



**AGENDA
LOCAL PLANNING AGENCY
THURSDAY, FEBRUARY 24, 2022
5:30 PM
DESTIN CITY HALL ANNEX CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A. February 3, 2022**
- 4. NEW BUSINESS**
 - A. Comprehensive Plan Discussion**
- 5. DIRECTOR'S REPORT**
- 6. NEXT MEETING DATE: March 3, 2022**
- 7. PUBLIC COMMENTS** (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)

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

**LOCAL PLANNING AGENCY
MEETING MINUTES
FEBRUARY 3, 2021 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, February 3, 2022, at 5:30 p.m., in the Destin City Hall Boardroom; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Jason Klosterman
Corey Ledbetter
Marcie Bell
Karen Hudson

Members Absent

Staff Members Present

Kim Montgomery City Clerk
Steve O'Connor Principal Planner
Daniel Butler Senior Planner
Tunazzina Alam Planner
Sae More Planner
Louis Zunguze CD Director
Kim Kopp Land Use Attorney

3. APPROVAL OF MINUTES:

December 2, 2021

Motion by Agency member Ledbetter, seconded by Agency member Manley to approve the December 2, 2021, minutes as written. The motion passed 5-0.

4. OLD BUSINESS:

➤ **Proposed Language for Articles 1 & 2**

Mr. O'Connor provided the members with a recap of what took place at their last meeting and how there are two slight changes made to the staff report.

- Major subdivision should be an LPA, a recommendation to City Council for final decision, which must have a Public Hearing for public comment.
- Council's final decision on Final Plats, which have already been previously approved, can be a consent agenda item or it can be pulled off for discussion and public hearing at a Council Meeting.

He further explained staff needs a formal recommendation to forward to City Council to direct staff to have the consultant, 3TP move forward with the final draft of Articles 1 & 2.

Agency member Buhr asked about the approval process for Deviations to existing Development Orders. According to the Land Use Attorney (LUA), all Deviations go before City Council for approval.

Regarding Planned Unit Developments (PUD), Agency member Buhr spoke of concern for the language “creative process.”

Agency member Bell agreed that the language should be amended to remove “creative process.”

The LUA explained further that because the whole purpose of a PUD district is to have minimum requirements, flexibility is intended. Adding that if they prefer to not have flexibility in the Zoning District, they could recommend taking out the PUD, or they can increase the minimum requirements. Emphasizing that they can always do more, but not less with a PUD.

Agency member Bell made the motion to recommend the removal of the sentence, “The PUD process should be a creative process.” With Agency member Buhr providing the second. The motion passed with a 5-0 vote.

Regarding Development Order extensions, Agency member Buhr spoke of the need for additional language for best practices for who could approve Development Order extensions.

Mr. O’Connor explained that currently, outside of when the Governor declares an emergency for extensions, the Development Order extension is at the Director’s level.

Motion by Agency member Buhr to add language for staff to research best practices for approval authorities for Development Order Extensions. With Agency member Bell providing the second. After a brief discussion, a roll call vote of 5-0 was taken and the motion passed unanimously.

Motion by Chairman Wood to accept all the recommendations, to include the changes discussed in #1, #4, #5, and #6 and to direct staff to proceed to draft an ordinance codifying the referenced updates of Articles 1 & 2. Agency member Hudson provided the second.

The Chairman opened the hearing to the public for comment, with no one being present, he closed the public portion and called for the vote. **The motion passed 5-0.**

Agency member Buhr asked if this is the final time they will be reviewing these. The LUA explained the process of reviewing the chapters, taking them to Council for direction to the consultant, and then once everything has been incorporated into the new LDC, it then will come back before the LPA for a final recommendation to City Council.

5. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:15 p.m.

Adopted and approved this _____ day of _____ 2021.

James Wood, Jr. Chairman

Kim Montgomery, Destin City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: February 24, 2022
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Presentation
OUTLINE NUMBER: 4.A.

TO: Local Planning Agency

THRU: Louis Zunguze, Community Development Director
Kimberly Kopp, Land Use Attorney

FROM: Steve O'Connor, Principal Planner

DATE: February 17, 2022

SUBJECT: Comprehensive Plan Discussion

I. BACKGROUND:

Over the past three (3) years, the City has diligently and judiciously undertaken the task of updating and aligning the City's Comprehensive Plan with the Future Land Use Map and the Zoning Map. That task is now complete. The City now needs to update and align the City's Land Development Code (LDC) with the recent changes to the Comprehensive Plan. Given that the LDC is intended to implement the City's Comprehensive Plan Policies, it is therefore prudent to undertake a review of the goals, objectives and policies in the current Comprehensive Plan to ensure that the new LDC requirements are aligned with Comprehensive Plan.

The review of the Comprehensive Plan conducted by staff was to establish the following:

- Goals, objectives, and policies **that have been implemented**
- Goals, objectives, and policies **that are in progress of being implemented**
- Goals, objectives, and policies **that have not been implemented through the LDC.**

As a result of the review, Staff has provided recommendations. Staff is now seeking a discussion and review by the LPA of these goals, objectives, and policies to determine if they need to be updated, maintained, or removed, and then ultimately providing recommendations to the City Council.

II. DISCUSSION:

For ease of reference and ability to manage the discussion, staff will present these goals,

objectives and policies based on the various Chapters in the Comprehensive Plan.

Comprehensive Plan Chapter 1: Future Land Use Element

Completed Policies & Objectives

1. Policy 1-1.1.1.(b). Other Architectural Features. Within one year from Plan adoption, the LDC shall be amended to specify appropriate standards for architectural details which may regulate the use of materials and colors, the minimum frequency of detail elements, and the use of rooflines appropriate to a given architectural style. Buildings shall be designed to be pedestrian-oriented to encourage travel on foot within and between sites.

Staff Comment: This has been implemented through **LDC Section 7.09.03**. Design Review Requirements. This policy should be continued into the new LDC update.

2. Policy 1-1.1.1(2). Design Criteria for Sites. Within one year from Plan Adoption, the LDC shall be amended to enhance site design criteria that promote multimodal connectivity, maximize functional open space, and promote harmony with existing structures. The following are design standards that shall be applicable to all development, with the exception of industrial uses, and single-family and duplex residences, that front onto a street in the Mixed-Use Districts.

- **Building Siting.** Buildings shall be sited in order to maximize functional open space and meet LDC design standards to provide frontage on existing and proposed public and publicly accessible streets.

Staff Comment: This has been implemented through **LDC Section 7.09.03**. Design Review Requirements. This policy should be continued into the new LDC update.

- **Location of Off-Street Parking.** The following are the design standards that shall be applicable to all off-street parking.
 - **Surface Parking Lots.** Surface parking lots should be located at the side or rear of the principal structure whenever feasible. If parking lots abut the right-of-way, vegetative screens consisting of trees and shrubs shall be constructed to create a visual buffer.
 - **Parking Structures.** Where feasible, parking structures shall be located towards the interior of the lot. Parking structures that face the street shall comply with design criteria in the LDC.

Staff Comment: This has been implemented through **LDC Section 8.09.03(A)(2)(c) - Parking Structures and 8.09.03(A)(4) - Multimodal Transportation District Design Standards, On-site Parking** (only in Old Destin MMTD). This policy should be continued into the new LDC update.

- **Pedestrian Walkways and Linkages.** All new development shall be designed with pedestrian sidewalks that provide safe and convenient pedestrian movement that is separated from drives, traffic aisles, and other areas of vehicular traffic. A logical pedestrian sidewalk network shall be provided throughout the development and shall interconnect all buildings including dwelling units and nonresidential uses, common open space, transit stops and sensitive area tracts and connect with the public sidewalk system.

Staff Comment: This has been implemented through LDC Sections 8.09.03(A)(6), 8.09.03(B)(4) *Multimodal Transportation District Design Standards, Pedestrian Network (both Old Destin and Crystal Beach)* and 8.05.03 *Sidewalk specifications*. This policy should be continued into the new LDC update.

- **Bikeways.** Bikeways shall be required on collectors and arterials. Bikeways shall be a minimum of five feet wide and may use asphalt paving.

Staff Comment: This has been implemented through LDC Section 8.03.00 Design standards for new and reconstructed roads and streets (Table 8-1) Allows for 4' wide bikeway on collectors without on-street parking. This policy should be continued into the new LDC update.

- **Supplemental Setback and Buffering Requirements from Single-Family, Duplex, or Townhome Uses.** The LDC shall maintain supplemental setback and buffering requirements, in relation to building height, for projects located in the NHMU, HIMU, CG, HDR, BRMU and TCMU designations that abut single-family, duplex or townhome uses.

Staff Comment: This has been Implemented through LDC Section 7.09.03. - *Design Review Requirements*. Should this policy be reviewed and updated, or removed?

3. Policy 1-3.6.3: Noncomplying Structures and Nonconforming Uses. Within one year from Plan adoption, the City shall adopt an ordinance within the LDC which prohibits development that intensifies a nonconforming use or increases or exacerbates the intensities of a non-complying feature of building or structure. Standards shall continue to require that plans for alterations to non-complying structures incorporate improvements to bring the subject structure into compliance to the greatest reasonable and practical extent. In no case shall any existing non-compliance be increased or exacerbated.

Staff Comment: This has been implemented through LDC Section 7.13.00 – *Nonconforming Structures and Uses*. This policy should be continued into the new LDC update.

Partially Completed Policies & Objectives

1. Policy 1-1.1.1(a). Building Massing and Scale. Buildings shall be designed to reduce

the mass/scale and uniform monolithic appearance of large unadorned walls, while providing visual interest that will be consistent with the community's identity and character through the use of detail and scale and variations in rooflines and fenestration (i.e., character and interrelationships of facade design components including windows, dormers, doors, and roof design). Within one year from Plan adoption, the LDC shall be amended to specify: i) the maximum length of facades, measured horizontally; ii) the minimum height above which a building shall step back farther from the street or other public realm; iii) the minimum distance between buildings of a given height; and iv) appropriate proportions for building façade elements. PUD submittals shall demonstrate the impact of the project on access to light, impact on airflow dynamics, as well as other visual impacts that may be deleterious to adjacent properties, motorists, pedestrians, or segments of the population.

Staff Comment: Implemented through LDC Sections **7.09.03. Design Review Requirements, 7.12.08. Dimensional Requirements.** However, No LDC language currently exists regarding PUD requirements. Staff recommends the PUD language be removed from this policy. The PUD discussion will be reviewed under Policy 1-3.2.5 (#3 below). This policy should be continued into the new LDC update.

2. Policy 1-1.2.2: Prevent Deterioration and Enhance the Appearance of Residential Areas. Prior to the next Evaluation, Appraisal and Review (EAR), the LDC shall be amended to include standards for exterior building maintenance, maintenance of landscaping, and limitations on storage of vehicles and other items in yard areas.

Staff Comment: No Code language exists in the LDC related to exterior building maintenance. Should there be specific language developed and placed in the LDC to enforce exterior maintenance of residential structures?

Staff Comment: Implemented through **12.04.06 – Landscaping Maintenance and Use Standards, only applies** to development which receives a development order. Currently, there is no landscaping maintenance requirement for properties that do not have a Development Order. Should language be developed and placed in the LDC to enforce maintenance of landscaping on residential lots and development?

Staff Comment: Storage of vehicles is regulated through LDC **Section 9.05.00 – Conserve Residential Neighborhoods**, however it allows storage in the side yard. This does not prevent storage of all vehicles. Should language be developed and placed in the LDC to enforce maintenance of landscaping on residential lots and development?

3. Policy 1-3.2.5: Mixed Use Developments. Within one year from Plan adoption, the LDC shall be amended to include provisions intended to implement the Comprehensive Plan mixed-use goals, objectives and policies. The LDC shall implement programs directed at advancing the mixed-use development provisions within the Comprehensive Plan and illustrated on the Future Land Use Map (FLUM). The provisions shall, at a minimum, contain:

- LDC provisions governing total floor area ratio, lot coverage requirements, height variations, setbacks, elevations, rooflines, and other design features shall be designed to implement Policies addressing land use transition,

compatibility, and consistency with goals, objectives, and Policies of the Comprehensive Plan. Design criteria shall also be included in the LDC to assist in implementing these Plan initiatives.

Staff Comment: This has been implemented through LDC Sections **7.09.03. - Design Review Requirements** and **7.12.08. - Dimensional Requirements**. In addition, Ord 21-08-LC helps further implement this. This policy should be continued into the new LDC update.

- **Planned Unit Developments (PUD) shall be designed to provide innovative design.** The City will develop a revised and more robust PUD ordinance to guide the development of mixed-use projects and larger sites that require more sensitive planning and quality place-making.

Staff Comment: No PUD ordinance was adopted/implemented. However, the PUD process is being rewritten through the LDC update project. Is there specific direction or guidance for PUDs from the LPA?

4. Policy 1-3.4.2: Enhance Waterfront Access. Harbor and Gulf access is a treasure to be enjoyed by all citizens of Destin. Access can be provided directly through boat ramps, docks, and piers. Access can also be provided visually through walkways, control of exotic vegetation, open space, scenic easements, and breezeways. Within one year from Plan adoption, the City shall amend the LDC to include procedures and substantive provisions that protect and ensure public access to the Harbor area, especially the waterfront and planned Harbor boardwalk. Within one year following Plan adoption, the City shall develop incentive programs to provide additional pedestrian access to the Harbor boardwalk.

Staff Comment: This policy has been implemented through LDC Section **8.09.03.A(9) - Multimodal Transportation Design Standards, Harbor Connections & 8.09.03.B - Crystal Beach MMTD sub-area**. However, no incentive program has been developed but we did develop parking lots in the Harbor District. We also purchased lots in Crystal Beach at Crystal Shores, so this has been partially implemented. This policy should be continued into the new LDC update.

5. Policy 1-3.5.6: Encouraging Infill Development. The City shall use its fiscal resources to encourage infill, including such actions as the installation of sewer line expansion, reuse line expansion, under grounding utilities, and similar actions. Within one year from Plan adoption, additional incentives programs shall be adopted as part of the amended LDC to encourage the reuse and improvement of marginal structures or redevelopment of land within the Town Center and Harbor CRAs.

Staff Comment: Infill is encouraged via zoning districts, not financially. Several public projects have taken place in the CRA districts. However, there are no additional incentive programs in the LDC. Should financial or reduced limitations incentives be developed to further encourage infill?

In-Progress Policies & Objectives

1. Policy 1-1.7.3: Underground Utilities. Prior to the next EAR, the City shall identify and prioritize areas for implementing programs to dismantle above ground utility facilities and bury the same underground in a manner coordinated with economic development opportunities. The City shall coordinate with Gulf Power to develop a cost-feasible plan for undergrounding in the areas that the City has determined to be the highest priorities.

Staff Comment: With Utility Undergrounding underway so the policy is complete execution is not. However, all references to Gulf Power need to be changed to “local energy provider.”

Policies & Objectives to be implemented through the LDC Update

1. Policy 1-1.3.3: Major Mixed-Use and Resort Planning Areas. Within one year from Plan adoption, the LDC shall include special design criteria to achieve the identity, form, and function established for these areas as stated below and in Section 1-2 of this Comprehensive Plan. Major commercial and mixed-use activity centers are described below:

- Harbor Planning Area
- Town Center Planning Area
- Crystal Beach Planning Area
- Holiday Isle Planning Area
- Gulf Resort Planning Area

Staff Comment: This policy is currently being implemented through **Ordinance 22-02-PC**.

2. Policy 1-1.6.1: Coordinated Land Use Planning. The City shall ensure that all proposed land development is located and designed with appropriate consideration for soil and topographic conditions. The City shall ensure that all new development is consistent with performance criteria governing resource conservation, public facilities, concurrency management, and level of service standards before a development order is issued. In addition, within one year from Plan adoption, the LDC shall be updated to ensure that newly proposed land use criteria, including, but not limited to, density, intensity, design, and other characteristics of the development, are consistent with the character of the surrounding area, can be accommodated on the site without adversely impacting natural features of the site or the surrounding environment, meet concurrency requirements, and are consistent with the Comprehensive Plan and LDC.

Staff Comment: This policy is currently being implemented through **Ordinance 22-02-PC** and the LDC Update.

3. Policy 1-2.6.1: Airport(A). Within one year from Plan adoption, Destin shall coordinate land use issues impacting the airport with the Federal Aviation Administration (FAA) and Okaloosa County, as appropriate, in order to accomplish the following objectives:

- **Foster use of Destin-Fort Walton Beach Airport in a manner that contributes to the development of the City's economic base through selective pursuit of industry consistent with Policy 1-1.3.3.**
- **Promote safe operation of aircraft through:**
 - i. Efficient use of airspace in relation to the surrounding land use within the Airport environs (i.e., within the noise contours and clear zone).
 - ii. Promote fire safety to protect surrounding land uses, especially nearby residential neighborhoods.
 - iii. Ensure that airport improvements accommodate operationally compatible aircraft and do not cause increased safety risks due to resultant expansion of noise contours and flight patterns inconsistent with established and projected land use patterns, or increased risk of accidents.
 - iv. Ensure that new development within noise zones includes sound insulation consistent with best management practices for noise attenuation as may be established by the FAA or the Standard Building Code.
- **Achieve compatible Airport and industrial development by adoption of an Airport Master Plan that ensures compatibility of Airport uses with surrounding land use, through:**
 - i. Proper control of land uses that protects airport operations, avoids encroachment into environmentally sensitive areas, and ensures compatibility with nearby residential land uses, and reduces noise impacts outside the Airport property.
 - ii. Preservation of the ecologically unique terrestrial wetlands on the property and perimeter buffer areas around the entire Airport property.
 - iii. Promotion of aviation activity compatible with community needs and characteristics.

Staff Comment: This was implemented through LDC Section 7.15.00 – Airport and aircraft zoning regulations. However, this will need to be revised through LDC update.

Policies and Objectives Recommended for Removal

1. Policy 1-1.1.6: Site Plan Review. The site plan review process is necessary to enforce the policies of this plan and the standards in the LDC. The process shall be designed to allow staff to interact efficiently and collaboratively with applicants. Within one year of plan adoption, site plan review process documents shall be amended to provide checklists containing all design requirements and standards contained in those LDC provisions that implement Objective 1-1.1 and policies of this Plan applicable to review of site plan and development order applications. This shall include processes for reviewing compliance with enhanced landscaping and architectural standards. A pre-application meeting with city staff and a preliminary concept plan review shall be required for any new construction other than a single-family home on an existing lot in order to ensure applicants are able to receive feedback in a timely manner. The LDC may give staff the option to combine these steps for projects below certain size thresholds.

Staff Comments: Article 17 of the Land Development Code contains development checklists. However, the documents were modified by the City in 2019, and now the checklist documents and Land Development Code checklists are not consistent. It is recommended the City maintains the development checklists as City documents independent of the LDC. Therefore, as part of the LDC Update, Staff recommends removing Article 17 and maintaining the checklists outside the LDC.

