

**SPECIAL WORKSHOP
DESTIN CITY COUNCIL
JUNE 28, 2022
ANNEX COUNCIL CHAMBERS
5:30 PM**

*****Core Value of the Month - Integrity*****

CALL TO ORDER

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

WORKSHOP

- A. Comprehensive Plan Policies Updates Recommendations and Discussion
- B. Draft land Development Code Article I Discussion/Workshop

PUBLIC COMMENTS

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CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 28, 2022

BOARD/COMMITTEE: City Council

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: A.

TO: City Council

THRU: Lance Johnson, City Manager

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

DATE: June 24, 2022

SUBJECT: Comprehensive Plan Policies Updates Recommendations and 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. To ensure that the Articles updated in the LDC are consistent with the Comprehensive Plan, a review of the Comprehensive Plan goals, objectives, and policies was necessary.

The initial review was to establish what goals, policies, and objectives have been implemented, in progress of being implemented, and ones that have not been implemented through the LDC. Staff then conducted an internal review of the identified policies and provided recommendations to the LPA. The LPA in turn reviewed these policies and provided a recommendation to the Council. Staff is now seeking a discussion and review by the Council of these goals, policies, and objectives as recommended by the LPA.

Staff began bringing the goal, policies, and objectives to the LPA chapter by chapter, in February 2022, based on the amount of goals, policies, and objectives that required review. The LPA has reviewed Chapters 1 through 4 at this time. Staff will continue to bring the identified goals, objectives, and policies until Staff has direction and guidance for all the identified goals, policies, and objectives that affect the LDC rewrite project.

II. DISCUSSION:

Below is a review of each chapter of the Comprehensive Plan, reviewed to this point by the LPA. The LPA recommendations are organized into categories identifying goals, policies,

or objectives that have been either “implemented,” “partially implemented,” “in-progress,” or “will be implemented through the LDC rewrite.”

Comprehensive Plan Chapter 1: Future Land Use Element

Implemented 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.

LPA Comment and Recommendation: This has been implemented through LDC Section 7.09.03. Design Review Requirements. This policy should be continued and further implemented with the 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 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 publicly accessible streets.

LPA Comment and Recommendation: This has been implemented through LDC Section 7.09.03. Design Review Requirements. This policy should be continued and further implemented with the LDC update.

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 about 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.

LPA Comment and Recommendation: 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 and further implemented with the LDC update.

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.

LPA Comment and Recommendation: 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 and further implemented with the LDC update.

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

LPA Comment and Recommendation: 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 and further implemented with the LDC update.

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.

LPA Comment and Recommendation: This has been Implemented through LDC Section 7.09.03. - *Design Review Requirements*. This policy should be continued and further implemented with the LDC update.

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.

LPA Comment and Recommendation: This has been implemented

through LDC Section 7.13.00 – *Nonconforming Structures and Uses*. This policy should be continued and further implemented with the LDC update.

Partially Implemented 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.

LPA Comment and Recommendation: 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. This policy should be continued and further implemented with the LDC update.

2. 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.

LPA Comment and Recommendation: No code language exists in the LDC related to exterior building maintenance. The LDC rewrite should include language to enforce exterior maintenance of residential structures.

LPA Comment and Recommendation: 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. The LDC rewrite should include language to enforce landscaping on **residential** lots and development.

LPA Comment and Recommendation: 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. The LDC rewrite should include language to enforce storage of all vehicles and vessels on **residential** lots and development specifically concerning screening including within the side yard.

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 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:

a. 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.

LPA Comment and Recommendation: 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 help further implement this. This policy should be continued and further implemented with the LDC update.

b. 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.

LPA Comment and Recommendation: No PUD ordinance was adopted/implemented. However, the PUD process is being evaluated through the LDC update project. This policy should be continued and further implemented with the LDC update.

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.

LPA Comment and Recommendation: 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 CB at Crystal Shores so this has been partially implemented. This policy should be continued and further implemented with the 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.

LPA Comment and Recommendation: Infill is encouraged via zones not financially. Several public projects have taken place in the CRA districts, however there are no additional incentive programs in the LDC. This policy should be continued and further implemented with the LDC update.

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 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.

LPA Comment and Recommendation: Utility Undergrounding underway so the policy is complete execution is not. However, all references to Gulf Power need to change to “local energy provider.” This policy should be continued and further implemented with the LDC update.

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:

- a. Harbor Planning Area
- b. Town Center Planning Area
- c. Crystal Beach Planning Area
- d. Holiday Isle Planning Area
- e. Gulf Resort Planning Area

LPA Comment and Recommendation: This policy is currently being implemented through Ordinance 22-02-PC. This policy should be continued and further implemented with the LDC update.

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.

LPA Comment and Recommendation: 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:

- a. 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.
- b. 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.
- c. 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.

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

LPA Comment and Recommendation: 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 inconsistent. 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 to remove Article 17 and maintain the checklists outside the LDC.

Comprehensive Plan Chapter 2: Transportation Element

Implemented Policies & Objectives

1. Policy 2-1.7.2: Study Hurricane Evacuation Carrying Capacity. Within two years of Plan adoption, the City shall conduct a study to identify the carrying capacity

of all evacuation routes within the City. Based on the findings of the carrying capacity study, the City shall identify transportation improvement needs, hurricane preparedness actions, or land use controls to assure timely evacuation of the entire City prior to hurricane landfall. As evacuation routes are also used by residents and visitors within Walton County and Okaloosa County, the City shall request participation from Walton County and Okaloosa County in the preparation of a carrying capacity study for Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and other evacuation routes leading from coastal areas to the mainland.

LPA Recommendation: Policy 2-1.7.2 has been completed as of January 2022 with updates to the City's 2021 Disaster Preparedness Plan and the County's 2021 Local Mitigation Strategy.

However, the LPA recommends a revisit of the entire Objective 2-1.7 – Monitor and Enhance Evacuation Capacity, to ensure there is need and requirement of the Comprehensive Plan being met by this objective and if it is better severed in another document, such as the Emergency Operating Plan.

Partially Implemented Policies & Objectives

1. Policy 2-1.3.14: Promote Water Taxi/Shuttle Service. Prior to the next EAR, the City shall adopt a process to accept private and public contributions toward the provision of space for water taxi/shuttle docking facilities and multimodal connections to water taxi/shuttle locations, in order to promote water taxi/shuttle service in the City.

LPA Recommendation: Implemented through LDC Section 8.09.03(A)(9)(d) – *Multimodal Transportation Design Standards, Water Taxi Stop* (Requirement for water taxi spot and amenities in SHMU). This policy should be carried over and further implemented through the LDC update. In addition, the intent and title need to be reviewed and a new comprehensive program should be looked at in totality.

2. Policy 2-1.3.17: Prioritize Community Parking over On-site Parking. The City shall continue to prioritize community parking over on-site parking through the City's parking regulations contained within the Land Development Code.

LPA Recommendation: This policy is partially implemented through 8.06.12. - *Reduction of the required number of vehicle parking spaces* and also the construction of the parking lots on Zerbe Street. This policy should be carried over and further implemented through the LDC update by developing more comprehensive parking regulations that prioritize multi-use or shared lots and public parking lots.

Policies & Objectives to be implemented through the LDC Update

1. Policy 2-1.3.12: Expand and Enhance Transit Coverage and Service. The City

shall continue to coordinate with Okaloosa County and seek to identify additional financial support for Okaloosa County Transit to maintain and enhance service, and to meet adopted transit level of service standards.

LPA Recommendation: This policy should be carried over and should be implemented through the LDC update.

Comprehensive Plan Chapter 3: Housing Element

Implemented Policies & Objectives

1. Policy 3-1.3.10: Register Rental Units. The City shall achieve registration of a minimum of ~~90%~~95% of all rental units within one year of adoption of this Plan.

LPA Recommendation: This has been implemented through the City's current Short-term Rental registration program. It will continue to be implemented through Code **Compliance's** registration program and enforcement efforts. The LPA recommends keeping this policy, updating the percentage from 90% to 95% and removing the language "within one year of adoption of this Plan."

Comprehensive Plan Chapter 4: Public Facilities Element

Implemented Policies & Objectives

1. Policy 4-1.1.3/4-2.1.3: Share GIS Information. Within one year of adoption of this Plan establish a cooperative arrangement to develop and share geographic information system data that can be jointly used to identify relevant DWU and City infrastructure locations.

LPA Recommendation: This is currently being implemented with coordination between the City's GIS Manager and Destin Water Users (DWU) Staff. The LPA recommends keeping these two policies in the Comprehensive Plan.

2. Objective 4-3.1: Manage the sand and gravel aquifer recharge conditions. Manage the natural ground water sand and gravel aquifer recharge conditions in a safe, effective and reliable manner as required by current design standards and codes. The City shall coordinate with Okaloosa County, the Florida Dept. of Environmental Protection (FDEP), and the Northwest Florida Water Management District (NFWFMD) in maintaining sand and gravel aquifer recharge area functions. Within one year from the adoption of the Comprehensive Plan, the City shall adopt in the LDC regulations that established criteria for managing sand and gravel aquifer recharge.

LPA Recommendation: Implemented through LDC Section 10.03.00 *Stormwater Management* and 10.05.00 *Natural groundwater aquifer recharge/sand-and gravel aquifer*. The LPA recommends keeping this objective in the Comprehensive Plan.

3. Policy 4-3.1.1: Coordinate with Outside Agencies. The City shall coordinate with Okaloosa County, FDEP and the NFWMD in maintaining sand and gravel aquifer recharge area functions. Within one year from the adoption of the Comprehensive Plan, the City shall adopt in the LDC, regulations that establish criteria for managing sand and gravel aquifer recharge.

LPA Recommendation: Implemented through LDC Section 10.03.00 *Stormwater Management* and 10.05.00 *Natural groundwater aquifer recharge/sand-and gravel aquifer*. The LPA recommends keeping this policy in the Comprehensive Plan.

4. Policy 4-5.2.2: Request Annual Status of Recycling Programs. By March 1st of each year, the City shall request information from the County utility providers and/or private franchised solid waste collection companies regarding the status of recycling programs in the City.

