing for certification and letter of opinion from an attorney concerning the applicant's tax status (nonprofit organizations).

Letter of consent from property owner (if applicant does not own property).

Completed National Trust Preservation Funds application, which includes a budget section that outlines proposed expenses and revenue for the project.

National Trust grants staff can provide helpful guidance for the application process if you have questions. If you have specific questions about your project's eligibility, please contact our grants staff.

Application Procedure

Access the application for the National Trust Preservation Funds [Link: https://www.grantinterface.com/Common/LogOn.aspx?eqs=wG-r-jJPukaZXX0vZfjnMw2] .

You will be taken to the National Trust grants application system where you will need to create a user profile for your organization. If your organization has applied for a grant previously, you will sign into your existing organization profile. If you have questions please email us [Link: mailto:grants@savingplaces.org] .

APPLICATION

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From: Jesse Deckard
To: Josh Ervin
Subject: RE: Board Commissioner iPads
Date: Thursday, April 17, 2025 5:06:34 PM
Attachments: image003.png
image004.png
image005.png

Hey Josh,

Apologies for the delay. Right now, they have iPad A16's in stock for $199.99 with a $35 data plan monthly. We would also have to set up a Google Workspace City email account to use with each device, which is currently $18.00 a month.

Sincerely,

Jesse Deckard
Information Technology Administrator
City of DeFuniak Springs
1350 Baldwin Ave
DeFuniak Springs, FL 32435
Cell: (850) 520-8152
Office: (850) 892-8500, Ext 1125
itsupport@defuniaksprings.net
www.defuniaksprings.net





From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Wednesday, April 9, 2025 8:37 AM
To: Jesse Deckard <itsupport@defuniaksprings.net>
Subject: RE: Board Commissioner iPads

Thank you, buddy!

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency

(850) 951-3054
CRADirector@DeFuniakSpringsCRA.com
www.DeFuniakSpringsCRA.com

To determine if your parcel is within the DeFuniak Springs CRA area, please use our interactive CRA Map.

From: Jesse Deckard <itsupport@defuniaksprings.net>
Sent: Wednesday, April 9, 2025 8:33 AM
To: Josh Ervin <cradirector@defuniakspringscra.com>
Subject: RE: Board Commissioner iPads

I just inquired and will let you know what I find out today.

Sincerely,

Jesse Deckard
Information Technology Administrator
City of DeFuniak Springs
1350 Baldwin Ave
DeFuniak Springs, FL 32435
Cell: (850) 520-8152
Office: (850) 892-8500, Ext 1125
itsupport@defuniaksprings.net
www.defuniaksprings.net

From: Josh Ervin <cradirector@defuniakspringscra.com>
Sent: Wednesday, April 9, 2025 7:54 AM
To: Jesse Deckard <itsupport@defuniaksprings.net>
Subject: Board Commissioner iPads

Good morning!

I hope you're doing well. In an effort to cut down on printing board agendas now that they are getting much larger, I was curious what the FirstNet pricing is on iPads (device and monthly service) for each board commissioner. Can you help me this?

Joshua R. Ervin
Executive Director
DeFuniak Springs Community Redevelopment Agency
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www.DeFuniakSpringsCRA.com

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