Rizzetta & Company

# NatureWalk
# Community Development District

## Board of Supervisors' Meeting
## September 3, 2026

**District Office:**
**120 Richard Jackson Blvd, Suite 220**
**Panama City Beach, Florida 32407**
**(850) 334-9055**

**www.naturewalkcdd.org**

Professionals in Community Management

# NATUREWALK
# COMMUNITY DEVELOPMENT DISTRICT AGENDA

Walton Area Chamber of Commerce, 63 South Centre Trail, Santa Rosa Beach, FL 32459

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| **District Board of Supervisors** | Jonette Coram | Chairman |
| | Mike Grubbs | Vice Chairman |
| | Skylar Lee | Assistant Secretary |
| | Danell Head | Assistant Secretary |
| | Mike Duffey | Assistant Secretary |
| **District Manager** | Stephanie DeLuna | Rizzetta & Company, Inc. |
| **District Counsel** | Joseph Brown | Kutak Rock LLP |
| **District Engineer** | Jim Martelli, P.E. | Innerlight Engineering Corporation |
| **Bond Counsel** | Cynthia E. Wilhelm | Nabors, Giblin & Nickerson, P.A. |

**All cellular phones must be placed on mute while in the meeting room.**

The Public Comment portion of the agenda is where individuals may make comments on any matters that concern the District. Individuals are limited to a total of three (3) minutes to make comments during this time.

Pursuant to provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting/hearing/workshop is asked to advise the District Office at least forty-eight (48) hours before the meeting/hearing/workshop by contacting the District Manager at (239) 936-0913. If you are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or 1-800-955-8771 (TTY)
1-800-955-8770 (Voice), who can aid you in contacting the District Office.

A person who decides to appeal any decision made at the meeting/hearing/workshop with respect to any matter considered at the meeting/hearing/workshop is advised that person will need a record of the proceedings and that accordingly, the person may need to ensure that a verbatim record of the proceedings is made including the testimony and evidence upon which the appeal is to be based.

**NATUREWALK COMMUNITY DEVELOPMENT DISTRICT**
District Office · Panama City Beach, Florida · (850) 334-9055
Mailing Address · 3434 Colwell Avenue, Suite 200, Tampa, Florida 33614

www.naturewalkcdd.org

**Board of Supervisors**
**NatureWalk Community**
**Development District**

**August 28, 2026**

**REVISED AGENDA**

Dear Board Members:

The meeting of the Board of Supervisors of the NatureWalk Community Development District will be held on **Thursday, September 3, 2026, at 12:00 p.m. (CT)** at the **Walton Chamber of Commerce** located at **63 South Centre Trail, Santa Rosa Beach, FL 32459**. The following is the **final** agenda for the meeting:

1. **CALL TO ORDER/ROLL CALL**
2. **PUBLIC HEARING ON RULES RELATED TO PARKING ENFORCEMENT**
   A. Audience Comments
   B. Owner Emails.....Tab 1
3. **AUDIENCE COMMENTS IN AGENDA ITEMS**
4. **BUSINESS ADMINSTRATION**
   A. Consideration of the Minutes of the Board of Supervisors' Meeting Held on Thursday, August 6, 2026 .....Tab 2
   B. Ratification of the Operations and Maintenance Expenditures for the Month(s) of July 2026 .....Tab 3
5. **STAFF REPORTS**
   A. District Engineer
      1. Lift Station #3 Control Panel Installation
      2. Sitex Stormwater System Pond Clearing and Maintenance
         1. Phase 3 Outflow
         2. Pond 28 Dam Removal
      3. Innerlight NWFWMD Consumptive Use Permit Update
   B. District Landscape Provider.....Tab 4
      1. Presentation of Completed Monthly Service Reports for August & September 2026
      2. Presentation of August Irrigation 2026 Audit Reports Reports
      3. Weathermatic Smart Controllers Update
      4. Work Authorizations WA# 26-12 through WA# 26-15 Update
   C. District Counsel .....Tab 5
      1. Parcels Update
      2. HOA Encroachment Notice Update
      3. Tract L New Developers Licensing Agreement
   D. District Manager .....Tab 6
      1. Presentation of the PBA Monthly Towing Report
      2. District Encroachment Notice Updates
   E. District Chair
6. **BUSINESS ITEMS**
   A. Ratification of District Items .....Tab 7
      1. Green Earth WA# 26-15 Sandgrass Controller 4 Mainline Break
      2. Tract H Owner Authorization of Financial Capability
      3. Tightline Chordgrass Stormwater Inlet Repair

B. Discussion & Consideration of the Rules Related to Parking Enforcement
C. Discussion & Consideration of Wildlife Sign .....Tab 8

**7. SUPERVISOR REQUESTS**

**8. ADJOURNMENT**

We look forward to seeing you at the meeting. In the meantime, if you have any questions, please do not hesitate to call us at (407) 472-2471.

Very truly yours,

*Stephanie DeLuna*

Stephanie DeLuna
District Manager

# Tab 1

# NATUREWALK
# COMMUNITY DEVELOPMENT DISTRICT

## RULES RELATING TO PARKING ENFORCEMENT POLICY

**ADOPTED**
**August 11, 2022**

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**NATUREWALK CDD**

120 Richard Jackson Blvd., Suite 220
Panama City Beach, FL 32407

Mail to:
3434 Colwell Ave., Suite 200
Tampa, FL 33614

**NATUREWALK COMMUNITY DEVELOPMENT DISTRICT**
***RULES RELATING TO PARKING ENFORCEMENT***
**(August 11, 2022)**

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**In accordance with Chapter 190, *Florida Statutes,* and on August 11, 2022, at a duly noticed public meeting, the Board of Supervisors of the NatureWalk Community Development District ("District") adopted the following policy to govern parking and parking enforcement on certain District Property. This policy repeals and supersedes all prior rules and/or policies governing the same subject matter.**

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**SECTION 1. INTRODUCTION.** The District finds that Parked Vehicles, Commercial Vehicles, Vessels and Recreational Vehicles (hereinafter defined) on certain of its property, streets, alleys, and roadways cause hazards and danger to the health, safety, and welfare of District residents and the public. This Policy prohibits parking of Vehicles, Vessels, and Recreational Vehicles on property, streets, alleys, and roadways within the District, except in Designated Parking Areas, and provides the manner in which any such Vehicles, Vessels, or Recreational Vehicles shall be towed/removed consistent with this Policy.

**SECTION 2. DEFINITIONS.**

A. *Commercial Vehicle(s)*. Any mobile item which normally uses wheels, whether motorized or not, that (i) is titled, registered, or leased to a company and not an individual person, or (ii) is used for business purposes even if titled, registered, or leased to an individual person.

B. *Delivery Vehicles(s)*. Any Commercial Vehicle engaged in the delivery activities, including but not limited to U.S. Postal Service, U.P.S., Fed Ex, and moving company Vehicles.

C. *Service Vehicles(s)*. Any Commercial Vehicle engaged in the provision of services, including but not limited to lawn maintenance and service/technician Vehicles.

D. *Vehicle(s)*. Any mobile item which normally uses wheels, whether motorized or not, including golf carts. For purposes of this Policy, unless otherwise specified, any use of the term Vehicle(s) shall be interpreted so as to include Commercial Vehicle(s).

E. *Vessel(s)*. Every description of watercraft, barge, or airboat used or capable of being used as a means of transportation on water.

F. *Recreational Vehicle(s)*. A vehicle designed for recreational use, which includes, but is not necessarily limited to: motor homes, ATVs (small open motor vehicle with one or two seats and three or more wheels fitted with large tires, designed for use on rough ground), jet skis, campers, and trailers relative to same.

G. *Parked*. A Vehicle, Vessel or Recreational Vehicle left unattended by its owner or user.

H. *Tow-Away Zone.* District Property on which parking is prohibited and in which the District is authorized to initiate a towing and/or removal action.

I. *Designated Parking Areas*. Areas identified on **Exhibit A** where parking is permitted.

**SECTION 3. ESTABLISHMENT OF TOW-AWAY ZONES.** Vehicles may not be Parked on landscaped areas, streets, alleys, and roadways owned by the District, except in Designated Parking Areas. Further, Vehicles may not be Parked in the Designated Parking Areas in Sage Circle between the hours of 11:00 p.m. to 6:00 a.m. All parked vehicles must appropriately display any legally required State-licensed identification, either temporary or permanent (e.g., state-issued license plate), to park in Designated Parking Areas. In addition to potential towing, the District will contact local law enforcement regarding Vehicles that do not display legally required State-licensed identification. Vehicles that extend beyond 240" in total length may not park on District Property. Vehicles may not be parked so as to occupy more than one marked parking spot.

Commercial Vehicles, Vessels, Recreational Vehicles, and any trailers (attached or unattached) may not be Parked on landscaped areas, streets, alleys, roadways, and Designated Parking Areas owned by the District. Commercial Vehicles, Vessels, Recreational Vehicles, and any trailers (attached or unattached) however, may be Parked on streets, alleys, and roadways owned by the District (but not on paver parking spots or sidewalks), for up to 60 minutes while actively engaged in loading or unloading.

Landscaped areas, streets, alleys, and roadways owned by the District, except Designated Parking Areas, are hereby declared a Tow Away Zone. In addition, any Vehicle, Vessel, or Recreational Vehicle which is parked in a manner which prevents or inhibits the ability of emergency response vehicles to navigate streets and roadways within the District are hereby authorized to be towed.

Building and construction materials, trash, and refuse may not be stored or staged on District Property without prior approval of the District's Board of Supervisors.

**SECTION 4. DELIVERY VEHICLES, SERVICE VEHICLES AND GOVERNMENTAL VEHICLES.** Delivery Vehicles and Service Vehicles may park on streets, alleys, and roadways while actively engaged in the operation of such businesses. Trailers associated with Service or Delivery Vehicles are permitted on streets, alleys, and roadways, but not on paver parking spots or sidewalks and may not be unattached. Building and construction materials, trash, and refuse may not be stored or staged on District Property without prior approval of the District's Board of Supervisors. Vehicles owned and operated by any governmental unit may also park on District Property while carrying out official duties. Any Vehicle parked on streets, alleys and roadways must do so in compliance with all laws, ordinances and codes.

**SECTION 5. TOWING/REMOVAL PROCEDURES.**

**A. SIGNAGE AND LANGUAGE REQUIREMENTS.** Notice of the Tow-Away Zones shall be approved by the District's Board of Supervisors and shall be posted on District Property in the manner set forth in Section 715.07, *Florida Statutes*. Such signage is to be placed in conspicuous locations, in accordance with Section 715.07, *Florida Statutes*.

**B. TOWING/REMOVAL AUTHORITY.** To effectuate the towing/removal of a Vehicle, Commercial Vehicle, Vessel, or Recreational Vehicle, the District Manager or his/her designee may enter into and maintain an agreement with a firm authorized by Florida law to tow/remove such vehicles for the removal of the unauthorized Vehicle, Commercial Vehicle, Vessel, or Recreational Vehicle at the owner's expense. The Vehicle, Commercial Vehicle, Vessel, or Recreational Vehicle shall be towed/removed by the firm in accordance with Florida law, specifically the provisions set forth in section 715.07, *Florida Statutes.*

**C. AGREEMENT WITH AUTHORIZED TOWING SERVICE.** The District's Board of Supervisors is hereby authorized to enter into and maintain an agreement with a firm authorized by Florida law to tow/remove unauthorized vehicles and in accordance with Florida law and with the policies set forth herein.

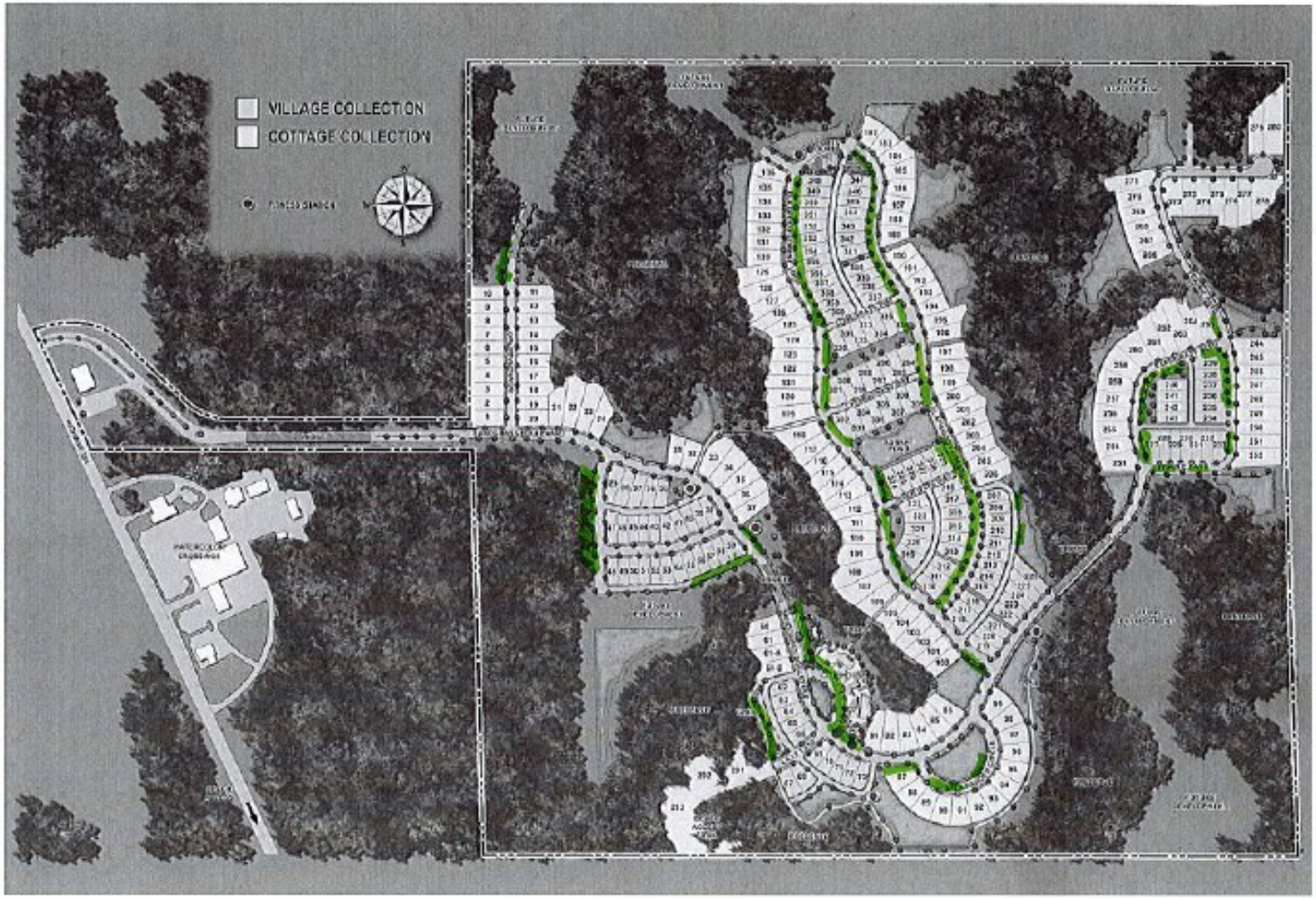
**D. LAW ENFORCEMENT.** The District hereby authorizes law enforcement personnel of Walton County, Florida, and other units of government to enforce the provisions of this rule, and to enforce any and all traffic and parking laws on the District streets and roadways. The District may enter into one or more traffic enforcement agreements in order to effect the provisions of this Section 6.D.

**SECTION 6. SOVEREIGN IMMUNITY.** Nothing herein shall constitute or be construed as a waiver of the District's limitations on liability contained in Section 768.28, *Florida Statutes*, or other statutes or law.

**EXHIBIT A –** ***Designated Parking Areas***

Effective date: August 11, 2022

**EXHIBIT A** - *Designated Parking Spaces*




Designated Parking Pad Locations

Stephanie Deluna,

We are unable to attend the CDD public hearing on September 3 regarding parking enforcement in NatureWalk at Seagrove. Thank you for taking our comments to the meeting:

Please consider changing the current policy of towing vehicles that are touching the pine straw in the landscape areas. This is unnecessary, expensive, and inconvenient for owners and vacationers who have their vehicles towed. This might make NatureWalk seem undesirable and gives it an unwelcoming reputation, which could affect property values. Please consider putting a warning on the offending vehicle, giving that person a chance to fix the problem before they get towed. Most people probably do not realize they are touching the pine straw and would gladly reposition the vehicle.

Thank you,

Tracy & Gary Yurt

**********

Stephanie,

Thank you for the opportunity to say something about parking rules.

First of all, I am all for rules and the rules being enforced, no issues there.

There has to be a note or a warning for the new residents: we closed on our new home at 24 Lovegrass Way on June 16th. We live in Auburn AL so after closing we returned home. On June 19th we drove one of our business vehicles to move our belongings to our new summer house. We had no knowledge about commercial vehicles being prohibited overnight. After our first sleep in our new home, we woke up to our vehicle towed. Not the best first impression for a new resident. We will not rent our home, we got it for our family use only, in addition to $300 something fine we paid, it took us more than 3 hours to figure out what happened, find the towing company and ultimately getting our vehicle out.

We love our new house and the community but we hope this doesn't happen to anybody else.

Thank you.

Arif and Jennifer Kor

334-329-9616

24 Lovegrass Way

Michael and Lisa Ingardia

8 Cinnamon Fern Lane

We will be unable to attend the meeting on September 3, 2026 but want to share our thoughts regarding parking and towing enforcement in our community of NatureWalk at Seagrove Beach.

We support the enforcement of the parking rules but have issues with the predatory nature and selective interpretation of the rules by the current vendor hired to tow vehicles in violation of our parking standards. Violations should be obvious and blatant - the vendor should not be prowling the neighborhood at 2:00 am and 3:00 am with a spotlight checking to see if the tires of a vehicle are 2 inches or less off the parking pad. Does the vendor even check during daylight hours? Or are they only enforcing when no one is around to check them? Homeowners and guests have had their vehicles towed with no warning or notice. New owners moving in have had their moving trucks and vans towed with their belongings inside. There is little to no grace or common sense being used and yet more serious offenses get a pass.

Things we see that get a pass:

Cars should not be stored long-tern in common spaces with covers.