LPA Recommendation: This is accomplished through the review and renewal of the City's Franchise agreement with the solid waste company. The LPA recommends this to be removed from the Comprehensive Plan as it is a requirement of the franchise agreement.

Partially Implemented Policies & Objectives

1. Policy 4-6.3.6: Review Library Impact Fees. The City shall review the existing library impact fee ordinance every two years in order to adjust the library impact fees on new development to better reflect the full capital cost of increased library demand.

LPA Recommendation: This policy is currently being worked on through the current Impact Fee Update Study. This study includes all the impact fees currently being collected, not only the library Impact Fees. The LPA recommends keeping this policy in the Comprehensive Plan.

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 affect 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.

D. Legislative Sponsor:

III. CONCLUSION:

Staff will continue to bring the identified goals, policies, and objectives to the LPA for review, direction, and recommendation to the City Council. Staff is bringing the first four chapters to the City Council at this time for review. Going forward, Staff would like to know if:

(Option 1) If Council would like Staff to bring each chapter for review once the LPA makes their recommendation?

(Option 2) Or would Council like Staff to compile all the recommendations together in one document for a discussion and further direction at a later date, after the LPA review?

IV. RECOMMENDED MOTION:

1. I move to approve the LPA's recommendations made for the goals, policies, and objectives of the Comprehensive Plan Chapters 1 through 4.

2. I move to direct staff to proceed with Option 1 or Option 2 regarding the process by which City Council will review and approve the LPA's recommendations for the Comprehensive Plan updates.

Attachments:

1. Comprehensive Plan Chapter 1 -
Future Land Use Element
2. Comprehensive Plan Chapter 2 -
Transportation Element
3. Comprehensive Plan Chapter 3 -
Housing Element
4. Comprehensive Plan Chapter 4 -
Public Facilities 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.

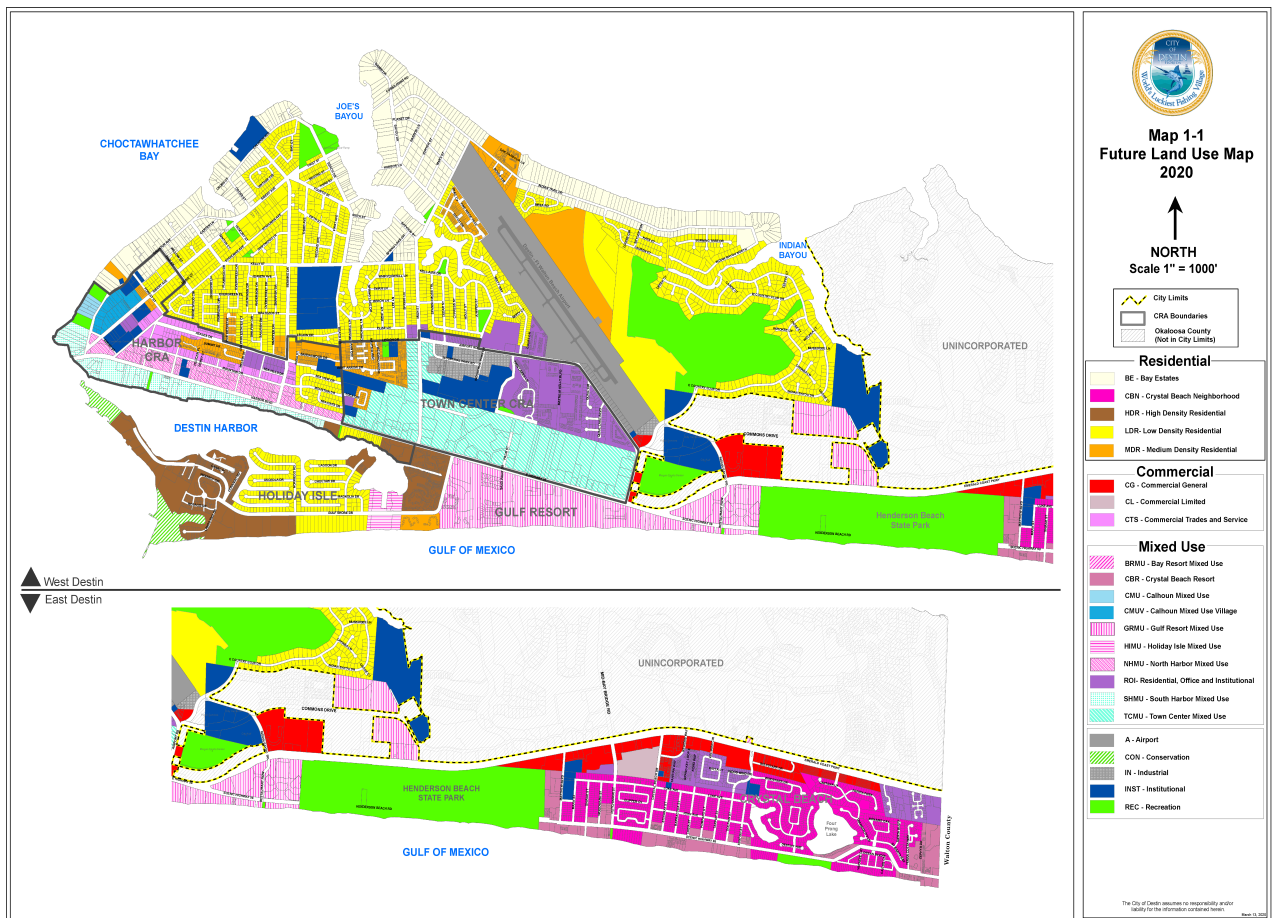
Policy 1-3.8.1: Review the Impact of Change Indicators on Land Use Policy. Trends in the magnitude, distribution, and characteristics of population and land use shall serve as indicators of possible changes in land use needs. The Policy implications of major trends in land use characteristics shall be 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.

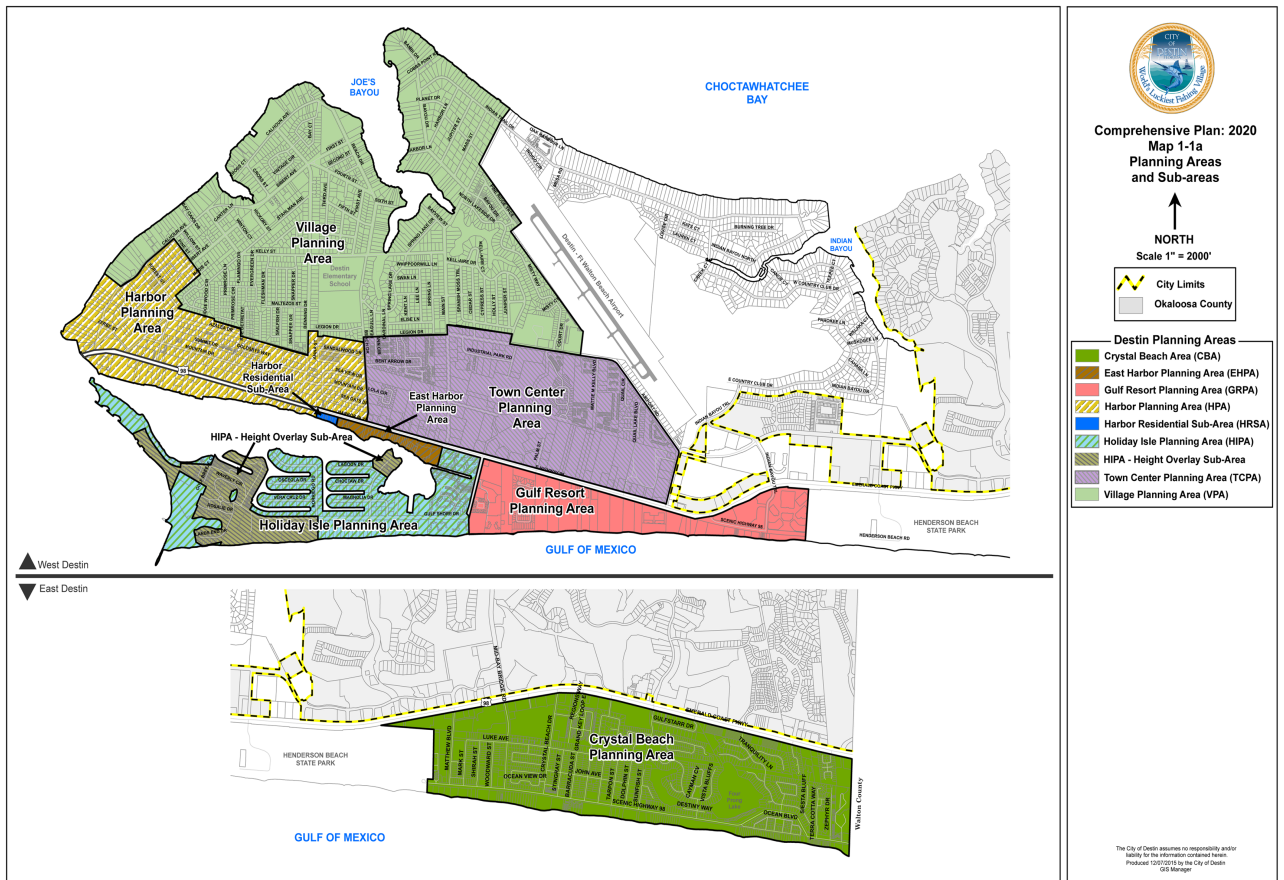
Policy 1-3.8.4: Achieve Effective Plan Implementation. The effectiveness of the land use element shall be measured by the City's success in achieving land use goals, objectives, and Policies. The land use element incorporates a systematic planning process for identifying land use problems and issues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