A. Link to Strategic Goals / Objectives:

- #2. A green and sustainable environment
- #4. Enhanced quality of life and safety for families
- #5. Economic development and revitalization

B. Effect on Budget (EOB): No effect on the budget and any changes that effect the LDC will be covered under the approved LDC Rewrite Project Budget.

C. Level of Service (LOS): Develop and implement processes for consistent and streamlined application of codes and procedures.

III. CONCLUSION: This discussion is focused on just **Chapter 1: Future Land Use Element** of the currently adopted Comprehensive Plan. Staff is seeking direction and guidance on whether the current policies discussed in this Staff Report should either be kept, updated, or removed.

IV. RECOMMENDED MOTION: For discussion purposes only. Formal recommendation will come when we bring the last Comprehensive Plan Chapter before you for discussion.

Attachments:

1. Comprehensive Plan Chapter 1 - Future Land Use Element

SECTION 1-1: FUTURE LAND USE GOALS, OBJECTIVES AND POLICIES. This section establishes goals, objectives, and implementing Policies for the land use Element pursuant to F.S. § 163.3177(6)(3), Florida Statutes.

Introduction: "Quality Development and Revitalization" is one of five strategic goals identified by the City Council for 2020. This purpose of the Future Land Use Element is to set forth Goals, Objectives, and Policies that define the characteristics of quality development, revitalization and the manner in which the City will facilitate such development. Quality development should be efficient to service, promote economic development, and enhance quality of life for current and future residents and encourage stable or improving neighborhoods and centers.

The Future Land Use Element provides specific Goals, Objectives, and Policies governing future development and revitalization. It designates the proposed future general distribution, location, and extent of planned uses of land within the corporate limits of the City of Destin (City). These uses are divided into categories for residential, commercial, industrial, recreation, conservation, institutional, a variety of mixed uses, and other categories of the public and private uses of land.

Each future land use category defines allowed uses and the standards to be followed in the control and distribution of population densities and building intensities. The Future Land Use Map (FLUM)(Map 1-1: Future Land Use Map 2020) specifies the geographic distribution and extent of each land use.

This element, as all others, is organized around a hierarchical series of topical Goals, Objectives, and Policies. The Goals are broad and general, the Objectives are specific and measurable, and Policies provide legislative and administrative guidance on how to conduct or achieve the Goals and Objectives.

GOAL 1-1: URBAN FORM. Ensure that the design and character of new development as well as new public investments provides the framework for a healthy local economy, a healthy environment and sound fiscal management, supports stable or improving residential environments, and provides citizens and visitors with transportation options.

1. Quality urban form supports a healthy economy by providing a functional environment in which to do business and a positive visual brand that attracts businesses, customers, and employees.
2. Quality urban form supports a healthy environment by design for the preservation of natural habitats, trees, and natural systems and by best practices in the management of water, energy, and transportation.
3. Quality urban form supports sound fiscal management by producing environments that allow for efficient provision of city services by minimizing the feet of utility infrastructure per user and the time required to provide services to each resident and business.
4. Quality urban form supports stable or improving residential environments by providing a predictable context for existing residents with convenient access to services, recreation and complementary uses.
5. Quality urban form supports transportation options by providing a connected network of streets, trails, and paths, origins and destination within a reasonable distance for walking and cycling, urban design elements that make walking comfortable, and activity centers of sufficient intensity to be connected by transit.

Elements of urban form include the design and siting of buildings, configuration and design of landscaping, open space, internal streets, and sidewalks, and the overall pattern of development created by the combination of these elements.

OBJECTIVE 1-1.1: URBAN DEVELOPMENT PRINCIPLES. Development standards in the city shall promote the economic viability of the commercial and mixed use areas and promote the general welfare by enhancing aesthetics and encouraging healthy active transportation and recreation. Within one year of plan adoption, the Land Development Code (LDC) shall be amended to include enhanced urban design criteria for building and site design. In addition, within one year of plan adoption comprehensive design standards shall be developed to guide the character of future development through frontage, signage, landscape, and architectural design standards. The Policies stated below provide measures for implementing this objective.

Policy 1-1.1.1: Urban Design Standards and Design Criteria. Design criteria herein stated are intended to ensure that new development will positively impact its context through quality urban design and not significantly adversely affect the enjoyment of natural amenities by others. Land use and design criteria are also intended to accomplish a smooth transition where new development is proposed adjacent to a future land use category or zoning district boundary.

The primary urban design function of buildings and landscaping is to frame the shared spaces that surround them whether they be streets, walks, or common open spaces. Building should be sited in such a way as to complement the public realm that is adjacent to them and designed with human scaled elements to create inviting places for residents, employees, and visitors. The criteria below are intended to accomplish this. These criteria are also intended to ensure that new construction does not have a negative influence on existing development and reflects a positive identity of the community. These guidelines shall be primarily applicable to Mixed Use areas with an emphasis on Harbor Boulevard which is the primary gateway of the community and may be expanded to other areas in the LDC as appropriate. Certain developments may be exempt from some provisions of these guidelines including industrial buildings and single-story commercial development in select locations.

1. Design Criteria for Buildings.

The design criteria shall ensure that the height, massing, and intensity of proposed structures do not unreasonably restrict or impact access to sunlight, privacy, or airflow dynamics. The following design principles shall be applied:

- a. **Building Massing and Scale.** Buildings shall be designed to reduce the mass/scale and uniform monolithic appearance of large unadorned walls, while providing visual interest that will be consistent with the community's identity and character through the use of detail and scale and variations in rooflines and fenestration (i.e., character and interrelationships of facade design components including windows, dormers, doors, and roof design). Within one year from Plan adoption, the LDC shall be amended to specify: i) the maximum length of facades, measured horizontally; ii) the minimum height above which a building shall step back farther from the street or other public realm; iii) the minimum distance between buildings of a given height; and iv) appropriate proportions for building façade elements. PUD submittals shall demonstrate the impact of the project on access to light, impact on airflow dynamics, as well as other visual impacts that may be deleterious to adjacent properties, motorists, pedestrians, or segments of the population.
- b. **Other Architectural Features.** Within one year from Plan adoption, the LDC shall be amended to specify appropriate standards for architectural details which may regulate the use of materials and colors, the minimum frequency of detail elements, and the use of rooflines appropriate to a given architectural style. Buildings shall be designed to be pedestrian-oriented to encourage travel on foot within and between sites.

- c. **Building Design when Fronting a Street.** Design criteria in the LDC shall reflect best practices for pedestrian-oriented design of buildings fronting a street including but not limited to pedestrian-scaled architectural elements at the first level for buildings set close to the sidewalk, the number and design of entryways oriented to the public sidewalk, and ground floor transparency and fenestration.
- 2. **Design Criteria for Sites.** Within one year from Plan Adoption, the LDC shall be amended to enhance site design criteria that promote multimodal connectivity, maximize functional open space, and promote harmony with existing structures. The following are design standards that shall be applicable to all development, with the exception of industrial uses, and single-family and duplex residences, that front on a street in the Mixed Use Districts.
 - a. **Building Siting.** Buildings shall be sited in order to maximize functional open space and, meet LDC design standards to provide frontage on existing and proposed public and publically accessible streets.
 - b. **Location of Off-Street Parking.** Following are design standards that shall be applicable to all off-street parking:
 - i. **Surface Parking Lots.** Surface parking lots should be located at the side or rear of the principal structure whenever feasible. If parking lots abut the right-of-way, vegetative screens consisting of trees and shrubs shall be constructed to create a visual buffer.
 - ii. **Parking Structures.** Where feasible, parking structures shall be located towards the interior of the lot. Parking structures that face the street shall comply with design criteria in the LDC.
 - c. **Pedestrian Walkways and Linkages.** All new development shall be designed with pedestrian sidewalks that provide safe and convenient pedestrian movement that is separated from drives, traffic aisles, and other areas of vehicular traffic. A logical pedestrian sidewalk network shall be provided throughout the development and shall interconnect all buildings including dwelling units and nonresidential uses, common open space, transit stops and sensitive area tracts and connect with the public sidewalk system.
 - d. **Bikeways.** Bikeways shall be required on collectors and arterials. Bikeways shall be a minimum of five feet wide and may use asphalt paving.
 - e. **Supplemental Setback and Buffering Requirements from Single-Family, Duplex, or Townhome Uses.** The LDC shall maintain supplemental setback and buffering requirements, in relation to building height, for projects located in the NHMU, HIMU, CG, HDR, BRMU and TCMU designations that abut single-family, duplex or townhome uses.
- 3. **Landscaping, Tree Protection, and Open Space.** The primary purposes of landscaping and open space are to provide places for residents, visitors, and employees to gather, relax, and recreate, to provide beautification, and to improve environmental function through the provision of trees. Landscape and buffering may also be used to screen unsightly elements such as parking and loading areas, unadorned walls, rear walls or yards, and trash collection areas, or to reduce the impact of noise or light pollution on adjacent residences.
 - a. **Landscaping:** Landscaping shall be provided as an integral part of the overall design of proposed new development and redevelopment. Landscaping and pervious open space shall be required in order to maintain, beautify, and/or reinforce the established character of stable residential and nonresidential areas. Landscaping and buffering criteria shall require such improvements as retention of pervious open space; the provision of greenscaped or hardscaped open spaces; tree protection; the planting of canopy trees, understory canopy, and shrubs; and installation of noise buffers as may be required, including vegetated berms with tree canopy, decorative masonry walls or fences, and other appropriate screening

and buffering techniques. Landscape plans shall include provisions for street furniture within the site as well as adjacent to the public sidewalk as appropriate. Elements of street furniture include benches, waste containers, drinking fountains, planters, bus shelters, and bicycle racks.

- b. **Open Space:** Emphasis shall be placed on functional open space, i.e. spaces that allow for passive or active recreation for residents or visitors of a development. Open spaces should include a balance of pervious greenscape and impervious hardscape appropriate to the context and level of use and incorporating trees and other landscaping elements. The minimum required open space within all FLUM designations shall be 25 percent. Notwithstanding, developments located in the South Harbor Mixed Use designation shall be allowed to deduct the total area dedicated to pedestrian easements or pedestrian rights-of-way to the public from Harbor Boulevard to the Harbor waterfront and between adjoining properties along the Harbor waterfront from the required minimum 25 percent open space.
- c. **Tree Protection:** Prior to the next EAR, the tree protection ordinance shall be enhanced to increase the preservation of clusters of canopy trees and other special native trees due to their size, age, historical, aesthetic, or cultural significance. This ordinance shall specifically address Planned Unit Developments (PUD) which have additional opportunities to preserve trees because of the design flexibility afforded by the size of the site and the planning process. The native trees in the City are of a unique character that is not conducive to the application of typical tree protection standards that rely on largely trunk sizes to indicate a tree's age and value. Tree protection standards in the city must be customized to this unique landscape typology.

Policy 1-1.1.2: Public and Private Streets. Essential to the success of Urban Design efforts is support by the design of adjacent streets. The design of both public and private streets shall be coordinated with these urban design principles. In particular the design of Harbor Boulevard is essential to two of the major redevelopment areas in the city and as such the city shall work with private owners and the state department of transportation to improve the design and function of the Harbor Boulevard for beautification and for all modes of transportation.

Policy 1-1.1.3: Major Natural and Manmade Corridors. LDC performance criteria shall require application of best management principles and practices for preserving and/or improving the character of major natural and manmade corridors, including:

1. Destin Harbor.
2. Choctawhatchee Bay.
3. Estuarine and bayou systems.
4. Major floodway and drainage corridors.
5. Major transportation corridors such as the Harbor Boulevard/Emerald Coast Parkway, which is a major focal point for the motoring, biking, and walking public and an inviting gateway to visiting tourists, and the "Cross Town Connector" (Stahlman Ave., Azalea Dr., Legion Dr., Airport Rd., and Commons Dr. W).

Policy 1-1.1.4: Scenic Vistas and Waterfront Views. The City shall employ innovative design techniques to preserve public access to scenic vistas along the Gulf of Mexico, Choctawhatchee Bay, the Harbor, or other scenic vistas or corridors. These techniques may include the provision of public parks with such views and/or direct water access, publically accessible spaces such as the Harbor Boardwalk where visitors can walk near the water, and the encouragement of public accommodation businesses which provide general access to customers such as

shopping, hotel lobbies, and restaurants in locations with waterfront views. The improvement of views shall also be accomplished by the beautification of Harbor Boulevard through increased landscaping, tree coverage, and improved urban design.

Policy 1-1.1.5: On-Site and Off-Site Improvements. LDC performance criteria shall require that all new development and redevelopment provide on-site and off-site infrastructure improvements and off-street automobile and bicycle parking that are deemed necessary to accommodate impacts generated by the subject development. The provision of such facilities shall be required concurrent with the impacts of the proposed development as provided for in the adopted concurrency management system (See Chapter 12).

Provision of necessary on-site and off-site improvements shall be required as part of a development application pursuant to the Comprehensive Plan and LDC, as exists or as may hereinafter be amended. Supportive facilities, services, or other improvements (or equitable contributions in lieu thereof), as required by ordinance, shall be agreed to by the applicant prior to City approval of a development application, and facilities shall be constructed as agreed upon prior to issuance of a certificate of occupancy. The intent of this Policy is to ensure that the City of Destin does not assume unanticipated fiscal liabilities for supportive facilities and services that are expressly attributed to new development. Similarly, design of infrastructure and off-street parking shall be appropriately landscaped, screened, and/or buffered, as needed to avoid or mitigate adverse impacts on adjacent properties and infrastructure systems. Utilities for new subdivisions and new developments shall be placed underground.

Policy 1-1.1.6: Site Plan Review. The site plan review process is necessary to enforce the policies of this plan and the standards in the LDC. The process shall be designed to allow staff to interact efficiently and collaboratively with applicants. Within one year of plan adoption, site plan review process documents shall be amended to provide checklists containing all design requirements and standards contained in those LDC provisions that implement Objective 1-1.1 and policies of this Plan applicable to review of site plan and development order applications. This shall include processes for reviewing compliance with enhanced landscaping and architectural standards. A pre-application meeting with city staff and a preliminary concept plan review shall be required for any new construction other than a single-family home on an existing lot in order to ensure applicants are able to receive feedback in a timely manner. The LDC may give staff the option to combine these steps for projects below certain size thresholds.

OBJECTIVE 1-1.2: RESIDENTIAL QUALITY. Sufficient land area shall be designated for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Also refer to the housing element of this plan. Residential development shall be planned and designed to create and perpetuate stable residential neighborhoods and implement Policies set forth below.

Policy 1-1.2.1: Protect Residential Areas. The LDC shall implement design standards to protect existing stable single-family residential areas and projected future single-family residential areas from adverse impacts by new development due to location, massing, intensity, scale, and height. These areas include all residential future land use designations and historically residential neighborhoods in mixed use designations delineated on the Future Land Use Map 1-1.

Policy 1-1.2.2: Prevent Deterioration and Enhance the Appearance of Residential Areas. Prior to the next EAR, the LDC shall be amended to include standards for exterior building maintenance, maintenance of landscaping, and limitations on storage of vehicles and other items in yard areas.

Policy 1-1.2.3: Continue to Provide for and Regulate Accessory Housing Options in Select Residential, Mixed Use, and Commercial Areas. The City shall continue to evaluate which zoning districts may be appropriate for accessory dwelling units.

Policy 1-1.2.4: Orderly Transition in Land Use. The type and density of new residential development shall be consistent with the Comprehensive Plan FLUM (Map 1-1), and adopted City redevelopment plans. Where the FLUM (Map 1-1) and/or Zoning Map denote transition in land use type, density, or intensity, the LDC shall provide criteria for ensuring that any new development or redevelopment provides a smooth transition in land use. Residential development shall be consistent with the concurrency management system and be approved only where available infrastructure capacity exists concurrent with the impacts of such development.

Policy 1-1.2.5: Review of Conditional and Accessory Land Uses. The LDC shall identify permitted uses, conditional uses, accessory uses, and small-scale utilities that may be allowed within each zoning district established in the LDC. Permitted uses are those that are generally allowed throughout a respective zoning district.

Conditional uses are those that are permitted in a particular zoning district that may be compatible within part of a district but not throughout the district. A Conditional Use is permitted only upon successful demonstration by applicant that the use as proposed on a specific site will comply with conditional use criteria and standards that shall be included in the LDC.

Accessory uses shall include uses that are customarily located on property to support a principal use and are incidental and subordinate to the principal use. Accessory uses shall not be allowed unless the principal use exists or is built concurrently with the accessory use on the subject property. The LDC shall implement this Policy.

Small-scale utilities necessary to support residential development may be located within residential areas, provided performance criteria of the LDC are met. Such utilities may include cable systems, water and sewerage pipes, street lighting, fire hydrants, small pump stations, and similar small-scale utility components. However, utility components that are clearly principal uses that do not require locations within residential area, such as public water and sewerage treatment plants and landfills, may not be located within residential areas.

OBJECTIVE 1-1.3: COMMERCIAL AND MIXED USE DEVELOPMENT. Commercial and Mixed Use Development should be primarily organized in large and small walkable centers that are easily accessible to residents and visitors by multiple modes of transportation. The FLUM (Map 1-1) assigns commercial and mixed use development to sites that generally are concentrated in strategically located areas having characteristics that best accommodate specific site location, access, public facility needs, and market requirements of respective uses.

Amendments to the FLUM (Map 1-1) shall consider the established pattern of land use and, while accommodating market demands, shall continue to promote stable residential areas. Such amendments to the FLUM (Map 1-1) shall also consider consumer demand, location, and space requirements of commercial and mixed use activities and potential fiscal and environmental impacts as well as the need to protect and preserve the quality of Destin's residential areas. Major activity centers intended to accommodate commercial and mixed use development shall include the South Harbor Planning Area, the North Harbor Planning Area, the proposed Town Center within the Community Redevelopment Area, the Crystal Beach Planning Area, Holiday Isle Mixed Use Area, and the Gulf Resort Area.

Policy 1-1.3.1: General Considerations. The location and distribution of specific commercial and mixed use activities shall be based on the following considerations:

1. Trip generation characteristics, impact on existing and planned multimodal transportation facilities and ability to functional internal circulation and off-street parking system, with appropriate landscaping.
2. Location and site requirements based on specific needs of respective commercial and mixed use activities, their market area, anticipated employment generation, and floor area requirements.
3. Impact on other surrounding commercial and mixed use activities.
4. Relationship to surrounding land uses and natural systems.
5. Impact on existing and planned community services and utilities.
6. Impact on established as well as anticipated future residential development.