Sidewalks should not be blocked because people cannot properly parallel park.

Cars should fit in driveways and not stick out into the sidewalk or the street.

LSVs should not be in pine straw or on pavers (not parking spots) just because the driveway is full of cars.

Our guidelines need to be rewritten to incorporate some common sense and /or explicit allowances or instructions and they should be reviewed with the towing company. Only vehicles that are blocking common areas or posing clear damage to common areas should be towed. I'm not advocating for civil ticketing, but many people violate the rules out of ignorance. - can a warning not be placed on a vehicle after a first offense before towing?

We already have a reputation as a non-renter friendly neighborhood and this only makes it worse- I get that many full-time owners would love to see all of our STRs go away. But this is something that impacts owners, second-homeowners and STR guests alike.

Respectfully,

Lisa and Mike Ingardia

Stephanie DeLuna,

We will be unable to attend the meeting September 3, but we are in total support of maintaining the towing policy at Naturewalk. We have seen the damage caused by irresponsible renters and homeowners and think this policy has helped to cut down on the damage to our beautiful community.

Ron & Betty Ann Earley

**********

To whom it may concern,

As an owner in Naturewalk, I am writing to request that we implement a policy of reasonable towing within our community.

While I fully support enforcing rules against egregious parking violations, minor infractions do not warrant such extreme measures. For example, having one tire touching pine straw that has fallen onto the pavement should not result in a vehicle being towed, nor should simply having a sticker on a car.

I ask that we please exercise more reasonable judgment when handling these parking situations moving forward. This is a community we all enjoy and towing should only be when necessary for outlandish, poor parking that blocks, causes damage or impedes traffic flow or driveways.

Thank you for your time and understanding.

Best regards,

Kristin Brown

995 Saltgrass

Dear Ms. DeLuna and Members of the NatureWalk CDD Board,

I am writing to express my strong support for continued parking enforcement, including towing when necessary.

As a full-time resident of NatureWalk, I take great pride in our neighborhood and believe that enforcing our parking rules benefits everyone who lives here. These standards help protect the appearance of our community, preserve property values, keep streets accessible and safe, and ensure that residents and their guests respect the rules we all agreed to live by.

NatureWalk is a residential community, not a hotel or vacation resort where parking rules should be ignored simply because someone is visiting for a few days. Those of us who live here full time invest in our homes and our community, and it is frustrating to see people disregard the rules without concern for how their actions affect their neighbors.

Rules without enforcement are ultimately meaningless. I strongly encourage the Board to continue towing vehicles when appropriate and to maintain consistent enforcement rather than weakening the current standards.

I appreciate the CDD's efforts to protect the quality, appearance, and value of our neighborhood.

Thank you for considering my comments.

Tina Sutton and Kent Sutton

I am writing as a homeowner in Naturewalk regarding this policy.

The towing policy categorizing LSV's (either owner owned or rented)as commercial vehicles and subject to towing is one I believe needs to be revisited. There is no basis in FL/WC Code for this as they are rented for PERSONAL use, not commercial use. As an example, I fail to see the difference between a rented street legal cart and a rented vehicle ( from Hertz or Avis which have windshield stickers). I see automobiles with dealer stickers and license plate frames falling under this same category. Is the CDD mandating these towed as well or just LSV vehicles? If not, then is the CDD implementing a policy of selective enforcement?

My understanding is that this policy came about due to a singular PM company parking on NW streets. This problem has since been resolved and if it arises again, it will hopefully be dealt with directly with that entity. The policy had good intentions regards to this matter but the scope and outcome of implementing it has had unintended consequences.

I have concerns that this could get the District ( and its membership) into a legal situation in which we will all bear the cost for as members of the District.

I am supportive of towing in our community where appropriate. I feel that the current situation with regards to commercial vehicles needs to be revisited. I am requesting the CDD review this policy at its earliest convenience.

Regards

Julie Ziomek

33 River Oats Lane

Dear CDD Board members,

I would like to thank all of you for your continued efforts to maintain the quality, appearance, and integrity of NatureWalk and the District.

As year-round residents, we have witnessed firsthand the increasingly disrespectful and, at times, dangerous parking practices that have become a significant issue over the past few years. Boats, trailers, RVs, large Sprinter vans, moving vehicles, and other oversized vehicles have frequently been parked on neighborhood streets for days or even weeks at a time. We have also seen vehicles parked on landscaping, resulting in damage to plants and, in some cases, to the underground irrigation system.

In addition, we have observed management companies, such as Beachwalk, using District parking pads as storage areas for their LSVs. These practices have negatively affected both the appearance and functionality of our community.

We are very grateful for the recent enforcement of the neighborhood's parking requirements and understand and support the need for roam-towing when violations occur. Given that our community does not have dedicated security personnel to monitor violations around the clock, roam-towing provides an important and practical means of ensuring that the parking regulations can be consistently enforced. Furthermore, this is a common practice in many other communities along 30A, as well as, in municipalities and communities throughout the country.

We also support and defer to the CDD's judgment should its members determine that the existing policies need to be clarified or modestly adjusted to better address the evolving needs of the neighborhood.

However, we would be extremely disappointed to see towing eliminated including the practice of roam-towing. In our view, consistent enforcement is essential to maintaining the standards, safety, and overall quality of life that make NatureWalk such a wonderful place to live.

Thank you again for your dedication and for your continued efforts to preserve the integrity and character of our District. We sincerely appreciate your service to the community.

Gratefully,

Ruth and Michael Walker

43 Prairie Pass

Good evening,

Here is my submission for the meeting about towing.

On November 9, 2025, a guest staying at my parents' home in NatureWalk had her rental car towed overnight. She was visiting from out of town, was unfamiliar with the neighborhood, and made the mistake of parking partially on the pine straw because she did not realize it was considered green space. I want to be clear that I had warned her about the strict parking rules before she arrived and again when she walked through the door. She made a mistake, and she learned from it.

My concern is not that the rules were enforced. My concern is how PBA Towing handled the situation.

When we called, they initially would not even confirm that they had the vehicle. They refused to provide photographs showing why it had been towed or tell us where the vehicle was located until we paid them. They were able to immediately text us a payment link, but somehow could not provide the photographs we were requesting.

Once we paid, we were given an address and had to drive to a remote, difficult-to-find location down an overgrown dirt road behind a cattle gate. As a group of women, we genuinely felt uncomfortable and unsafe going there.

Eventually, we were shown the photographs we had been asking for all morning, and they were even able to text those photographs to us. So the information we needed could have been provided before payment.

I understand completely why NatureWalk needs parking enforcement. But there is a difference between enforcing the rules and creating an experience that feels predatory and intimidating.

I believe NatureWalk can do better. Better signage and visitor education would help prevent honest mistakes, and the towing company should be held to a higher standard of transparency and professionalism.

This experience left a terrible impression of NatureWalk not only on my guest, but on me as well. I hope the HOA will seriously reconsider whether PBA Towing's practices are consistent with the kind of community we want NatureWalk to be.

Thanks,

Amy Reinmuller

Hello Stephanie.

Thank you for your management of the NatureWalk CDD Board. As a homeowner, I care deeply about the culture, appearance, property values, and reputation of our community.

Over the past several months, I have become increasingly concerned about the frequency and manner in which vehicles and LSVs are being towed. I believe most residents agree on the basic rules: vehicles should not be parked on the street, in landscaped areas, or on the grass, and they should remain in driveways, designated parking areas, and parking pads.

The concern is not with enforcing those rules—it is with what appears to be overly aggressive, and at times predatory, enforcement. The towing company has a financial incentive to identify even the smallest technical violation, and the result has been numerous situations that many homeowners perceive as unreasonable. There is also a growing perception that some residents advocate for towing renters whenever possible because they would prefer NatureWalk to be an owner-only community. Whether or not that perception is accurate, it is contributing to frustration and division within the neighborhood.

Unfortunately, NatureWalk is developing a negative reputation among renters, homeowners, property management companies, and on social media because of towing for what many view as trivial infractions—for example:

- A tire barely touching the curb.
- A bumper extending slightly over pine straw that has spread onto a parking pad.
- A vehicle parked in a driveway with only a few inches extending beyond the driveway line.

These situations result in hundreds of dollars in towing and storage fees, hours of lost time, and an overall perception that visitors and residents are being treated unfairly. It also discourages prospective renters from choosing NatureWalk, which ultimately impacts many homeowners.

The most troubling example occurred this week when an owner's personal LSV was towed because it was allegedly considered a "commercial" vehicle. If the LSV is owned and used by a resident or renter for personal transportation—not for business purposes—it is difficult to understand how that constitutes commercial use. Situations like this undermine confidence that the rules are being applied reasonably and consistently.

Reasonable enforcement is necessary to preserve the safety and appearance of our community. However, enforcement should also include common sense and discretion. Towing should be reserved for clear and significant violations—not minor technicalities that create hardship without providing any meaningful benefit to the community.

I respectfully ask the Board to review the current towing practices, provide clearer enforcement standards, and ensure that residents and visitors are treated fairly. NatureWalk has built a reputation as a beautiful, welcoming community. I hope we can preserve that reputation by ensuring that our enforcement policies reflect fairness, reasonableness, and the values we want our neighborhood to represent.

Thank you for your time, your service, and your consideration of the concerns being expressed by many homeowners.

Amy

**********

Hello,

I am concerned with the towing situation at Naturewalk. It seems to me that we are relying on the decision of the towing company to tow a vehicle at 2 AM with no oversight. Some of the photos I have seen show a tire barely touching the pine straw. Perhaps there are instructions from CDD about what the criteria should be for towing but I have not seen them. I realize that towing may be a necessity but I am unaware that there have been egregious episodes of illegal parking. It may be time to revisit our towing rules and instructions to the towing company.

Thank you

Christina Greenberg

78 Cinnamon Fern

**********

This is in regard to the question in NatureWalk of Seagrove on the towing.

I'm for keeping the towing as it is.

Thank you all

Karen Antonelli

Dear NatureWalk COD Board Members,

I am writing to respectfully urge the Board to reconsider the current use of Roam Towing as the enforcement mechanism for parking violations within NatureWalk and to adopt a more reasonable, transparent, and homeowner-focused approach.

No one disputes that the community needs parking rules. Streets must remain passable for emergency vehicles, intersections must remain clear, and vehicles that create genuine safety hazards or are abandoned should be subject to enforcement. Responsible parking standards help protect everyone.

The concern is not whether parking should be enforced-it is how it is being enforced.

Recent towing actions demonstrate that the current system has expanded beyond addressing clear violations and has begun relying on subjective interpretations that are not plainly stated in the published NatureWalk Community Development District Rules Relating to Parking Enforcement Policy.

When homeowners can have a privately owned vehicle towed because of an interpretation that is not expressly written in the governing policy, confidence in the fairness of enforcement begins to erode.

Rules should be objective, understandable, and consistently applied. Homeowners should be able to read the published policy and know with certainty whether a vehicle is permitted. Enforcement should never depend upon assumptions about how a vehicle might be used or the presence of a small decal or identifying sticker.

NatureWalk has long been a community where many owners legally operate short-term rentals. The Declaration of Covenants recognizes these homes as residential uses, not commercial businesses.

Many owners provide bicycles, golf carts, beach equipment, kayaks, and Low-Speed Vehicles as complimentary amenities for guests. These are privately owned personal assets-not commercial fleet vehicles.

If the Board intends to regulate privately owned vehicles that are occasionally made available to guests, that policy should be debated publicly, approved by the Board, and clearly written into the published rules before towing is used as the enforcement mechanism.

Property owners deserve notice before penalties-not after.

Additionally, towing should remain a last resort rather than a first response.

Receiving a surprise tow in the middle of the night, followed by hundreds of dollars in fees, is an extraordinary penalty for conduct that many homeowners reasonably believed complied with the written rules. Such actions create frustration, distrust, and unnecessary conflict within the community.

Most communities successfully resolve questionable parking situations through progressive enforcement, including:

- Courtesy warnings.
- Written notices.
- Opportunities to cure.
- Clearly defined objective standards.
- Towing only after repeated violations or when a vehicle presents a genuine safety concern.

This approach promotes compliance while preserving goodwill between residents and the community.

Accordingly, I respectfully request that the Board:

1. Reevaluate the current contract and enforcement practices of Roam Towing.
2. Suspend towing for any alleged "commercial vehicle" violations until the policy has been clearly defined.
3. Amend the NatureWalk Community Development District Rules Relating to Parking Enforcement Policy to include precise, objective definitions that leave no room for subjective interpretation.
4. Provide residents with advance notice and an opportunity to comply before towing is authorized for non-safety-related violations.
5. Increase accessibility to Board meetings by providing a virtual or call-in option so seasonal homeowners and non-resident owners may participate in discussions affecting their property rights.

NatureWalk has earned a reputation as one of the premier residential communities along 30A. Parking enforcement should protect that reputation-not undermine it.

The Board has an opportunity to restore confidence by ensuring that future enforcement is predictable, transparent, and based solely on clearly written rules that every homeowner can understand.

I respectfully ask the Board to review these concerns carefully and consider adopting a more balanced approach that protects both the community and the rights of its property owners.

Thank you for your service to NatureWalk and for your thoughtful consideration of these recommendations.

Jenny Bryant

**********

To the CDD Board:

Would you PLEASE reconsider the wording in your towing policy? This policy was meant to keep our streets clear for emergency vehicles. No owner will argue that this is crucial to maintain safety. The policy as written, implemented, and enforced has created animosity and is tarnishing our reputation as a welcoming great neighborhood. Owners, including full time, second, and STR's have all been affected. It's simple to say read and follow the rules but this latest towing of an STR's personal vehicle brings up many more questions.

My golf cart is included with my home rental. I do not collect a fee. I have the number 700 on it as well as a long horn sticker. These identifying marks were to help owners distinguish carts that were being misused (as no one knows license plate numbers).

I have a license plate holder that says SeaDreamer Naturewalk - is this enough to get me towed? Steve Barnes has his house name on a license plate cover on his suburban. Should he get his vehicle towed if he left it overnight on a paver pad? Are cart/car decorations which the district is interpreting as branding grounds for towing? And forgive me but I don't read anything about branding in the policy.

What about owners who rent autos(turbo)? They are definitely a commercial vehicle - how to do you which vehicle is a turbo? There are many more examples but my point is to

ask you to make some modifications to the wording of your policy.

My suggestion: simply add absolutely NO LSV parking on public paver pads. This way there is no question is it rental carts or owners carts - a cart used for personal use or a cart used for business. Pretty simple. No owner carts, rental carts, friends and family carts - that makes it pretty cut and dry.

My next suggestion for consideration is to stop pine straw towing. This does not keep our streets clear. Again, this has affected full times, second, and many guests. Instead, charge each household $50/year to cover sprinkler repair if it even cost that much. Your budget is coming up for a vote this is a perfect opportunity to make this change.

Our neighborhood reputation is worth $50/year.

Please kindly discuss these changes. This is no different than the speed bumps. The policy has the best intentions but the effects have been brutal. Thank you for all the hours you commit to the CDD.

Laureen London

Outlook

**Fw: On Behalf of the NatureWalk Community Development District**

**From** Phil Baughn <phil@baughn.net>
**Date** Thu 8/13/2026 6:45 AM
**To** Sdeluna@rizzetta.com <Sdeluna@rizzetta.com>
**Cc** Jonette Coram <JCoram@NatureWalkCDD.org>; Ann Baughn <ann@baughn.net>; Don Bobbitt <Don_Bobbitt@outlook.com>

I/we will not be at this meeting in person but desire it to be known our opinion on this matter:

- We are long-term and permanent residents
- We call this home
- We live and vote here
- We have seen the history of damage and inappropriate behavior from renters, overnight visitors, daily guests, and owners alike over the years from not having, or complying with a policy such as this, and others
- We have seen the history of danger (yes, danger) created by improper behavior in the blockage of our streets and off street areas, and the costs associated when this matter was not managed well
- We witnessed, and even participated in, the hard work and efforts which finally brought some of this (and many other items) under proper control
- We have seen the poor and irresponsible behavior of several (a minority, though vocal) who seek to undo what been set in place on this, and other, matters
- We understand this is personal for some, but that does not make it wrong for the greater good of Naturewalk
- We understand those who rent or invite others to their homes may at times not effectively notify and further communicate well to their renters or guests, but that is not for the CDD or the rest of us to correct

Simply because that vocal minority are unable to read (you have provided much good communication on these matters), communicate well to others, see visually, make a small correction before walking away, or are just uncaring of others and this community or their neighbors as a whole, is not a reasonable purpose to undo the good and proper conditions fought so hard over time to put in place, just to accommodate them.

Stay the course. If some are unable to comply with even a simple and obvious policy set as this, they should not impact common sense or the needs of the greater good.

*Phil & Ann Baughn*

cc: Jonette Coram, as Seat 1 of the CDD

the content is safe. Please use the Phish Alert! button to report suspicious messages.

Hello Stephanie -

My name is Chris Korta and I own 290 Prairie Pass in NatureWalk. I received an email recently from Jonette Coram that announced a meeting that is happening on September 3rd where discussions will be had concerning parking enforcement within the NatureWalk CDD. Your name and email address were included in this email for people to submit concerns.

My wife and I wanted to make our position clear that we completely **SUPPORT** the current enforcement policies that are in place. These are our reasons for our support:

- We purchased our home, in part, due to the fact that street parking is not allowed in NatureWalk. This is consistent with Watercolor and Seaside. Because of this policy, these neighborhoods don't look overrun like countless other communities up and down 30A.
- We have lived in our home for 6 years and have seen what happens when street parking violations are addressed by towing vs softer approaches (like warnings). With the softer approach, the community looks horrible. Cars are blocking street access, cars are parked right in front of our house, cars are parked on the vegetation and pine straw, etc. This is a community of million dollar homes; all efforts should be taken to maintain that look. We didn't purchase our home that looks out over the forest, to have the view replaced by looking at trucks and SUVs parked in front of our house.
- Without towing, although violations happen throughout NatureWalk, more violations seem to happen in areas off the main street, like the end of Prairie Pass where people feel they can park their surplus cars in the cul-de-sac and the dirt road that leads into the forest.
- Homeowners that do not rent their homes should not have to live with the consequences of those that do. It is their responsibility to let their renters know the parking policy and that they cannot arrive with more cars than the property can support. My concern, is that since these homeowners don't live in the home, they have little concern for how the parking situation affects NatureWalk on a day-to-day basis.
- Since towing began, many cars that were consistently parked in the street now get parked where they should be. This shows that it is more an issue of taking the minimal effort to follow the parking policy rather than not having enough room, etc.