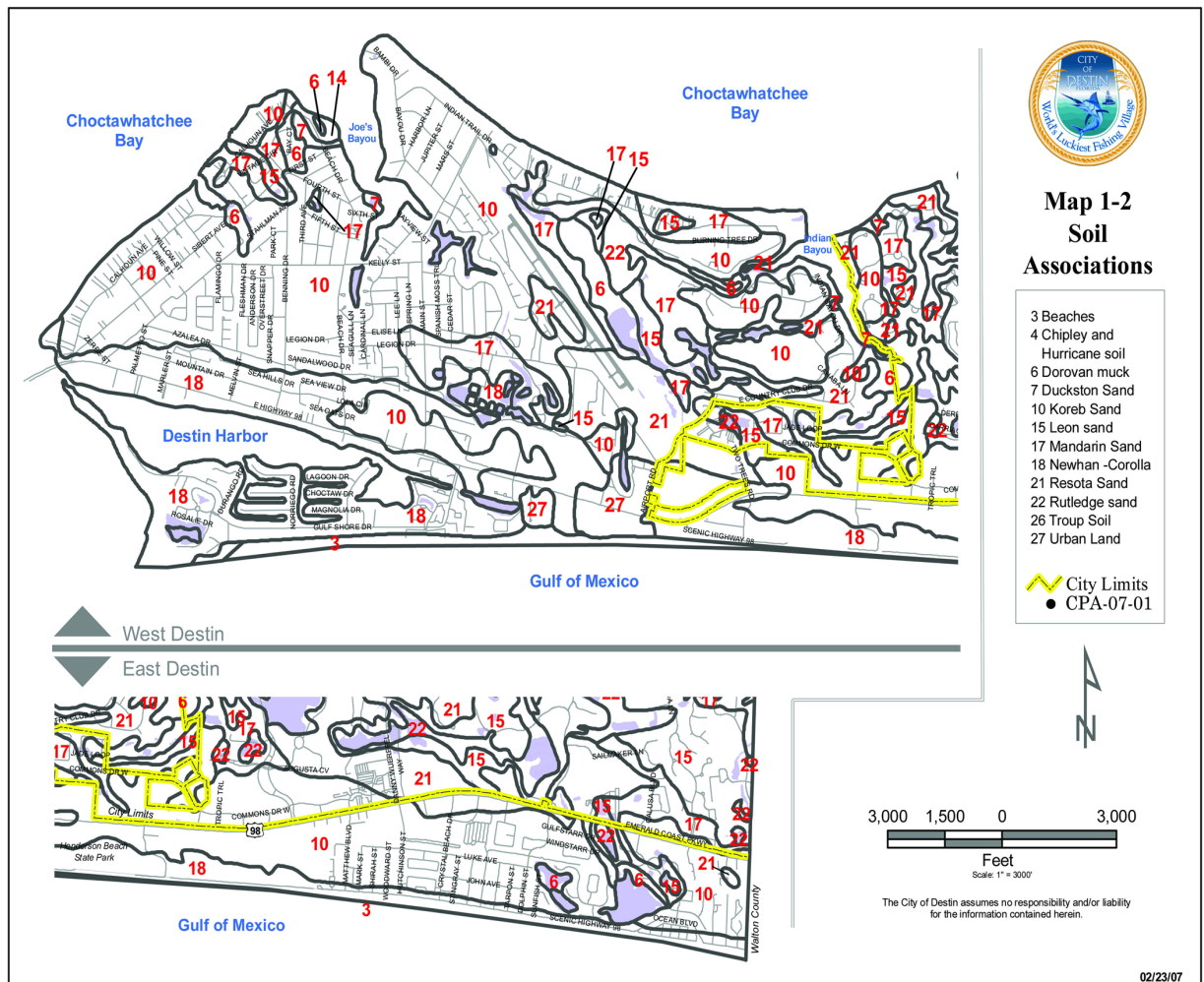
(Ord. No. 05-24-PC, § 3, 12-19-2005; Ord. No. 07-10-PC, § 3, 10-15-2007; Ord. No. 07-11-PC, § 3, 10-15-2007; Ord. No. 07-12-PC, § 3, 10-15-2007;

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)

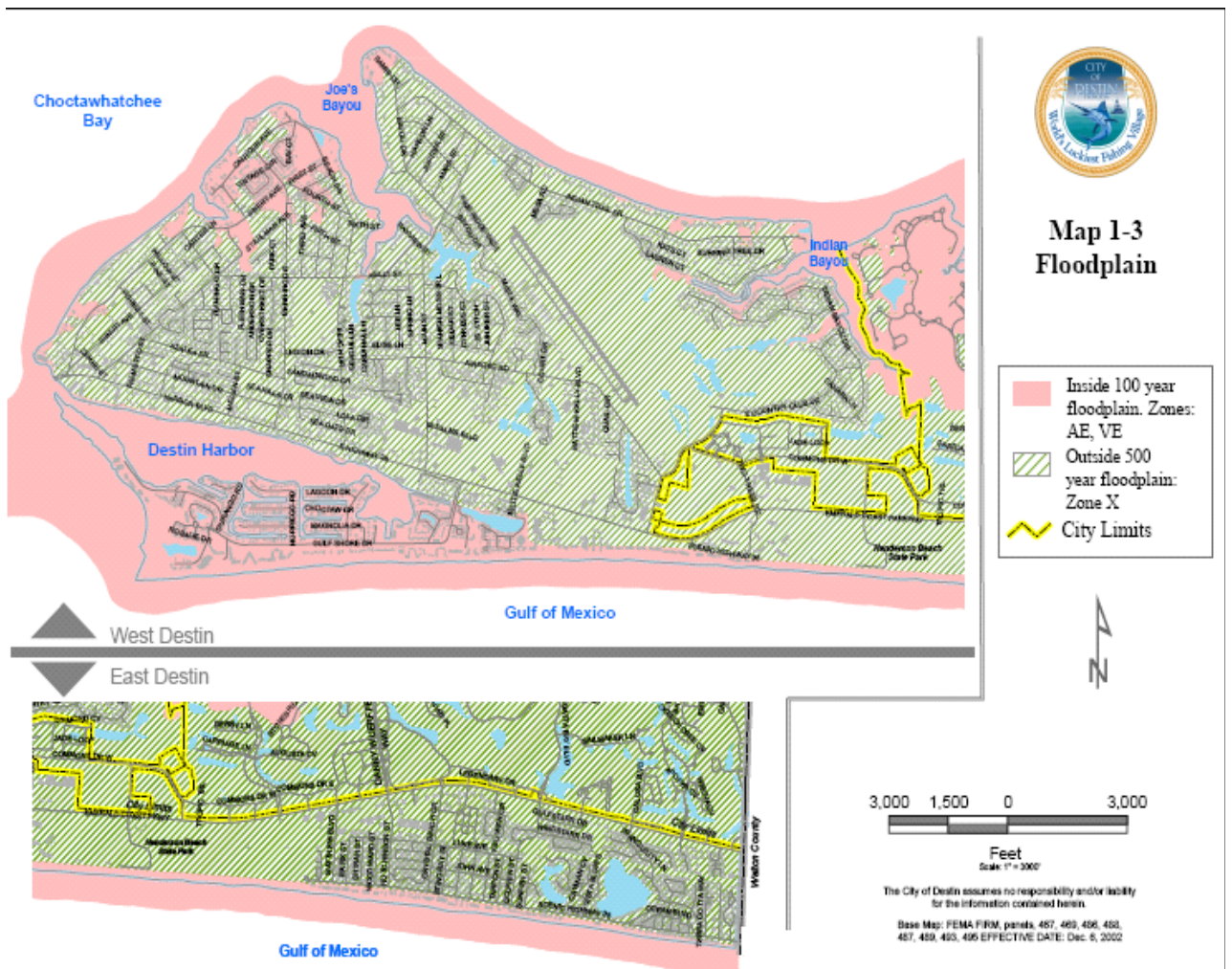


(Ord. No. 15-17-PC, § 6(Exh. A), 3-7-2016)