Policy 1-1.3.2: Location Considerations. Commercial and Mixed Use development shall be concentrated in strategically located areas having characteristics that best accommodate their specific land, site, public facilities, and market location requirements. These criteria have informed the location of commercial and mixed use designations on the Future Land Use Map (Map 1-1). The strategically located areas shall promote efficient flow of traffic along major thoroughfares, achieve orderly development, and minimize adverse impact on residential quality.

Commercial infill and redevelopment shall be regulated by the LDC in order to:

1. Promote multimodal access and efficient flow of traffic.
2. Achieve orderly development.
3. Avoid negative impacts on established residential neighborhoods.
4. Encourage appropriately scaled and designed neighborhood commercial development within easy walking distance of residences.
5. Prevent adverse impacts on the fragile coastal eco-system.
6. Direct mixed use development to the Town Center, the North and South Harbor Planning Areas, and other strategically located areas identified on the (Map 1-1a).
7. Prevent the proliferation of strip commercial development with few pedestrian amenities.

Policy 1-1.3.3: Major Mixed Use and Resort Planning Areas. Within one year from Plan adoption, the LDC shall include special design criteria to achieve the identity, form, and function established for these areas as stated below and in Section 1-2 of this Comprehensive Plan. Major commercial and mixed use activity centers are described below:

1. **Harbor Planning Area.** The South Harbor Planning Area (SHPA) is that area generally extending along the north shoreline of the Harbor as depicted on (Map 1-1a). Development along this segment of the Harbor's north shoreline shall accommodate a "festive market place" environment, as defined in the Glossary, to include tourist commercial and mixed use development that shall be planned and designed to encourage public access to waterfront views, foster a free flowing pedestrian-oriented environment that does not wall off access to the shoreline, promote convenient public access to the planned Harbor boardwalk, and reinforce the identity of the Harbor as a world-class fishing village that is open to the public.

The North Harbor Planning Area (NHPA) is that area bounded generally on the south by Harbor Boulevard and on the west by Calhoun Avenue as depicted on (Map 1-1a).

The "NHPA" shall complement the "SHPA". The NHPA shall promote those uses permitted in the SHPA, as well as encourage long-term residential uses. Design criteria shall include a multi modal transportation system and strategic pedestrian accessways that link the NHPA and SHPA areas (cross-reference Policy 1-2.4.3.) The

continuing Comprehensive Planning process and the revisions to the LDC shall use the Destin Harbor Area Master Plan as a technical support document for implementing Harbor Area Redevelopment and Policy 1-2.4.3.

The adopted future land use plan concepts for the Harbor Community Redevelopment Area (Harbor CRA) have been integrated into the Comprehensive Plan and have been incorporated into the FLUM (Map 1-1). In addition, the Transportation Element has incorporated street and transit improvements that reinforce CRA Plan Goals, Objectives, and Policies. The Harbor Planning Area, as delineated on Map 1-1a, has been designated as a focal point for reinvestment in a community mixed use commercial center anchored by the Harbor Blvd. Corridor.

The City has adopted the Harbor Redevelopment Plan, which includes the following major objectives within the Harbor CRA:

- a. Improve the function and form of Harbor Boulevard within the Harbor CRA by creating a safe pedestrian environment and a corridor that safely accommodates both pedestrian and vehicular traffic, including appropriately designed crosswalks, effective pedestrian signalization, lighting, and quality landscape design and signage.
 - b. Preserve water dependent uses as defined in the Glossary of the Comprehensive Plan. The intent is to preserve fishing fleet activity that is open to the public and prevent the walling-off of the Harbor shoreline.
 - c. Preclude permanent residential facilities along the Harbor waterfront, unless such residential facilities are in the form of site specific mixed use development that incorporates commercial retail components that foster and encourage access by the public to the Harbor Boardwalk. Long-term residential uses without a commercial component tend to restrict public access to the Harbor and water dependent activities along the waterfront.
 - d. Incorporate design criteria that shall assist in enhancing the identity, function, form, design, and vitality of the Harbor CRA, which provides a unique mixed use waterfront activity center within the western core area of the City.
 - e. Implement, monitor, and enhance performance standards ensuring that land development, resource conservation, and infrastructure issues within the harbor area are managed in a manner consistent with accepted best management principles and practices. The "SHPA" regulations should encourage a variety of opportunities for recreation, tourist commercial living accommodations and facilities, including but not limited to such activities as restaurants, specialty shops, fishing and marina related goods and services, and facilities supporting pedestrian linkages. The "SHPA" regulations shall protect property rights, and the environment, and foster compatible uses.
 - f. Preserve clusters of canopy trees and other special native trees due to their size, age, historical, aesthetic, or cultural significance, as prescribed in the LDC.
2. **Town Center CRA and Main Street.** The City shall promote the image, function, and design of the Town Center CRA and Town Center Mixed Use area, a planned pedestrian-oriented mixed use center of employment, commerce, city center living, as well as civic and cultural enrichment. As part of this initiative the City shall continue to implement the adopted Community Redevelopment Plan, including the tax increment finance program and a regulatory program that assists in implementing:
- a. Grid street system that enhances access to and with the Town Center and sub-areas of the CRA.

- b. Design criteria that incorporate pedestrian and streetscape amenities, criteria for achieving the form, function, and character promoted in the adopted Community Redevelopment Plan.
- c. Transit system that links the Town Center with the Harbor area, major center of activity along the Emerald Coast Parkway corridor, and other activity centers that generate patrons who seek the Town Center and Harbor areas for leisure activities, shopping, and/or employment.

Prior to the next EAR, the City shall develop a Comprehensive Master Development Plan for all or a substantial portion of the Town Center CRA. This plan shall provide a design, street, and phasing framework for the redevelopment of the Town Center. The plan shall include detailed site and building development standards. The plan shall include an implementation plan that may use concepts such as transfer of development rights to obtain necessary community elements such as community open space within the CRA.

The adopted future land use plan concepts for the Community Redevelopment Area (CRA) have been integrated into the Comprehensive Plan. After such time as the Comprehensive Master Plan has been developed the FLUM (Map 1-1) may be amended accordingly. The City Council shall implement the adopted CRA Plan after duly scheduled public hearings, including consideration of specific program designs and alternatives required to achieve redevelopment objectives within the designated Community Redevelopment Area and available funding resources.

3. **Crystal Beach Planning Area (Map 1-1a).** Sub areas within the Crystal Beach Planning Area shall promote commercial and mixed use development. Such areas include the Danny Wuerffel Way and Emerald Coast Parkway intersection, which is a principal point of entry to the City of Destin east side. Prior to the next EAR, the City shall establish a preservation overlay zone within the Crystal Beach Planning Area. The intent of the overlay is to protect established single-family residential neighborhoods with a low-intensity character from encroachment by more intense development. The City shall establish standards for this neighborhood preservation overlay district which shall be primarily located within CBN. The City shall designate maximum densities and intensities based on established patterns of residential development. Development in the overlay shall be of a primarily single-family residential character.
4. **Holiday Isle Planning Area (HIPA) (Map 1-1a).** The Holiday Isle Planning Area consists of several subareas. The Holiday Isle Mixed Use is a land use district within HIPA intended to be developed with a mix of commercial, short and long term residential, commercial transient living accommodations and yacht club/marina uses. The area is largely built out and in the future this area is anticipated to undergo limited infill development. Within HIPA there are also areas that consist of residential uses. Prior to the next EAR the city shall study whether a preservation overlay with additional protections is appropriate for areas within LDR within the Holiday Isle Planning Area to preserve the single-family residential character of this area or some subset of this area.
5. **Gulf Resort Mixed Use Area (Map 1-1a).** The Gulf Resort Mixed Use area is a major mixed use tourist destination that is the City's most intensely developed area for short and long term residential, commercial transient living accommodations, and commercial uses. The area is largely built out and in the future this area is anticipated to undergo infill and redevelopment. Incentives shall be developed to encourage provision of public beach access where possible (See Policy 1-3.2.5).

OBJECTIVE 1-1.4: INDUSTRIAL DEVELOPMENT. The FLUM (Map 1-1) shall indicate sites planned to accommodate industrial development.

Policy 1-1.4.1: Location Considerations. Land resources for industrial development generally shall be concentrated in strategic locations south of the Airport Road corridor at the industrial park. Future Airport development shall be managed in a manner that prevents encroachment of Airport uses into established residential areas to prevent or minimize adverse impacts to residential development. Policies for managing the location and intensity of industrial development shall be responsive to the location and space requirements of industrial activities and potential fiscal and environmental impacts on the City of Destin. The location and distribution of specific types of industrial activities shall be determined based on the following considerations:

1. Trip generation characteristics and impact on existing and planned transportation systems, including dependency on air or trucking for distribution of material and goods.
2. Anticipated employment generation, floor area requirements, and market area.
3. Ability to meet established performance standards to prevent or minimize nuisance impacts, such as emission of air pollutants, glare, noise or odor, or generation of hazardous by-products.
4. Impact on established as well as anticipated future development and natural systems.
5. Impact on existing and planned public services, utilities, water resources, and energy resources.
6. Impact on established as well as anticipated future residential development.

Policy 1-1.4.2: General Pattern of Industrial Land Use. Non-airport related industrial development shall be located within the immediate vicinity of Industrial Park Lane and Industrial Park Road. A high priority shall be given to reserving strategically located land for industry.

Policy 1-1.4.3: Selective Industrial Expansion Policy. The City shall pursue a strategy of selective expansion of its industrial base. The City shall encourage industries that contribute optimally to the City's economy and that of the Emerald Coast. Highest priority shall be directed toward recruiting industries which:

1. Generate high levels of employment together with higher than average wage and salaries.
2. Promote an industrial mix to counterbalance the impact of cyclical economic changes.
3. Produce services/products that complement the needs and resources of existing industry within the City and the region.
4. Provide industry and service activities required to support and attract prime industrial land uses which are compatible with the City's growth management and resource conservation goals, objectives and Policies.
5. Contribute net revenue to the City of Destin and thus enhance the fiscal capacity of the City.
6. Do not adversely impact the City's natural resources, including groundwater quality; preservation of air quality; infrastructure; and public facility improvement needs.

Policy 1-1.4.4: Nuisance Abatement Standards and Criteria. The City shall prevent nuisance impacts frequently associated with industrial activities by maintaining performance standards for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare. Land shall be allocated to industrial uses in a manner that allows for separation and co-location of industrial activities capable of complying with the most restrictive performance standards and exhibiting minimal adverse impacts on surrounding development.

OBJECTIVE 1-1.5: INSTITUTIONAL FACILITIES AND PUBLIC SERVICES. The City shall require that needed public services and facilities be developed concurrent with new development, including adoption of an adequate facilities ordinance within the City's LDC. In addition, the City shall use the capital improvement program and budget process to pursue advance acquisition of land required to provide recreation, conservation, and related public benefits and promote multiple use of public lands.

Policy 1-1.5.1: Coordinate Investments in Land Improvements. To promote more effective and efficient delivery of requisite services and utilities, the location, scale, timing, and design of necessary public and semi-public services and utilities shall be closely coordinated with development activities.

Policy 1-1.5.2: Land Use Controls. The City shall enforce appropriate land use controls applicable to public and semi-public land uses. Public and semi-public facilities include public schools; health care facilities, such as hospitals, medical offices, adult life care facilities, similar facilities; emergency, police, and fire services; drainage facilities; water and wastewater facilities, and similar institutions promoting a public purpose.

OBJECTIVE 1-1.6: SOIL AND TOPOGRAPHIC CONDITIONS/NATURAL ENVIRONMENT. The City shall not issue a development order or permit unless the applicant for development has demonstrated that the proposed land uses, including, but not limited to, density, intensity, design, and other characteristics of the development, are designed with appropriate consideration for soil and topographic conditions and the natural environment, including Comprehensive Plan objectives and Policies in Chapter 5: Conservation Element and Chapter 6: Coastal Management.

Policy 1-1.6.1: Coordinated Land Use Planning. The City shall ensure that all proposed land development is located and designed with appropriate consideration for soil and topographic conditions. The City shall ensure that all new development is consistent with performance criteria governing resource conservation, public facilities, concurrency management, and level of service standards before a development order is issued. In addition, within one year from Plan adoption, the LDC shall be updated to ensure that newly proposed land use criteria, including, but not limited to, density, intensity, design, and other characteristics of the development, are consistent with the character of the surrounding area, can be accommodated on the site without adversely impacting natural features of the site or the surrounding environment, meet concurrency requirements, and are consistent with the Comprehensive Plan and LDC.

OBJECTIVE 1-1.7: UTILITY FACILITIES AND INFRASTRUCTURE. The City shall require that new developments provide utilities and infrastructure necessary to support proposed development through provisions within the LDC or acquisition of land by the City.

Policy 1-1.7.1: Easements for Utilities. The City shall continue to require dedication of adequate rights-of-way and easements pursuant to City Ordinance No. 076 for use as roadways and by utilities for extensions or improvements.

Policy 1-1.7.2: Coordination with Water and Sewerage Utilities Providers. The City shall cooperate with the water and sewerage utilities providers in efforts to obtain necessary easements and rights-of-way to correct existing deficiencies or improve services in the City.

Policy 1-1.7.3: Underground Utilities. Prior to the next EAR, the City shall identify and prioritize areas for implementing programs to dismantle above ground utility facilities and burying the same underground in a manner coordinated with economic development opportunities. The City shall coordinate with Gulf Power to develop a cost feasible plan for undergrounding in the areas that the City has determined to be the highest priorities.

(Ord. No. 07-13-PC, § 5, 10-15-2007; Ord. No. 15-17-PC, 6(Exh. A), 3-7-2016; Ord. No. 17-22-PC, § 6(Exh. 1), 4-2-2018)

SECTION 1-2: FUTURE LAND USE MAP.

GOAL 1-2: FUTURE LAND USE. The purpose of the future land use maps shall be to designate areas that are to continue largely in their current form, to be appropriate for major redevelopment or to be appropriate for new development. Because the city is largely built-out, the major of new growth in the City is anticipated to be in the form of redevelopment. This also provides the most efficient framework for providing city services. The City of Destin Comprehensive Plan FLUM (Map 1-1) Series shall delineate adopted policy for managing the allocation of future land use. Land use designations on the FLUM (Map 1-1) have been allocated pursuant to goals, objectives, and policies established in the Comprehensive Plan and are based on the Comprehensive Plan data, inventory, and analysis (dated 2001). Nothing in this section shall preclude necessary community facilities from locating within any future land use designation when such activity satisfies established criteria of this plan and the City's LDC.

OBJECTIVE 1-2.1: LAND USES, DENSITIES AND INTENSITIES DEFINED. The designations in the FLUM series shall be defined by the Policies herein. The FLUM series, Maps 1-1 through 1-6, are as follows and are located at the end of this Chapter:

1. Map 1-1: Future Land Use 2020.
 - a. Map 1-1a: Planning Areas and Sub-areas.
2. Map 1-2: Soil Associations.
3. Map 1-3: Floodplain.
4. Map 1-4: Vegetative Communities and Wetland Areas.
5. Map 1-5: Coastal High Hazard Area.
6. Map 1-6: Park Sites and Beach Access Points.

Policy 1-2.1.1: Residential Uses Defined. Residential uses shall include several structure types used for housing, including single-family detached dwellings and multiple-family structures including duplex structures units, town homes and other detached single-family structures, apartments, patio homes, atrium homes, and similar multiple-family structures. The specific FLUM designations shall identify where single-family and multiple-family structures may be located. Following are the definitions for long-term residential and short-term residential.

1. **Long-Term Residential.** Long-term residential uses shall be defined as any residential accommodation that is available for occupancy for 181 days or more. Long-term residential uses shall include lock-out units, as defined in the Glossary.
2. **Short-Term Residential.** Short-term residential uses shall be defined as any residential accommodation that is available for occupancy for 180 days or less. Short-Term Residential uses shall include lock-out units, as defined in the Glossary.

Policy 1-2.1.2: Nonresidential Uses Defined. Nonresidential uses are land use activities not defined as residential uses and which are predominantly connected with the sale, rental and distribution of products, or performance of services. Nonresidential uses also include commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, other commercial uses, industrial, institutional, recreation, and conservation land uses.

Policy 1-2.1.3: Areas Ineligible to Accommodate Development. No habitable buildings or non-water dependent structures, aside from essential public facilities and services, shall be located on land classified as un-developable environmentally sensitive lands, including wetlands, transitional wetlands, salt marsh, tidal waters, beaches, beach berms and dunes, and the natural shoreline. However, the LDC shall provide regulatory measures to ensure that land in private ownership is provided reasonable use. For instance, the LDC shall provide for transfer

of density and intensity from privately owned environmentally fragile land to directly abutting uplands under common ownership as may be required to avoid a "taking," or a denial of vested right or beneficial use. The intent is to sustain demonstrated private property rights while preserving the public interest, welfare, health, and safety.

Policy 1-2.1.4: Method of Measuring Building Height. Building height shall be measured from the highest point of the crown of the road, average grade of the subject property if it is not in an area that has a Federal Emergency Management Agency (FEMA) Minimum Based Flood Elevation, or FEMA Minimum Base Flood Elevation, whichever is higher, to the cornice line of the building (except the building height for the Harbor Waterfront, as defined herein). The highest point of the crown of the road shall be established by topographic survey that has been signed and sealed by a Florida Registered Surveyor. Within the "Harbor Waterfront" area, as defined herein, building height shall be measured via the Average Grade Method. Single-family residential dwelling units may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of six (6) feet above the allowable maximum height of roof structure. Non-residential and mixed-use buildings may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of ten (10) feet above the allowable maximum height of the roof structure.

Fully pitched roofs are required to cover not less than 60 percent of the roof surface on all buildings. A minimum pitch of 5:12 and a maximum pitch of 12:12 are required for the fully pitched roof above the cornice line.

*Cornice Line: Cornice line as used herein means the horizontal line on the exterior of a building at which the roof system intersects the exterior wall.

Policy 1-2.1.5: Grandfather Clause. Existing land uses that were lawfully conforming uses prior to the effective date of the Comprehensive Plan, shall continue as lawful uses and shall be regulated through administrative remedies for vested rights issues that shall be included in the LDC. Building heights, density and/or intensity which (a) are actual present and which lawfully existed prior to the effective date of the Comprehensive Plan, or (b) were authorized pursuant to a development order, which development order remained unexpired as of the effective date of the Comprehensive Plan, shall continue to be legal building heights, density and/or intensity (as applicable) after adoption of the Comprehensive Plan. All duly approved and recorded lots, subdivision and condominium plats of record, which existed as legal lots, subdivision and condominium plats of record prior to the adoption of this Comprehensive Plan shall continue to be legal lots, subdivision and condominium plats of record after adoption of the Comprehensive Plan. This grandfather status may only be relinquished voluntarily by the vested entity. All new lots, subdivisions, condominium plats and all replats shall comply with the Comprehensive Plan objectives and Policies, including maximum density provisions. Similarly, all new development shall comply with the Comprehensive Plan and LDC unless the development is found to have a vested right in a land use, building height, density or intensity that is in conflict with the Comprehensive Plan and LDC. Under such condition the grandfather clause shall be applicable unless voluntarily relinquished by the vested entity. The intent is to sustain demonstrated private property rights while preserving the public interest, welfare, health, and safety. Notwithstanding, any single-family home that is subject to redevelopment shall be allowed to reconstruct, providing adopted building and construction codes as well as this ordinance and the size and dimension criteria of the LDC are met.