Thanks for your time. Please feel free to reach out to me if you need any clarification or additional input.

Chris
850-933-2428

Hello Ms. Deluna,

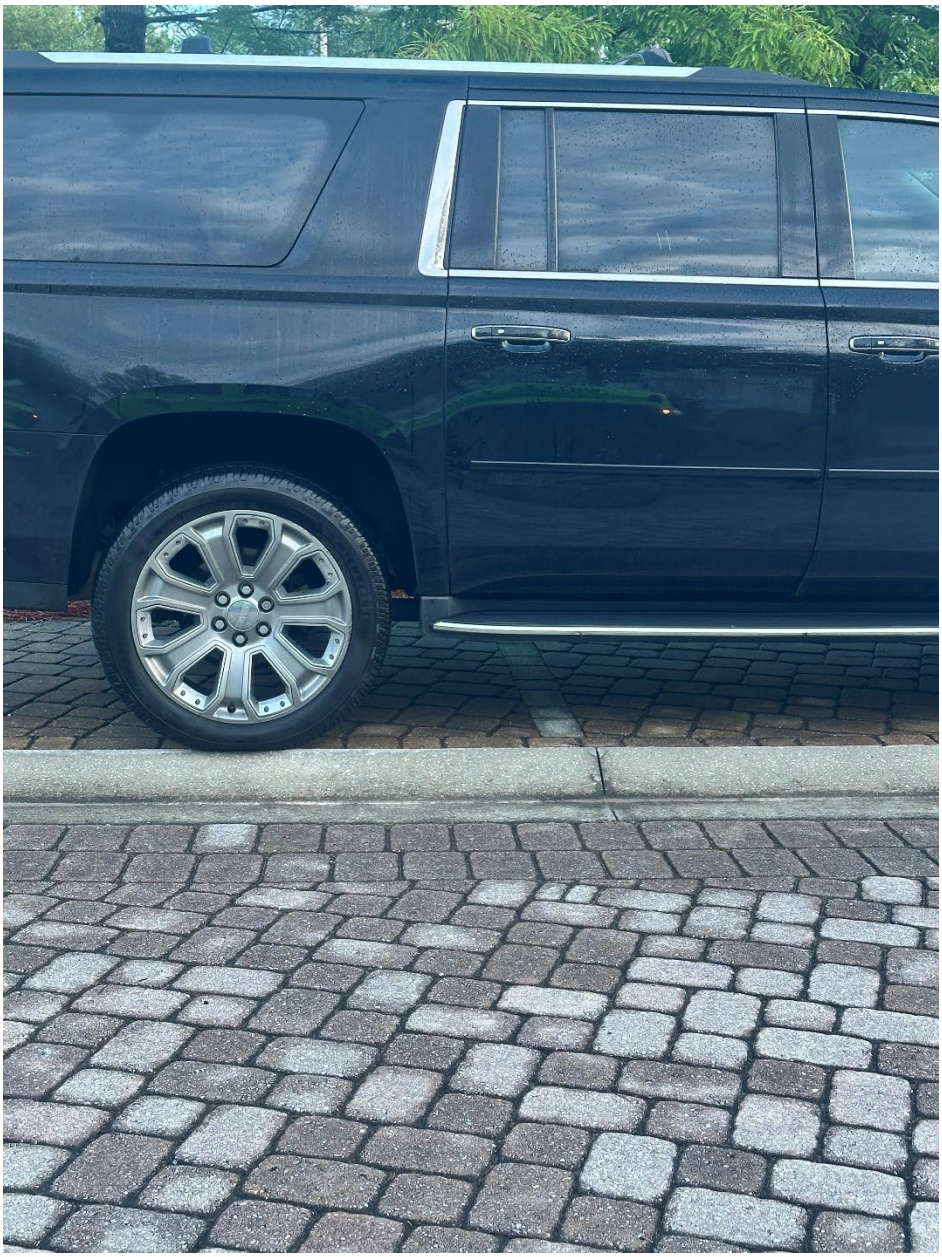
You are familiar with my complaint from mid March regarding the tow of our vehicle from in front of our home at 42 Salamander Circle, NatureWalk at 2:00am on March 18 during a roam tow. The entire situation was very unpleasant and, as such, I had hoped not to have any further communication regarding towing. I discussed with my son that, while I agreed that the tow was unnecessary since the community was virtually a ghost town that week and parking was more than ample, as we proved via photo, he was technically in violation. Your reply noted, "...it is important that we apply these guidelines consistently to prevent any perception of selective enforcement. These policies have been formally adopted and are actively enforced." Since then, we literally take pictures of our vehicles on all sides every time we park to document compliance.

That said, on receiving the email notice of the meeting I felt compelled to provide additional information on inconsistency in enforcement. You'll note in the original email chain that I provided a picture of a white jeep that was parked in clear violation for two days at the end of the same week - no tow occurred so I questioned "active enforcement". I attach the following 3 pictures of violations from Memorial Day weekend as well. Pictures were taken the mornings of the 23rd and 24th so they were likely there overnight. I was able to notify the driver of the Yukon that he was at risk of tow and he corrected his parking. While I stated in my original email that I recognize the challenges of this policy and its importance, I do question the consistency of enforcement. I always try to provide a solution to a complaint, but I am not sure what the solution is here. If the standards cannot be consistently enforced, especially during the busiest weeks/weekends, perhaps they need to be reevaluated.

I provide this additional information to the board for discussion. As we live out of state and there's no virtual option for the meeting that I saw, we will not be able to attend.

Thank you,
Stephanie Thomas
859-743-9802

PENSKE



THULE
DENALI

Dear Board of Supervisors / NatureWalk CDD –

Please include this email publicly for the September 3 Public Hearing regarding the CDD towing policy in NW.

1. Towing of vehicles parked on NW streets or on landscaping is valid reason for towing in NW. This is much needed and we support that completely.
2. CDD parking spots are provided for overflow parking for residents and guests of NW. Long-term parking/ storing of vehicles for days, weeks, or even months at a time without being moved needs to be prohibited – this is not benefiting and unfair to all homeowners who pay into the CDD. All vehicles from CDD parking spots should be required to move every 24hrs.

3. There are many owners who choose to park in CDD parking spots daily while leaving their driveway empty. How does this benefit other neighbors and guest? The rules need to apply to everyone equally and not benefit some and not others.
4. Signage in NW does not identify CDD parking spots or any rules for parking including overnight parking or defining commercial vehicles. What constitutes "unauthorized" if a vehicle is properly parked in front of a home?

Exiting NW

Look Up **Southern Magnolia**

Thursday • Aug 27, 2026 • 12:15 PM

Adjust

Entering NW

Thursday • Aug 27, 2026 • 12:11 PM

Adjust

5. CDD documents prohibit "commercial" vehicles in CDD parking spots, but "commercial" vehicles is not adequately defined.
6. The August 6 minutes (lines 298-301) state: "Ms. Coram remarked that at the time the policy was written, the intent was to prohibit property management companies from storing/staging fleets of commercial LSVs on District property and to prohibit other commercial vehicles from using parking pads to conduct or advertise their businesses, thereby preventing resident/guest usage." Show us the written rule stating the LSVs associated with an STR, whether owned by the individual homeowner or the management company or an outside vendor, are prohibited in CDD parking spaces and subject to towing. Where are the street signs communicating this information as well?
7. Why are vehicles towed from CDD parking spots with tires barely touching the pine straw or concrete gutters? The August 6 minutes (lines 353-355) state: "Ms. DeLuna stated that in other Community Development District towing policies, it is typical that if the majority of a vehicle is impeding or obstructing the roadway, it is a towable offense." We should be in alignment with other CDD towing policies.
8. We feel parking policies are not equally enforced – but discriminatory or arbitrary at best - targeting STRs and prohibiting them from using the CDD parking spots that are funded by all homeowners. Rentals are allowed in the neighborhood and LSVs associated with STR are the norm along 30A. Tourism is vital to the local economy and is what drives our home values.
9. If an owner or guest flies into town and rents a car from Avis, Hertz, Budget, etc., would that rental car be considered a commercial vehicle and subject to towing if parked overnight in a CDD parking spot? The current interpretation suggests it would.

10. Would an owner's LSV with a branding of home name or sports team or other personalization be towed from a CDD parking spot,  based on suspicion that it advertises and therefore commercial?
11. The August 6 minutes (lines 320-322) state: "Ms. DeLuna stated that LSVs registered to private individuals that are advertised on a rental website as part of the owner contract or that are branded with property management company names/stickers are commercial vehicles." Where is this written in the NW CDD Rules Related to Parking Enforcement Policy?
12. Logos on LSVs fulfill safety and vanity purposes. People enjoy personalizing their LSV in NW and residents look out for each other when they see their LSV being driven in unsafe manner. This is known to occur in both owners and renters. Please do not underestimate the value of LSV logos for identification.
13. The contract between CDD and PBA Towing shows that PBA's "Certificate of Liability Insurance" expired on 1/13/2026. How can the CDD/PBA contract be valid if the towing contractor's insurance was expired?
14. What about bicycles parked on CDD pads? If they have a sticker, are they subject to towing?
15. NW has no signage regarding overnight parking on CDD property. There is no signage identifying CDD property, no signage stating CDD parking rules, and no signage defining commercial vehicles. What constitutes "unauthorized" if a vehicle is properly parked in front of a home?

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16. Many of these points are examples of predatory towing; giving towing company free reign to be judge, jury, and executioner of vague parking policies for their own financial gain.
17. RealJoy's white LSVs are branded as seen in the picture below. Privately owned and labeled with vacation home name such as the blue LSV pictured below, is clearly not a RealJoy fleet vehicle. Where in the rules does a RealJoy sticker—or ANY sticker—convert a privately owned LSV into a commercial vehicle?

Offering an LSV as an amenity to a short-term rental does *not* make that LSV a commercial vehicle under any federal or state definition. Commercial classification is based on vehicle use, vehicle ownership, and business operation of the vehicle itself, not on whether a home is rented or whether the LSV is available for guests as an amenity

**Many thanks,**
**Doug & Eva Nace**
**182 Greenbrier Way**

Dear CDD Board of Supervisors and District Manager

We have recently learned of a personally owned low-speed vehicle (LSV) being towed from a paver parking space, along with other LSVs that had been rented by individuals for personal use. While we have always supported the CDD's efforts to tow vehicles that create legitimate safety concerns—such as those blocking streets or alleys, parked in travel lanes, or damaging landscaping—we believe the current application of the towing policy regarding LSVs parked in designated paver parking areas raises important questions and may extend beyond the original intent of the policy.

Our primary concern is how PBA Towing is determining whether an LSV is considered a "commercial vehicle." Is that determination being made based solely on decals or stickers displayed on the vehicle? Many personally owned LSVs display identifying decals or community-specific markings to assist with identifying vehicles involved in unsafe or underage driving. Those markings alone should not necessarily classify an otherwise privately owned vehicle as commercial. We personally purchased an LSV from a company that also rents out LSVs. How would PBA differentiate between a cart that was purchased from that company vs one that was rented by an individual for use for a week? We request clarification on what criteria the CDD has established to distinguish a commercial vehicle from a personally owned or personally rented vehicle. Without clear guidance, homeowners have no way of knowing whether their vehicle is at risk of being towed.

When we purchased our home, we understood the parking limitations within the community. We also understood that the developer received several variances from the County, resulting in many driveways that do not meet the standard dimensions typically required. In our case, our vehicles are too long to fit inside the garage, requiring us to parallel park one vehicle in the driveway and use a nearby paver parking space for our second vehicle.This creates practical situations that the current policy does not appear to address. For example, if one of our vehicles were involved in an accident and we needed a rental vehicle while repairs were being completed, that rental vehicle would display the rental company's decals or markings. If we parked that vehicle in a paver parking space, would it be subject to towing because it appears to be "commercial"? While it may seem like the simple solution is to park the rental vehicle in the driveway, one of our personal vehicles already approaches the maximum allowable length under the CDD parking policy and must remain in the driveway to avoid creating another compliance issue. The rental vehicle would therefore have no option other than the paver parking space.

We believe the CDD's interpretation of "commercial vehicle" for towing purposes deserves further review. Section 13.3.13 of the NatureWalk CCRs specifically states that the use of a home as a short-term rental is not considered a business use and retains its residential status. If the CDD operates in conjunction with the NatureWalk CCRs, it would seem appropriate to consider whether that same principle should apply when evaluating vehicles associated with homeowners, guests, or short-term renters. This issue should be discussed by the Board of Supervisors, and clear direction should be provided both to

homeowners and to PBA Towing regarding exactly what constitutes a commercial vehicle. As the policy is currently written and enforced, there appears to be significant ambiguity, which is creating unnecessary concern and confusion throughout the community.

Additionally, the current interpretation raises several questions. If commercial vehicles are prohibited from using CDD parking areas, could the LSVs parked at the Gathering Place during normal business hours be subject to towing? What about bicycles displaying a home's name or a property management company's identification sticker? These examples illustrate why a more precise definition is necessary.

We fully recognize the importance of maintaining clear roadways for emergency vehicle access and appreciate the need for an enforceable towing policy. We also understand that allowing a towing company to conduct roam towing helps ensure that service remains available to the community. However, with that authority comes the responsibility to establish clear, objective standards so homeowners understand exactly what is and is not permitted. No resident should have to guess whether a legally parked, personally owned, or rented vehicle could be towed based on an unclear interpretation of the policy.

During the upcoming public hearing, we request that the Board review this issue, clarify the definition of a commercial vehicle as it relates to the towing policy, and provide written guidance to both homeowners and PBA Towing so the policy can be applied consistently and fairly.

Thank you for your consideration.

Sincerely,

Kerri Gerage - 640 Flatwoods Forest Loop

**To:** Stephanie DeLuna <SDeLuna@rizzetta.com>
**Subject:** [EXTERNAL]Towing in Naturewalk

**NOTICE: This email originated from outside of the organization.**
Do not click links or open attachments unless you recognize the sender and know the content is safe. Please use the Phish Alert! button to report suspicious messages.

Communication is the key to success. But communication will only be effective if both sides listen. Some would say that posters and rules are communicating, I believe that the manner in which the towing is being handled creates a hostile environment. Hostile environments do not work out well for anyone, because everyone begins to feel agitated. I do totally understand there must be rules in place to protect homeowner's values as I worked and saved to purchase a home in such a nice location.

As a homeowner since 2020, I am extremely concerned about the towing enforcement. I have had two family members towed and the experiences with this company have been nothing less than professional. Both family members were warned and made aware of these parking regulations. Interestingly enough, one of the family members was in their early 20s and the other was in 70s so age isn't part of the problem here. It's the enforcement, sneaking around at 2 am. Both cars were towed at or around 2 am. If towing is going to occur, do it in the open. If it is illegal to park, then the time of day does not matter.

Secondly, there is not enough parking as people are so afraid to be anywhere near the straw, that the parking pad across from my house could not hold two cars. Two weeks ago ....(A large truck(don't know whose) made sure it was not going to be towed, which left no room for a Rouge).

The towing company's pick up location is less than ideal and I can understand why my daughter and granddaughter felt uncomfortable going there with only a male towing representative. My elderly aunt was uncomfortable picking up her car because of the location as well. It was the attitude of the attendant like you are annoying him that adds to a stressful situation and why so much money? The filing date that I could find with the State of Florida for this company is June 26, 2025. Did the CDD choose this company by bid because this would be a relatively new company with little track record?

When I go to bed at time, I walk around my car to make one more look to see if I am in compliance. ( Not as much as 0.001 inch touching curb, sidewalk or straw) That is not the type of stress I retired from after 37 years of teaching high school. Why can we not address the problem with the individual? For example: I have your tag number and I have spoken to you.... the next time the car is parked in this manner will result in a fine... the following time a tow.

I truly believe that Naturewalk is a peaceful place to live and that is why I purchased my home, but now I am constantly wondering which rule I have broken. (parking, trash, towels to name a few) I wanted a place to share with my grandchildren all 26 ( yes 26 ) and we could make memories. Problems can be solved without edicts and tongue lashings.

Respectfully, submitted,
Theresa Braud
985.640.1268

Theresa Braud

Dear Chair, Members of the Board of Supervisors, and District Manager:

Thank you for considering owner comments as the District reviews its parking-enforcement rules. I support reasonable controls on CDD-owned property to prevent unsafe or obstructive parking, long-term vehicle storage, fleet storage, damage to District property, and interference with emergency or pedestrian access.

The July 20, 2026 towing of the privately owned Octopus's Garden low-speed vehicle ("LSV") illustrates why the current policy needs clearer, more objective standards. According to the owner, the individually owned LSV was removed from a CDD parking space in front of the home at approximately 2:04 a.m., and the owner paid $495.80 to recover it. The stated basis for the tow was apparently two small RealJoy property-management decals and the conclusion that the vehicle was being "used for business purposes."

I understand the policy may have been developed in part to stop a property-management company from storing excess vehicles on community parking pads. That was a legitimate concern. My issue is that the current definition of "Commercial Vehicle," combined with an undefined interpretation of "business purposes," can reach far beyond fleet storage or actual commercial activity.

**A. The Policy Should Focus on Actual Use**

1. **Central recommendation:** Regulate objective parking, storage, safety, and vehicle-condition concerns—not assumptions based on a short-term-rental association, a decal, or a property-management logo.

The current policy defines a Commercial Vehicle to include a vehicle "used for business purposes" even when titled or registered to an individual, but it does not define "business purposes." Nothing in the published policy says that a privately owned vehicle becomes commercial merely because it bears a company decal, is used by rental guests, or is provided as an amenity to occupants of a residential rental. Owners therefore have no objective way to know in advance when an individually owned LSV will be treated as commercial and subject to towing.

**2. A Decal Is Identification, Not Commercial Activity**

A decal can identify a property manager, owner, rental agency, neighborhood, or vehicle. It does not establish who owns the vehicle, whether it is leased to a company, whether anyone pays separately to use it, or how it is actually being used. In NatureWalk, identifying information can also improve accountability by helping residents contact an owner or property manager when an LSV is operated unsafely. Enforcement should focus on the conduct involved, regardless of whether the driver is an owner, resident, renter, or guest.