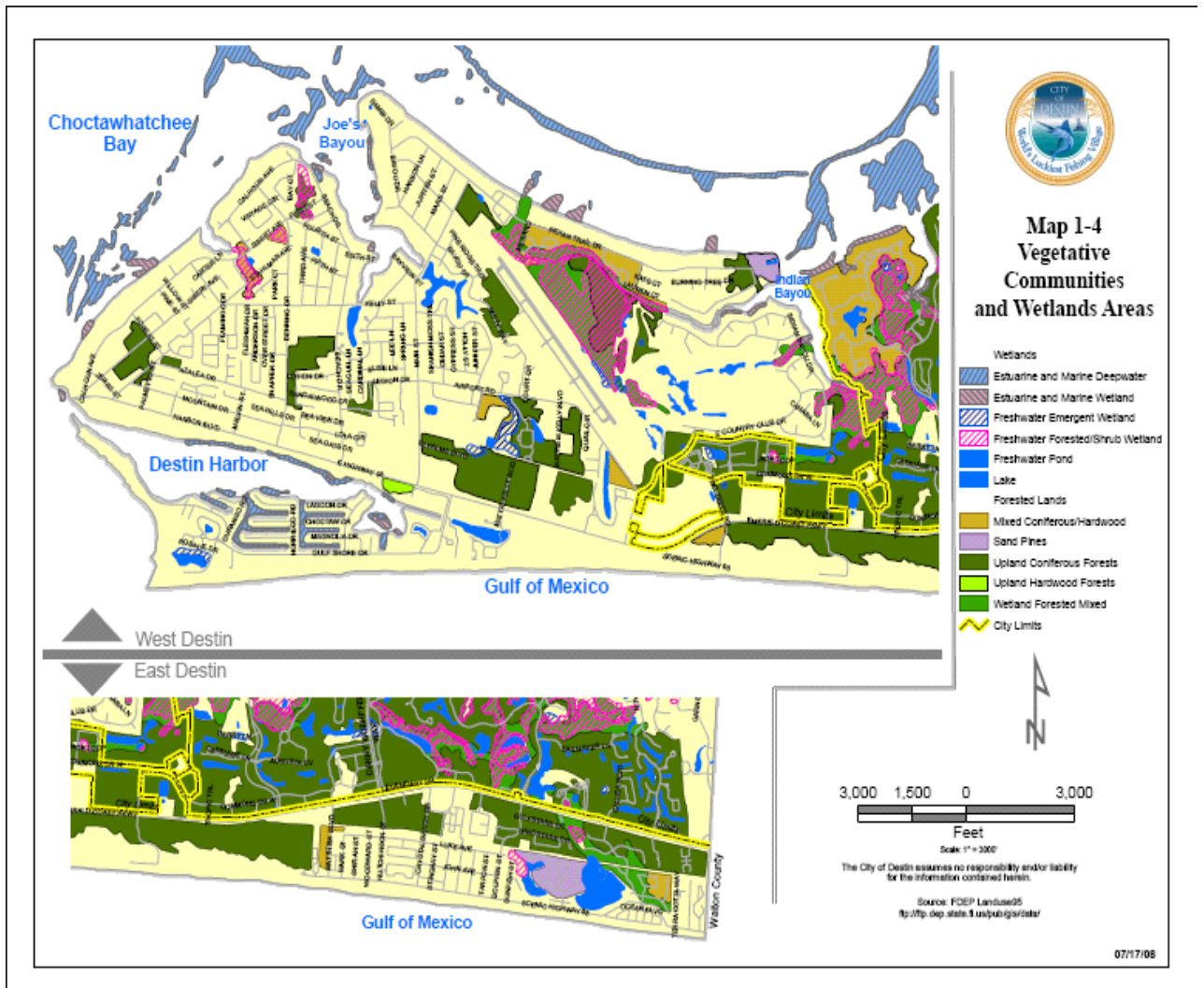
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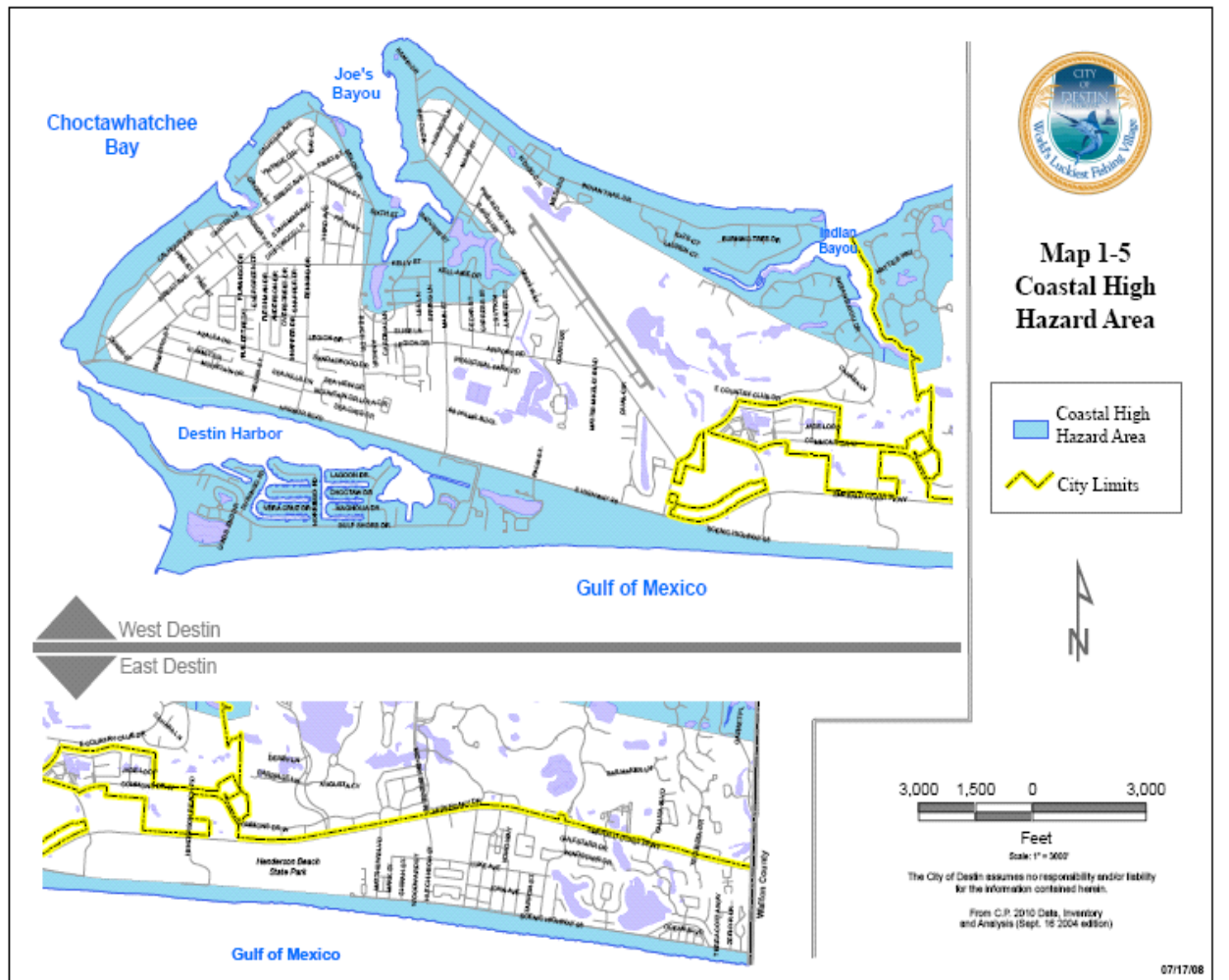
(Ord. No. 07-14-PC, § 4(Exh. 1.B), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



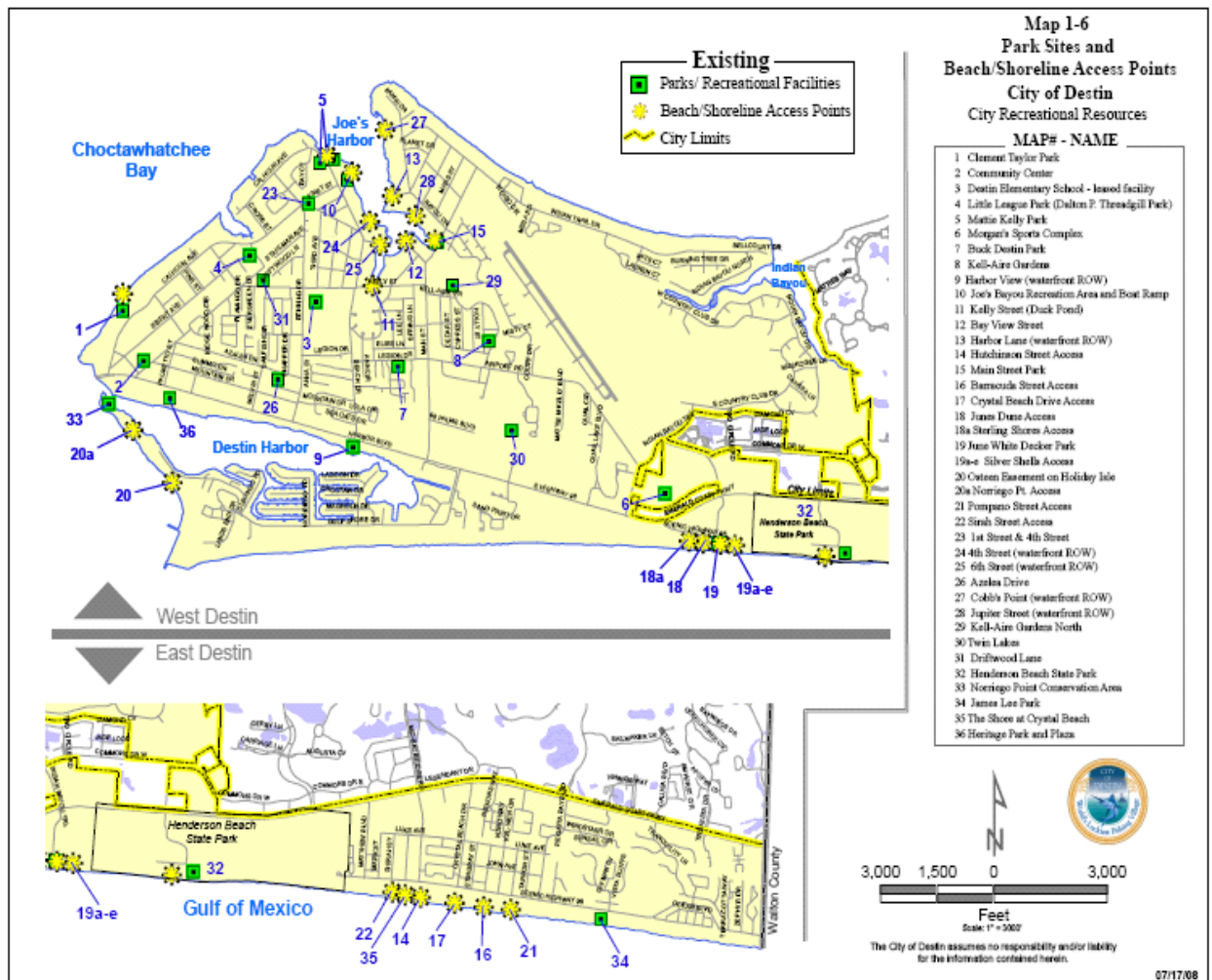
(Ord. No. 07-14-PC, § 4(Exh. 1.C), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



(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)

CHAPTER 2: TRANSPORTATION ELEMENT

Editor's note(s)—Ord. No. 12-13-PC, § 6(Exh. A), adopted November 3, 2014, amended chapter 2 in its entirety to read as herein set out. Former chapter 2, pertained to similar subject matter. See Table of Amendments for complete derivation.

Introduction. The City's 2027 Strategic Vision priorities include Ease of Mobility. The City's 2017 Goal priorities include Improved Mobility and Connectivity. The Transportation Element provides the framework for achieving the optimum, cost-effective transportation system to balance the needs of the City of Destin's (City) residents, workers, tourists, and through traffic. Optimization is achieved through a combination of land use and site design characteristics along with strategies to enhance the availability and use of multiple modes of transportation.

The major topics of this element include:

- Design of the multi-modal system.
- Level of Service Standard (LOS).
- Multi-modal district implementation.
- Airport and multi-modal planning coordination.
- Multi-jurisdiction coordination.

GOAL 2-1: MULTIMODAL TRANSPORTATION SYSTEM. MAINTAIN AND CONTINUE TO IMPROVE UPON AN EFFICIENT, HIGH QUALITY, MULTIMODAL TRANSPORTATION SYSTEM THAT BALANCES COMMUNITY CIRCULATION NEEDS WITH REGIONAL TRAVEL DEMAND.