Policy 1-2.1.6: Buffers and Land Use Transition. All property designated for nonresidential use on the FLUM shall be developed and designed to ensure a smooth land use transition between the said non-residentially designated property and any directly abutting low rise residential property, either existing or identified on the FLUM. The LDC shall include criteria that regulates the massing, height, traffic generation, and intensity of development, and shall require a sufficient landscaped buffer area to protect abutting single-family residential and other low rise residential properties from substantially dissimilar and potentially incompatible land uses.

Existing special exceptions for single-family residential development as well as nonconforming single-family development within a High Density Residential, Commercial, Industrial, or Mixed Use FLUM designation shall not impede the ability of a land owner within such designated areas from developing within the ranges of density and intensity established in the Comprehensive Plan if such development is consistent with the Comprehensive Plan and the Land Development Code performance criteria established to implement this Plan.

Policy 1-2.1.7: Density and Intensity of Development. The maximum range of density and/or intensity stated in the Comprehensive Plan and in the LDC may be further constrained by quantitative and qualitative criteria included in the Comprehensive Plan and LDC, including but not limited to requirements for minimum open space; concurrency management and level of service standards for transportation, stormwater and other public facilities and services; off-street parking and internal circulation; landscaping; impacts on schools; and on-site and off-site improvements and design amenities required to achieve land use compatibility. In addition, natural constraints such as the shape and natural features of a site may present obstacles to achieving maximum density and/or intensity shown on the adopted Comprehensive Plan FLUM. Where a zone permits both density and intensity, that density and intensity shall not be applied to the same acreage. A developer may separate a portion of the property to be calculated as density (generally for single-family or multi-family development) and a different portion of the property to be calculated as intensity. Density and intensity shall be calculated using the amount of "gross land area" as defined in the glossary.

Policy 1-2.1.9: Intensity Defined. Floor Area Ratio (FAR), as defined in the Glossary, describes the square footage of uses on a development site. The specific FLUM designations shall identify the maximum FAR for land use designations.

FAR shall not be applied to publicly owned parking garages or to areas of parking garages dedicated to the City when part of a public-private development partnership.

Policy 1-2.1.10: Density Defined. Density, as defined in the Glossary, may be used to determine the maximum number of residential units allowed on a development site. Residential uses include long-term and short-term residences. Non-residential uses are not regulated by density. The specific FLUM designations shall identify the maximum density for residential uses.

OBJECTIVE 1-2.2: ESTABLISH RESIDENTIAL LAND USE DESIGNATIONS. The residential FLUM designations shall be established as defined herein. Supportive community facilities and accessory land uses may be located within areas designated for any type of residential land uses. The LDC shall provide regulations for managing such community facilities and accessory land uses. This objective shall be measured through implementation of the following Policies.

Policy 1-2.2.1: Bay Estates (BE). Areas designated "BE" shall be developed, redeveloped and/or maintained and conserved as stable single-family (SF) long-term residential estates. The "BE" designation includes lots and parcels located in the Village Planning Area (VPA) adjacent to or near Choctawhatchee Bay, Joe's Bayou, Marler

Bayou, or north of Indian Bayou. Land designated "BE" shall not include development or redevelopment of short-term residential or nonresidential uses. The "BE" designated land may be developed up to the following maximum development standards:

TABLE 1-1: GENERAL DEVELOPMENT STANDARDS FOR "BE" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories	Up to 2.90	N/A

Policy 1-2.2.2: Low Density Residential (LDR). Areas designated "LDR" shall be developed, redeveloped and/or maintained and conserved as single-family (SF) long-term residential uses. Lots and parcels in the Village Planning Area (VPA) or the East Harbor Planning Area (EHPA) (Map 1-1a) that are designated "LDR" shall not be allowed to develop or redevelop short-term residential uses or nonresidential uses. However, lots and parcels designated "LDR" within the Holiday Isle Planning Area (HIPA) shall be allowed to develop and/or be maintained as short-term residential uses, but nonresidential uses shall be prohibited. The "LDR" designation includes lots and parcels that may be developed up to the following maximum development standards:

TABLE 1-2: GENERAL DEVELOPMENT STANDARDS FOR "LDR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories*	Up to 5.81	N/A

*Holiday Isle - 30'/3 stories

Policy 1-2.2.3: Medium Density Residential (MDR). Areas designated "MDR" shall be developed, redeveloped and/or maintained and conserved as stable single-family (SF) or multiple-family (MF) long-term residential uses. Land designated "MDR" within the Village Planning Area (VPA) and the CRA, shall not be allowed to develop or redevelop short-term residential uses or nonresidential uses. However, lots and parcels designated "MDR" that are located within the Holiday Isle Planning Area (HIPA) shall be allowed to develop and/or maintain short-term residential uses, but not nonresidential uses. Based on established patterns of residential development within the Village, Holiday Isle, and the CRA (except the Town Center) Planning Areas, the following maximum development standards shall be applied to future development within "MDR" designated areas:

TABLE 1-3: GENERAL DEVELOPMENT STANDARDS FOR "MDR" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories*	Up to 5.81	N/A
Multi-Family Residential	35'3 stories	Up to 9.90	N/A

*Holiday Isle - 30'3 stories

The zoning map designation shall delineate policy for allocating specific densities on land designated "MDR" based on established patterns of land development and based on adopted Comprehensive Plan goals, objectives, and policies. Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites designated "MDR" should be located and developed in a manner that ensures a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. Generally, medium density areas should be located between the perimeters of low density residential areas, high density residential areas, and/or commercial or mixed use designations.

Policy 1-2.2.4: High Density Residential (HDR). Areas designated "HDR" shall be developed, redeveloped and/or maintained and conserved as stable multiple-family (MF) and attached single-family (SF) long-term and short-term residential uses and shall prohibit nonresidential uses. The "HDR" designation includes lots and parcels that may be developed up to the following maximum development standards:

TABLE 1-4: GENERAL DEVELOPMENT STANDARDS FOR "HDR" DESIGNATED LAND

Use	Max. Height (feet/stories)	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 9.90	N/A
Multi-Family Residential	50'4 stories ¹	Up to 16.90	N/A

¹ This maximum height limitation is subject to future review and the HIPA Height Overlay Sub-Area may be extended to additional areas within the Holiday Isle Planning Area (Map 1-1a) by amendment to this policy in the event it is definitively established by order of a court of competent jurisdiction that a lower maximum height limitation imposed under private restrictive covenants applies to, and is legally binding upon, those properties.

The zoning map shall delineate policy for allocating specific densities for land designated "HDR" based on established development patterns and adopted Comprehensive Plan goals, objectives, and policies, including design principles for achieving a smooth land use transition. Review of specific densities of developments shall be directed toward preserving stability of established residential areas, particularly adjacent structures. The design and intensity of structures shall be reviewed based on criteria that shall require new development to provide a smooth transition in land use, intensity, and general appearance and design. Sites for high density residential developments should be located in a manner that provides a smooth transition in land use, density, and intensity of development. Generally, high density residential areas should be located between the perimeters of medium density residential areas and/or commercial or mixed use designations. High density residential development should be served by a major arterial or major collector street.

Policy 1-2.2.5: Crystal Beach Neighborhood (CBN). The "CBN" designation provides for regulated residential and very limited supportive nonresidential uses. Areas designated "CBN" shall have a predominately single-family detached residential character. Single-family residential development shall not exceed a maximum of six dwelling units per gross residential acre. Areas designated "CBN" may have single-family (SF) or multiple-family (MF) structures. The "CBN" designation is intended for long-term or short-term residential uses but only very limited supportive nonresidential uses. Additional restrictions on permitted supportive non-residential uses, such as maximum square footage, design or location requirements, may be specified in the LDC. Commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations shall not be allowed on any property designated "CBN." Based on established patterns of residential development within "CBN" designated areas the following maximum development standards shall be applied to future development within "CBN" designated areas:

TABLE 1-5: GENERAL DEVELOPMENT STANDARDS FOR "CBN" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 6.00	N/A
Multi-Family Residential	50'4 stories	Up to 6.00	N/A
Very Limited Supportive Non-Residential Uses	50'4 stories	N/A	0.5

OBJECTIVE 1-2.3: ESTABLISH COMMERCIAL LAND USE DESIGNATIONS. The commercial FLUM designations shall be established as described herein. Supportive community facilities and accessory land uses may be located within areas designated for any type of commercial or residential land uses. The allocation of land for commercial use shall

be compatible with goals, objectives, and policies identified in the Comprehensive Plan and shall be consistent with established pattern of legally established commercial land uses. The policies stated below provide an explanation of the purpose, intent, and character of the commercial land use designations. Notwithstanding other provisions of this chapter, single-story retail uses should not exceed thirty-five (35) feet in height or 0.5 FAR.

Policy 1-2.3.1: Commercial Limited (CL). The "CL" designation is intended to accommodate a mixture of short-term and long-term residential and commercial uses of a lesser intensity than is allowed in the mixed use development category. Small-scale community commercial uses such as medical related facilities, commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, offices, retail uses and ancillary recreation uses, including golf courses are allowed. Such sites may accommodate a shopping center with grocery stores, drug store/pharmacy, specialty shops, and similar tenants with no single business entity having more than 60,000 square feet. Such sites shall not include trades, warehousing, and large home improvement establishments. The nature and scale of uses allowed on properties designated "CL" shall provide a smooth transition between the more intense "CG" designated properties and adjacent residential development. "CL" designated areas shall be pedestrian-oriented, have sufficient landscape buffering and setbacks to protect residential uses, have architectural features to protect residential uses from obtrusive roof top mounted equipment, residential uses shall be adequately protected from vehicle service and parking areas, and these objectives shall be carried out by inclusion of design techniques as set forth in the LDC. The following maximum development standards shall be applied to future development within "CL" designated areas:

TABLE 1-6: GENERAL DEVELOPMENT STANDARDS FOR "CL" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 9.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.3.1	50'4 stories	N/A	0.5

Policy 1-2.3.2: Commercial General (CG). The "CG" FLUM designation is intended to accommodate general retail sales and services; highway oriented sales and services; other general commercial activities defined in the LDC; customary accessory uses; and requisite community facilities. The areas designated "CG" are generally located along the Harbor Boulevard/Emerald Coast Parkway corridor and are intended to service the general commercial needs of permanent and seasonal residents. To sustain the existing and long-term market demands for commercial goods and services, properties designated "CG" are not intended to be used for long-term residential uses, manufacturing of goods, or other activities that may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses. The "CG" designation is intended to accommodate retail, service, and other commercial uses, commercial hotels, motels, bed and breakfast establishments, other commercial transient living

accommodations, as well as multiple-family (MF) short-term residential uses. The LDC shall establish provisions regulating specific land uses. The following maximum development standards shall be applied to future development within "CG" designated areas:

TABLE 1-7: GENERAL DEVELOPMENT STANDARDS FOR "CG" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Short-Term Multi-Family Residential	50'4 stories	Up to 16.90	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.3.2	50'4 stories	N/A	1.3

Policy 1-2.3.3: Commercial Trades and Services (CTS). The "CTS" designation is intended to accommodate small to moderate sized higher intensity commercial services related to the construction industry, machine and other power equipment, durable goods repair and service, warehousing, boat repair and service, vehicle service and repair, and similar commercial trades and services. These types of uses are generally concentrated in the western part of the City, along Mountain Drive as delineated on the FLUM. The "CTS" designation is not intended to accommodate any short-term or long-term residential land uses, commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations, manufacturing of goods or other activities that may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses. The following maximum development standards shall be applied to future development within "CTS" designated areas:

TABLE 1-8: GENERAL DEVELOPMENT STANDARDS FOR "CTS" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Nonresidential Floor Area Ratio
Commercial trades and services as described in Policy 1-2.3.3 (No residential uses allowed, except for custodian or night-watchman residence)	35'3 stories	1.00 per development	1.30

OBJECTIVE 1-2.4: ESTABLISH MIXED USE LAND USE DESIGNATIONS. The mixed use FLUM designations shall be established as defined herein. Supportive community facilities and accessory land uses may be located within areas designated for mixed use development. The allocation of land for mixed use development shall be compatible with goals, objectives, and policies identified in the Comprehensive Plan and shall be consistent with established pattern of legally established mixed use land uses. The following policies provide an explanation of the purpose, intent, and character of the mixed use and commercial land use designations.

Policy 1-2.4.1: Residential, Office, and Institutional (ROI). The "ROI" designation is designed to accommodate business and professional offices; as well as single-family (SF) and multiple-family (MF) long-term residential uses; and institutional uses listed in Policy 1-2.7.1. The "ROI" designated land shall only be allowed to develop as commercial hotel, motel, bed and breakfast establishments, other commercial transient living accommodations or short-term residential uses if the subject properties abut or are located south of Harbor Boulevard/Emerald Coast Parkway as delineated on the FLUM. The primary intent of such LDC standards and criteria shall be to preserve a smooth transition in development density and intensity. This land use Policy designation expressly excludes general retail sales and services (unless integrated as part of a PUD), warehousing, and outside storage. Furthermore, this Policy designation is intended for areas which:

1. Have access to a major thoroughfare and all required urban services.
2. Contain sufficient land area to accommodate good principles of urban design, including sufficient land area to provide adequate landscaping and buffers to separate existing as well as potential future adjacent land uses of differing intensity.
3. Accommodate limited residential uses as described herein as well as business and professional office buildings, including financial institutions, and medical facilities as regulated in the LDC.

The LDC shall include performance standards requiring appropriate perimeter landscaping and screening consisting of an upper story tree canopy and lower story hedge or shrubbery, and/or an aesthetic decorative fence or wall to ensure privacy and to promote compatibility among existing and anticipated future residential uses and office developments. Design techniques such as landscaping, screening and buffering shall be applied to ensure smooth transition in residential structure types and densities. The following maximum development standards shall be applied to future development within "ROI" designated areas:

TABLE 1-9: GENERAL DEVELOPMENT STANDARDS FOR "ROI" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Nonresidential Floor Area Ratio
Single-Family	35'3 stories ²	Up to 9.00	N/A
Multi-Family	50'4 stories	Up to 12.00	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.4.1	35'3 stories ²	N/A	0.5

*ROI - TD—30'3 stories

¹ Residential SF and MF short-term residential uses are only allowed on properties that abut or are located south of Harbor Boulevard/Emerald Coast Parkway.

² The maximum height by right shall be 35 feet and three stories, except properties with non-residential uses that abut Harbor Boulevard/Emerald Coast Parkway, in which case height may be extended to a maximum of 50 feet and four stories.

Policy 1-2.4.2: Crystal Beach Resort (CBR). The "CBR" designation provides for residential and limited nonresidential uses. Both permanent long-term and short-term residential uses are permitted. Commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations shall be allowed. Nonresidential uses shall include places of worship, community buildings, public facilities, schools, libraries, post offices, childcare centers, clubhouses, museums, visual and performance arts buildings, neighborhood retail commercial goods and services not exceeding 5,500 square feet designed primarily to serve the needs of the Crystal Beach resort area, offices, medical and dental clinics, laundries and dry cleaning drop off centers, banks, fitness centers, dinner clubs and restaurants. The following maximum development standards shall be applied to future development within "CBR" designated areas:

TABLE 1-10: GENERAL DEVELOPMENT STANDARDS FOR "CBR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 6.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.2	50'4 stories	N/A	0.7

Policy 1-2.4.3: Mixed Use (MU). The "MU" designation provides an intense mix of residential and nonresidential uses within the Town Center, Calhoun, North and South Harbor, Gulf Resort, Bay Resort, and a small area within the Holiday Isle Planning Areas. The intent of the "MU" designation is to promote innovative arrangements of development types in strategically located areas of the City that have or are planned to accommodate a mixture of residential and commercial activities in close proximity to each other, achieve compact development, and reduce total trips on the roadway system.

The "MU" FLUM designation allows an intense mixture of residential and commercial activity. Residential uses shall include long-term and short-term residential uses. The LDC shall describe a comprehensive list of other allowable nonresidential uses, such as medical related facilities, retail establishments, general commercial uses, offices, commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, and recreational uses. The following policies shall apply to the respective mixed use areas identified below:

1. **Town Center Mixed Use (TCMU).** The "TCMU" shall be a focal point for reinvestment in a community mixed use anchored by the Main Street Corridor. Objective I-3.3 and Policies 1-3.3.1 through 1-3.3.3 and 1-3.3.5 identify a management framework for initiating new regulations and public investment strategies for the Town Center. No other provisions within this Plan, land within the Town Center shall not be allowed to include short-term residential unless the properties have direct or secondary access to Harbor Boulevard. Permitted uses are multi-family residential density single family (not less than 7 units per acre), retail, service, restaurant, office, commercial uses and civic where High Density Single Family Uses are not permitted shall be specified in the Town Center Master Redevelopment Plan. The following maximum development standards shall be applied to future development within Town Center Mixed Use:

TABLE 1-11: GENERAL DEVELOPMENT STANDARDS FOR "TCMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories	Up to 9.00	N/A
Multi-Family Residential	50'/4 stories	Up to 24.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 1	75'/6 stories	N/A	1.5

2. The **Calhoun** area is envisioned as a walkable, medium-scale resort-mixed use area. It also provides a transition between the South Harbor Mixed Use area and U.S. 98 to the south, the "Old Destin Area" to the northeast, and Clement Taylor Park to the north. In the intermediate future, this area is intended to undergo redevelopment. Planned developments that increase pedestrian connectivity, east-west vehicular connectivity, and parks or open space shall be encouraged. The Calhoun area has an excellent tree canopy and before major new development occurs, it is important the tree preservation ordinance be enhanced to ensure the lush character of this area continues even as new development occurs. The area shall redevelop as a mixed use area, accommodating primarily medium to high density long-term and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations shall be allowed. Permitted nonresidential uses shall include neighborhood retail commercial goods and services not exceeding 5,500 square feet, offices, water dependent activities, restaurants, and similar activities as shall be defined in the LDC. This area also permits appropriately scaled institutional uses.
 - a. **Calhoun Mixed Use (CMU).** The "CMU" area is bounded on the north by Clement Taylor Park, on the east by Calhoun Avenue, on the south by the north property line of parcel #00-2S-22-0630-0000-11A2; and on the west by the Bay. The following maximum development standards shall be applied to future development within the "CMU" area:

TABLE 1-12: GENERAL DEVELOPMENT STANDARDS FOR "CMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories	Up to 6.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 2	50'4 stories	N/A	0.5

- b. **Calhoun Mixed Use - Village (CMUV).** The "CMUV" area is depicted on the FLUM (Map 1-1). The following maximum development standards shall be applied to future development within the "CMUV" area:

TABLE 1-12: GENERAL DEVELOPMENT STANDARDS FOR "CMUV" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories	Up to 9.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 2*	50'4 stories	N/A	0.5

* May include Single Family as part of a Planned Unit Development.