**3. Distinguish Commercial Activity from Personal Transportation**

I agree with restricting vehicles that are actually being used for commercial activities. An Uber or Lyft vehicle while carrying passengers for compensation; a Hertz, Avis, or BeachWalk vehicle being stored, staged, or managed as part of a rental fleet; or a painting, landscaping, construction, delivery, or service-company vehicle being used to perform paid work is readily distinguishable from an individually owned LSV used for transportation by the occupants of a residence.

The relevant question should be how the vehicle is being used. A privately owned golf cart or LSV used by an owner, resident, renter, or guest to travel within the community is being used for transportation. Making that vehicle available to the occupants of a residence does not, by itself, turn the transportation into commercial activity. By contrast, transporting paying passengers, delivering

goods, carrying tools or equipment to perform paid services, or storing vehicles as part of a commercial fleet are identifiable commercial uses.

The same distinction explains why a decal should not control the analysis. A NatureWalk visitor who rents a Hertz or Avis vehicle is using a branded vehicle for personal transportation; the company name does not make the visitor's use commercial. The same principle should apply to an individually owned LSV associated with a residential rental.

**Suggested policy language:**

> *"A vehicle shall not be considered a prohibited commercial or business vehicle solely because it displays a business name, rental-property name, management-company decal, logo, telephone number, website, or other identification; is associated with a residential rental; or is provided for the personal transportation of the occupants of a residence."*

The policy may still prohibit objectively identifiable commercial activity, including fleet storage and vehicles actively being used for delivery, construction, landscaping, shuttle, paid transportation, or similar commercial services.

### B. Residential Use and Vehicle Classifications Support Clear Notice

Section 13.3.13 of the NatureWalk Declaration expressly recognizes a qualifying lease or rental of an entire Unit for residential purposes as an authorized residential use. Although the Declaration does not control the CDD's regulation of CDD-owned property, it is relevant to the assertion that a privately owned LSV automatically becomes part of a "commercial operation" merely because occupants of a lawfully rented residence use it. If the CDD intends "business purposes" to reach owner-provided amenities used by residential tenants, that interpretation should be stated expressly and prospectively in the published policy.

Florida law also classifies low-speed vehicles separately from commercial motor vehicles. The CDD may use a broader definition for its own parking rules, but if it does so, owners should receive clear notice of the observable facts that make an individually owned LSV commercial for CDD purposes.

### C. Additional Suggested Substantive Parking Rules

1. **72-hour parking limit:** No vehicle should remain continuously parked in the same CDD-owned parking pad or designated area for more than 72 hours without written authorization. NatureWalk has a limited supply of shared parking, and the community itself advises that paver parking pads are not reserved. Owners who are away for weeks or months should not be able to use a shared pad for long-term vehicle storage. Briefly moving a vehicle and returning it to the same or an adjacent space should not restart the period. Reasonable temporary exceptions could be available for hospitalization, military duty, travel emergencies, mechanical breakdown, severe weather, construction, or similar circumstances.
2. **No vehicle covers:** Vehicles on CDD property should not be covered by a vehicle cover, tarp, plastic sheeting, or similar material. Permanently installed roofs, windshields, convertible tops, or fitted passenger rain enclosures on LSVs should remain permitted.
3. **Current license plate required:** Every motor vehicle parked on CDD property should display all legally required current registration and license-plate identification, unobscured.
4. **Operable and maintained condition:** Vehicles should be capable of moving under their own power and should not display conditions reasonably indicating inoperability or long-term storage, such as flat tires, missing major components, or extensive unrepaired damage.

5. **No repairs or hazardous leakage:** Repairs and maintenance should be prohibited on CDD pads except short-term emergency measures such as changing a tire or jump-starting a battery. Vehicles leaking fuel, oil, coolant, battery acid, or other damaging substances should be prohibited.
6. **Vehicle placement:** Vehicles should remain within the designated parking surface and should not obstruct a street, alley, sidewalk, landscaped area, neighboring pad, or travel lane. If the physical design of certain Phase 3 pads makes complete containment impracticable, the policy should provide a narrowly defined exception for those locations.
7. **No detached equipment or material storage:** CDD parking pads should not be used to store unattached trailers, boats, cargo carriers, construction materials, vehicle parts, or similar equipment.
8. **Safe charging:** Charging cords for LSVs or electric vehicles should not cross sidewalks, streets, landscaped areas, or pedestrian routes and should comply with applicable safety requirements.

**D. Suggested Enforcement Safeguards**

1. Apply the rules equally to owners, long-term tenants, short-term rental guests, visitors, property managers, contractors, and vendors.
2. Require time-stamped photographs or equivalent documentation before towing for a 72-hour, plate, vehicle-condition, or other nonemergency violation.
3. Establish a prompt written challenge and appeal process, including reimbursement when a CDD-authorized tow is found inconsistent with the policy or inadequately documented.
4. Provide the Board with periodic enforcement reports showing warnings, tows, violation categories, reversals, and reimbursements so enforcement consistency can be evaluated.

**Requested Outcome**

I respectfully ask the Board to direct staff and District counsel to prepare revised language using objective standards; clarify that decals or a residential-rental association do not, standing alone, establish commercial use; and apply the rules consistently. While revisions are pending, towing should not be based solely on a decal, STR association, or the undefined phrase "business purposes."

In summary, towing is the District's most severe parking-enforcement remedy. It should rest on a clear, published violation supported by objective evidence. A more precise policy can protect CDD property, preserve shared parking, prevent true business-vehicle storage, improve safety, and provide fair notice without treating every privately owned LSV used by occupants of a rental home as a commercial vehicle.

Thank you for considering these comments. I respectfully ask that this submission be included in the public record for the September 3, 2026 public hearing to discuss the District’s Rules Related to Parking Enforcement.

*Respectfully,*
Barbara Tato
293 Flatwoods Forest Loop

# Tab 2

# MINUTES OF MEETING

*Each person who decides to appeal any decision made by the Board with respect to any matter considered at the meeting is advised that the person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which such appeal is to be based.*

## NATUREWALK COMMUNITY DEVELOPMENT DISTRICT

The meeting of the Board of Supervisors (BOS) of NatureWalk Community Development District was held on **Thursday, August 6, 2026, at 12:00 p.m.** at the Walton Area Chamber of Commerce, located at 63 South Centre Trail, Santa Rosa Beach, FL 32459.

Present and constituting a quorum:

| | |
|---|---|
| Jonette Coram | **Board Supervisor, Chairman** |
| Mike Grubbs | **Board Supervisor, Vice-Chairman** |
| Mike Duffey | **Board Supervisor, Assistant Secretary** |
| Danell Head | **Board Supervisor, Assistant Secretary** |

Also, present were:

| | |
|---|---|
| Stephanie DeLuna | **District Manager, Rizzetta & Company, Inc.** |
| Jim Martelli | **District Engineer, Innerlight Engineering** *(via phone)* |
| Joseph Brown | **District Counsel, Kutak Rock** *(via phone)* |
| Matt Weinrich | **Landscape Provider, GreenEarth** |
| Chris Cope | **PBA Towing** |
| Audience | There were 4 audience members present. |

**FIRST ORDER OF BUSINESS CALL TO ORDER**

Ms. DeLuna confirmed quorum and called the meeting to order at 12:07 PM.

**SECOND ORDER OF BUSINESS AUDIENCE COMMENTS**

Ms. DeLuna stated that audience members may speak for three minutes total on agenda items at the beginning or end of the meeting. As today's agenda includes two public hearings, audience members were encouraged to speak on those specific topics during each individual hearing to maximize their input.

Kim McGowan, 633 Sandgrass, noted that the July 9 meeting minutes state the CDD is willing to help facilitate rehoming of the ducks and asked what specifically is being done. Ms. McGowan said she called, then met with Animal Control in person, to report that she'd been attacked by a duck, however their feedback was not positive.

Ms. McGowan asked what problems the CDD is trying to address via the towing policy, the specific objectives of the policy, and clarification of the scope of work the towing company follows. In her observation, there is inconsistent application of the criteria used to

determine which vehicles are towed. She suggested the CDD hold a public workshop to discuss parking and the towing policy.

William Sadler, 33 Cinnamon Fern, thanked the Board for the recent landscape enhancements. Regarding towing, he requested letters be sent to owners for minor infractions such as LSV stickers rather than removing vehicles. He appealed the towing of a Jeep Waggoneer parked on the landscaping behind 27 Cinnamon Fern on July 26, 2026 at 1:30AM, citing vehicle measurements and photographic evidence.

**THIRD ORDER OF BUSINESS BUSINESS ADMINISTRATION**

1. **Consideration of the Minutes of the BOS Meeting held on July 9, 2026**

Ms. DeLuna presented the minutes and asked for Supervisor feedback.

Ms. Coram requested line 205 be corrected to read: "…no licensing agreement can be found…"

> On a motion by Ms. Coram, seconded by Mr. Duffey, with all in favor, the BOS approved the Minutes of the Board of Supervisors Meeting held on July 9, 2026 with the above noted correction of line 205, for NatureWalk Community Development District.

2. **Ratification of the Operations and Maintenance (O&M) Expenditures for the Month of June 2026**

Ms. DeLuna presented the O&M expenditures. There was no Supervisor feedback.

> On a motion by Ms. Head, seconded by Mr. Grubbs , with all in favor, the BOS ratified Operations and Maintenance Expenditures for the Month of June, 2026 in the amount of $60,227.60, for NatureWalk Community Development District.

**FOURTH ORDER OF BUSINESS STAFF REPORTS**

**A. District Engineer**

1. Lift Station #3 Control Panel Installation

Mr. Martelli confirmed that the control panel was delivered on August 3, 2026. Innerlight is coordinating its installation with Gulf Coast Electric.

2. Sitex Stormwater System Pond Clearing and Maintenance
   a. Phase 3 Outflow
   b. Pond 28 Dam Removal

Sitex had to delay mobilization due to recent heavy rains and the resultant saturated condition of the stormwater pond berms. Innerlight provided additional scope of work items for the Pond #28 dam removal. Sitex will initiate clearing under the existing scope of work, but add stability to the access path to the spillway as required rather than introducing a quantity of base material first.

Ms. Coram asked for estimated deployment and completion dates. Sitex plans to be onsite at the end of August and complete work prior to the end of FY25-26 so that the expense is paid within the proper budget year.

3. Innerlight Aerial Photography Update

Mr. Martelli confirmed that Aerial Photography will be scheduled after Sitex completes clearing all vegetation from the stormwater system.

4. Easement Conditional Approval for 351 FFL

Ms. Coram clarified that Innerlight will need to stake the correct fence location so that the homeowner's vendor can install the approved fence according to the District Engineer's specifications.

Mr. Martelli estimates that Innerlight will be onsite late next week or early during the following week but will notify the Chair so that Ms. Coram can contact the homeowner.

5. Innerlight NWFWMD Consumptive Use Permit Update

Innerlight has begun the effort and estimates that the data can be submitted to the Northwest Florida Water Management District within the next 30-45 days.

6. Discussion of Tract L ERP Permit Request

Innerlight reviewed the construction plans for six units on Tract L. The developer plans to use the existing pervious alley as an access point, with no projected modifications according to the submitted construction drawings. Stormwater Management will be handled by grading the parcel to the rear of the six lots, constructing a gentle swale and installing a few inlets with direct discharge to the adjacent stormwater management facility (Pond # 7).

Mr. Martelli stated that it would be wise for the District to require the developer to refresh and refurbish the alley that provides access to the six lots upon completion of construction. Heavy machinery traversing the alley could damage the pervious material as well as adversely affect its stormwater capability.

Mr. Brown explained that the developer is currently asking for owners' authorization from the BOS to do the work necessary to eventually transmit the stormwater and surface flow into the existing Pond #7. This is the first tract being developed where it is not possible for the developer to use the State Forest Road for construction; instead, CDD roads and bridges must be used. Therefore, the developer will be provided the New Development Information sheet and a licensing agreement which includes a monetary deposit requirement against wear and tear of the District's roads and bridges caused by heavy equipment usage.

Mr. Brown suggested that the BOS grant the Tract L ERP Permit Request, but in addition, require a licensing agreement that provides for restoration of the pervious alley to its functioning, permitted status along with the rest of the roads and bridges used for construction access. The District Engineer must also be involved in the process.

Ms. Coram asked if the District should obtain an estimate from Tightline for alley refurbishment to better develop the licensing agreement for Tract L.

Mr. Brown stated that through bonds that developers are typically required to post or via a licensing agreement where a specific amount of funds is held in escrow, there will be a mechanism available to the District for repairs of the alley, roads and bridges if construction damage occurs.

Mr. Brown requested acknowledgement from the developer that construction hours be set as there may be times when the alley is required to be closed for safety reasons.

Supervisors Coram and Grubbs remarked that homeowners must be allowed to access their garages, so workers may not park on the alley during the day and hours should be set to allow for existing homeowners' quiet enjoyment/quality of life.

Ms. Coram stated that Tract L owns several parking pads at the intersection of Sandgrass Blvd and the alley that can be used by the construction crew. However, she requested previously that construction workers be prohibited from parking on Iris Trace as those are District-owned parking pads for resident usage.

> On a motion by Mr. Duffey, seconded by Mr. Grubbs, with all in favor, the BOS authorized the Chair to work outside of a meeting with Staff to draft the Tract L New Developer Licensing agreement for presentation to the BOS on September 3, 2026, for NatureWalk Community Development District.

7. Discussion of the NatureWalk CDD - Innerlight/Pape-Dawson Master Agreement

Innerlight has entered into a strategic partnership with Pape-Dawson Engineers and will go through a complete rebranding in October 2026. A new contract for engineering services will be presented for consideration during the next several months.

Mr. Brown reported the Tract H engineer has submitted an additional owner authorization request regarding the environmental resources permit for Pond #29.

Mr. Martelli explained that when the application for an environmental resources permit is submitted, NWFWMD requires the entity who maintains and operates the facilities to certify it has the funding and capability to do so.

Mr. Brown noted the District previously agreed to maintain Pond #29 as part of the developer agreement for emergency ingress/egress and therefore recommends the BOS authorize the Chair to execute the owner authorization of financial capability.

> On a motion by Mr. Grubbs, seconded by Ms. Head, with all in favor, the BOS authorized the Chair to work with Staff to execute the owner authorization of financial capability, for NatureWalk Community Development District.

8. Chordgrass Stormwater Inlet Repair

Mr. Martelli explained that following onsite inspection by Callahan Phillips, it appears that the concrete ring that is under the frame grate is damaged and will need to be replaced. Tightline has proposed a temporary repair to stabilize the area until the pervious alley replacement is done.

> On a motion by Ms. Coram, seconded by Mr. Grubbs, with all in favor, the BOS approved repair of the Chordgrass stormwater inlet by Tightline in an amount Not-to-Exceed $5000.00, for NatureWalk Community Development District.

Ms. Coram asked to add permanent repair of the stormwater inlet to the scope of work for the Chordgrass alley replacement, along with curbing/rebar on both sides of Flatwoods Forest Loop and any homeowner driveway curbing that is damaged by demolition. Tightline had confirmed that the current proposal the District has in hand is valid for 2027, but a new scope of work will result in new pricing and must be considered in a timely manner so that the project can be scheduled for January 2027 when vehicle traffic is typically lighter.

**B. District Landscape Provider**

1. Presentation of Monthly Service Reports for July & August 2026

All services were performed as described. Weed control continues to be a challenge due to recent rainy conditions, but progress is being made.

2. Presentation of June, July, and August Irrigation 2026 Audit Reports

All irrigation items have been cleared.

3. Weathermatic Smart Controllers Update

The equipment will be installed between August 10-21, 2026. Controllers will be programmed and tested on installation day.

4. Work Authorizations WA# 26-08 through WA#26-13 Updates

Enhancements are in progress and on schedule to complete in August with the exception of WA# 26-12 Curb Strip Landscape Rock.

Ms. DeLuna asked Mr. Weinrich to update WA# 26-12 to include an application of glue to keep the rock in place.

The BOS chose the first rock option on the left in image #3 provided by Green Earth. Mr. Weinrich will amend the proposal associated with WA# 26-12 to include one application of glue and identify the rock by name.

**C. District Counsel**

1. Parcels Update

Tract E is close to platting 24 Townhomes, which will require the developer to make an additional debt settlement payment to the bondholders. When the Final Plat is recorded, modifications will need to be made to the District's O&M assessment

methodology, specifically EAU values. Since the developer decreased the number of units originally platted for Tract E, this will trigger incremental increases across the District for all owners. However, the Final Plat has not been recorded, so it is now too late for such recalculations to take place for the FY26-27 budget, which will stand as proposed.

Mr. Brown explained that several hundred multi-family units were allocated across all parcels within the District based on acreage. Developers who have purchased parcels to date are decreasing the density of residences being built.

The Tract E developers asked Mr. Brown for estimated FY27-28 O&M assessments for planning purposes, however that depends on the actual budget, EAU value and whether any other parcels also reach the final plat stage. Counsel did provide the existing assessment roll which shows values for single family 35' and 45' homes.

Tract E also asked if the District would complete construction of their bridge. Counsel once again informed the developers that while the Board of Supervisors has the authority to construct and maintain the bridge, it does not have the obligation or the budget funds to do so.

Tract E construction crews will continue using the State Forest Road. The developers have made adjustments to Tract E's road layout to allow them access to the parcel from the north.

Parcels J, K and 290 are current on their taxes; Parcels G, I, 291 and 292 are delinquent.

2. HOA Encroachment Notice Update

Mr. Brown has received no update from the HOA Attorney on encroachments.

3. Wildlife Memorandum

Ms. DeLuna noted previously that the CDD does not own the ducks and does not budget for them or their care. The ducks are no different than bears or alligators that pose a nuisance. Per state policy, if an individual calls FWC and receives a tag number for nuisance animal removal, the CDD will provide the removal agency permission to enter its property to extract any animal or wildlife.

Per the memo, Mr. Brown recommended that the District install a sign at the entrance to notify people that wildlife is present and should not be approached or fed.

Ms. Coram added that Ms. DeLuna had contacted the District's insurer who will supply verbiage for a sign should the BOS vote to have one installed. She asked if Counsel knew of any Florida Statute requirements for wildlife caution signage, such as those that exist for towing notification.