OBJECTIVE 2-1.1: SYSTEM DESIGN. Continue to provide a safe, convenient, efficient and cost effective multimodal transportation system and roadway network that optimizes access for present and future residents.

Policy 2-1.1.1: Pursue Additional Road Corridor Improvements. The City shall continue to pursue the acquisition of rights-of-way, the design and the construction of multimodal facilities for future and existing corridors that will facilitate the east-west and north-south movement of all modes of transportation as shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.2: Relieve Congestion. Any new roadway improvement related to Policy 2-1.1.1 shall contribute to automobile congestion relief on Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and existing north-south corridors by providing alternatives for local traffic.

Policy 2-1.1.3: Maintain New Road Corridor Alignments. The City shall continue to implement the multimodal corridor management plan that identifies alignment opportunities and challenges for all modes of transportation, including parallel facilities for Harbor Boulevard/Emerald Coast Parkway and Main Street shown on Maps 2-1 and 2-2 of this Transportation Element.

Policy 2-1.1.4: Rights-of-Way (ROW) for Additional Access Road. The City shall acquire the necessary ROW east of Azalea Drive/Mountain Drive to complete the east/west route and north-south connections referenced in Policy 2-1.1.1 above. Nothing in this policy shall prohibit the City from accepting or obtaining the necessary rights-of-way in advance of 2020.

Policy 2-1.1.5: Require Dedication of ROW. The City shall require dedication of necessary rights-of-way for multimodal improvements from all property owners or applicants submitting a development proposal, or change of use for properties within or adjoining existing or planned corridors.

Policy 2-1.1.6: New Development Shall Pay for Needed Improvements. The City shall continue to enforce Land Development Code (LDC) regulations that require future development to pay its fair share of needed onsite and offsite transportation improvements constructed to City standards, as determined by a required and City-approved transportation study.

Policy 2-1.1.7: Determination of Fair Share. A development's fair share includes all transportation improvements needed to maintain the adopted LOS as a result of the project impacts to the multimodal transportation system. Offsite improvements may be credited toward required transportation impact fees for the portion of the improvement beyond the minimum level required.

Policy 2-1.1.8: Determination of Project Impacts. The determination of project impacts shall follow the technical methodology for the evaluation of transportation impacts described in the Inter-local Agreement with Okaloosa County and the concurrency section of the Land Development Code.

Policy 2-1.1.9: Capital Improvements Program and Schedule. The City shall continue its practice of maintaining or reconstructing collector roads, local roads and bicycle and pedestrian facilities on an annual basis that shall be scheduled and made part of the adopted Capital Improvement Plan.

Policy 2-1.1.10: Prioritize Transportation Improvements. The City shall prioritize its maintenance, construction and reconstruction activities in the following manner:

- A. First priority shall be assigned to projects within the multimodal transportation districts (MMTDs) to implement multimodal improvements.
- B. Second priority shall be assigned to the renewal and replacement of obsolete or worn out facilities.
- C. Third priority shall be assigned to correcting existing deficiencies in public facilities.
- D. Fourth priority shall be assigned to facilities necessary to accommodate future growth.

Policy 2-1.1.11: Consider Other Analyses. The City may also choose to consider analysis from a cost/benefit, transportation safety, and physical conditions analyses of the transportation systems within the City. Such analyses may be performed by the City or others. If conducted by others an outside agency, the manner and methods of the analyses must be approved by the City during a methodology meeting.

Policy 2-1.1.12: Construct Transportation Facilities to MMTD Standards. All new transportation projects within the City shall be constructed to meet City standards identified in the LDC. Such design standards may include, but not be limited to pedestrian access points, shared access, cross access, new or modified signage, striping of roadways, installation of sidewalks and bicycle lanes, widening of roadways, pedestrian crossing facilities, and sidewalk ramps at intersections. Within the MMTD such standards shall place a priority on non-vehicular access and mobility and a secondary emphasis on vehicular mobility.

Policy 2-1.1.13: Manage Roadway Access. The City shall limit new access points on arterial and collector roadways by continuing to enforce distance requirements for driveways and median cuts as identified in the LDC, and shall restrict access points on all arterial and collector roads by requiring shared access driveways, and cross-access connections/easements for abutting properties. All redevelopment and new development proposals shall also comply with the access management requirements of and the LDC. This policy applies to non-residential and mixed-use projects only.

OBJECTIVE 2-1.2: MAINTAIN LOS STANDARDS FOR PRESENT AND FUTURE RESIDENTS BY IMPLEMENTING MEASURABLE TARGETS.

Policy 2-1.2.1: Maintain Roadway Level of Service (LOS) Standards. The City shall maintain LOS standard "D" for the system of collector roads located outside the Multimodal District boundary.

Policy 2-1.2.2: Multimodal Level of Service (LOS) Standards. The 2006 LOS standard for each mode is based on the initial conditions in the MMTD and shall serve as a baseline to ensure that the LOS mode does not degrade below these levels.

Policy 2-1.2.3: Establish Adopted LOS Standards. Adopted LOS standards are based on the maximum achievable LOS grade, given implementation of multimodal improvements on all arterial and collector roads within the MMTD and pedestrian-oriented urban design. Establishing interim adopted LOS standards reflects the long-term implementation of multimodal improvements and urban design standards.

Policy 2-1.2.4: Transportation LOS Standards. The adopted LOS standards in the MMTD are as follows:

Table 2-1:
Adopted Multimodal Level of Service Standards for Collector Roads

	Bicycle LOS Standard	Pedestrian LOS Standard	Transit LOS Standard
Adopted (2006)	C	E	F
Adopted (2011)	B	C	E
Adopted (2020)	B	B	C

Source: 2011 Biennial MMTD Concurrency Report

Table 2-2:
Adopted Multimodal Level of Service Standards for Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway

	Bicycle LOS Standard	Pedestrian LOS Standard	Transit LOS Standard
Adopted (2006)	E	F	E
Adopted (2011)	D	D	C
Adopted (2020)	C	D	B

Source: 2011 Biennial MMTD Concurrency Report

Policy 2-1.2.5: Collect Traffic Counts. Where annual traffic count data is not available from the Florida Department of Transportation (FDOT) or Okaloosa County, the City shall collect traffic counts for arterials and collectors.

OBJECTIVE 2-1.3: CONTINUE IMPLEMENTATION OF THE MULTIMODAL TRANSPORTATION DISTRICTS (MMTD).

Policy 2-1.3.1: Reduce Automobile Mobility. The MMTD shall emphasize the reduction of automobile mobility and vehicle miles traveled per person, in addition to the reduction of greenhouse gas emissions, while promoting accessibility by all modes through redevelopment of the built environment through improvement of cycling, pedestrian, and transit networks.

Policy 2-1.3.2: Maintain Road Networks. Operations of the existing road network shall be maintained and enhanced with strategic new connections, reconstruction, and widening projects as appropriate.

Investment in sidewalks, cycling facilities, and transit service shall be significantly increased. Urban design standards shall ensure that development is designed to be integrated and accessible, while encouraging increased use of non-auto forms of transportation.

Policy 2-1.3.3: MMTD Boundaries. The boundaries for the MMTD are Kelly and Main Streets, the Destin-Fort Walton Beach Airport, and the City boundary with Okaloosa County along US Highway 98 to the north, the Gulf of Mexico to the south, the City boundary with Walton County to the east and the Marler Bridge to the west. This district is designated on the Multimodal Transportation District Map (Map 2-3) at the end of this chapter and the Future Land Use Map (Map 1-1) at the end of Chapter 1 - Future Land Use Element.

Policy 2-1.3.4: Conditions for Transportation Concurrency in MMTD. Developments proposed in the MMTD that satisfy the following two conditions shall be deemed in compliance with transportation concurrency requirements for vehicular traffic:

- A. Follows urban form and multimodal facility design standards as described in Policy 2-1.3.5; and
- B. Contributes towards achieving the adopted multimodal level of service standards designated through the provision of on-site and off-site improvements necessary to mitigate transportation impacts in the immediate project vicinity. The amount of mitigation required will correspond to the project's impact as calculated through application of the City's transportation impact fee. Eligible capital improvements are those located within the MMTD and are included in the Capital Improvements Element of this Plan.

Policy 2-1.3.5: Design Development to be Supportive of Multimodal Transportation and Reductions in Vehicle Miles Traveled (VMT). Development within the Bay Resort Mixed Use, Calhoun Mixed Use, Crystal Beach Neighborhood, Crystal Beach Resort, Gulf Resort Mixed Use, High Density Residential, Holiday Isle Mixed Use, North Harbor Mixed Use, South Harbor Mixed Use and Town Center Mixed Use, and land use classifications, as designated in Chapter 1, the Future Land Use Element, shall meet standards of intensity, diversity, design, and connectivity of land uses as defined in the Land Development Code to establish a high concentration and variety of destinations that can be easily accessed by a variety of transportation modes. These standards shall address the following:

- A. The intensity and density of development. The standards shall establish a high concentration of activities and destinations. Residential density up to 40 dwelling units per acre and non-residential intensity up to a 2.50 floor area ratio shall be allowed.
- B. A diversity in land uses to serve multiple functions within a concentrated area. A minimum of two land uses shall be required in mixed-use zoning districts with additional uses encouraged through impact fee credits.
- C. Complementary land uses to increase transportation efficiency.
- D. Maximum front setbacks to improve access between buildings and the multimodal transportation network. Setback requirements shall range from zero to 35 feet depending on the height of the building.
- E. Site design characteristics shall be considered such as building location, parking location, and landscaping to maximize access to the multimodal transportation network.
- F. Building orientation shall be considered to increase accessibility to the public street with a secondary emphasis towards on-site parking.
- G. Façade lines with consideration of significant ground floor transparency to provide a continuous and attractive streetscape.

- H. On-site multimodal transportation infrastructure for the provision of pedestrian and bicycle connections to public sidewalks, cycling facilities, transit stops, buildings, parking, adjacent land uses, and within the development.
- I. Shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure.
- J. On-site connections within and surrounding the North and South Harbor Areas to facilitate access to and within the North and South Harbor Areas.