3. **South Harbor Mixed Use (SHMU).** The "SHMU" area is that area extending along the north shoreline of the Harbor from the western boundary of the High Density Residential district, and heading west to the East Pass, together with that property bounded by Harbor Boulevard on the south, Calhoun Avenue on the east, the Bay on the west, and the southern boundary of the Calhoun Mixed Use district on the north. These boundaries are delineated on FLUM (Map 1-1). The "SHMU" area is intended to accommodate a festive mixed use market place. The City should encourage tourist commercial development designed to preserve waterfront views, preserve water dependent activity, foster a pedestrian-oriented environment, and promote convenient public access to the planned Harbor Boardwalk and charter fishing opportunities for the public. A major intent of the Comprehensive Plan is to preserve the "SHMU" area as a world-class fishing Village open to the public. Permitted uses include commercial transient living accommodations, retail, service, restaurant, office, similar commercial uses, and short-term residential uses.

Long-Term Residential uses shall be prohibited within the "SHMU" area, unless such residential developments incorporate a minimum of 4,500 square feet of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.). The term "publicly leasable commercial space" shall mean space that is open to the public to lease and use and not a space or use that is exclusively for the owners or guests of the residential development in question. The purpose of requiring this minimum publicly leasable commercial space is to foster and encourage access by the public to the development and the planned Harbor Boardwalk. Additionally, parcels having frontage on the Harbor shall provide in their development a commercial storefront equal to a minimum of 50 percent of the width of the property along the harbor front. Such commercial storefront may be distributed between the first three floors of the building facing the harbor and all three floors must be accessible by pedestrians from the Harbor side of the development. However, commercial hotel, motel, bed and breakfast establishments, other public lodging, and short-term residential uses are encouraged.

Within the "SHMU" area, there is hereby established a Harbor Residential sub-area (Map 1-1a). The Harbor Residential sub-area shall commence from the western property line of parcel #00-2S-22-0700-000D-0010 to the eastern property line of parcel #00-2S-22-0698-0000-0020. Properties within the Harbor Residential sub-area are not required to incorporate a minimum of 4,500 square feet of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.) when building a single-family detached residence. However, properties located in Harbor Residential sub-area that seek development approval for projects containing multifamily residential dwelling units shall be required to incorporate 3,000 sq. ft. of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.):

"SHMU" area LDC regulations shall implement urban design principles that achieve a harmonious general appearance. The LDC regulations shall address, but are not limited to, pedestrian amenities; perimeter landscape and landscaped buffers; fenestration (rooflines, windows, and dormers), and other design factors that reinforce land use compatibility and pedestrian-oriented activity. The regulatory process should encourage that development reinforces public access to the waterfront. The LDC regulations for the "SHMU" area shall encourage opportunities for recreational, and commercial activities uses, protect property rights, protect the environment, and foster a festive market place. The following maximum development standards shall be applied to future development within the "SHMU" area:

TABLE 1-13: GENERAL DEVELOPMENT STANDARDS FOR "SHMU" DESIGNATED LAND¹

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio*
Single-Family Residential	30'/3 stories	9.00	N/A
Multi-Family Residential	50'/4 stories	24.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 3	75'/6 stories ¹	N/A	1.5

¹ *Harbor Waterfront Building Height.* Notwithstanding Table 1-13, Buildings in SHMU within the "Harbor Waterfront" area, as defined in the Glossary, that have an elevation facing the waterfront must stepback 20 feet after the fourth floor or 50 feet, whichever is lower. Building height within the "Harbor Waterfront" area shall be measured using the Average Grade Method as defined in the Glossary, herein.

4. **North Harbor Mixed Use.** The "NHMU" area is bounded on the south by Harbor Boulevard and on the west by Calhoun Avenue. The north boundary of the "NHMU" area is an irregular line that is generally formed by Zerbe Street, Palmetto Place, Mountain Drive, extending eastward to Benning Drive, and then extending southeasterly along the rear property lines of lots fronting on Sea View Circle, and then extending southeasterly along the rear property lines of lots fronting on the north side of Harbor Boulevard to Beach Drive. Beach Drive forms the eastern boundary of the "NHMU" area. These boundaries are delineated on FLUM (Map 1-1).

The "NHMU" area is intended to complement the "SHMU" festive market place and shall accommodate retail, service, restaurant, office, commercial uses, long-term residential uses as well as short-term residential uses, commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations. This area also permits appropriately scaled institutional uses.

Regulatory programs should ensure a pedestrian environment that is responsive to transit trolley system initiatives set forth in the Transportation Element, and require pedestrian accessways that safely link the areas north and south of Harbor Boulevard between the East Pass and Beach Drive. Finally, the regulations should consider requiring ground level commercial retail and service opportunities along the north side of Harbor Boulevard.

The following maximum development standards shall be applied to future development within the "NHMU" area:

TABLE 1-14: GENERAL DEVELOPMENT STANDARDS FOR "NHMU" DESIGNATED LAND			
Use	Max. Height*	Max. Density (units/acre)	Max. Floor Area Ratio*
Single-Family Residential	35'/3 stories	Up to 9.00	N/A
Multi-Family Residential	50'/4 stories	Up to 24.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 4	75'/6 stories	N/A	1.5

* An increase in maximum height up to 60 feet is available for non-residential properties that provide publically accessible structured parking.

5. **Gulf Resort Mixed Use (GRMU).** The "GRMU" area is a major mixed use resort destination. This area is the City's most intensely developed area for commercial transient accommodations and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, other commercial transient living

accommodations, retail, service, restaurant, office, and commercial uses long-term and short-term residential, are allowed uses in the "GRMU" area. The area is largely built out and in the future the area is anticipated to undergo infill and redevelopment. The following maximum development standards shall be applied to future development within the "GRMU" areas:

TABLE 1-15: GENERAL DEVELOPMENT STANDARDS FOR "GRMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family	50'4 stories	Up to 9.00	N/A
Multi-Family Residential	50'4 stories	24.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 5	65'5 stories	N/A	1.3

6. **Holiday Isle Mixed Use (HIMU).** The "HIMU" area is an intense mixed use resort area located on the east side of Holiday Isle. The area comprises the western edge of the high intensity mixed use resort area and is comprised of tourist accommodations and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, service, restaurant, office, and commercial uses, and long-term and short-term residential are allowed uses in the "HIMU" area. The area is largely built out and in the future the area is anticipated to undergo limited infill. The following maximum development standards shall be applied to future development within the "HIMU" areas:

TABLE 1-16: GENERAL DEVELOPMENT STANDARDS FOR "HIMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family	50'4 stories	Up to 9.00	N/A
Multi-Family Residential	50'4 stories	16.90	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 6	50'4 stories	N/A	1.3

7. **Bay Resort Mixed Use (BRMU).** The "BRMU" area is that area lying east of the Village and Town Center Planning Areas and North of the Gulf Resort and Crystal Beach Planning Areas. The "BRMU" area is intended to be applied to those properties annexed into the City from Okaloosa County that have a MU-1 or MU-2

future land use designation. The intent of "BRMU" designation is to accommodate a mixture of residential, retail, restaurant, service, hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, office, commercial and recreational uses. The percentage distribution of residential component of the "BRMU" designation shall be a minimum of 75 percent to a maximum of 95 percent of the total area designated as BRMU on the FLUM (Map 1-1). The percentage distribution of non-residential component of the "BRMU" designation shall be a minimum of 5 percent to a maximum of 25 percent of the total area designated as BRMU on the FLUM (Map 1-1). The following maximum development standards shall be applied to future development within the "BRMU" area:

TABLE 1-22: GENERAL DEVELOPMENT STANDARDS FOR "BRMU" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories	Up to 9.00	N/A
Multi-Family Residential	50'/4 stories	Up to 16.90	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 7	50'/4 stories	N/A	0.6

OBJECTIVE 1-2.5: ESTABLISH INDUSTRIAL LAND USE DESIGNATION. The FLUM (Map 1-1), shall delineate land for existing and anticipated future industrial needs and requisite support services.

Policy 1-2.5.1: Industrial (IN). The Industrial (IN) designation is designed to accommodate arrangements of industrial and limited commercial development types, with the intent to promote natural resource enhancement and to promote open spaces around buildings. Density is not provided within this FLUM designation, and therefore, residential uses are prohibited, including short-term residential uses. This provision shall not prohibit residences for night watchmen or custodians whose presence on industrial sites is necessary for security purposes. The industrial land use designation shall be allocated to industrial sites accessible to Airport facilities, and/or major thoroughfares. The sites shall be buffered from residential neighborhoods. The allocation of land use designations should provide a high priority to industry's frequent need for strategically located lands which are accessible to air and highway transport facilities, as well as labor markets and necessary urban services. The industrial (IN) designation is intended to provide strategically located sites principally within the southeast quadrant of Main Street and Airport Road. The City shall work with industrial interest groups to pursue selective industrial expansion as set forth herein in Policy 1-1.4.3.

Industrial uses include: Manufacturing, assembling and distribution activities; warehousing and storage activities; general commercial activities, and other similar land uses that shall be regulated through appropriate LDC procedures and substantive Policy. Potentially harmful environmental impacts shall be mitigated prior to development approval. These uses typically generate heavy truck traffic, require significant acreage, are difficult

to screen and buffer from residential areas, and therefore, should be located in more sparsely developed unincorporated areas. The following maximum development standards shall be applied to future development within "IN" areas:

TABLE 1-17: GENERAL DEVELOPMENT STANDARDS FOR "IN" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Industrial Uses	35'3 stories	N/A	1.30

OBJECTIVE 1-2.6: ESTABLISH AIRPORT LAND USE DESIGNATION. The FLUM (Map 1-1), shall delineate land for the existing Airport and including fixed base operations and other related Airport facilities and operations.

Policy 1-2.6.1: Airport (A). The Destin-Fort Walton Beach Airport shall be designated "A" on the FLUM (Map 1-1). The Airport is intended to accommodate Airport terminal, fixed base operators, Airport hangars, landing, take off or surface maneuvering of aircraft, including, but not limited to, requisite Airport infrastructure such as runways, taxiways, ramps and aprons. The Federal Aviation Administration (FAA) Regulations shall govern placement and specifications of structures within this area. The LDC shall establish the permitted uses and applicable restrictions within the air operations area to include buffering along the exterior perimeter of the Airport property. No LDC height regulations shall apply to the control tower. The following maximum development standards shall be applied to future development within "A" areas:

TABLE 1-18: GENERAL DEVELOPMENT STANDARDS FOR "A" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Airport Uses	35'3 stories	N/A	1.30

Within one year from Plan adoption, Destin shall coordinate land use issues impacting the airport with the Federal Aviation Administration (FAA) and Okaloosa County, as appropriate, in order to accomplish the following objectives:

1. Foster use of Destin-Fort Walton Beach Airport in a manner that contributes to the development of the City's economic base through selective pursuit of industry consistent with Policy 1-1.3.3.
2. Promote safe operation of aircraft through:

- a. Efficient use of airspace in relation to the surrounding land use within the Airport environs (i.e., within the noise contours and clear zone).
 - b. Promote fire safety to protect surrounding land uses, especially nearby residential neighborhoods.
 - c. Ensure that airport improvements accommodate operationally compatible aircraft and do not cause increased safety risks due to resultant expansion of noise contours and flight patterns inconsistent with established and projected land use patterns, or increased risk of accidents.
 - d. Ensure that new development within noise zones includes sound insulation consistent with best management practices for noise attenuation as may be established by the FAA or the Standard Building Code.
3. Achieve compatible Airport and industrial development by adoption of an Airport Master Plan that ensures compatibility of Airport uses with surrounding land use, through:
- a. Proper control of land uses that protects airport operations, avoids encroachment into environmentally sensitive areas, and ensures compatibility with nearby residential land uses, and reduces noise impacts outside the Airport property.
 - b. Preservation of the ecologically unique terrestrial wetlands on the property and perimeter buffer areas around the entire Airport property.
 - c. Promotion of aviation activity compatible with community needs and characteristics.

OBJECTIVE 1-2.7: ESTABLISH INSTITUTIONAL LAND USE DESIGNATIONS. The FLUM (Map 1-1) shall allocate land resources for institutional facilities and services as specified in the Policies established below. The sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in respective functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis.

Policy 1-2.7.1: Institutional (INST). The intent of the "INST" is to accommodate public and semi-public facilities and services, promote natural resource enhancement and promote open spaces around buildings. Typical uses accommodated within this FLUM designation include but are not limited to the following uses, together with customary accessory uses that are incidental and subordinate the principal use and comply with LDC regulations impacting accessory uses:

- 1. Essential public services/facilities and utilities.
- 2. Public and private/non-profit educational institutions.
- 3. Places of worship.
- 4. Public and semi-public open spaces.
- 5. Arts/cultural or civic facilities.
- 6. Hospital, nursing, convalescent, and related facilities.
- 7. Government administration buildings.
- 8. Public zoos and arboretums.
- 9. Public/non-profit parks/recreation areas.
- 10. Fire and emergency operation facilities.
- 11. Cemeteries.
- 12. Family, child, and adult day care facilities.
- 13. Other similar semi-public services identified in the LDC.

Lands designated for institutional services shall contain sufficient acreage and open space and be properly screened and buffered to minimize potential adverse impacts on adjacent land uses. The City shall monitor the need for increased land area for institutional uses as well as redevelopment needs. The City shall assure that the institutional land use designation on the FLUM (Map 1-1) is expanded to accommodate the development and redevelopment of public and semi-public facilities such as governmental administration buildings; fire, police and rescue services; educational institutions and similar public uses. Land uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation or within other land use designations as provided for in the LDC. The following maximum development standards shall be applied to future development within "INST" areas:

TABLE 1-19: GENERAL DEVELOPMENT STANDARDS FOR "INST" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Institutional Uses	35'3 stories	N/A	0.50

Policy 1-2.7.2: Recreation (REC). The "REC" land use provides for publicly and privately owned property and facilities, with the intent to promote natural resource enhancement and to promote open spaces around buildings. No permanent or transient residential development is allowed within this FLUM designation. The LDC shall provide specific regulations for managing development of lands designated "REC."

1. Active recreation areas include beach parks, boat launching facilities, parks, basketball courts, tennis courts, baseball and softball fields, meeting halls and the like. The intensity of development of such sites shall be limited to 75 percent of impervious surface for the site, and be consistent with all setbacks, parking, landscaping, and open space requirements as defined within the LDC. Also, buffering to prevent intrusive noise, light, glare, vibration or other nuisance factors shall be required on all newly developed recreation sites.
2. Passive recreation areas include open spaces, wilderness and wetlands preserves, scenic vistas, parks, and Clement Taylor Park.
3. Development of all locally-owned public recreation facilities within the City shall be reviewed and approved by the City Council prior to development of such site.

The following maximum development standards shall be applied to future development within "REC" areas:

TABLE 1-20: GENERAL DEVELOPMENT STANDARDS FOR "REC" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio

Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Recreation Uses	35'3 stories	N/A	.20

OBJECTIVE 1-2.8: CONSERVATION LAND USE DESIGNATION. The FLUM (Map 1-1), shall identify lands that are environmentally fragile for long-term preservation by designating them as "CON." Environmentally fragile lands shall be referred to as conservation resources, which are defined in Rule 9J-5.003(30), Florida Administrative Code. The protection and preservation of conservation resources shall be achieved through the implementation of the following Policies.

Policy 1-2.8.1: Conservation (CON). The FLUM shall designate lands that are natural and coastal resources as "CON." It is the intent of the "CON" land use designation to provide for the long-term protection and preservation of environmentally sensitive natural resource systems. The LDC shall be amended to ensure no development is permitted within "CON" designated areas, other than beach accessways, such as dune walkovers, parking, docks, restroom facilities, and passive recreation. The City shall have the option of obtaining a conservation easement from the property owner(s) to protect lands that are demonstrated to be environmentally sensitive. The following maximum development standards shall be applied to future development within "CON" areas:

TABLE 1-21: GENERAL DEVELOPMENT STANDARDS FOR "CON" DESIGNATED LAND				
Use	Max. Height	Max. Density (units/acre)	Minimum Open Space	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A	N/A
Conservation Uses	15'1 story	N/A	80%	.05

Areas covered by a conservation easement shall be treated the same as areas designated as "CON" on the FLUM (Map 1-1). The developer of lands adjacent to areas designated "CON" shall bear the burden of proof in determining that proposed development will not adversely impact conservation resources.

OBJECTIVE 1-2.9: SCHOOL SITING. The FLUM shall accommodate schools at locations that minimize impacts to adjacent residential land use, that provide safe and efficient access to school sites, and that create compatibility between the size (mass and height) of the school facility and adjacent residential land uses.

Policy 1-2.9.1: Suitable Locations for Schools. Schools shall be located where a school type will be compatible with the following FLUM designations situated outside of a Coastal High Hazard Area (as defined within the Comprehensive Plan):

1. **Elementary Schools (i.e., Primary and Intermediate):** Institutional or Residential/Office/Institutional Mixed

Use District. A site should be of a size consistent with current Florida Department of Education standards for minimum acreage and shall have public water and sewer facilities.

2. **Secondary Schools (i.e., Middle and High):** Institutional or Residential/Office/Institutional Mixed Use District. A site should be of a size consistent with current Florida Department of Education standards for minimum acreage, shall be located with direct access to a collector or arterial roadway without school-related traffic impacting local roads servicing residential neighborhoods, and shall have public water and sewer facilities. A school site shall contain sufficient acreage to accommodate landscaping and/or buffer walls adjacent to any abutting residential areas. The Land Development Code may include standards for schools, consistent with the City's Comprehensive Plan.

Policy 1-2.9.2: Co-Location of Facilities. The City of Destin will continue to coordinate with the Okaloosa County School Board regarding the use of outdoor facilities at Destin Elementary School for public recreation activities. To maximize use of public facilities in Destin, the City shall consider co-location of schools, public facilities, parks and other institutional uses where feasible, practical, safe and beneficial to the City and the School Board.