Ms. DeLuna interjected that she had received several emails in which the writers called the waterfowl in Pond #13 the "CDD ducks" but they are not District property; they are wildlife. In conversation with Egis Insurance, it was stated that just like with other wildlife (bears, alligators) there exists an obligation for individuals to be responsible for

their own actions. However, it was also said that the BOS could be proactive by installing signage to caution people not to approach or feed wildlife.

Board discussion ensued, with consensus that wildlife awareness signage should be limited to one sign on the Sandgrass entranceway just before Bridge 1.

> On a motion by Mr. Duffey, seconded by Mr. Grubbs, with all in favor, the BOS authorized the Chair to work with Staff outside of a meeting to purchase a wildlife caution sign for the Sandgrass entranceway in an amount Not-to-Exceed $100.00, for NatureWalk Community Development District.

Ms. DeLuna inquired if the BOS would like to post the process homeowners should follow to request help from the Florida Fish and Wildlife Conservation Commission (FWC) when encountering nuisance animals. The Board agreed.

Ms. Coram noted that District policies are posted on the NatureWalk CDD website, but owners may not be aware of them. She suggested highlighting a “policy of the month” in the HOA Newsletter and/or requesting periodic email blasts from the HOA Board of Directors to disseminate vital District policy information.

4. Rules Related to Parking Enforcement

Ms. Coram asked for a pause on commercial Low Speed Vehicle (LSV) towing to allow the District to gather more information and determine if the *Rules Relating to Parking Enforcement* should be clarified or amended with regard to commercial vehicles. She suggested that PBA Towing document the number of LSVs labeled with property management branding that are parked on District parking pads overnight, but only tow the LSVs that are parked in the street or on the landscaping per the policy.

Ms. Coram asked the BOS to consider holding a Public Hearing for the District *Rules Related to Parking Enforcement* on September 3, 2026. This will allow the BOS to review all owner comments received and then submit their input to the District Manager and Counsel for discussion next month. She noted that the policy, which was written in 2022, has some broad definitions that may benefit from clarification.

Ms. Coram remarked that at the time the policy was written, the intent was to prohibit property management companies from storing/staging fleets of commercial LSVs on District property and to prohibit other commercial vehicles from using parking pads to conduct or advertise their businesses, thereby preventing resident/guest usage.

Mr. Grubbs declared that the intent of the *Rules Related to Parking Enforcement* remains safety first: to keep vehicles from parking on the streets and obstructing emergency vehicles. The second objective is to protect District infrastructure throughout the community and the third is to maximize parking for residents/guests, hence the prohibition of commercial vehicles. He noted that the monthly PBA Towing Reports shows that 98% of the tows are non-subjective, but unfortunately most of the community does not view this evidence. Mr. Grubbs said that the challenge in writing a towing policy is to outline these objectives clearly so that a towing company can follow the District’s directives.

Ms. Coram also explained that the community does not have a security team to patrol the streets at night and report violations to a towing company, nor does the CDD have 24-hour District Management. During the day, owners may report parking violations to the District Manager and either Supervisor Mike Duffey or Danell Head, but PBA Towing follows the *Rules Related to Parking Enforcement* from 11PM to 6AM in Sage Circle and from 12AM midnight to 6AM elsewhere on the remainder of the District's streets and alleys.

Ms. DeLuna stated that LSVs registered to private individuals that are advertised on a rental website as part of the owner contract or that are branded with property management company names/stickers are commercial vehicles.

> On a motion by Ms. Coram, seconded by Ms. Head, with all in favor, the BOS approved suspending roam towing of commercially branded Low Speed Vehicles from District parking pads, for NatureWalk Community Development District.

Holding the Public Hearing in September will allow any policy changes to be implemented prior to Fall Break in October. An email blast will be requested from the HOA to notify homeowners and a Notice will be posted in a local newspaper as required by Florida Statute at a cost of approximately $300.00 plus legal fees to draft the document.

> On a motion by Ms. Coram, seconded by Mr. Grubbs, with all in favor, the BOS approved setting a Public Hearing at 12PM on September 3, 2026 at the Walton Area Chamber of Commerce to review the *Rules Related to Parking Enforcement*, for NatureWalk Community Development District.

**D. District Manager**

1. Presentation of the PBA Monthly Towing Report

Chris Cope presented the July Report, which showed a small increase over June.

Ms. Coram explained that the vehicle towed on July 28 that Mr. Sadler referenced in his comments at the top of the meeting was parked on a pad owned by Tract L, not the District, and therefore those fees should be refunded to the owner. Mr. Cope apologized for the error.

Ms. DeLuna stated that the BOS will need to direct Staff to ask that PBA Towing reimburse the vehicle owner. Whenever there is a towing refund, it must be heard collectively by the Board of Supervisors at a meeting and approved by consensus, even though there are two authorized towing representatives (Mike Duffey, Danell Head) on the BOS. Authorized towing representatives are in place to authorize a tow in question however any direction regarding reimbursement will need to be made in a meeting.

> On a motion by Mr. Duffey, seconded by Ms. Head, with all in favor, the BOS directed PBA Towing to reimburse the fees for Tow Event # 25, for NatureWalk Community Development District.

Mr. Cope asked for clarification regarding vehicles parked partially in driveways, but also extending into and blocking alleys. Counsel will confirm whether a vehicle should be removed if the road is blocked since it is partially on District property.

Ms. DeLuna stated that in other Community Development District towing policies, it is typical that if the majority of a vehicle is impeding or obstructing the roadway, it is a towable offense.

Mr. Duffey requested that Ms. DeLuna provide the BOS with towing policy information from other Districts to consider as this also may need to be discussed during the September 3 Public Hearing.

Discussion ensued regarding other Districts' towing policies and whether Community Development Districts are required to comply with Homeowners Association Covenants, Conditions and Restrictions (CCRs). Counsel confirmed that the District is not a member of the Association and therefore is not obligated to comply with the CCRs. However, when it makes sense to do so, the District may align with the HOA.

2. District Encroachment Notice Updates

Ms. DeLuna reported that an Improvement Encroachment Form had been received, but the check had not yet cleared, so the request will be reviewed by Staff and ratified at the September BOS meeting.

3. RadarSign Digital Speed Limit Sign Update

RadarSign did not send the shipping box that was requested on July 17, so since the sign is functioning currently, refurbishment has been cancelled until such time as the sign fails again. Intermittent issues are often difficult to resolve.

**E. District Chair**

Virgin Brothers Work Authorizations 29 and 30 are in progress for Preserve Trail Board and Guardrail Replacements.

Virgin Brothers WA# 30 Bulkhead Platform Replacements is on hold as other projects (Chordgrass inlet, possible Lift Station) have greater priority.

The August Light Audit found three Bridge 1 pedestrian walkway outages that will be retrofit to LED fixtures via volunteer effort. There were zero streetlight outages on August 1, but a section of lights was out last night on Flatwoods Forest Loop. Ms. Coram scheduled a first available appointment with Gulf Coast Electric for August 13 to troubleshoot the associated photo controller #26. In addition, GCE will inspect the wiring of the Sandgrass entrance median landscape lights and make a recommendation for replacement lights as those are in disrepair.

Mr. Duffey asked if the District has the invoicing for the original lights, as these fixtures usually carry a lifetime warranty. Ms. DeLuna stated that any document Rizzetta has would not have specific detail required for warranty replacement.

The BOS approved a Not-To-Exceed of $2000.00 at the last meeting to replace the fixtures when the next streetlight repairs were done, so Ms. Coram will proceed and report back to the BOS in September.

Ms. DeLuna reported that she has begun an audit of the General Ledger in preparation for an amendment of the FY25-26 Budget. Ms. Coram provided her with the Projects and Plans List which identifies this year's individual projects by budget line item.

**5. BUSINESS ITEMS**

**A. Ratification of District Expenses**

1. Tightline Bridge 1 Repair Agreement
2. Innerlight Aerial Photography Agreement
3. Innerlight Agreement for NWFWMD Consumptive Use Permit

Ms. Coram noted that the title of the Tightline Work Authorization is incorrect and should be corrected to Bridge 1 Asphalt Repair. Ms. DeLuna will make that adjustment.

> On a motion by Mr. Duffey, seconded by Ms. Coram, with all in favor, the BOS ratified District expenses in the amount of $51,403.00 which a correction to the title of the Tightline Work Authorization, for NatureWalk Community Development District.

**B. Discussion & Consideration of the Rizzetta District Management Contract**

Ms. DeLuna noted that contract pricing is dependent upon her serving as NatureWalk's full time District Manager. The final form of this contract has been reviewed by District Counsel.

> On a motion by Mr. Grubbs, seconded by Ms. Head, with all in favor, the BOS approved the Rizzetta District Management Contract in the amount of $87,702.00, for NatureWalk Community Development District.

**C. Discussion & Consideration of the Green Earth Contract**

Ms. DeLuna stated this is the final execution of the contract that was reviewed by Green Earth management and District Counsel.

> On a motion by Ms. Head, seconded by Mr. Grubbs, with all in favor, the BOS approved the Green Earth contract in the amount of $192,250.00, for NatureWalk Community Development District.

**D. Public Hearing on Fiscal Year 2026/2027 Final Budget**

> On a motion by Ms. Head, seconded by Mr. Duffey, with all in favor, the BOS agreed to open the public hearing for the fiscal year 2026-2027 final budget, for NatureWalk Community Development District.

Ms. DeLuna received no feedback from homeowners via email and there were no audience comments.

On a motion by Ms. Coram, seconded by Mr. Duffey, with all in favor, the BOS agreed to close the public hearing for the fiscal year 2026-2027 final budget, for NatureWalk Community Development District.

1. Presentation of Proposed Final Budget for Fiscal Year 2026/2027
2. Consideration of Resolution 2026-06, Adopting FY 26-27 Final Budget

On a motion by Mr. Grubbs, seconded by Ms. Head, with all in favor, the BOS agreed to approve Resolution 2026-06; Adopting Fiscal Year 2026-2027 Final Budget, for NatureWalk Community Development District.

**E. Public Hearing on Fiscal Year 2026/2027 Special Assessments**

On a motion by Mr. Duffey, seconded by Ms. Head, with all in favor, the BOS agreed to open the public hearing for the fiscal year 2026-2027 special assessments, for NatureWalk Community Development District.

There was no audience feedback.

On a motion by Ms. Head, seconded by Mr. Duffey, with all in favor, the BOS agreed to close the public hearing for the fiscal year 2026-2027 special assessments, for NatureWalk Community Development District.

1. Consideration of Resolution 2026-07, Imposing Special Assessments

On a motion by Ms. Head, seconded by Mr. Grubbs with all in favor, the BOS agreed to approve Resolution 2026-07; Imposing Special Assessments, for NatureWalk Community Development District.

**F. Consideration of Tract L ERP Permit Request**

On a motion by Ms. Coram, seconded by Mr. Duffey, with all in favor, the BOS approved the Tract L ERP Permit Request, for NatureWalk Community Development District.

**G. Discussion and Consideration of Flock Camera System Renewal**

There was BOS consensus that the Flock cameras provide value to the District.

On a motion by Ms. Coram, seconded by Ms. Head, with all in favor, the BOS approved renewal of the Flock Camera System for 24 months, billed annually in the amount of $2,500.00, for NatureWalk Community Development District.

**6. SUPERVISOR REQUESTS AND AUDIENCE COMMENTS**

Ms. Head asked about palm tree trimming, now an in-contract service for Green Earth.

Ms. Coram will contact Matt Weinrich for scheduling details.

Mr. Grubbs provided information for inclusion in the Tract L New Developers Licensing Agreement. He would like the developer to (1) add crushed gravel at the entrance of the parcel and (2) add a black silt fence around the perimeter to prevent runoff into the street (pervious alley).

The board allowed additional comments and feedback at this time. Ms. McGowan asked for clarification regarding roam towing and wildlife removal.

Because all District business had completed for August 2026 and time permitted, Ms. DeLuna and the BOS reaffirmed that NatureWalk does not have 24-hour District Management or a security force to place warning notices on vehicles that violate the parking policy. During business hours, homeowners may report violations to the District Manager, and once verified by Supervisor Duffey or Head, violators will be towed. Otherwise, PBA Towing follows the *Rules Related to Parking Enforcement* to remove vehicles between 11PM-6AM on Sage Circle and between midnight-6AM elsewhere on CDD property.

Homeowners may contact Walton County Animal Control or the Florida Fish and Wildlife Conservation Commission (FWC) to report nuisance wildlife. When a case ticket is issued, the District will grant permission for either entity to access CDD property for wildlife removal.

**7. ADJOURNMENT**

On a motion by Ms. Head, seconded by Mr. Duffey, with all in favor, the Board adjourned the meeting at 2:44 p.m., for NatureWalk Community Development District.

_____ _____

Secretary/Assistant Secretary Chairman/Vice Chairman

# Tab 3

# NatureWalk Community Development District

DISTRICT OFFICE · PANAMA CITY BEACH, FL 32407
MAILING ADDRESS · 3434 COLWELL AVENUE, SUITE 200 · TAMPA, FLORIDA 33614
WWW.NATUREWALKCDD.ORG

**Operations and Maintenance Expenditures**
**July 2026**
**For Board Approval**

Attached please find the check register listing the Operation and Maintenance expenditures paid from July 1, 2026 through July 31, 2026. This does not include expenditures previously approved by the Board.

The total items being presented: **$35,639.61**

Approval of Expenditures:

_____

_____ Chairperson

_____ Vice Chairperson

_____ Assistant Secretary

**NatureWalk Community Development District**

Paid Operation & Maintenance Expenditures

July 1, 2026 Through July 31, 2026

| Vendor Name | Check Number | Invoice Number | Invoice Description | | Invoice Amount |
|---|---|---|---|---|---|
| CHELCO | 20260730-1 | 33501501 | Monthly Summary 07/26 | $ | 1,847.59 |
| Danell Head | 20260706-1 | DH060426 | Board of Supervisor Meeting 06/04/26 | $ | 200.00 |
| GreenEarth Southeast, LLC | 300283 | 248072 | Landscape Install 07/01 | $ | 520.62 |
| GreenEarth Southeast, LLC | 300285 | 248073 | Landscape Install 07/26 | $ | 1,306.44 |
| GreenEarth Southeast, LLC | 300283 | 248074 | Landscape Install 07/26 | $ | 724.60 |
| GreenEarth Southeast, LLC | 300283 | 248075 | Landscape Install 07/26 | $ | 570.52 |
| GreenEarth Southeast, LLC | 300283 | 248076 | Landscape Install 07/26 | $ | 397.03 |
| GreenEarth Southeast, LLC | 300283 | 248095 | Pine Straw Removal 07/26 | $ | 3,540.32 |
| GreenEarth Southeast, LLC | 300283 | B 49066 | WA# 26-05 Pine Straw Removal 07/26 | $ | 3,488.00 |
| GreenEarth Southeast, LLC | 300283 | B 49230 | Irrigation Repair 07/26 | $ | 1,287.13 |
| GreenEarth Southeast, LLC | 300283 | B 49232 | Irrigation Repair 07/26 | $ | 562.09 |
| GreenEarth Southeast, LLC | 300283 | B 49234 | Irrigation Repair 07/26 | $ | 391.16 |
| Innerlight Engineering Corporation | 300291 | 22300067-000 - 7 | Engineering Services 07/26 | $ | 7,637.50 |
| IPFS Corporation | 20260702-1 | GAA-D81103 Payment 9 | GAA-D81103 Payment 9 | $ | 4,621.14 |

**NatureWalk Community Development District**

Paid Operation & Maintenance Expenditures

July 1, 2026 Through July 31, 2026

| Vendor Name | Check Number | Invoice Number | Invoice Description | Invoice Amount |
|---|---|---|---|---|
| Jonette Anne Coram | 300290 | JC052126 | Board of Supervisor Meeting 05/21/26 | $ 200.00 |
| Jonette Anne Coram | 300280 | JC052126 | Board of Supervisor Meeting 06/04/26 | $ 200.00 |
| Jonette Anne Coram | 300290 | JC070926 | Board of Supervisor Meeting 07/09/26 | $ 200.00 |
| Michael E. Duffey | 300288 | MD052126 | Board of Supervisor Meeting 05/21/26 | $ 200.00 |
| Michael E. Duffey | 300281 | MD060426 | Board of Supervisor Meeting 06/04/26 | $ 200.00 |
| Michael E. Duffey | 300286 | MD070926 | Board of Supervisor Meeting 07/09/26 | $ 200.00 |
| Michael W Grubbs | 300289 | MG052126 | Board of Supervisor Meeting 05/21/26 | $ 200.00 |
| Michael W Grubbs | 300287 | MG070926 | Board of Supervisor Meeting 07/09/26 | $ 200.00 |
| Rizzetta & Company, Inc. | 300282 | INV0000110604 | Website Compliance & Management 07/26 | $ 5,573.51 |
| Rizzetta & Company, Inc. | 300284 | INV0000110819 | Mass Mailing - Budget Notice 07/26 | $ 887.96 |
| The Lake Doctors, Inc. | 300292 | 2189738 | Fountain Cleaning 06/26 | $ 184.00 |
| VGlobal Tech | 300279 | 8712 | ADA Website Maintenance 07/26 | $ 300.00 |
| **Report Total** | | | | **$ 35,639.61** |

# Tab 4

# September Anticipated Services 2026

# Nature Walk CDD

## General Maintenance: Spring/Summer

- 08/04/2026
- 08/11/2026
- 08/18//2026
- 08/25/2026

## Flex Crew

- 3rd,5th,6th,10th,12th, 13th, 17th,19th,20th,24th,26th,27th, 28th, 29th,31st

## Trail Trimming

- 08/19/2026
- 08/20/2026

## Pond Maintenance/Berms

- 08/12/2026
- 08/13/2026
- 08/14/2026
- 08/25/2026
- 08/26/2026
- 08/31/2026

## Irrigation Audits-Repair

- 08/04/2026
- 08/05/2026

## Turf/Plant Applications

- 08/12/2026

## Oaks and Magnolias

- 08/21/2026

# September <u>Anticipated</u> Services 2026

# Nature Walk CDD

## General Maintenance: Spring/Summer

- 09/01/2026
- 09/08/2026
- 09/15/2026
- 09/22/2026
- 09/29/2026

## Flex Crew

- 2nd, 3rd, 9th, 10th, 11th, 14th, 16th, 17th, 21st, 23rd, 24th, 28th, 30th,

## Trail Trimming

- 09/14/2026
- 09/15/2026

## Pond Maintenance/Berms

- 09/14/2026
- 09/15/2026
- 09/16/2026
- 09/17/2026
-

## Irrigation Audits-Repair

- 09/08/2026
- 09/09/2026

## Turf/Plant Applications

- 09/16/2026

Prepared for: Nature Walk CDD

Location:

Prepared by: Eric Parks

# Irrigation Audit Report

**08/12/2026**

# Site Audit

**Nature Walk CDD**

**Audited By: Eric Parks on 08/12/26**

**Clock Location: Controller #1**

| Category | Score |
|---|---|
| **Irrigation Time Audit** | **0** |

- Audit current date and time
- Audit Programs set on Timer
- Audit Start Times
- Audit the days the system is running
- Open the time face and audit connection and zone count
- System operational unless otherwise specified

| | |
|---|---|
| **Zone 2** | **0** |

- broken nozzle
- (3) nozzles

| | |
|---|---|
| **Zone 3** | **0** |

- broken nozzle
- (2) nozzles

| | |
|---|---|
| **Zone 5** | **0** |

- broken nozzle
- (2) nozzles

| | |
|---|---|
| **Zone 6** | **0** |

- broken nozzle
- (1) nozzle

| | |
|---|---|
| **Zone 7** | **0** |

- Multiple damaged locations at the drip lateral

Prepared for: Nature Walk CDD

Location:

Prepared by: Eric Parks

# Irrigation Audit Report

**08/04/2026**

# Site Audit

**Nature Walk CDD**

**Audited By: Eric Parks on 08/04/26**

**Clock Location: Controller #2**

| Category | Score |
|---|---|
| **Irrigation Time Audit** | **0** |

- Audit current date and time
- Audit Programs set on Timer
- Audit Start Times
- Audit the days the system is running
- Open the time face and audit connection and zone count
- System operational unless otherwise specified

| | |
|---|---|
| **Zone 2** | **0** |

- broken MP
- (3) mp nozzles

| | |
|---|---|
| **Zone 5** | **0** |

- broken nozzle
- (3) nozzles

| | |
|---|---|
| **Zone 6** | **0** |

- broken nozzle
- (2) nozzles

| | |
|---|---|
| **Zone 10** | **0** |

- broken 4" head
- (1) damaged micro spray

Prepared for: Nature Walk CDD

Location:

Prepared by: Eric Parks

# Irrigation Audit Report

**08/04/2026**

# Site Audit

**Nature Walk CDD**

**Audited By: Eric Parks on 08/04/26**

**Clock Location: Controller #3**

| Category | Score |
|---|---|
| **Irrigation Time Audit** | **0** |

- Audit current date and time
- Audit Programs set on Timer
- Audit Start Times
- Audit the days the system is running
- Open the time face and audit connection and zone count

| | |
|---|---|
| **Zone 3** | **0** |

- broken nozzle
- (2) nozzles

| | |
|---|---|
| **Zone 6** | **0** |

- broken nozzle
- broken 6" head
- (1) 6” spray/(2) nozzles

| | |
|---|---|
| **Zone 7** | **0** |

- poly break
- (5) poly leaks

| | |
|---|---|
| **Zone 10** | **0** |

- poly break
- (3) poly leaks

| | |
|---|---|
| **Zone 11** | **0** |

- poly break
- (1) poly leak

| | |
|---|---|
| **Zone 15** | **0** |

- broken lateral
- (1) damaged lateral

| | |
|---|---|
| **Zone 24** | **0** |

- poly break
- (3) poly leaks

Prepared for: Nature Walk CDD

Location:

Prepared by: Eric Parks

# Irrigation Audit Report

**08/13/2026**

# Site Audit

**Nature Walk CDD**

**Audited By: Eric Parks on 08/13/26**

**Clock Location: Controller #4**

| Category | Score |
|---|---|
| **Irrigation Time Audit** | **0** |

- Audit current date and time
- Audit Programs set on Timer
- Audit Start Times
- Audit the days the system is running
- Open the time face and audit connection and zone count
- System operational unless otherwise specified
- Mainline leak observed/system is off until repairs are completed

Prepared for: Nature Walk CDD

Location:

Prepared by: Eric Parks

# Irrigation Audit Report

**08/13/2026**

# Site Audit

**Nature Walk CDD**

**Audited By: Eric Parks on 08/13/26**

**Clock Location: Controller #5**

| | Score |
|---|---|
| **Irrigation Time Audit** | **0** |

- Audit current date and time
- Audit Programs set on Timer
- Audit Start Times
- Audit the days the system is running
- Open the time face and audit connection and zone count

| | |
|---|---|
| **Zone 1** | **0** |

- broken rotor
- (3) 4” rotors

| | |
|---|---|
| **Zone 2** | **0** |

- broken rotor
- poly break
- (1) 4” rotor/(2) poly leaks

| | |
|---|---|
| **Zone 3** | **0** |

- broken rotor
- poly break
- (1) 4” rotor/(2) poly leaks/ multiple drip emitters need to be replaced

| | |
|---|---|
| **Zone 6** | **0** |

- poly break
- (4) poly leaks

| | |
|---|---|
| **Zone 17** | **0** |

- poly break
- (4) poly leaks

| | |
|---|---|
| **Zone 18** | **0** |

- broken rotor
- poly break
- (2) 4” rotors/(2) poly leaks/multiple drip emitters need to be replaced

| | |
|---|---|
| **Zone 19** | **0** |

- poly break
- (3) damaged poly leaks

# Tab 5

**Nature Walk Community Development District ("CDD")**
**Tract L (PID 11-3S-19-2010-000-00K1)**
**Conditions Regarding Use of CDD Property**

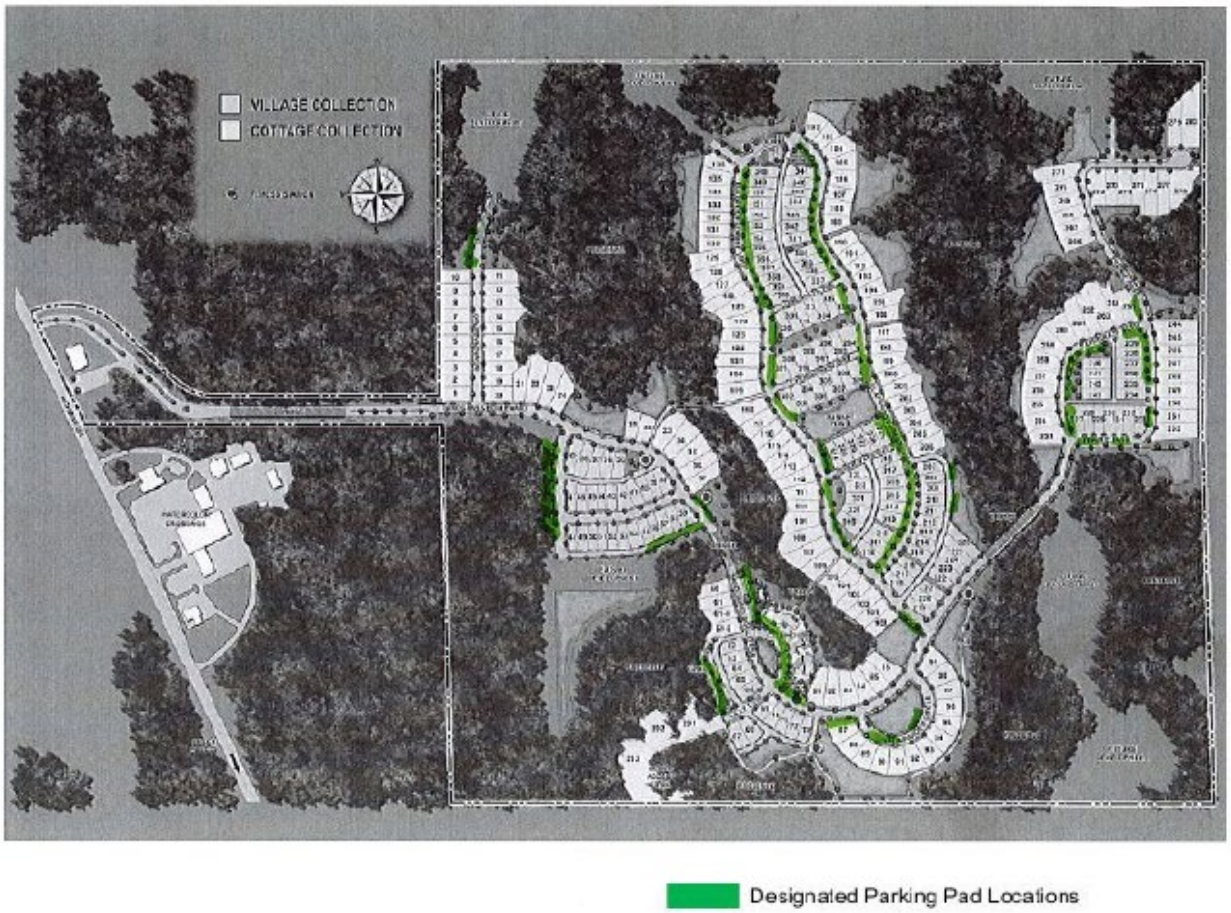
Development of Tract L is only possible by access over CDD-owned and maintained roadways. The development plan for Tract L is designed to capture and direct lot runoff to the CDD-owned and CDD-maintained stormwater pond adjacent to Tract L's southern boundary.

In connection with the owner's development of Tract L and any necessary consents from the CDD, the CDD requests the following from the owner of Tract L ("**Owner**") to protect and manage CDD infrastructure and operations during development of Tract L:

- General License for Use of District Property: The CDD requests that the Owner execute the general form of license previously approved by the CDD's Board of Supervisors (attached), which grants a general license to access, utilize, or connect to CDD property and improvements in exchange for agreement that damage to CDD property will be repaired, and a $5,000 deposit, which would be returned upon termination of the license if there is no damage, or any damage has been repaired. As part of this General License, the CDD requests that the Owner agree that construction traffic access Tract L via Sandgrass Boulevard to the alley directly adjacent to Tract L's northern boundary, which alley is the only roadway adjacent to Tract L (the "**Tract L Alley**"). The CDD would like to keep construction traffic from accessing the Tract L Alley via Iris Tract or Cinnamon Fern Lane in order to prevent construction traffic impacts to these roadways and constrain the extent of any construction traffic impacts to Sandgrass Boulevard and the Tract L Alley.
- Right-of-Way Bond for Adjacent Tract L Alley: The alley directly adjacent to Tract L's northern boundary is the only roadway adjacent to Tract L (the "Tract L Alley"), and will necessarily be subject to heavy use during development of Tract L. The Track L Alley is constructed of pervious concrete as part of the designed stormwater management system for the community. Considering the likelihood of degradation to the Track L Alley due to the use of heavy equipment in development of Tract L and considering that this degradation would alter the pavement runoff characteristics possibly affecting existing stormwater management regulatory compliance, the CDD requests the Owner provide a right-of-way bond or alternative sufficient security to ensure that the Tract L Alley is repaired to its pre-development condition including, and up to, complete demolition and replacement if determined necessary in the reasonable opinion of the District's engineer.
- Maintenance of Access Along Tract L Alley: The CDD requests that the Owner agree that access along Tract L Alley will be reasonably maintained such that the existing homes between Cinnamon Fern Lane and the Track L Alley will continue to have access to their property via the Tract L Alley during development of Tract L. Recognizing that development of Tract L may necessitate temporary partial or complete closures of the Track L Alley for safety, repair work, or other necessary and reasonable grounds, the CDD requests that Owner agree it will notify the CDD in advance of any such need, will coordinate with the CDD regarding any such temporary closure and comply with any reasonable requests regarding the timing or extent of any such closure, and will otherwise limit the physical and temporal extent of such closures to the extent reasonably possible.

- Parking and Management of Construction Traffic: The CDD requests Owner agree to keep construction-related vehicles from using community parking pads, such as those on Iris Trace and Sandgrass Boulevard, or from being parked in a manner that obstructs CDD roadways. Parking in the community is limited and needs to be kept available for existing residents and guests. Parking pads in the immediate vicinity of Tract L are depicted below. The CDD also requests that the Owner agree it will employ silt fences and gravel to stabilize site access points to protect the Track L Alley and the community's roads generally from deposit of mud, silt, soil or other debris from construction traffic.

PARKING PAD LOCATIONS




- General Coordination: The CDD requests that the Owner provide the District Engineer with copies of Environmental Resource Permit, FDEP Water and Sewer permits, and the Walton County Development Order for the proposed improvements as they are issued. The CDD also requests the Owner notify and coordinate with the District Manager prior to initiating work so the CDD has an opportunity to provide notice to the community and that Owner maintain CDD access over and across the platted utility easement to allow CDD access to improvement located within the easement area. The CDD also request that Owner coordinate with the CDD regarding the hours of construction activity to try and minimize undue disturbance to existing residents and guests.

## GENERAL CONSTRUCTION LICENSE AGREEMENT

**THIS LICENSE AGREEMENT** ("**License Agreement**") is made and entered into this ___ day of _____, 20___, by and between:

**NatureWalk Community Development District**, a local unit of special- purpose government established pursuant to Chapter 190, Florida Statutes, located in Clay County, Florida (the "**District**"), and

**[Developer/Builder]** a Florida corporation or limited liability company, with an address of _____ _____(the "**Licensee**").

## RECITALS

**WHEREAS,** the District is a local unit of special-purpose government established pursuant to and governed by Chapter 190, Florida Statutes; and

**WHEREAS,** the District owns, operates, and maintains certain facilities and real property within the NatureWalk at Seagrove development, including a master stormwater system and ponds, landscape tracts and greenspaces, streetlights, roadways, alleyways, bridges, and boardwalks ("**District Property**"), which facilities and real property are within the boundaries of the District; and

**WHEREAS**, the Licensee is developing or constructing improvements upon certain property within the District identified as **[insert tract or parcel identification by plat and parcel ID number]** ("**Licensee Property**") and desires to utilize certain District Property as part of its development and construction activities as described and identified in **Exhibit A**; and

**WHEREAS**, the District is willing to allow the Licensee to utilize or connect to the District Property as described and identified in Exhibit A pursuant to the terms of this License Agreement; and

**WHEREAS,** the District and the Licensee warrant and agree that they have all right, power, and authority to enter into and be bound by this License Agreement.

**NOW, THEREFORE,** based upon good and valuable consideration and the mutual covenants of the parties, the receipt of which and sufficiency of which is hereby acknowledged, the District and the Licensee agree as follows:

**1. INCORPORATION OF RECITALS.** The Recitals stated above are true and correct and are incorporated herein as a material part of this License Agreement.

**2.** **GRANT OF LICENSE.** The District hereby grants to the Licensee a non-exclusive license to utilize the District Property as described and identified in Exhibit A and in accordance with the other terms of this License Agreement ("**License**") .

If the License provides for use of District Property for egress and ingress and general construction access, Licensee shall provide the District with a $5,000 deposit, which deposit may be used for maintenance and repair or District Property damaged or impacted by Licensee's use of District Property for egress, ingress and general construction access. Upon termination of this License, if the District determines in good faith that no such maintenance or repair is necessary, the deposit shall be returned.

If this License provides for use of District Property for storage of materials or laydown **[District and Licensee shall identify such areas in Exhibit A and the District shall require an appropriate deposit for maintenance and repair of such area in the event Licensee does not return the area to its pre-use condition upon termination of this License]**. Upon termination of this License, Licensee shall return any District Property used for storage or laydown to its pre-use condition.

**3.** **MAINTENANCE.** License shall maintain any areas used for material storage or laydown in a clean, safe, and sightly condition.

**4.** **CONDITIONS ON THE LICENSE.** The License granted herein is subject to the following terms and conditions:

**A.** District makes no representation or warranty regarding the condition of the areas within the License or whether the use contemplated by this License Agreement is allowed under applicable law, restrictions, or zoning requirements. Licensee accepts the areas within the License in their present "AS IS" condition. Licensee shall make no alterations or changes to the areas within the License without the District's written consent.

**B.** Licensee shall abide by all reasonable directions and requirements of District and any insurance company insuring the License Area.

**6.** **EFFECTIVE DATE; TERM.** This License Agreement shall become effective on the date first written above and shall continue in full force and effect until revoked or terminated earlier in accordance with Section 7, herein.

**7.** **TERMINATION.** The District and the Licensee acknowledge and agree that the License granted herein is a mere privilege and may be terminated, with or without cause, at the sole discretion of the District upon thirty (30) days' written notice. This License Agreement shall otherwise terminate upon receipt of the last certificate of occupancy associated with development of the Licensee Property. The provisions of Sections 8 and 9, below, shall survive termination of this License Agreement.

**8. CARE OF PROPERTY.** Licensee agrees to use all due care to protect the property of the District, its patrons and guests from damage. Licensee shall assume responsibility for any and all damage to any real or personal property of the District or any third parties as a result of the Licensee's activities under this License Agreement, including any damage caused by its authorized representatives or contractor. Licensee shall repair any damage resulting from its operations under this License Agreement within a reasonable time and shall use its best efforts to make such repairs within twenty-four (24) hours. Any such repairs shall be at Licensee's sole expense, unless otherwise agreed, in writing, by the District. The provisions of this Section 9 shall survive termination of this License Agreement.

**9. INDEMNIFICATION.** Licensee agrees to indemnify, defend and hold harmless the District and its officers, supervisors, staff, agents, and representatives, and successors and assigns, of the foregoing, against all liability for damages and expenses resulting from, arising out of, or in any way connected with, this License Agreement and any negligent act or omission of Licensee or its agents, representatives, or subcontractors.

**10. INSURANCE.** Licensee shall provide the District with certificates of insurance and will name the District as an additional insured if requested. No policy may be canceled during the term of this License Agreement without at least thirty (30) days' written notice to the District.

**11. LIMITATIONS ON GOVERNMENTAL LIABILITY.** Nothing in this License Agreement shall be deemed as a waiver of the District's sovereign immunity or the District's limits of liability as set forth in Section 768.28, *Florida Statutes*, or other statute, and nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim which would otherwise be barred under such limitations of liability or by operation of law.