Policy 2-1.3.6: Crystal Beach Transition Area. Development within the Crystal Beach sub-area overlay, as designated in Chapter 1, the Future Land Use Element, shall serve as a transition area between the MMTD and areas outside of the MMTD.

Policy 2-1.3.7: Increase Connectivity in the Crystal Beach Area. The City shall focus its efforts in the Crystal Beach sub-area on increasing connectivity and constructing multimodal infrastructure to improve linkages within the sub-area and to surrounding areas of the City and adjacent Counties. Standards shall be developed and shall address, at a minimum, the following:

- A. On-site multimodal transportation infrastructure to provide connections to public sidewalks, cycling facilities, transit stops, buildings, parking, and adjacent land uses.
- B. Shade trees, lighting, street furniture, and other amenities along sidewalks and at transit stops to improve the design and accessibility of the on-site multimodal transportation infrastructure.

Policy 2-1.3.8: Review LDC's Multimodal Design Standards. The City shall continue to review, and revise as necessary, the LDC's multimodal design standards, including requirements and acceptable ranges for each urban design element and incentive programs for enhanced design. These standards shall be distributed as a component of the development review process.

Policy 2-1.3.9: Complete Existing Pedestrian and Cycling Infrastructure. The City shall enhance the existing pedestrian and cycling systems by filling gaps in the network and providing new pedestrian and cycling facilities throughout the City. These facilities shall provide a safe and continuous pedestrian and cycling network between residential areas, the Community Redevelopment Areas (CRAs), major activity zones, and transit connections, particularly within the MMTD. Facilities that have been programmed into the City's Capital Improvements Program are displayed in Table 2-3 and on Map 2-2.

Policy 2-1.3.10: Include Pedestrian and Cycling Facilities with Road Projects. The City shall construct pedestrian and cycling facilities as a component of any publicly-funded road construction or reconstruction project, and developers shall construct pedestrian and cycling facilities as a component of any privately-funded road construction or reconstruction projects that will be dedicated to the City, in accordance with the Land Development Code.

Policy 2-1.3.11: Create Safe Pedestrian and Cycling Roadway Crossings. The City shall create, safe crossings on Harbor Boulevard/Emerald Coast Parkway between the Marler Bridge and the eastern edge of the Town Center CRA, with particular emphasis on strengthening the connection between the Town Center and the Harbor. Crossings shall be evaluated and designed to provide maximum pedestrian visibility, safety, and convenience, consistent with all applicable standards, guidelines, and best current practices. The City shall coordinate with FDOT to ensure adequate crossings are planned and constructed along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility.

Policy 2-1.3.12: Expand and Enhance Transit Coverage and Service. The City shall continue to coordinate with Okaloosa County and seek to identify additional financial support for Okaloosa County Transit to maintain and enhance service, and to meet adopted transit level of service standards.

Map 2-10 of the Data Inventory and Analysis shows the transit routes and stops currently serving Destin.

Policy 2-1.3.13: Coordinate with Okaloosa County. The City shall coordinate with Okaloosa County on future updates of the Transit Development Plan to ensure continued enhancement of transit service and facilities within the City, particularly the Multimodal Transportation District, and transit trip generators and attractors. The City shall continue to dedicate or provide right-of-way, for the provision of access to transit facilities. Alternatively, the City may provide financial contributions towards the costs of expanding transit service coverage. The City shall also encourage the implementation of private shuttle services as a component of planned development.

Policy 2-1.3.14: Promote Water Taxi/Shuttle Service. Prior to the next EAR, the City shall adopt a process to accept private and public contributions toward the provision of space for water taxi/shuttle docking facilities and multimodal connections to water taxi/shuttle locations, in order to promote water taxi/shuttle service in the City.

Policy 2-1.3.15: Encourage and Facilitate Expanded Water Taxi/Shuttle Operations. The City shall encourage expanded water taxi/shuttle operations that serve potential patrons along Choctawhatchee Bay, Joe's Bayou, Indian Bayou, and other strategic shoreline access points.

Policy 2-1.3.16: Develop Interconnected Street Network. The City shall continue to develop an interconnected road network providing an alternative to Harbor Boulevard/Emerald Coast Parkway for local traffic. The alternative corridor shall provide a continuous connection from Danny Wuerffel Way in Okaloosa County along Commons Boulevard and through the City to Stahlman Avenue. Additional north-south alternatives east of Main Street shall also be considered to further the creation of a grid network. The recommended network is shown in Map 2-1.

Policy 2-1.3.17: Prioritize Community Parking over On-site Parking. The City shall continue to prioritize community parking over on-site parking through the City's parking regulations contained within the Land Development Code.

Policy 2-1.3.18: Continue to Evaluate the Need and Implement Additional Parking Districts as Conditions Merit. The City may establish parking districts where on-site parking shall be discouraged and the construction and use of off-site community parking structures shall be encouraged as provided in the LDC.

Policy 2-1.3.19: Pursue Parking Solutions and Funding Strategies. The City shall explore parking and parking garage site identification and acquisition through funding options such as tax increment financing, various bond options, and public-private partnerships.

Policy 2-1.3.20: Dedicate Funding to Multimodal Transportation Improvements. The City shall continue the transportation impact fee to enable the funding of multimodal transportation facilities and to support multimodal design standards.

Policy 2-1.3.21: Prioritize Projects. As revenues become available from the Community Redevelopment Area (CRA) tax increments, the City shall prioritize projects that help support the goals of the MMTD.

Policy 2-1.3.22: Monitor Multimodal Transportation District. The City shall continue to produce a MMTD Monitoring Report every two years to meet statutory review requirements. This report shall summarize the City's progress towards achieving the multimodal level of service (MMLOS) standards, and achieving the multimodal objectives and policies described herein.

Policy 2-1.3.23: Use Multimodal Transportation District Performance Measures. The City shall use multimodal performance measures to help evaluate the progress towards implementing the goals of the MMTD.

- A. On a system wide level, the City shall:
 - 1. Calculate the number of new developments and redevelopments that are completed and meet the design standards of the LDC, contributing towards the development of the multimodal transportation system and the creation of a thriving, functional focal point to the City.
 - 2. Calculate the number and length of new multimodal facilities that have been completed or planned.
 - 3. Calculate the transit ridership on all transit services within the City.
 - 4. Report progress on the implementation tasks identified in Objective 2-1.3.
- B. On a corridor level, multimodal performance measures shall include the factors used in the calculation of multimodal level of service: transportation facilities, urban form, accessibility, and connectivity. These include:
 - 1. The corridor multimodal level of service as applied through the ARTPLAN multimodal LOS analysis will be used to monitor the progress towards completing the multimodal network.
 - 2. Urban form shall be evaluated by measuring development use, density, diversity and design based on the MMTD design standards in Policy 2-1.3.3.
 - 3. MMTD accessibility shall be determined by identifying pedestrian barriers that limit access to pedestrian facilities and determining the proportion of population with access to multimodal facilities. The most currently available US Census data will be used for this analysis. MMTD accessibility will also be measured by identifying activity centers and determining the proportion of population with multimodal access to those activity centers.
 - 4. Connectivity for bicycles shall be measured by dividing the number of links in the bicycle facility system by the number of link termini (intersections, cul-de-sacs, and dead-ends). Connectivity for pedestrians shall be measured by computing the number of termini per square mile in the pedestrian facility system. Connectivity for transit is based on the proportion of major activity centers served by fixed route bus service.

Policy 2-1.3.24: Document Existing Conditions. The City shall continue to document the existing conditions on all arterial and collector roads within the City in the Annual Transportation Concurrency Analysis. These data shall be used to monitor the operating conditions on Harbor Boulevard/Emerald Coast Parkway and the collector roads and shall be submitted to the Department of Economic Opportunity, FDOT and adjacent jurisdictions as an informational component of the MMTD monitoring requirements.

Policy 2-1.3.25: Compare Current Traffic Volumes with Baseline Conditions. The City, in coordination with the Department of Transportation, documented the baseline conditions for the three segments of Harbor Boulevard/Emerald Coast Parkway. The baseline conditions were calculated using the average annual daily traffic volume plus committed trips as documented in the 2005 Annual Transportation Concurrency Analysis. Table 2-3 presents the baseline conditions for the roadway segments within the MMTD and the conditions at the time of the most recent Biennial Transportation Concurrency Report (2011). If the data demonstrate that the average annual daily traffic volume plus committed trips on Harbor Boulevard/Emerald Coast Parkway/U.S. Highway 98 is approaching 115% of the baseline

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condition, the City shall initiate meetings with the DOE, the FDOT, the TPO, and adjacent jurisdictions to evaluate progress and discuss regional solutions to address traffic conditions on Harbor Boulevard/Emerald Coast Parkway.

**Table 2-3:
US Highway 98: 2011 to Baseline Comparison**

Roadway Link	2005 AADT + committed trips	Baseline: 2005 +15%	2011 AADT + committed trips	Available AADT capacity	Percent change from 2005
US Highway 98 Segment A					
Marler Bridge to Stahlman Avenue	50,699	58,304	44,115	14,189	-13%
Stahlman Avenue to Benning Drive	51,845	59,621	43,134	16,487	-16.8%
Benning Drive to Beach Drive	56,236	64,672	54,681	9,991	-2.8%
Beach Drive to Main Street	57,439	66,055	54,025	12,030	-5.9%
Main Street to Gulf Shore Drive	59,704	68,660	53,211	15,449	-10.9%
US Highway 98 Segment B					
Gulf Shore Drive to Airport Road	62,444	71,958	55,609	16,349	-10.9%
Airport Road to Scenic Highway 98	65,347	75,294	55,448	19,846	-15.1%
US Highway 98 Segment C					
Scenic Highway 98 to Henderson Beach Road	62,437	71,827	68,962	2,866	10.4%
Henderson Beach Road to Triumph Drive	64,687	74,390	68,452	5,938	5.8%
Triumph Drive to Matthew Blvd.	64,675	74,377	69,672	4,705	7.7%
Matthew Blvd. to Danny Wuerffel Way	65,808	75,679	72,177	3,503	9.7%
Danny Wuerffel Way to Crystal Beach Drive	66,859	76,983	75,884	1,099	13.5%
Crystal Beach Drive to Regatta Bay Blvd.	66,859	76,983	63,684	13,300	-4.7%
Regatta Bay Blvd. to Tequesta Drive	66,859	76,983	64,182	12,802	-4.0%
Tequesta Drive to Walton County Line	66,859	76,983	62,800	14,183	-6.1%

Policy 2-1.3.26: Study and Initiate Steps to Create Additional Capacity. If the data demonstrates that the average annual daily traffic volume plus committed trips for a given road segment of a collector road has reached or exceeded level of service D, the City shall initiate steps to create additional capacity, or demonstrate that creation of additional capacity would be contrary to the success of the multi modal district.