(Ord. No. 07-04-PC, § 3, 10-15-2007; Ord. No. 07-070PC, § 3, 10-15-2007; Ord. No. 07-08-PC, § 3, 10-15-2007; Ord. No. 07-09-PC, § 3, 10-15-2007; Ord. No. 07-13-PC, §§ 6, 7, 10-15-2007; Ord. No. 07-37-PC, § 3, 4-7-2008; Ord. No. 08-13-PC, § 4, 9-2-2008; Ord. No. 15-17-PC, 6(Exh. A), 3-7-2016; Ord. No. 17-22-PC, § 6(Exh. 1), 4-2-2018)

SECTION 1-3: FUTURE LAND USE ELEMENT IMPLEMENTATION.

GOAL 1-3: IMPLEMENTING LAND USE GOALS AND OBJECTIVES. CONTINUE TO MONITOR AND EVALUATE DEVELOPMENT AND RESOURCE CONSERVATION WITHIN THE CITY PURSUANT TO GOALS, OBJECTIVES, AND POLICIES OF THE COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT AND CARRY OUT AN EFFECTIVE IMPLEMENTATION PROGRAM.

OBJECTIVE 1-3.1: CONCURRENCY MANAGEMENT. The City shall continue to implement the concurrency management system included in Chapter 12: Administration Element (Chapter 163, Pt. 1, Florida Statutes).

Policy 1-3.1.1: Concurrency Evaluation System. The City shall require that all developments requiring a development permit (as defined in § 163.3164, Florida Statutes, including Comprehensive Plan amendments) comply with Comprehensive Plan Concurrency Management System objectives and Policies in Chapter 9. The City shall maintain a continuing record of available capacity provided by infrastructure systems, including roadways, water and sewerage, drainage, solid waste, and recreation and open space. The City's monitoring and evaluation system shall include a record of current estimates for demand on the designed capacity of each system. The City shall include a record of committed developments together with the projected increment of demand placed on each infrastructure component. This concurrency management tracking system shall provide a balance sheet noting current supply and capacity available to serve future development and redevelopment. The City shall continue to coordinate with Okaloosa County and shall maintain a concurrency management system that accounts for all City development as well as Okaloosa County development that impacts City infrastructure.

OBJECTIVE 1-3.2: MANAGE AND COORDINATE FUTURE LAND USE DECISIONS. The City shall continue to enforce land development regulations, including performance standards that ensure that land development activities, resource conservation, and infrastructure issues are effectively coordinated and managed. Effective coordination shall include timely coordination with County, regional, and State agencies having jurisdictional authority.

Management of land and physical improvements identified on the FLUM will be regulated to protect and/or conserve topography, soil conditions, vegetation, natural habitat, public potable water wellfields, and other environmentally sensitive land and water resources. Land use shall also be predicated on availability of infrastructure and service systems required to support respective land use activities. The FLUM and related Policies identified in Section 1-2, Future Land Use Map, provide definitions of land use designations and qualitative standards that shall be applied in allocating future land uses.

Policy 1-3.2.1: Future Development. The LDC shall contain provisions that ensure that all future development is consistent with each Element of this Comprehensive Plan.

Policy 1-3.2.2: Land Development Code (LDC). The City's existing LDC shall be amended to implement regulatory policies contained within each element of the Comprehensive Plan. Whenever there are two or more mandated regulations governing one activity, the more stringent regulation shall apply. This provision relates to local, state and federal regulations and standards.

Policy 1-3.2.3: Density/Intensity Standards. The City shall continue to enforce the LDC requirements mandating that residential density and nonresidential intensity is consistent with the Comprehensive Plan, including the FLUM, where applicable.

Policy 1-3.2.4: Performance Standards. The following performance standards incorporated in the LDC shall be updated and refined as needed to reflect accepted best management principles and practices. Application review functions shall be carried out by the City Manager or designee, using, as needed, other professionals with demonstrated expertise required to effectively analyze proposed development. Rezoning, Future Land Use Map amendments, Major Developments, and Master Developments Plan applications require final approval by City Council. The land development code shall include measures to implement the provisions of the Housing, Public Facility, Conservation and Coastal Management, and Capital Improvements Elements, including wetland protection, open space preservation, potable wellfield protection, stormwater management, control of sedimentation and soil erosion, and other applicable policies requiring implementation through the land development code.

Policy 1-3.2.5: Mixed Use Developments. Within one year from Plan adoption, the LDC shall be amended to include provisions intended to implement Comprehensive Plan mixed use goals, objectives and policies. The LDC shall implement programs directed at advancing the mixed use development provisions within the Comprehensive Plan and illustrated on the FLUM. The provisions shall, at a minimum, contain:

1. LDC provisions governing total floor area ratio, lot coverage requirements, height variations, setbacks, elevations, rooflines, and other design features shall be designed to implement Policies addressing land use transition, compatibility, and consistency with goals, objectives, and Policies of the Comprehensive Plan. Design criteria shall also be included in the LDC to assist in implementing these Plan initiatives.
2. Planned Unit Developments (PUD) shall be designed to provide innovative design. The city will develop a revised and more robust PUD ordinance to guide the development of mixed-use projects and larger sites that require more sensitive planning and quality place-making.

OBJECTIVE 1-3.3: IMPLEMENT THE CRA PLAN, INCLUDING ESTABLISHING A MIXED USE TOWN CENTER. The City shall implement the CRA Plan, which shall serve as the City's policy for redevelopment of the designated areas, including a mixed use Town Center that is anchored by the Main Street corridor. The plan includes an

office/residential district for the northeast area of the redevelopment area that allows and encourages a compatible mix of office and multiple-family residential uses and establishes incentives for affordable housing. This objective shall be measured by implementation of the following Policies.

Policy 1-3.3.1: CRA Building Forms, Grid System, Pedestrian Environment, and Park. Coordinate and work with property owners and the development community to implement a master redevelopment plan. Support a more concentrated development pattern that provides external and internal linkages with the grid street pattern and/or contiguous uses. Implement the streetscape program for the Main Street gateway and corridor consistent with the street cross section illustrations for Main Street, both south and north of the Post Office. Establish a pedestrian friendly environment that is attractive and entertaining for local residents and community guests. Development should be, to the extent feasible, internally oriented, rather than exclusively facing the Harbor Boulevard corridor. Evaluate the feasibility of establishing a neighborhood park utilizing the small lake east of Main Street north of the electric power easement, and south of Airport Road.

Policy 1-3.3.2: CRA Architectural Design Criteria. Use architectural design criteria to ensure the area provides a pleasant, interesting and compatible design atmosphere. In addition to streetscape improvements, the LDC shall include design criteria addressing unified architectural themes and improved appearance of signage. Design criteria shall provide specific guidance regulating height, bulk, lot sizes/dimensions, and other components of design. Such standards shall address architectural, landscape architectural, signage, and site design criteria for new developments as well as for proposed changes in land use. The architectural theme and implementing design criteria will assist in visually unifying the area.

Several existing and proposed developments apply elements of a "Florida Vernacular" style of development, including features, such as, but not limited to, wide sidewalks, massing, colonnades, balustrades, front porches, pitched roofs, and consistency in building materials all of which are intended to achieve a Village ambiance and pedestrian scale. The plan encourages continuation of this architectural style. Incompatible signage in terms of style, size and location negatively impacts this area of the City. Much of the tourism oriented signage along Harbor Boulevard/Emerald Coast Parkway is not the appropriate style or scale for the Town Center area. The update of the LDC shall include recommended revisions to the existing sign regulations, including a review process that considers architectural and/or appearance criteria. The LDC shall include review and approval mechanisms for implementing design criteria.

Policy 1-3.3.3: Major CRA Catalyst Projects. Catalyst projects serve to "jump start" the redevelopment process and accelerate the growth of the tax increment. Since many components of the Redevelopment Plan rely on tax increment funds, catalyst projects are a critical stimulus for plan implementation. The following projects are part of the adopted CRA Redevelopment Plan capital improvements program. Implementing the CRA Plan requires investments in the following major public improvements that are part of the capital improvements program.

1. **CRA Grid System Improvements.** Develop the "Grid system" street network within the Redevelopment Area, with particular emphasis on an east/west corridor through the middle of the area, which intersects with Main Street. Work with the Florida Department of Transportation and the local Transportation Planning Organization (i.e., Okaloosa Walton Transportation Planning Organization) to coordinate the location of the new east/west corridor (Center Street) in a manner consistent with the location and street cross-section identified in the redevelopment plan. Implement the extension of Mattie M. Kelly Road from Airport Road south to Harbor Boulevard. Establish two new north/south street corridors, including:
 - a. New north/south corridor east of the conservation area extending from Airport Road to Harbor

Boulevard.

- b. New north/south corridor from the new east/west corridor (Center Street) south to Harbor Boulevard.

The location of the latter corridor is generally east of the Shores Shopping Center. Design and construct streets, streetscape improvements and entry gateways as defined in the redevelopment plan.

2. **CRA Drainage Improvements.** Evaluate the drainage problems identified in the Findings of Necessity Study and implement recommendations to resolve those problems.
3. **New East/West Road ("Center Street").** This project is an essential component of the grid concept, a major component of the CRA Redevelopment Plan. The early development of "Center Street" could pave the way to many other proposed projects, including reinvestments in the Town Center district east of Main Street, the Office/Residential and associated medical complex, and the reconfiguration/redevelopment of the Downtown Destin Shopping Center. This should be a planned two-lane pedestrian-oriented collector.

Policy 1-3.3.4: Harbor CRA Redevelopment, Infrastructure, and Design Enhancements. Continue implementation of the Harbor CRA plan, established in 2003 and encompassing 397 acres in the southwest portion of the City north of the Destin Harbor, including the following components:

1. **Harbor Boulevard is a major gateway to the city.** The City will work together with the private sector and the Florida Department of Transportation to pursue changes to Harbor Boulevard that would improve landscaping, appearance, multimodal safety and performance. Such enhancement shall include application of community appearance criteria that reinforce good principles of design as well as preserving unique characteristics and open space for scenic vistas. The gateway improvements shall also address the implementation of streetscape amenities, enhanced signage, and intersection improvements.
2. **Develop the Capt. Royal Melvin Heritage Park and Plaza (Heritage Park).** In 2008 the City acquired land for Heritage Park along the north side of Harbor that will provide sustainable public access to the Harbor waterfront. As of late 2009, a broad variety of planning, technical, design and engineering surveys and studies have been completed. As funds become available, Heritage Park should be completed to serve as a focal point and harbor front destination for pedestrian activity in the immediate vicinity
3. **Continue land acquisition/construction of off-site parking facilities.** Purchase or enter into joint public/private partnerships to acquire land for two or three public parking facilities on the north side of Harbor Blvd. Utilize land for surface level parking until development and economics justifies the cost effectiveness of structured parking. If opportunities arise in the interim, accept public parking spaces as part of private development projects.
4. **Continue implementation of the Harbor and Bay Boardwalks.** A framework design plan has been completed for the boardwalk fronting the Harbor, extending under the Marler Bridge and extending to Clement Taylor Park. Phase I of the Harbor Boardwalk was completed in 2012. As private redevelopment occurs, construction of contiguous sections of the remaining Harbor Boardwalk and related components shall be completed in accordance with the adopted framework design plan. Related components include, but are not limited to, broad, pedestrian friendly north/south pedestrian connections to the Harbor Blvd. frontage and pedestrian system. The "boardwalk under the bridge" shall be completed by the City at such time as there are significant sections of Harbor Boardwalk completed on both the north and south sides of Harbor Blvd.
5. **Continue to implement neighborhood and pedestrian enhancements.** Neighborhood street, intersection, and drainage improvements shall be implemented per the Phase II Implementation Plan within the Harbor CRA. As private redevelopment progresses along Harbor Blvd., strongly consider implementation of

enhanced, safe crossings which could be implemented through a combination of overhead connections, traffic calming, improved lighting, and enhanced and/or controlled at-grade crosswalks. Cost of construction of such facilities should be shared by the private developer, the City, and the State.

Policy 1-3.3.5: Provide for Redevelopment Initiatives Through CRA Tax Increment Financing and Other Plan Implementation Initiatives. The success or failure of adopted Town Center and Harbor CRA Redevelopment Plans (collectively referred to as "Plans") hinges on the ability of the City to stimulate re-investment, to undertake public improvement projects, and to engender community support. The City has taken its first steps by identifying needs, evaluating alternatives, and preparing Plans to guide efforts for the next several decades. The City shall become the facilitator for the Plans' implementation. The City's responsibilities shall include serving as the catalyst for stimulating, marketing, and encouraging both public support and private participation as elaborated in the following Policies. As part of its responsibilities for maintaining and improving the CRA tax increment financing program, the City shall monitor CRA property values. These responsibilities shall include annual review, update, and evaluation of the effectiveness of the tax increment financing program including the timely processing of information by the City and County to ensure that the best interests of the City are carried forth.

1. **CRA Management Plan.** The CRA shall assess CRA manpower needs and internal funding sources to promote and market the area, review development plans, create new regulatory frameworks, leverage investment, assist small businesses, provide for special events, maintain financial integrity and, in general, provide day-to-day management and review. The City shall commit resources to the two key areas of the management plan:
 - a. Responsibility for project administration.
 - b. Target funds for project implementation, creating marketing materials, new development codes, and public and private project review.
2. **Comprehensive CRA Funding Sources.** The City shall commit resources to planning for the income and expenditures within the CRA as an integral part of CRA Redevelopment Plan implementation. The City shall manage the CRA financial plan and yearly budget estimates, project cost estimates and monitor progress in meeting proposed time frames. A variety of funding sources shall be considered, such as the following:
 - a. Tax increment trust fund.
 - b. Special assessments.
 - c. General obligation bonds.
 - d. Special revenue bonds.
 - e. Grants and loans to the CRA.
 - f. Public and private grants and loans using CDBG funds, Community Reinvestment Act funds, historic preservation funds, Small Business Administration loans, and small business facility rehabilitation loan programs, as well as other similar programs.
 - g. Fees and charges.
3. **CRA Financial Incentives.** Financial incentives may be considered as the Trust Fund gains dollars to stimulate location of new/expanding business opportunities. These alternatives shall include:
 - a. Public partnership with private development wherein the public sector installs roads, water, sewer and other infrastructure necessary to make the project feasible.
 - b. Establishing a Community Development District, Foreign Trade Zone, Community Development Corporation, or other similar programs.

c. Grants and loans to businesses/property owners.

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

OBJECTIVE 1-3.4: ENCOURAGE REDEVELOPMENT AND RENEWAL. In addition to Community Redevelopment Agency effort identified in Objective 1-3.3 and in the Policies that implement Objective 1-3.3, the City of Destin shall pursue redevelopment in other areas, such as the North and South Harbor Planning Areas that have a unique history, style, and look that the City seeks to preserve. The City shall maximize the use of what already exists by protecting, restoring and enhancing the existing assets, including the North and South Harbor Planning Areas. The City shall provide for the redevelopment and renewal of blighted, under-utilized, or depreciating areas through the implementation of the following Policies.

Policy 1-3.4.1: Implement Revitalization Criteria. The LDC design criteria shall be updated to assist in enhancing the identity, function, form, design, and vitality of the City, especially within the Harbor Area which provides a unique waterfront activity center within the central core area of the City. The LDC shall include performance standards to ensure that land development activities, resource conservation, and infrastructure issues throughout the City are managed to consider the needs of all the citizens of Destin. Harbor area regulations should encourage a variety of opportunities for recreational, residential, and commercial uses, protect property rights, protect the environment, foster compatible uses, and maintain the area's unique history, style, and character.

Policy 1-3.4.2: Enhance Waterfront Access. Harbor and Gulf access is a treasure to be enjoyed by all citizens of Destin. Access can be provided directly through boat ramps, docks, and piers. Access can also be provided visually through walkways, control of exotic vegetation, open space, scenic easements, and breezeways. Within one year from Plan adoption, the City shall amend the LDC to include procedures and substantive provisions that protect and ensure public access to the Harbor area, especially the waterfront and planned Harbor boardwalk. Within one year following Plan adoption, the City shall develop incentive programs to provide additional pedestrian access to the Harbor boardwalk.

Policy 1-3.4.3: Seek Grants for Improvements. Within one year from Plan adoption, the City shall apply for grants available for sidewalks, streetscaping, beautification, underground utilities, sewer lines, and reuse lines to properties in need of such improvements, and evaluate additional infrastructure needs throughout the City. This activity shall occur on a continuing basis and include annual reports regarding the status of all grant activity.

Policy 1-3.4.4: Initiate Public and Private Sector Partnerships. The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts, especially along the Harbor and in the Town Center CRA area.

Policy 1-3.4.5: Enhance Code Enforcement. Code enforcement activities shall be continued as an integral part of the City's regulatory system to enhance resident's quality of life and enforce compliance with City Ordinances.

Policy 1-3.4.6: Prioritize Capital Improvements. The City shall prioritize its Capital Improvements funding in a manner that generally assigns first priority to the renewal and replacement of existing, obsolete, or worn out facilities to provide infrastructure capacity.

Policy 1-3.4.7: Update the Annexation Study. The City of Destin acknowledges a need to prevent urban sprawl and disjointed urban service systems. In addition, the City desires to develop a plan for managing annexation of unincorporated enclaves as well as fringe areas adjacent to the City.

Therefore, prior to the next EAR, the City, in coordination with Okaloosa County shall update its previous annexation study. The updated annexation study shall include:

1. Assessment of Okaloosa County Future Land Use Plan and associated land development potential within the unincorporated urban area together with supportive documentation.
2. Analysis of unincorporated areas within the unincorporated urban area, including:
 - a. Population and housing.
 - b. Traffic circulation system.
 - c. Water and wastewater service.
 - d. Drainage and natural water basins.
 - e. Natural features restricting development.
3. Projection of urban population and employment trends and estimated land area required to accommodate projected residential and nonresidential activities.
4. Analysis of infrastructure issues, including improvement needs based on development forecasts.
5. A determination of areas that shall logically be serviced by the City based on service costs and rational boundaries.
6. A strategy for planning and managing development within the unincorporated urban area, including annexation alternatives. The recommendations shall include but not be limited to:
 - a. Procedures for intergovernmental coordination of land use Policy governing development within unincorporated urban areas (including isolated enclaves) which are logical targets for incorporation into the City of Destin.
 - b. Policies and/or actions for developing efficient systems for: 1) delivering municipal services; 2) achieving diversification of the municipal tax base.

OBJECTIVE 1-3.5: DISCOURAGE PROLIFERATION OF URBAN SPRAWL.

There are two major elements that define whether new development is urban sprawl: location and site design.

1. Avoid Locational Sprawl: Because the City is largely developed and compactly configured most new development will occur in the form of the redevelopment in infill location which does not create any risk of locational sprawl. In considering annexation and entitlement of land within newly annexed areas, locational sprawl factors may need to be considered. To avoid locational sprawl, new development should be as close as feasible to the following criteria:
 - a. Be contiguous with existing development or as close as feasible to existing development while conserving natural systems.
 - b. Avoid or conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays,

estuarine systems, and other significant natural systems.