**12. RECOVERY OF COSTS AND FEES.** In the event the District is required to enforce this License Agreement by court proceedings or otherwise, then if successful, the District shall be entitled to recover from the Licensee all fees and costs incurred, including reasonable attorneys' fees and costs.

**13. AMENDMENT.** Amendments to and waivers of the provisions contained in this License Agreement may be made only by an instrument in writing which is executed by both of the parties hereto.

**14. ASSIGNMENT.** Neither the District nor the Licensee may assign its rights, duties or obligations under this License Agreement without the prior written approval of the other. Any purported assignment without said written authorization shall be void.

**15. ARM'S LENGTH NEGOTIATION.** This License Agreement has been negotiated fully among the parties as an arm's length transaction. The parties participated fully in the preparation of this License Agreement and received, or had the opportunity to receive, the advice of counsel. In the case of a dispute concerning the interpretation of any provision of this License Agreement, the parties are deemed to have drafted, chosen and selected the language and any doubtful language will not be interpreted or construed against any party.

**16. THIRD PARTY BENEFICIARIES.** This License Agreement is solely for the benefit of the parties hereto and no right or cause of action shall accrue upon or by reason of, to or for the benefit of, any third party not a formal party to this License Agreement.

**17. SEVERABILITY.** The invalidity or unenforceability of any one or more provisions of this License Agreement shall not affect the validity or enforceability of the remaining portions of this License Agreement, or any part of this License Agreement not held to be invalid or unenforceable.

**18. COUNTERPARTS.** This License Agreement may be executed in any number of counterparts, each of which when executed and delivered shall be an original; however, all such counterparts together shall constitute but one and the same instrument.

**IN WITNESS WHEREOF,** the parties execute this License Agreement the day and year first written above.

| | |
|---|---|
| Attest: | **NATUREWALK COMMUNITY DEVELOPMENT DISTRICT** |
| _____ | _____ |
| Assistant Secretary | Chairperson, Board of Supervisors |
| Witness | **LICENSEE** |
| _____ | _____ |
| Signature | |
| _____ | _____ |
| Print Name of Witness | By: _____ |
| | Its: _____ |

**Exhibit A – [To be Attached: Description of License and License Areas]**

# Tab 6

# PBA TOWING, LLC

## NatureWalk Tow Activity Report

Reporting Period: August 6, 2026 through August 26, 2026

### Tow #1 | Call #812

| | | | |
|---|---|---|---|
| **Received** | 08/08/26 1:40 AM | **Reason** | Street Parking |
| **Tow Location** | 88 Beargrass Way, Santa Rosa Beach, FL 32459 | **Vehicle** | 2025 Chevrolet Suburban |
| **Storage Location** | 420 S Church St, Santa Rosa Beach, FL 32459 | **Tow Total** | $326.34 |

# PBA TOWING, LLC

## NatureWalk Tow Activity Report

Reporting Period: August 6, 2026 through August 26, 2026

### Tow #2 | Call #813

| | | | |
|---|---|---|---|
| **Received** | 08/08/26 2:00 AM | **Reason** | Landscape Parking |
| **Tow Location** | 1065 Sandgrass Blvd, Santa Rosa Beach, FL 32459 | **Vehicle** | 2024 Kia Sportage |
| **Storage Location** | 420 S Church St, Santa Rosa Beach, FL 32459 | **Tow Total** | $342.64 |

# PBA TOWING, LLC

## NatureWalk Tow Activity Report

Reporting Period: August 6, 2026 through August 26, 2026

### Tow #3 | Call #821

| | | | |
|---|---|---|---|
| **Received** | 08/09/26 2:02 AM | **Reason** | Landscape Parking |
| **Tow Location** | 100-154 Iris Trace, Santa Rosa Beach, FL 32459 | **Vehicle** | 2026 Kia Carnival Hybrid |
| **Storage Location** | 420 S Church St, Santa Rosa Beach, FL 32459 | **Tow Total** | $736.84 |

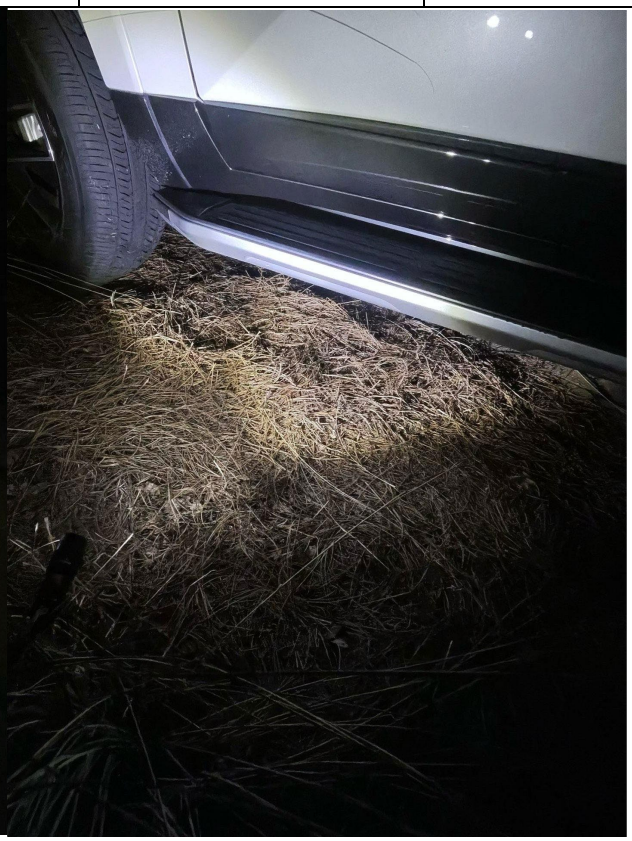
# PBA TOWING, LLC

## NatureWalk Tow Activity Report

Reporting Period: August 6, 2026 through August 26, 2026

### Tow #4 | Call #831

| | | | |
|---|---|---|---|
| **Received** | 08/14/26 11:33 PM | **Reason** | Landscape Parking |
| **Tow Location** | 64 Salamander Cir, Santa Rosa Beach, FL 32459 | **Vehicle** | 2025 Lexus GX 550 |
| **Storage Location** | 420 S Church St, Santa Rosa Beach, FL 32459 | **Tow Total** | $324.30 |



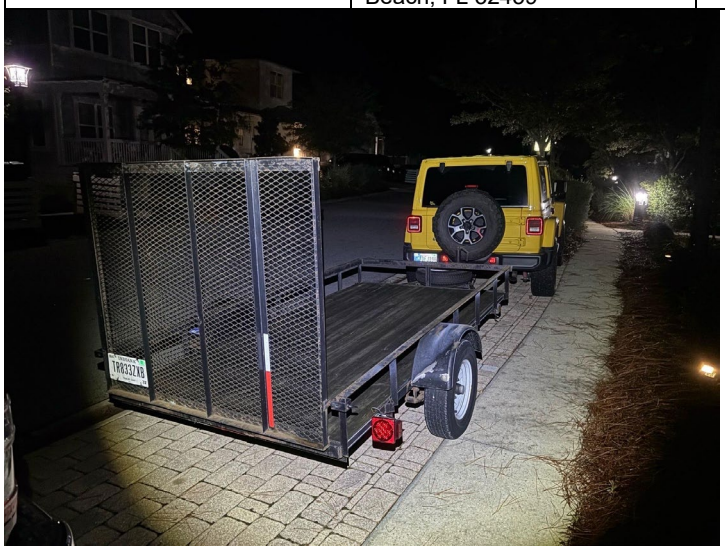
# PBA TOWING, LLC

## NatureWalk Tow Activity Report

Reporting Period: August 6, 2026 through August 26, 2026

### Tow #5 | Call #835

| | | | |
|---|---|---|---|
| **Received** | 08/15/26 11:46 PM | **Reason** | Unauthorized Trailer |
| **Tow Location** | 563 Flatwoods Forest Loop, Santa Rosa Beach, FL 32459 | **Vehicle** | 2018 Jeep Wrangler |
| **Storage Location** | 420 S Church St, Santa Rosa Beach, FL 32459 | **Tow Total** | $495.80 |



# Tab 7

**GREEN EARTH SOUTHEAST, LLC,**
**WORK AUTHORIZATION NO. 26-15**
**SANDGRASS CONTROLLER #4 MAINLINE BREAK**

**THIS WORK AUTHORIZATION** ("Work Authorization") is presented according to the requirements of that certain *Continuing Services Agreement for by and between NatureWalk Community Development District and Green Earth Southeast, LLC for Landscape and Property Maintenance Services* ("Agreement"), and is made and entered into this ____ day of_____, 20__, by and between:

**NATUREWALK COMMUNITY DEVELOPMENT DISTRICT**, a local unit of special-purpose government established pursuant to Chapter 190, Florida Statutes, being situated in Walton County, Florida ("District"); and

**GREEN EARTH SOUTHEAST, LLC,** with a mailing address at 15167 Highway 331 Business Suite B, Freeport, Florida 32459 (hereinafter "Contractor").

**SECTION 1. SCOPE OF SERVICES.** Contractor shall provide the services set forth on the proposal attached hereto as **Exhibit A** and incorporated herein by reference ("Services") in accordance with the terms of the Agreement. The Agreement and this Work Authorization shall be controlling over any conflict between either document and the provisions of **Exhibit A**. **For any Services that involve the installation of new plants, Green Earth will ensure that the plant materials have working irrigation available or that such plant materials are otherwise adequately irrigated as necessary to allow for grow-in, establishment, and survival.**

**SECTION 2. COMPENSATION.** Payment of compensation for the Services under this Work Authorization shall be based upon the Agreement and as set forth in **Exhibit A**.

**SECTION 3. ACCEPTANCE.** Acceptance of this Work Authorization will authorize the Contractor to complete the Services as specified in **Exhibit A,** and is indicated by the signature of the authorized representative of the District and the Contractor in the spaces provided below. Contractor shall perform the Services in accordance with the terms and conditions of the Agreement, which, except to the extent expressly altered or changed in this Work Authorization, remain in full force and effect.

(SIGNATURES APPEAR ON FOLLOWING PAGE)

**IN WITNESS WHEREOF,** the parties hereto have caused this Work Authorization to be executed the day and year first above written.

**Attest:**

_____
Assistant Secretary/Secretary

Stephanie DeLuna
Print Name

_____
Witness

**NATUREWALK COMMUNITY DEVELOPMENT DISTRICT**

_____
By: Jonette Coram
Its: Chairman, Board of Supervisors

**GREEN EARTH SOUTHEAST, LLC**
**CONTRACTOR**

Matt Weinrich
By: Matt Weinrich
Its: Branch Manager

**Exhibit A**: Proposal

**EXHIBIT A**

# Proposal #127381

**Date: 8/18/2026**

| Primary Contact |
| --- |
| |

| Landscape Service Provider: |
| --- |
| Green Earth Southeast, LLC.<br>15167 Highway 331 Business<br>Suite B.<br>Freeport, FL 32439 |

Constitutes the entire agreement between the aforementioned parties and includes the scope of service, guarantees, terms and conditions, pricing, and payment responsibilities for landscape management services provided at:

| Property: |
| --- |
| Nature Walk CDD<br><br>Santa Rosa Beach, FL 32459 |

## Mainline repair - controller 4 - in-front of 1135 sandgrass blvd

**Pricing Notice:** All pricing is valid for 30 days from the date of issuance. Pricing is subject to change throughout the duration of the Project or Enhancement at the discretion of the company due to material escalation of product costs.

**Irrigation Modifications:** Any necessary modifications to existing irrigation systems are not included in this work order. Such modifications, if required, will be billed separately on a time-and-materials basis at our current irrigation labor rate.

**Scope of Work:** Dig up and repair the damaged mainline in front of 1135 sandgrass blvd.

## Irrigation Repair

**Irrigation Repair**

Irrigation repair to an existing irrigation system.

| Items | Unit | Quantity |
| --- | --- | --- |
| Spears PVC Expansion Repair Coupling 2-12 in. Spigot x Socket | ea | 1 |
| Sch 40 PVC Tee 2-1/2 in. Socket | ea | 1 |
| Sch 40 PVC Coupling 2-1/2 in. Socket | ea | 1 |
| | **Irrigation Repair:** | $362.55 |
| | **PROJECT TOTAL:** | **$362.55** |

**Your and Our Acceptance:**

This Agreement will become effective only after acceptance as evidenced by the respective signatures of the parties' authorized representatives. This Agreement includes all of your and our obligations. No person has authority to make any claim, representation, promise or condition on our behalf that is not documented within this Agreement.

| | |
|---|---|
| **By** Matt Weinrich | **By** |
| **Matt Weinrich (GE)** | |
| **Date** 8/18/2026 | **Date** 18/08/2026 |
| **American Landscaping Partners** | **Nature Walk CDD** |

## Terms & Conditions

**DEFINITIONS:**

You should note the following words have special meaning throughout this Agreement:

1. "**You"** and **"Your**" mean Nature Walk CDD and all of their representatives.
2. "**We**", "**Our**", "**Ours**" and "**Us**" mean Green Earth Southeast, LLC. and all of its representatives.
3. "**Labor**" means our normal work day labor hours, overtime labor hours (time-and-one-half), travel labor hours, equipment use and all out-of-pocket travel expenses associated with labor.

**OUR RESPONSIBILITIES INCLUDE:**

1. Performance of the Scope of Work with management of the work functions to assure quality delivery in a timely and professiona manner.
2. Coordinate all work with you to assure safety and minimal disruption at your site.
3. When our work is completed we, along with you or your representative, will jointly conduct a final inspection of our work. If ther are any discrepancies with our work and the Scope of Work, we will work to correct them.

**YOUR RESPONSIBILITIES INCLUDE:**

1. Inform us of whom we should work with at your site to assure the proper coordination of our work.
2. Provide us with your protocols and regulations regarding working at your site, such as: parking, security procedures, emergenc contacts, and other appropriate information.
3. Upon completion of our work, assure that you or your representative participates in our joint final inspection of our work.
4. Provide us with your critique of our services and suggestions for on-going improvements.

**TERMS AND CONDITIONS**

**Accessibility:** In order for us to perform the required services for you in a cost-effective manner and for the estimated Agreemer Price quoted in this Agreement, you agree to permit free and timely access to the necessary areas of your site to perform require services. All planned work under this Agreement will be performed during our normal working hours unless otherwise stipulate elsewhere in this Agreement.

**Taxes:** You agree to be responsible for all applicable taxes on the services and/or materials used or provided in connection with th services to be provided under this Agreement.

**Payment Terms:** You agree to promptly pay invoices within ten (10) days of receipt. Should a payment become forty-five (45) day or more delinquent, we may stop all work under this Agreement without notice and/or cancel this Agreement. A late charge of 1 ½% per month will be charged on all amounts that become thirty (30) days or more delinquent. If any check you tender for payment i refused due to insufficient funds, you hereby agree to a "Return Check Fee" of $25.00 per item, in addition to any other remedie available to us under Florida law.

**Attorney's Fees:** In the event we must commence third-party collection or arbitration proceedings in order to recover any amour payable under this Agreement, you agree to reimburse us for all costs and attorneys' fees incurred as a result of said activities including those fees/costs incurred on appeal and/or those fees/costs incurred to litigate the amount of fees/costs due us pursuant t this Section.

**Payment by Credit Card**: As an added convenience to our clients, payment due under this Agreement may be made by credit card If choosing to pay by credit card, you hereby consent by signing this Agreement below that no disputes regarding fees or costs bille to you shall be adjudicated by the credit card company. Any charges for fees/costs made to your credit card are non-refundable an cannot be reversed by the credit card company. Any disputes over fees and/or costs paid by credit card shall be settled directl between you and us, pursuant to the terms of this Agreement.

**Permits:** Unless otherwise required by law, you agree to obtain and bear all costs incurred in connection with obtaining an

# NatureWalk CDD - GREEN EARTH SOUTHEAST, LLC, Work Authorization NO.26-15 Sandgradd Controller #4 Mainline Break

Final Audit Report 2026-08-24

| | |
|---|---|
| Created: | 2026-08-18 |
| By: | Angelica Sierra (ASierra@rizzetta.com) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAA5vehNen_jletcluRWRaSA4EAR7ppIL5F |

## "NatureWalk CDD - GREEN EARTH SOUTHEAST, LLC, Work Authorization NO.26-15 Sandgradd Controller #4 Mainline Break " History

Document created by Angelica Sierra (ASierra@rizzetta.com)
2026-08-18 - 8:12:24 PM GMT

Document emailed to Jonette Coram (jcoram@naturewalkcdd.org) for signature
2026-08-18 - 8:12:29 PM GMT

Document emailed to Stephanie DeLuna (sdeluna@rizzetta.com) for signature
2026-08-18 - 8:12:29 PM GMT

Document emailed to Matt Weinrich (mweinrich@greenearthse.com) for signature
2026-08-18 - 8:12:29 PM GMT

Email viewed by Stephanie DeLuna (sdeluna@rizzetta.com)
2026-08-18 - 8:12:54 PM GMT

Document e-signed by Stephanie DeLuna (sdeluna@rizzetta.com)
Signature Date: 2026-08-18 - 8:14:49 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE

Email viewed by Jonette Coram (jcoram@naturewalkcdd.org)
2026-08-18 - 8:21:43 PM GMT

Signer Jonette Coram (jcoram@naturewalkcdd.org) entered name at signing as Jonette A Coram
2026-08-18 - 8:23:49 PM GMT

Adobe Acrobat Sign

Document e-signed by Jonette A Coram (jcoram@naturewalkcdd.org)

Signature Date: 2026-08-18 - 8:23:51 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE

Email viewed by Matt Weinrich (mweinrich@greenearthse.com)

2026-08-24 - 11:52:59 AM GMT

Document e-signed by Matt Weinrich (mweinrich@greenearthse.com)

Signature Date: 2026-08-24 - 11:53:34 AM GMT - Time Source: server - Signature Appearance Selected: IMAGE

Agreement completed.