- c. Connect to or utilize existing roads, transit, and utility networks.
- d. Be of sufficient size and density/intensity to justify cost-effective, efficient extension and provision of city services.*

2. **Avoid Site Design Sprawl:** The main concern of the City relative to development of areas currently within the city boundaries is site-design sprawl. These are site designs which cumulatively inhibit transportation connectivity, particularly for pedestrians, creating unnecessary travel distances between residential or lodging uses and destinations such as businesses, institutions, shopping, and transit. Barriers such as dead-end streets or cul-de-sacs, walls, fences, and pond locations can greatly increase travel distances for pedestrians and bicyclists and require them to spend more time on less comfortable routes with higher car and truck volumes. To avoid site-design sprawl, new development should adhere to the following criteria:

- a. Create and expand a connected grid of streets. Where street connections are not possible based on the configuration of adjacent properties, new development should provide street or pedestrian "stubs" to provide for future connectivity
- b. Create and expand connected pedestrian and bicycle networks that enable comfortable and direct travel. Barriers, such as stormwater ponds, walls, and fences, should avoid not inhibit direct routes for pedestrian access to neighboring properties, roads, and services.
- c. All new streets should provide comfortable pedestrian and bicycle access. Redevelopment along existing streets should provide improved pedestrian and bicycle access when feasible including shade (such as street trees), weather protection, and aesthetic improvements where appropriate.
- d. Encourage functional mix of uses which includes the location of neighborhood retail and institutions within walking and bicycling distances of homes and lodging uses.
- e. Encourage infill development and redevelopment in centers and along major transit or pedestrian-oriented corridors at densities sufficient for efficient provision of city services and for location origins and destinations within walking or bicycling distance.
- f. Encourage development of sufficient density/intensity to enable efficient provision and maintenance of city services.*
- g. Land use patterns should allow for efficient provision of city services.*
- h. Protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

*Note: Provision and maintenance of city services and facilities in terms of time, money, and energy facilities and services include roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Policy 1-3.5.1: Development Orders and Permitting Process. Development orders and permits for all future development shall be timed and staged to assure requisite infrastructure and services are available to respective developments concurrent with the impacts of the development.

Policy 1-3.5.2: Design of Public Facilities and Utilities. Public facilities and utilities shall be located and designed to:

- 1. Maximize the efficiency of services provided.

2. Minimize adverse impacts on natural systems.
3. Minimize related costs.
4. Meet concurrency management system requirements.

Policy 1-3.5.3: Developments Not Served by Public Water and/or Wastewater Systems. All developments in areas not serviced by public water and/or wastewater systems shall be governed by applicable State laws and administrative regulations.

Policy 1-3.5.4: Accommodating Requisite Infrastructure. During the subdivision review, site plan review, and permitting processes, the City shall ensure that respective future developments allocate sufficient land area for infrastructure required to support proposed development.

Policy 1-3.5.5: Reuse of City Structures. The City shall consider the rehabilitation and reuse of City-owned structures as the preferred alternative to new construction.

Policy 1-3.5.6: Encouraging Infill Development. The City shall use its fiscal resources to encourage infill, including such actions as the installation of sewer line expansion, reuse line expansion, under grounding utilities, and similar actions. Within one year from Plan adoption, additional incentives programs shall be adopted as part of the amended LDC to encourage the reuse and improvement of marginal structures or redevelopment of land within the Town Center and Harbor CRAs.

Policy 1-3.5.7: Promote Compact Development. Although the City of Destin is a nearly built out urban area, the City is committed to establishing a more compact urban form by promoting redevelopment of its two most visible mixed use urban centers—Town Center Mixed Use and the North and South Harbor Mixed Use areas. These areas are delineated on the FLUM (Map 1-1). The compact planning strategy is further promoted and reinforced by the design of the planned multimodal transportation districts (See the Transportation Element). Within one year, the City shall amend the LDC to include site development standards consistent with discouraging urban sprawl.

OBJECTIVE 1-3.6: PREVENT INCONSISTENT LAND USE. The City shall continue to ensure that land uses, structures, and rezonings shall be consistent with the FLUM, and other applicable laws, ordinances, and administrative rules regulating land and water resource management.

Policy 1-3.6.1: Managing Future Land Use. The FLUM and related Policies together with the LDC shall be applied as a planning and management tool to prevent development of land uses which do not conform to the City's character as reflected in the City's adopted FLUM (Map 1-1).

Policy 1-3.6.2: Prohibit Expansion of Nonconforming Land Uses. The City shall continue to prohibit the expansions of nonconforming land uses. The City shall continue to prohibit development that intensifies a nonconforming use or increases or exacerbates the intensities of a nonconforming feature of building or structure. Standards shall continue to require that plans for alterations to nonconforming structures incorporate improvements to bring the subject structure into compliance to the greatest reasonable and practical extent. In no case shall any existing non-compliance be increased or exacerbated.

Policy 1-3.6.3: Noncomplying Structures and Nonconforming Uses. Within one year from Plan adoption, the City shall adopt an ordinance within the LDC which prohibits development that intensifies a nonconforming use or increases or exacerbates the intensities of a noncomplying feature of building or structure. Standards shall

continue to require that plans for alterations to non-complying structures incorporate improvements to bring the subject structure into compliance to the greatest reasonable and practical extent. In no case shall any existing non-compliance be increased or exacerbated.

Policy 1-3.6.4: Identification of Land Use and Zoning Inconsistencies. The City shall continue to review properties within the corporate limits of the City for appropriate future land use and zoning and make recommendations to the LPA and to the City Council for amendments as needed based upon the following criteria:

1. **Undeveloped Lands.** Undeveloped lands located in a zoning district that are inconsistent with the approved FLUM designation for that property shall be rezoned to the least intensive district appropriate to that land use designation.
2. **Developed Lands.** Developed lands located in a zoning district that is inconsistent with the approved FLUM designation for that property, but having a use that is consistent with the FLUM designation shall be rezoned to an appropriate zoning with the same density or intensity of the existing use. If the use is inconsistent with the zoning and/or land use, then the City shall treat the use as nonconformity and follow the rezoning method cited above.

OBJECTIVE 1-3.7: IMPLEMENT LAND USE PROGRAM. The City shall implement land use goals, objectives, and Policies by carrying out a continuing program of land use activities below cited.

Policy 1-3.7.1: Geographic Information System. Establish, maintain, and periodically update the land use information system, integration of the tax appraiser property files, Community Development Department field data, building permit files, engineering base maps, and all other relevant land use data files.

Policy 1-3.7.2: Land Use Trends. Monitor and evaluate population and land use trends.

Policy 1-3.7.3: Fiscal Management. Implement fiscal management Policies of the capital improvement program and budget.

Policy 1-3.7.4: Administer Land Use Controls. Administer adopted land use controls, such as the LDC, including site plan review and subdivision regulations, Building Code, Housing Code, traffic regulations, and regulations governing streets and sidewalks.

Policy 1-3.7.5: Public Assistance. Provide continuing land use information and assistance to the public.

Policy 1-3.7.6: Intergovernmental Coordination. The City shall coordinate land development issues with other public agencies at all levels of government pursuant to the Intergovernmental Coordination Element of this Plan.

Policy 1-3.7.7: Manage Current Developmental Impacts. Evaluate and manage impacts of proposed development pursuant to existing ordinances, including, but not limited to, public facilities, natural environment, and impact on stable residential neighborhoods.

Policy 1-3.7.8: Urban Design and Community Appearance. Good principles of urban design shall be applied through site plan review procedures to enhance general community appearance as well as to preserve and enhance open space and landscape. This program shall assist in protecting major natural and manmade resources within the City, including such scenic natural resources as the Destin Harbor, Choctawhatchee Bay, and Gulf of Mexico natural drainage corridor, as well as developing residential neighborhoods and centers of commercial or institutional activity.

Policy 1-3.7.9: Special Land Use Studies. To maintain land use Policies responsive to changing conditions, problems, and issues, the City shall undertake special studies as needed to develop specific local strategies for resolving unanticipated land use problems and issues.

OBJECTIVE 1-3.8: CONTINUING EVALUATION OF LAND USE ELEMENT EFFECTIVENESS. The City shall use the following Policies as criteria in evaluating the effectiveness of the land use element.

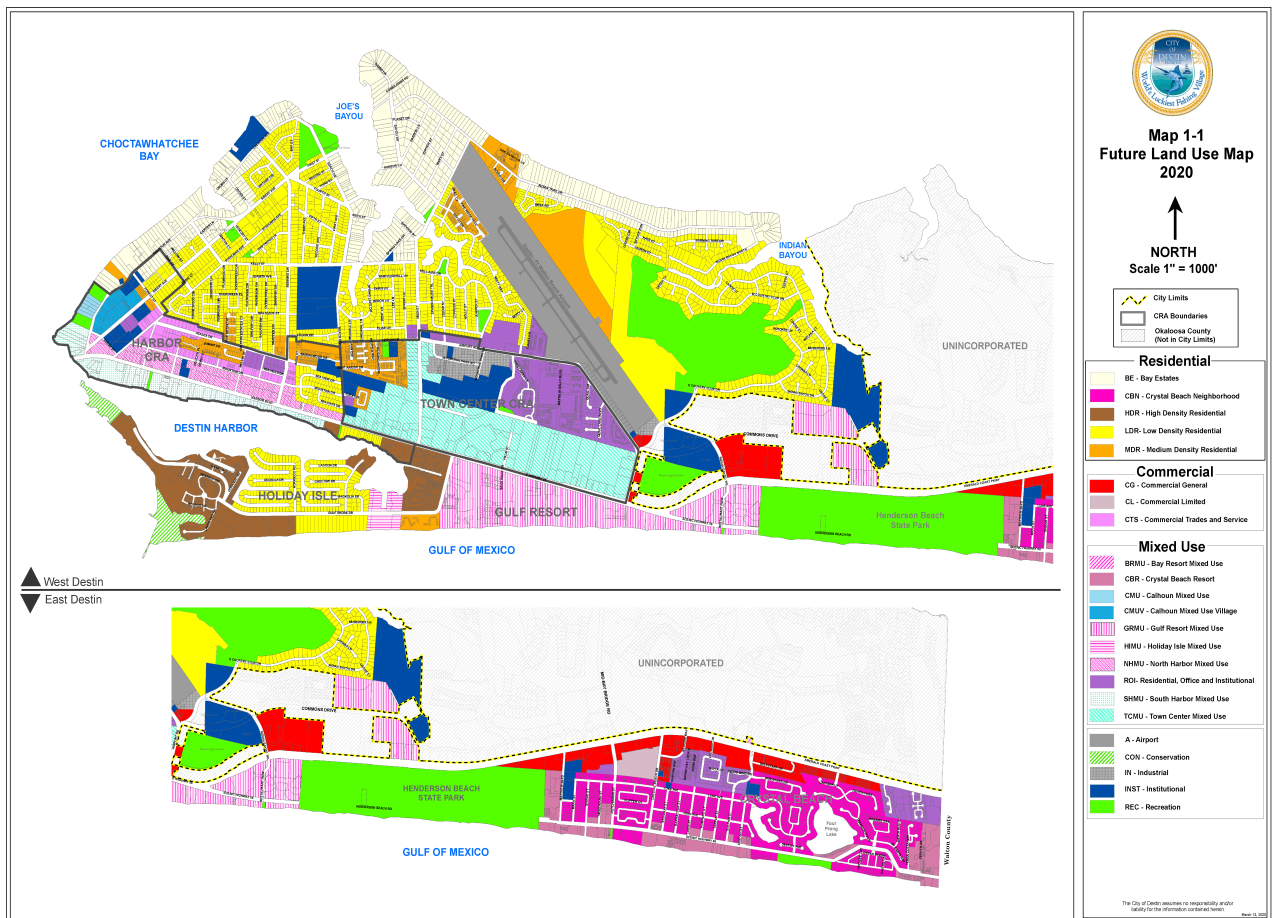
Policy 1-3.8.1: Review the Impact of Change Indicators on Land Use Policy. Trends in the magnitude, distribution, and characteristics of population and land use shall serve as indicators of possible changes in land use needs. The Policy implications of major trends in land use characteristics shall be evaluated on a continuing basis. Land use Policy shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 1-3.8.2: Schedule, Budget, and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed land use activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing adopted land use goals, objectives and Policies.

Policy 1-3.8.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the land use element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in land use Policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving land use problems and issues.

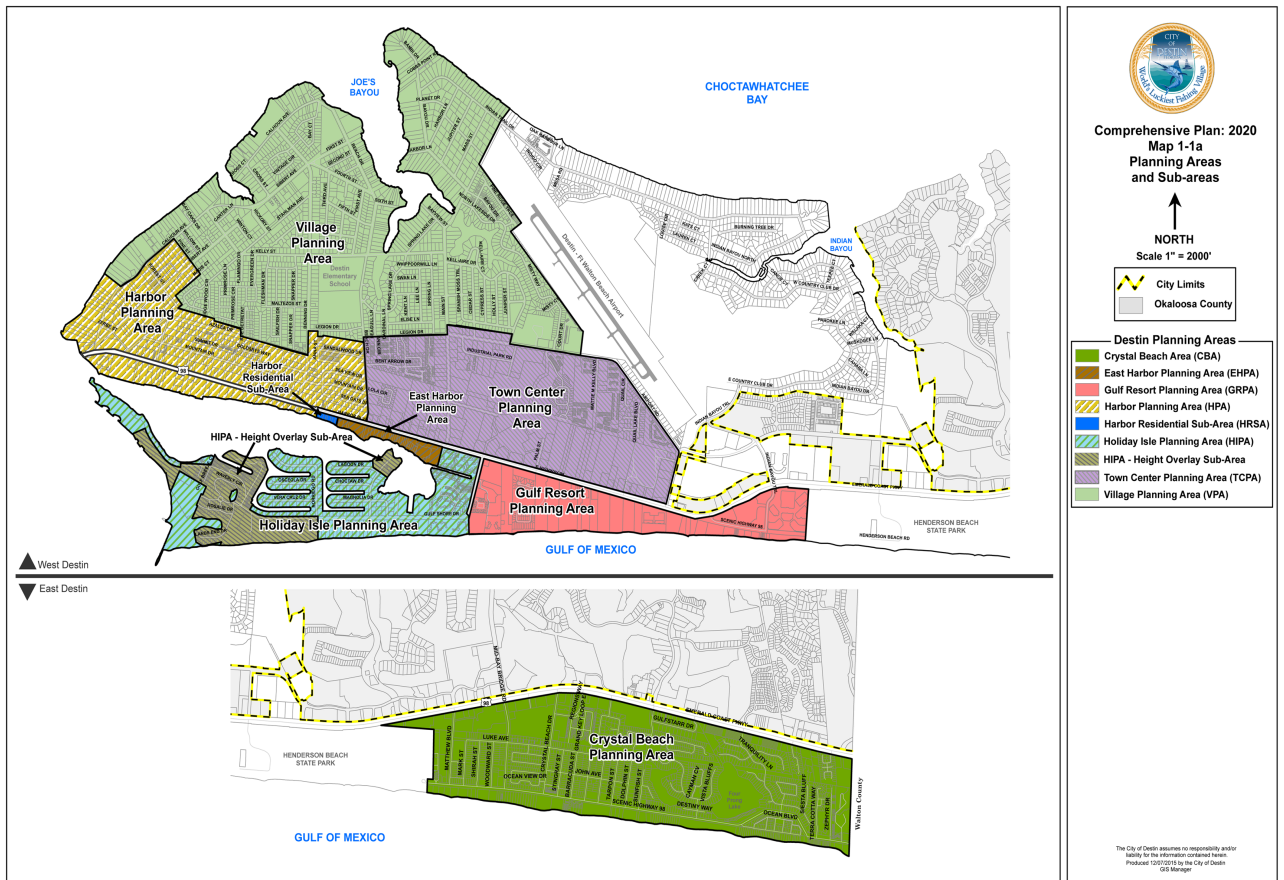
Policy 1-3.8.4: Achieve Effective Plan Implementation. The effectiveness of the land use element shall be measured by the City's success in achieving land use goals, objectives, and Policies. The land use element incorporates a systematic planning process for identifying land use problems and issues and implementing corrective actions.

(Ord. No. 12-07-PC, § 3, 1-7-2013; Ord. No. 15-17-PC, § 6(Exh. A), 3-7-2016; Ord. No. 17-22-PC, § 6(Exh. 1), 4-2-2018)



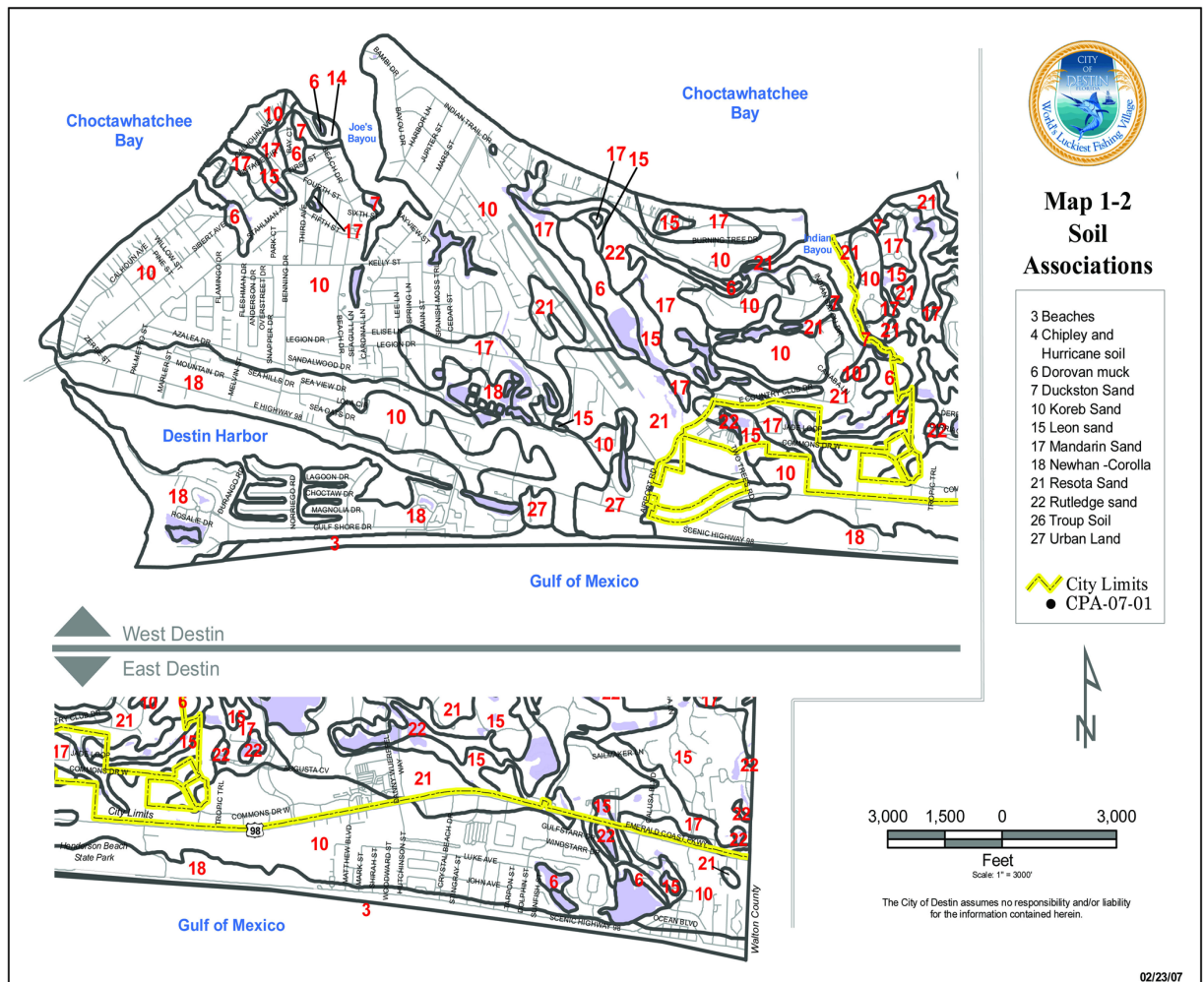
(Ord. No. 05-24-PC, § 3, 12-19-2005; Ord. No. 07-10-PC, § 3, 10-15-2007; Ord. No. 07-11-PC, § 3, 10-15-2007; Ord. No. 07-12-PC, § 3, 10-15-2007;

Ord. No. 07-13-PC, § 3, 10-15-2007; Ord. No. 07-31-PC, § 4, 11-19-2007; Ord. No. 07-41-PC, § 3, 9-2-2007; Ord. No. 08-13-PC, 9-2-2008; Ord. No. 08-30-PC, § 3, 11-17-2008; Ord. No. 08-37-PC, § 3, 12-15-2008; Ord. No. 10-10-PC, § 4, 9-20-2010; Ord. No. 15-17-PC, § 6(Exh. A), 3-7-2016; Ord. No. 16-21-PC, § 4(Exh. A.2), 11-21-2016; Ord. No. 16-28-PC, § 4(Exh. A.2), 1-3-2017; Ord. No. 17-29-PC, § 4(Exh. 1.A), 1-2-2018; Ord. No. 19-03-PC, § 3(Exh. A), 7-1-2019; Ord. No. 20-09-PC, § 3(Exh. A), 7-6-2020; Ord. No. 20-10-PC, § 3(Exh. A), 7-6-2020; Ord. No. 20-11-PC, § 3(Exh. A), 7-6-2020; Ord. No. 20-12-PC, § 3(Exh. A), 7-6-2020; Ord. No. 20-13-PC, § 3(Exh. A), 7-6-2020)

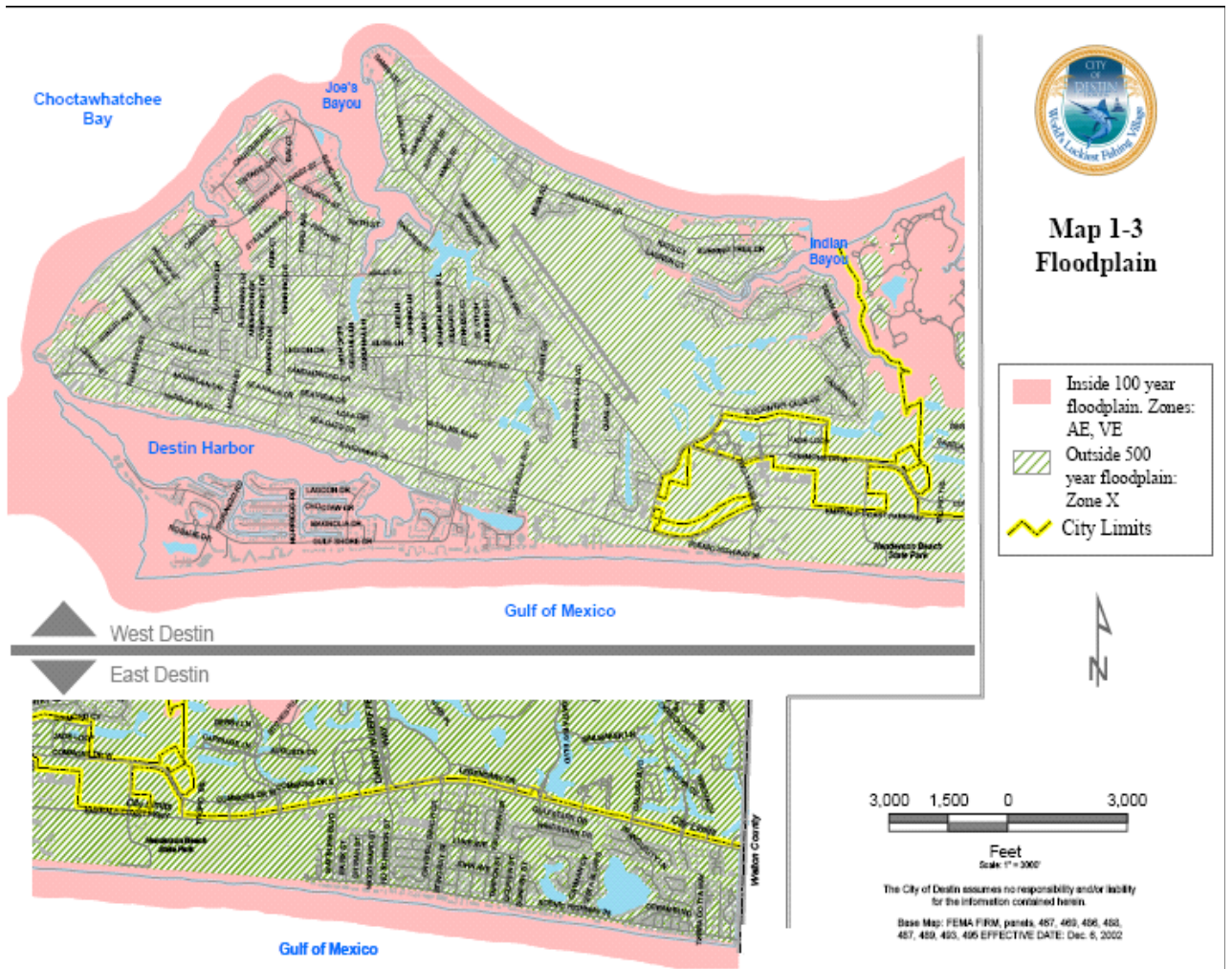


(Ord. No. 15-17-PC, § 6(Exh. A), 3-7-2016)

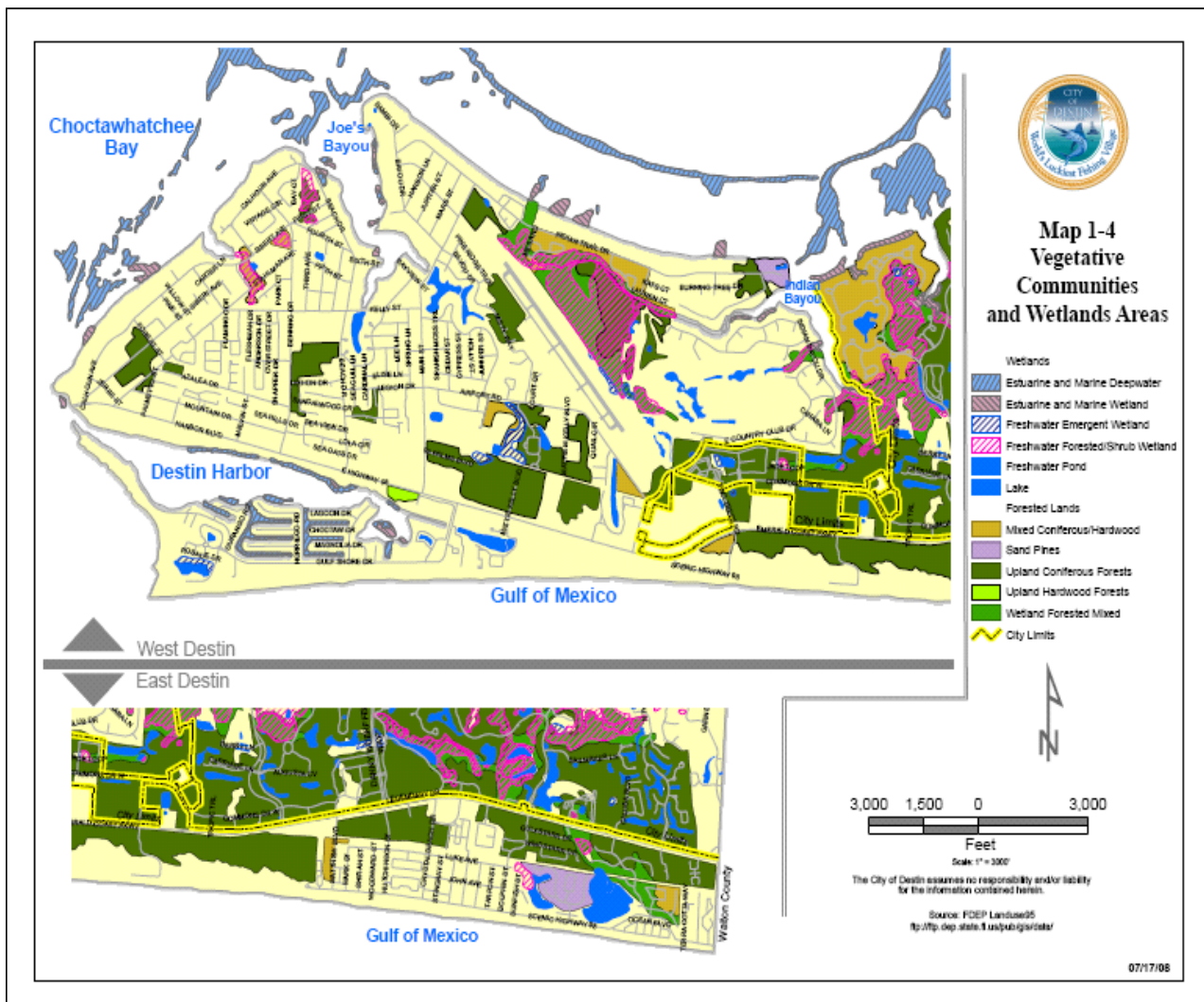
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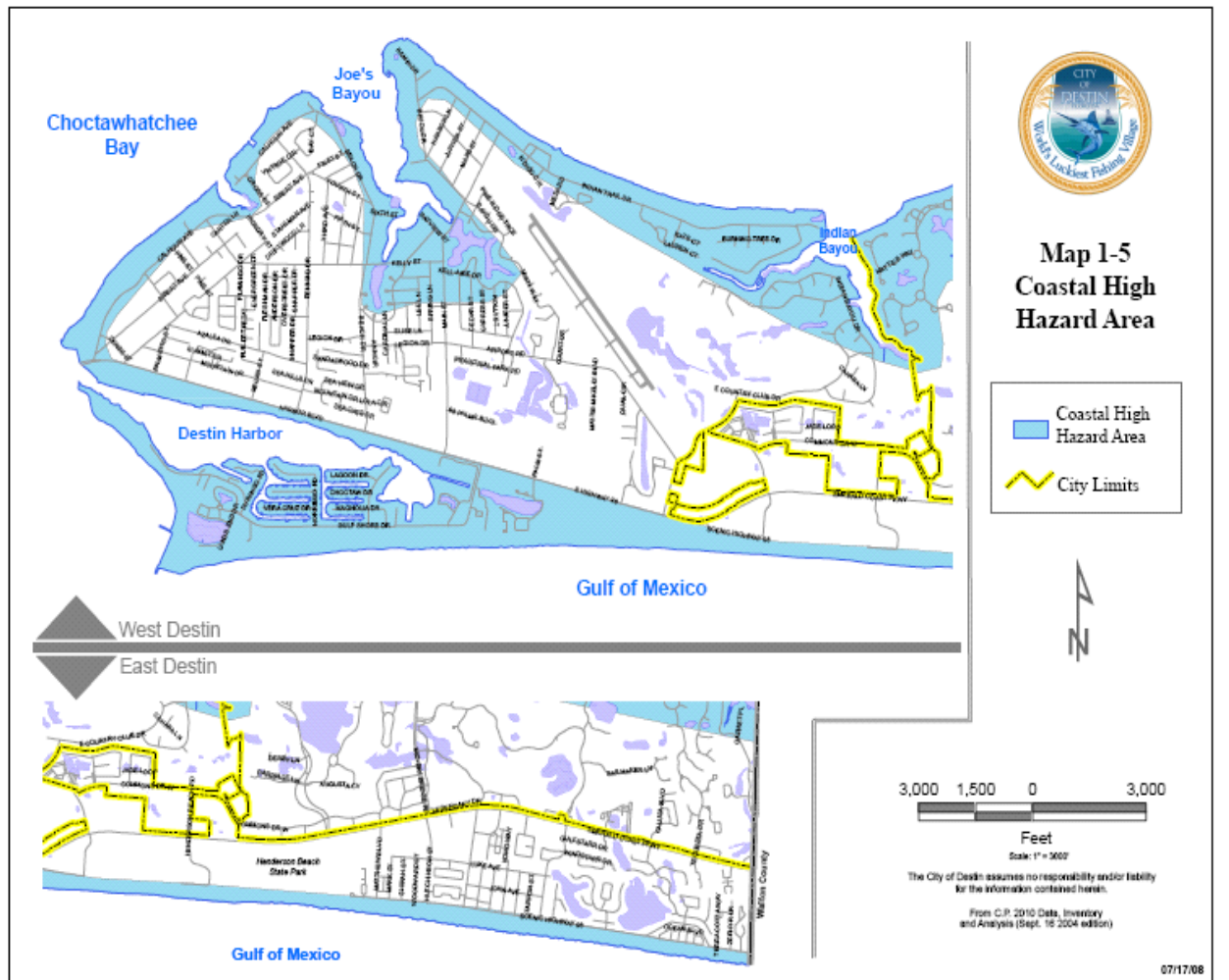
(Ord. No. 07-14-PC, § 4(Exh. 1.B), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



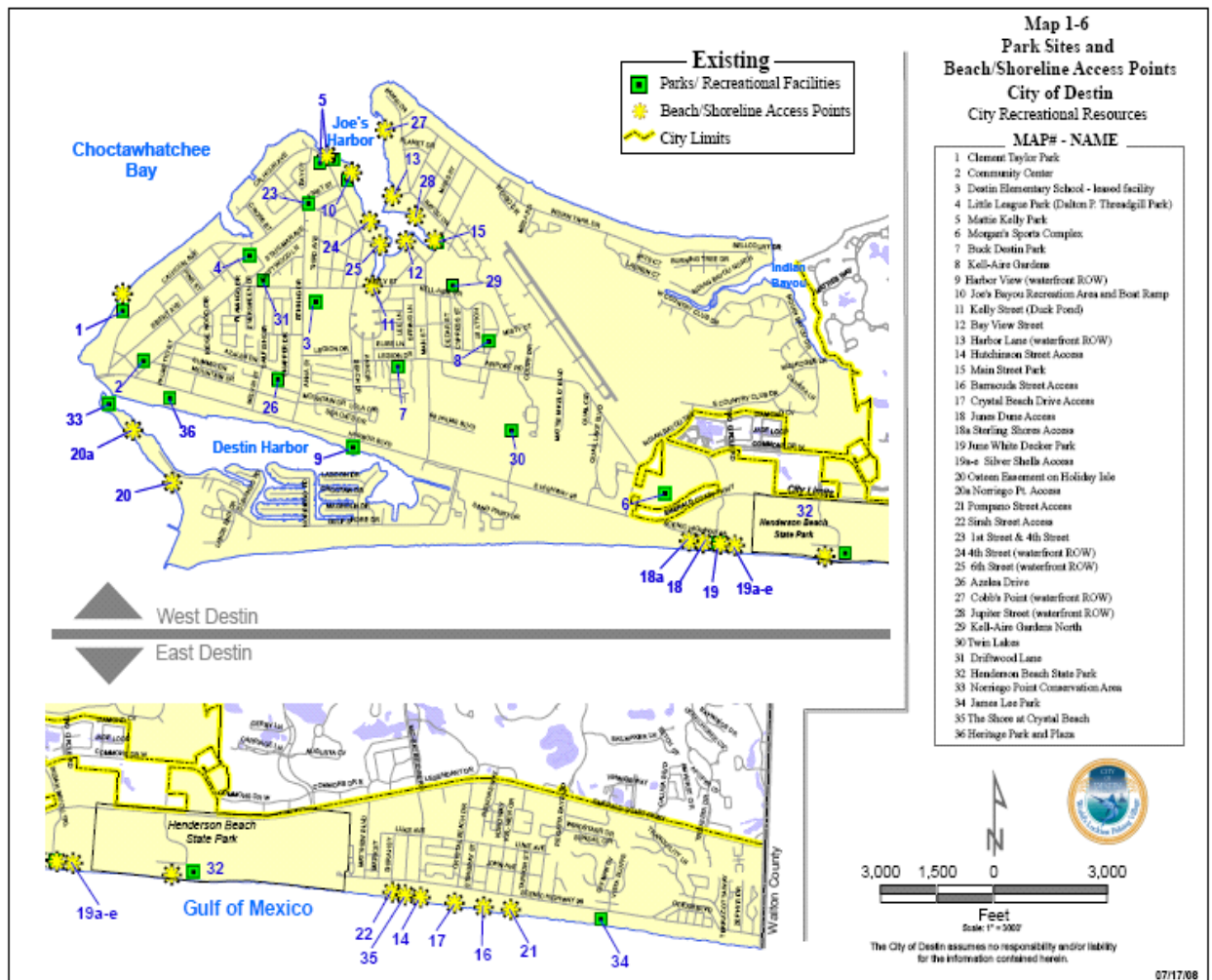
(Ord. No. 07-14-PC, § 4(Exh. 1.C), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



(Ord. No. 07-14-PC, § 4(Exh. 1.D), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



(Ord. No. 07-14-PC, § 4(Exh. 1.E), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



(Ord. No. 07-14-PC, § 4(Exh. 1.F), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008; Ord. No. 08-37-PC, § 3, 12-15-2008)