2026-08-24 - 11:53:34 AM GMT

Adobe Acrobat Sign

# NatureWalk Tract H

Operation & Maintenance Report

## PROJECT INFORMATION

The project includes the construction of six (6) single family lots, roadway infrastructure, and associates utilities for the proposed subdivision. The application name for the subdivision is "The Cove at Nature Walk". The project site is located within an existing PUD (Naturewalk at Seagrove), located in Walton County, Florida. The property is approximately 2.06 acres and is identified by parcel # 11-3S-19-25010-000-00H0 based on Walton County Property Appraiser data. The existing site is undeveloped with open and wooded areas. There are multiple existing interconnected wet detention ponds that currently provide stormwater management for the proposed development and other contributing basins within the PUD. Stormwater collection will consist of roadway inlets and yard drains that will collect and direct water to the existing stormwater management ponds.

## OPERATION & MAINTENANCE

A. Regulatory

Operation and maintenance shall be in accordance with all requirements in Rule 62-330 F.A.C. and Section 12.4 ERP A.H. Vol. I.

B. Legal Authorization

The project site and facilities are owned by "NatureWalk Community Development District.". Said entity will be responsible for operation and maintenance.

C. Access

See Article 3 of the attached Declaration of Covenants, Conditions, and Restrictions for NatueWalk.

D. Cost Estimate

The cost estimate, contained herein, provides cost of operation and maintenance in current year dollars for annual operating expenses, inspection costs, and maintenance costs for the estimated remaining useful life of the system, accounting for replacement costs or deferred maintenance expenses for non-annual expenditures, for all components of the stormwater management system, including for each BMP in the stormwater management system.

E. Inspection Requirements

Operation and maintenance entities must ensure that inspections are conducted to ensure that stormwater management systems are maintained as designed and permitted. The operation and maintenance entity must perform annual inspections to identify whether there are any deficiencies in structural integrity, degradation due to insufficient maintenance, or improper operation of projects that may endanger public health, safety, or welfare, or water resources. If deficiencies are found, the operation and maintenance entity will be responsible for correcting the deficiencies so that the project is returned to the operational functions required in the permit and contemplated by the design of the project as permitted. The corrections must be done a timely manner to prevent flooding and protect water quality. The figure below lists common BMPs and their recommended reduced inspection frequency. For stormwater systems with multiple BMPs in series, the most frequent inspection rate will be used for the entire system. This listing is suggested as general guidance for reduced inspection frequencies and is not all inclusive.

Table 12-1: Inspection Frequencies for common BMPs

| TYPE OF SYSTEM | INSPECTION FREQUENCY |
|---|---|
| Dry Retention basins | Once every 3 years |
| Exfiltration trenches | Once every 2 Years |
| Underground retention | Once every Year |
| Sand or Media Filters | Once every Year |
| Underdrain System | Once every 2 Years |
| Underground vault/chambers | Once every Year |
| Pump Systems | Twice every Year |
| Swales (treatment) | Once every 3 years |
| Wet Detention systems | Once every 3 years |
| Wet Detention systems with littoral zones | Once every 2 years |
| Vegetated Natural Buffers | Once every 5 years |
| Manufactured Devices | As manufacturer recommends in specifications, minimum once every year |
| Dam Systems | Once every Year |
| All other | Once every Year |

**Figure 1: Reduced Inspection Frequencies for common BMPs**

1. Stormwater Collection System

    a. Stormwater inlets should be inspected on a 30 to 90 day cycle and following significant rainfall events. Debris and sediments should be removed.

    b. Pipe systems should be inspected annually for debris and sediments. Debris and sediments should be removed.

2. Retention/Detention Basins (Ponds)

    a. Basins should be inspected on a 30 to 90 day cycle and following significant rainfall events for deposition of debris and sediments, erosion, and health of stabilizing vegetation. Deficiencies should be corrected.

    b. Control structures should be inspected on a 30 to 90 day cycle and following significant rainfall events for blockages, debris and sediments. Deficiencies should be corrected.

    c. Conduct site operations to prohibit discharges of foreign materials into basins including yard clippings, landscape mulch and soils. Do not sweep or wash sediments and other materials from pavement areas into basins. Utilize vacuum trucks and street cleaning services for removal of such materials.

    d. Annually, monitor performance of basins during a rainfall event of a minimum of 1-inch of rainfall within a 24-hour period. Note the amount and time length of rainfall, the maximum water level in the basin, and the amount of time for discharge of the water. Compare the results with other measured events. When performance has noticeably deteriorated, a professional evaluation should be performed to determine the necessary maintenance.

3. Dry Retention/Detention Areas Maintenance Activities.

    a. Once every three years aerate soils and stabilizing vegetation using a spiked grass aerator.

    b. Once every 10 years, a hand auger boring or borings should be conducted in the bottom of the basin by a Professional Geotechnical Engineer to evaluate plugging of the underlying soils. Such other tests as recommended by the Geotechnical Engineer should be performed to verify the capabilities of the system.

c. Once every fifteen years, removal of vegetation and the top layer of underlying soils should be removed and replaced unless annual monitoring dictates that such maintenance is not required. Soils placed within the basin should be tested to insure permeability rates match the underlying soils.

4. Reporting

a. Annual inspection report should be submitted to the respective Agency Internet site within 30 days of the inspection.

b. The permittee shall submit inspection reports with the Agency using Form 62-330.311(1), "Operation and Maintenance Inspection Certification." Reports shall also include, as applicable:

1. Form 62-330.311(3) "Inspection Checklists;"
2. Any updated operation and maintenance cost estimates
3. A summary of updates to the operation and maintenance plan
4. Any monitoring reports as may be required by a specific permit condition.

# ACCESS

A. Legal Authorization

The project is located within property owned by NatureWalk Community Development District, a special-purpose unit of local government established and existing under Chapter 190, Florida Statutes. The District was established under Chapter 190 with the powers and purposes identified therein, including to finance, construction, maintain, and operate public infrastructure to support the NatureWalk development, including master stormwater improvements. "NatureWalk Community Development District" is herein referred to as the "owner", to include managing the Stormwater Management System and all other portions of the Common Area.

B. Maintenance Access

1. High Maintenance Features: High maintenance features, including but not limited to, inlets, and outlets have been designed to facilitate inspection and maintenance through hatches, grates, or inspection ports.
2. Ponds: Pathways around the perimeter of the ponds shall be maintained to allow frequent access to the stormwater management facilities. A 5-ft wide (min.) perimeter berm at the top of pond shall be necessary to allow maintenance vehicles and other equipment to access the facility.
3. Control Structures: Access to control structures shall be provided through the existing common areas and drainage easements.
4. Piped Conveyance System: The proposed piped conveyance system is located within the owners right-of-way.

# APPENDIX A

## Drainage Components List

GRAPHIC SCALE

80 0 40 80 160 320

( IN FEET )

1 inch = 80 ft.

# O&M SYSTEM COMPENTS LIST

## VALLEY CURB INLET (#3)

STA: 3+99.00
OFFSET: 13.30 L
RIM: 33.60
INV.: 27.50 (E)

## VALLEY CURB INLET (#2)

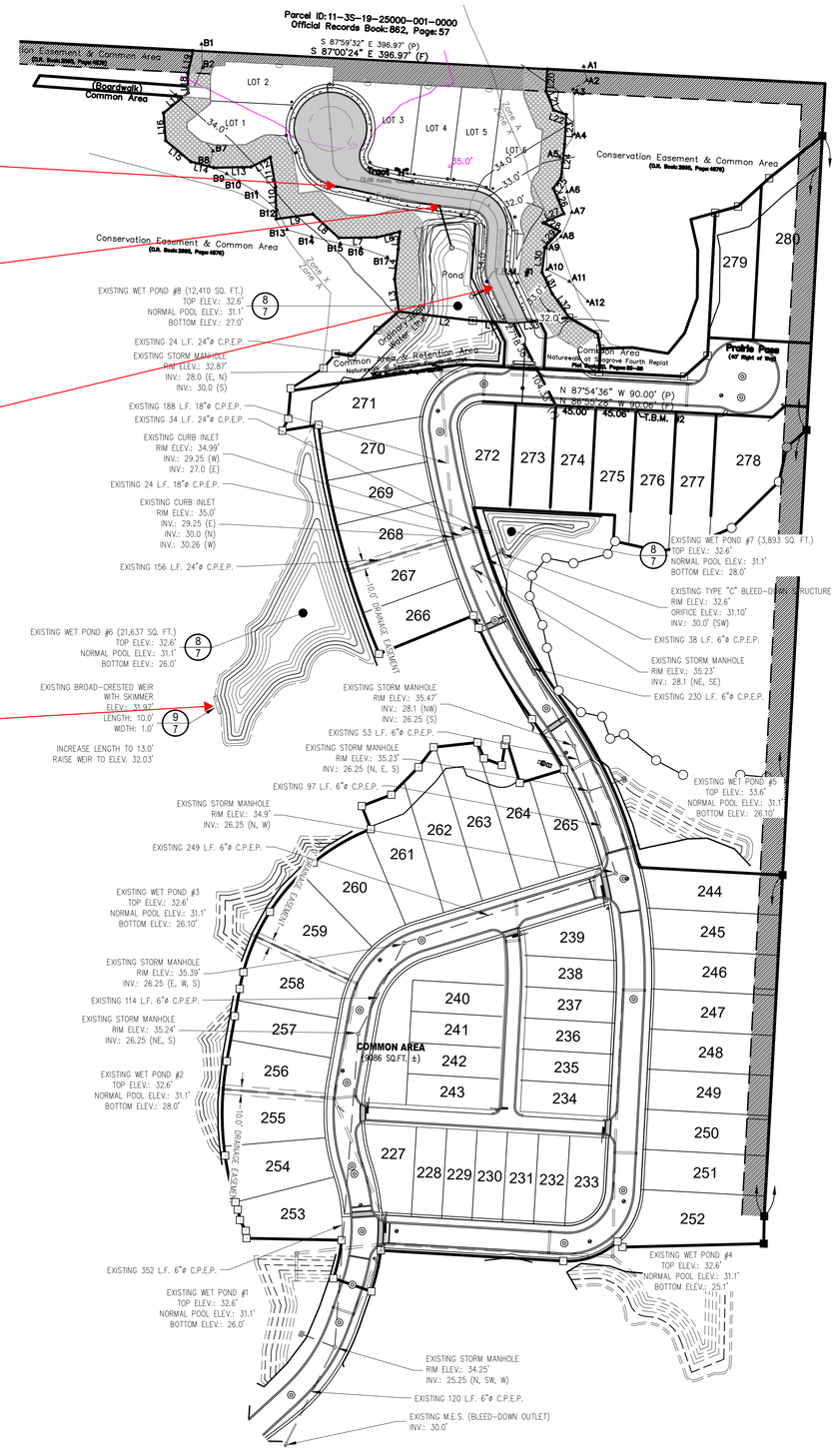
STA: 2+86.18
OFFSET: 11.25 L
RIM: 33.60
INV.: 27.50 (W)
INV.: 27.00 (S)

## VALLEY CURB INLET (#1)

STA: 1+41.49
OFFSET: 11.25 L
RIM: 33.60
INV.: 27.00 (SW)

EXISTING BROAD-CRESTED WEIR
WITH SKIMMER
ELEV.: 31.97'
LENGTH: 10.0'
WIDTH: 1.0'

INCREASE LENGTH TO 13.0'
RAISE WEIR TO ELEV. 32.03'





www.eca-fl.com
ECAE, L.L.C.
Land Planning ● Civil Engineering
2052 West County Highway 30A, R1 - 202
Santa Rosa Beach, FLORIDA 32459
PH: (850) 267-0473 , FAX: (850) 267-0973
CERTIFICATE OF AUTHORIZATION NUMBER 35179


REQUESTED BY: C. HEMMINGS

NATUREWALK TRACT H
IN SECTION 11, TOWNSHIP 3 SOUTH, RANGE 19 WEST
OF WALTON COUNTY, FLORIDA

OVERALL GRADING
AND DRAINAGE PLAN

| DATE | REVISION | DRAWN BY | CHECK BY |
|---|---|---|---|
| 07-23-25 | REVISED PER REGIONAL UTILITIES (7-21-25) | DGF | |
| 08-01-25 | REVISED PER WALTON COUNTY TRC UTILITIES (7-23-25) | DGF | |

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL ENGINEER

DEAN A. F. BURGIS
PROFESSIONAL ENGINEER No. 50705

PROJECT:
24-065

| | |
|---|---|
| SCALE: 1" = 80' | DRAWN BY: DGF |
| ORDER: 24-0139 | DESIGN BY: DAFB |
| DWG. DATE: 02-14-25 | CHECK BY: DAFB |
| FILE: 24-065_ENG-6.dwg | |

SHEET
4 of 8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J:\202424-065\24-0137-ENG-Engineering Services_Naturewalk - Tract H\13 Drawings\24-065_ENG-6.dwg, 04-OVERALL GRADING AND DRAINAGE PLAN, Dylan Franks, 4:39 PM

# Certification Of Financial Capability For Perpetual Operations And Maintenance Entities

Permit No.: 0233997 Application No.: 9 Date Issued (if modification):_____

Identification or Name of Stormwater Management System: The Cove at Naturewalk (NatureWalk at Seagrove (Tract H))

Phase of Stormwater Management System (if applicable): _____

Name of Operation and Maintenance Entity: NatureWalk Community Development District

Address of Operation and Maintenance Entity: _____

☒ Cost estimate attached

Total annual operating expenses, including maintenance costs, for the estimated remaining useful life of the system accounting for annualized capital or replacement costs or deferred maintenance expenses for the system, including those components where maintenance or replacement frequencies are less frequent that once per year, for each BMP in the stormwater management system and any associated infrastructure, in current year dollars.

_____

Operation and Maintenance Entity (Select All That Apply):

☒ Local, state, or federal government agencies; municipal service other special taxing units, water control or drainage districts; community development, special assessment, or water management districts

☐ Communication, water, sewer, stormwater, electrical, or other public utility

☐ Construction permittee (see Section 12, Volume I)

☐ Non-profit corporations, including homeowners' associations, property owners' associations, condominium owners' or master associations

☐ Other (Describe the Other Operation and Maintenance Entity below)

_____

## Certification by Operation and Maintenance Entity:

Certification Provisions for the Operation and Maintenance Entity (Select All That Apply):

☐ Municipal Separate Storm Sewer System (MS4) permittee subject to Chapter 62-624, F.A.C. (Identify the applicable Florida Department of Environmental MS4 permit below:)

_____

☐ Non-profit corporation subject to the Homeowners' Association Act under Chapter 720, Florida Statutes

_____

# Certification Of Financial Capability For Perpetual Operations And Maintenance Entities

☒ Construction permittee that will not be the Operation and Maintenance Entity. (Identify the intended Operation and Maintenance Entity below:)
NatureWalk Community Development District

☐ Other: Operation and Maintenance Entity not otherwise selected for this section. Describe the Other Operation and Maintenance Entity below, such as State or federal agency, Property Owners' Association, etc.:

The below Permittee or Operation and Maintenance Entity certifies that this form is true, accurate, and complete; and that it has the financial capability to operate and maintain the system in perpetuity including costs of inspections, operation, repair, and replacement of the system once the system meets its expected life. The signee below will be responsible for all maintenance, operation, and repair costs for the stormwater system of the above permit in perpetuity, until such time the system is properly abandoned, or the permit is transferred to a new operation and maintenance entity.

Name of Permittee or Operation and Maintenance Entity: NatureWalk Community Development District

Name: Jonette A Coram

Title: Chair, NatureWalk CDD

Signature:

Date 8/7/2026

| Operation and Maintenance Cost Estimate | | | | |
|---|---|---|---|---|
| ITEM | UNIT | NO. UNITS | UNIT COST | TOTAL COST |
| Clean/Repair Drainage Structures | EACH | 3 | $ 1,250.00 | $ 3,750.00 |
| Miscellaneous Slope and Berm Repair | EACH | 1 | $ 2,250.00 | $ 2,250.00 |
| Pavement Cleaning | EACH | 1 | $ 500.00 | $ 500.00 |
| Inspection of pond by registered prof. (once every 3 years) | EACH | 1 | $ 1,200.00 | $ 1,200.00 |
| | | **Total** | | **$7,700.00** |

This is an annual cost and shall be re-calculated each year to account for cost changes and inflation.

# TIGHTLINE CONSTRUCTION, INC.

**3601 East 11th Street**
**Panama City, Florida 32401**
**(850) 624-9217 Phone**


August 10, 2026
Naturewalk Community Development District / Innerlight Engineering Corporation
11490 Emerald Coast Parkway
Suite 2W Miramar Beach, Florida 32550

Attention: Jonette Coram , Jim Martelli P.E.

Re: Frame and Grate Repair – Chordgrass Way

## Scope of Work

Tightline Construction, Inc. proposes to furnish all necessary labor, equipment, and materials to perform a temporary repair to the frame seating at the referenced location on Chordgrass Way.
Our scope of work will consist of accessing the interior of the existing manhole and applying hydraulic patching material around the frame to stabilize the frame and help prevent further movement.

## Exclusions

Any or all permits and testing are to be provided by others.

## Notes and Recommendations:

This repair is intended as a temporary fix and is not considered a permanent repair. The repaired area should be monitored for movement or additional settlement.
Based on our observations, we anticipate that the hydraulic patching material should provide a temporary solution until the existing pervious pavement can be removed and a permanent repair can be completed in a few months.
The recommended permanent repair would consist of removing the affected pavement and installing a structural concrete collar around the frame. This work should be performed in conjunction with the removal/replacement of the existing pavement and any associated curb work.
The apparent failure appears to be related to the frame being supported by the existing pervious concrete pavement and damaged Curb.
Pervious concrete is not intended to provide the same structural support as conventional structural concrete, which may allow movement of the frame under repeated or heavy traffic.
Tightline Construction recommends completing the permanent repair once the surrounding pavement is scheduled for removal or replacement.

| Item No. | Item Description | ~Qty | Unit | Total Cost |
|---|---|---|---|---|
| 1 | Temporary Frame repair | 1 | LS | $920.00 |

Thank you for the opportunity to provide a quote for this work. Please review the details, and if you have any questions or need further clarification, feel free to call or text me on (850) 625-9247.

Sincerely,
Josey Nixon
Tightline Construction, Inc.

Jonette A Coram
Chair, NatureWalk CDD
8/20/2026

# Tab 8

NatureWalk CDD

JCoram@naturewalkcdd.org

**Do Not Approach**

# WILDLIFE

***NO FEEDING***

***NO FISHING***

NATUREWALK
at Seagrove