Policy 2-1.3.27: Refine or Revise Methodology. The City may elect to refine or revise this methodology based on experience gleaned through implementation of these procedures.

OBJECTIVE 2-1.4: COORDINATE BETWEEN AIRPORT USES AND MULTIMODAL TRANSPORTATION PLANNING.

Policy 2-1.4.1: Coordinate Operations and Maintenance of Destin Airport. The City shall continue to coordinate the landside operation and maintenance of ground access to Destin Airport with multimodal transportation planning activities and programs. The City shall also ensure all aviation and non-aviation development at the Airport shall be made with proper consideration for the adjacent population, environment and the Future Land Use Element of this Plan.

Policy 2-1.4.2: Ensure Ground Transportation Access. The City will ensure all ground access routes to Destin Airport within its jurisdiction will be properly maintained.

Policy 2-1.4.3: Coordinate for Multimodal Facilities and Service to Airport. The City shall coordinate with Okaloosa County to construct multimodal facilities and to provide transit service to Destin Airport property as needed for consistency with the policies associated with the Multimodal Transportation District.

Policy 2-1.4.4: Coordinate for Airport Development Compatibility. The City will coordinate with Okaloosa County on matters relating to development, expansion, and land use compatibility at Destin Airport and development in the surrounding areas, including the protection and conservation of natural resources.

Policy 2-1.4.5: Support Establishment of a Destin Airport Control Tower. The City shall support Okaloosa County and the Okaloosa County Airports system in the establishment and operations of a control tower at Destin Airport.

OBJECTIVE 2-1.5: COORDINATE TRANSPORTATION PLANS WITH OTHER JURISDICTIONS.

Policy 2-1.5.1: Coordinate Processes with Other Agencies. The City shall continually coordinate its decision-making process with the plans and programs of Okaloosa County, Okaloosa-Walton Transportation Planning Organization (TPO), Northwest Florida Regional TPO, and FDOT, to assure consistency in the local, regional and state transportation planning process.

Policy 2-1.5.2: Participate in the TPO. The City shall continue its active participation with the Okaloosa-Walton TPO and the Northwest Florida Regional TPO to insure TPO recommendations and activities are consistent with this plan.

Policy 2-1.5.3: Continue Participation in TPO Cost Feasible Long Range Transportation Plan. The City shall participate and cooperate with the preparation of the TPO Cost Feasible Long Range Transportation Plan and Transportation Improvement Plan (TIP).

Policy 2-1.5.4: Participate in Annual Updates to FDOT Five-Year Work Program. The City shall participate in and review the annual updates of the FDOT Five-Year Work Program to insure the City's programmed and planned multimodal transportation improvements and the Work Program are consistent. The Joint Participation Agreement between the City and FDOT shall be maintained.

Policy 2-1.5.5: Coordinate Road Improvements. Decisions regarding regional road extensions or improvements shall consider recommendations of the TPO Long Range Transportation Plan.

Policy 2-1.5.6: Coordinate with Emergency Management Plans. The City shall review hurricane evacuation plans as they are adopted or amended by the TPO, Okaloosa County, and West Florida Regional Planning Council, to ensure consistency with the City's Transportation Element.

Policy 2-1.5.7: Implement a Unified Transportation Concurrency Management System (UTCMS). The City shall continue to work with Okaloosa County to implement a unified transportation concurrency management system (UTCMS), as described in the Interlocal Agreement approved by the City Council on June 17, 2002. According to this agreement the UTCMS traffic data is used for planning purposes only. The City will pursue full implementation of the unified concurrency management system, whereby the system is used for the purpose of concurrency, within two years of Plan adoption. Pursuant to this Interlocal Agreement, the City shall:

- A. **Provide Monthly Status of Approved Development Orders.** Pursuant to the UTCMS Interlocal Agreement the City shall provide the County (and the County shall provide the City) with monthly updates regarding the status of approved development orders in the UTCMS area.
- B. **Delete the Use of Geographic Limits to Define Traffic Impacts.** Pursuant to the UTCMS Interlocal Agreement, the City will replace the existing geographic based traffic impact area methodology with a methodology based on the magnitude and extent of impact, as described in the Interlocal Agreement.
- C. **De Minimis Impact Projects.** According to the UTCMS Interlocal Agreement, projects deemed to have a de minimis impact pursuant to City definition, shall not be subject to concurrency requirements.
- D. **Development Orders are Valid for One Year.** According to the UTCMS Interlocal Agreement, approved development orders will remain valid for a period of not more than one year from the date of the fully executed Development Order, unless supporting infrastructure is under construction. "Construction of infrastructure" shall be defined as site work, grading or other construction activity (not including land clearing and grubbing) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations.
- E. **Expand Participation in the Unified Transportation Concurrency Management System.** The City will also encourage the City of Ft. Walton Beach and Walton County to participate in the unified transportation concurrency management system and the Interlocal Technical Review Committee.

Policy 2-1.5.8: Ensure Consistency with Destin Airport Master Plan. The City shall ensure multimodal plans are consistent with the Destin Airport Master Plan, to ensure the availability of multimodal transportation access.

Policy 2-1.5.9: Coordinate with FDOT to permit transit stops along US Highway 98. In its ongoing effort to facilitate improved transit service, the City will seek to join with Okaloosa County Transit to seek approval from the Florida Department of Transportation to permit transit stops along all sectors of US Highway 98 wherever transit stops are planned and demand warrants.

OBJECTIVE 2-1.6: FACILITATE NEW TRANSPORTATION TECHNOLOGIES.

Policy 2-1.6.1: Accommodate Highway Rated, Alternative Fuel Vehicles. New transportation technologies such as the all-electric vehicle (EV) and existing alternative technologies such as compressed natural gas (CNG) should be accommodated by the transportation infrastructure of the City.

Policy 2-1.6.2: Facilitate recharge stations in private commercial development. As demand warrants, accommodate or facilitate refueling stations by recognizing the need within the parking and site planning standards for new facilities such as shopping centers, gas stations, and restaurants. Where requested by commercial property owners, assist in adjusting site plan designs to accommodate retrofits of existing facilities to provide refueling facilities as demand warrants.

Policy 2-1.6.3: Evaluate Recharge Feasibility in Public Parking Facilities. Monitor the potential demand for and evaluate the feasibility of providing recharge facilities at public parking facilities.

OBJECTIVE 2-1.7: MONITOR AND ENHANCE EVACUATION CAPACITY.

Policy 2-1.7.1: Analyze Hurricane Evacuation Clearance Time. The City shall annually perform a hurricane clearance time analysis as part of the City's annual transportation concurrency review. As part of the clearance time analysis, the transportation model shall determine when traffic conditions result in unreasonable clearance times. The City shall coordinate the clearance time analysis with the Okaloosa County Emergency Management Division to access modifications for timing of evacuation notices.

Policy 2-1.7.2: Study Hurricane Evacuation Carrying Capacity. Within two years of Plan adoption, the City shall conduct a study to identify the carrying capacity of all evacuation routes within the City. Based on the findings of the carrying capacity study, the City shall identify transportation improvement needs, hurricane preparedness actions, or land use controls to assure timely evacuation of the entire City prior to hurricane landfall. As evacuation routes are also used by residents and visitors within Walton County and Okaloosa County, the City shall request participation from Walton County and Okaloosa County in the preparation of a carrying capacity study for Harbor Boulevard/US Highway 98 East/Emerald Coast Parkway and other evacuation routes leading from coastal areas to the mainland.

Policy 2-1.7.3: Prioritize Road Improvements that Facilitate Public Safety and Emergency Evacuation Needs. Give priority to road improvements within the City that enhance emergency evacuation capacity and encourage regional transportation agencies to prioritize regional transportation facilities that enhance emergency evacuation capacity.

List of Maps:

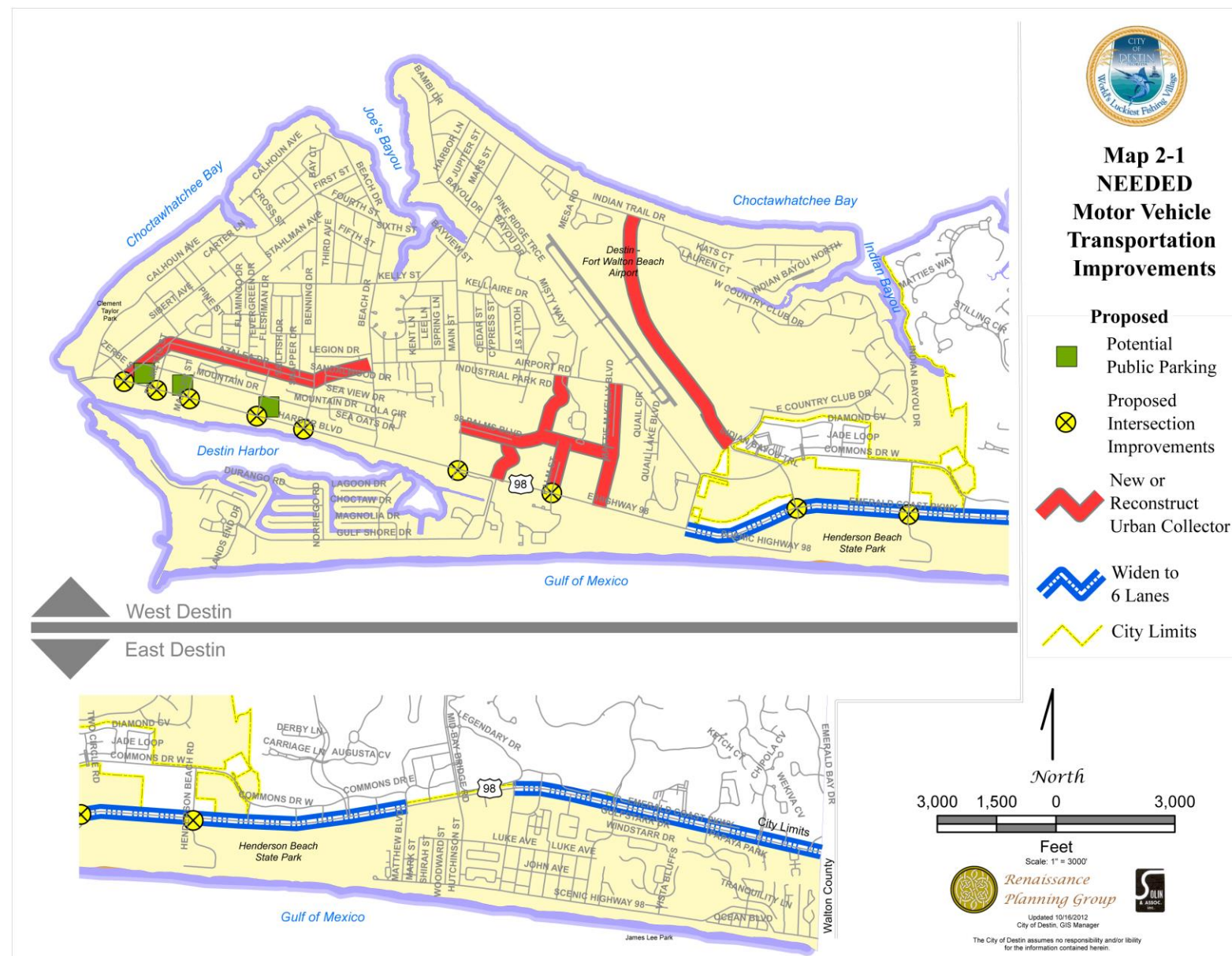
Map 2-1: Needed Motor Vehicle Transportation Improvements

Map 2-2: Needed Bicycle/Pedestrian Improvements & Beach/Shoreline Access Points

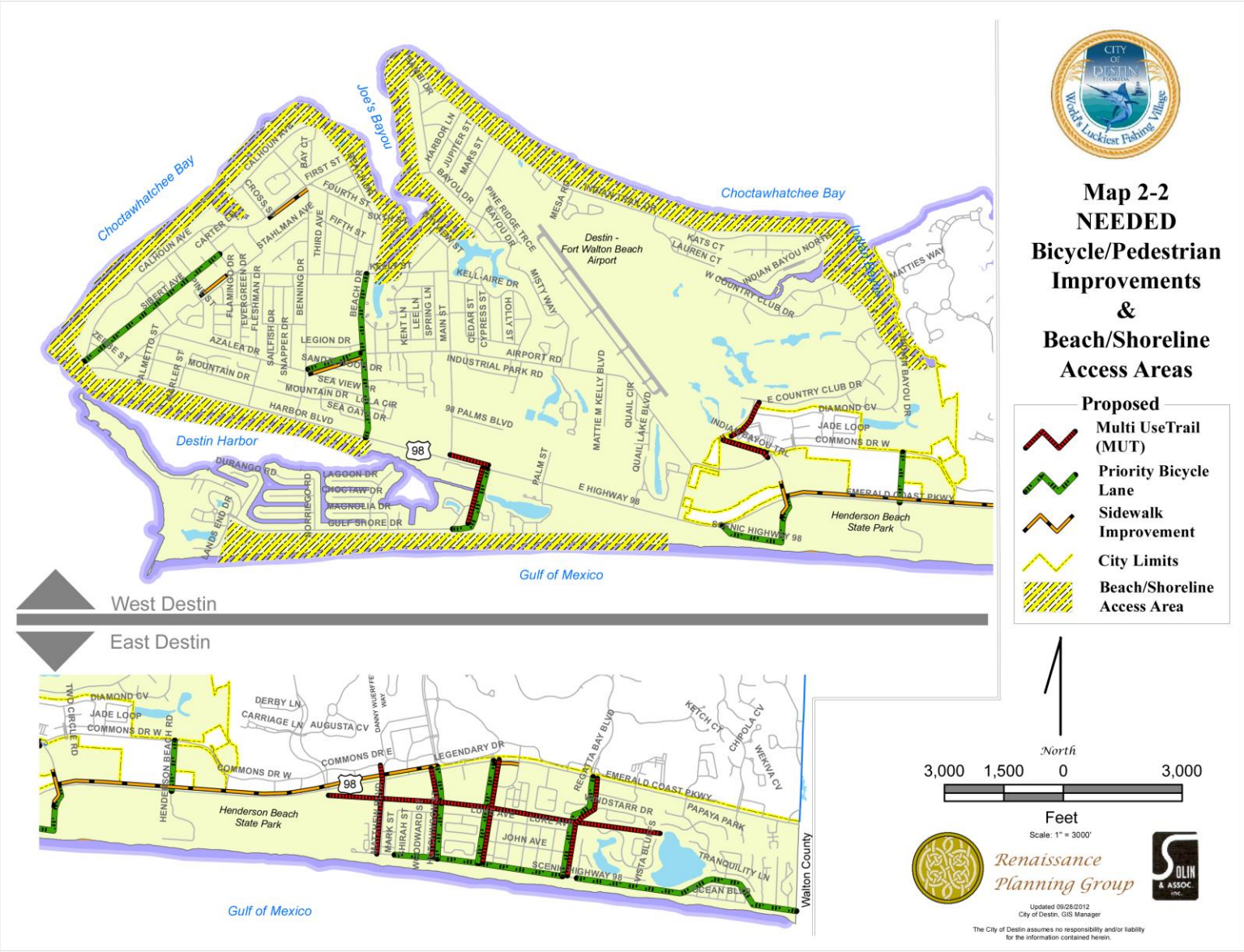
Map 2-3: Multimodal Transportation District (MMTD)

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14; Ord. No. 17-22-PC, § 6(Exh. 1), 4-2-2018)

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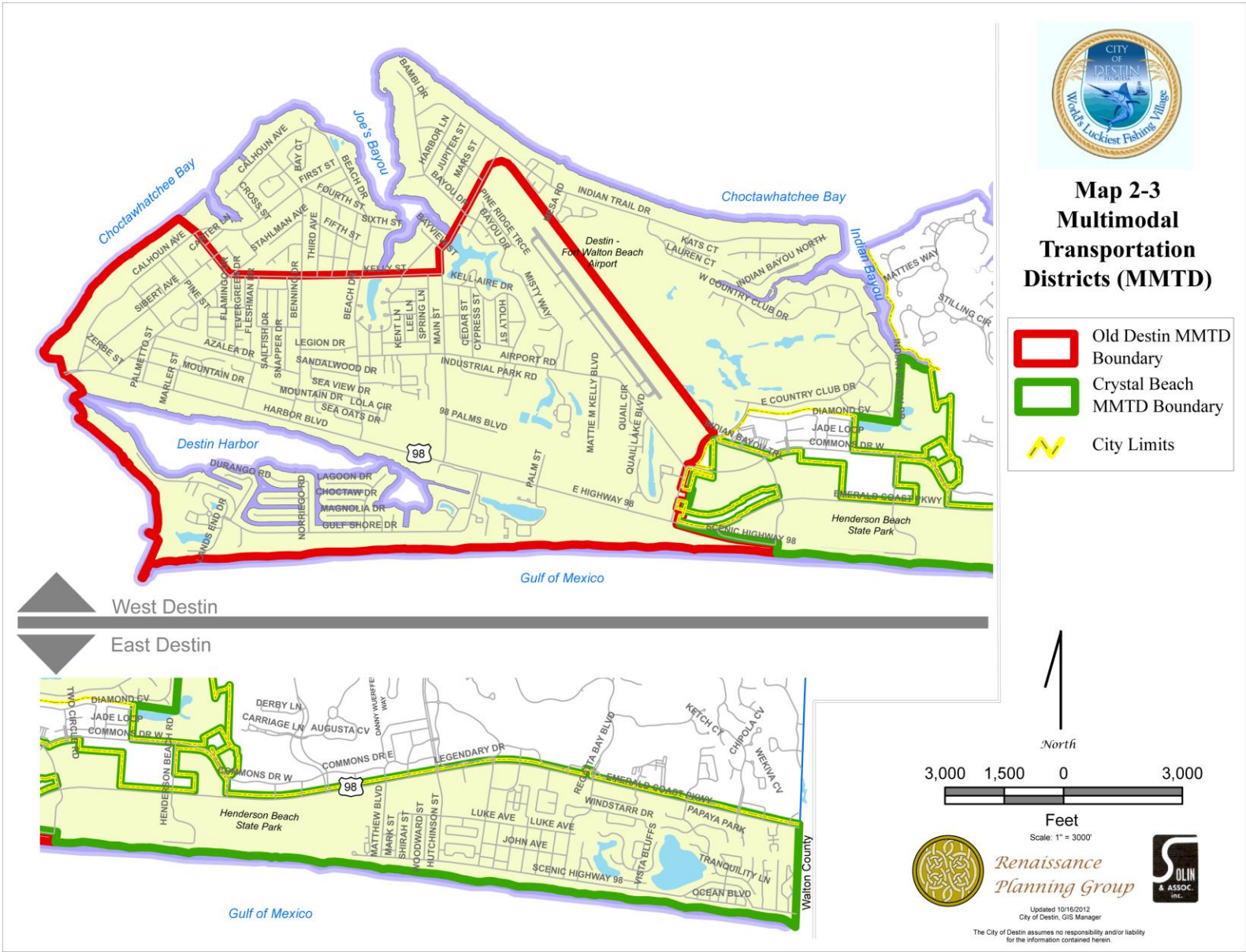


(Ord. No. 07-14-PC, § 4(Exh. 1.G), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)



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



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(Ord. No. 05-24-PC, § 4, 12-19-2005; Ord. No. 07-14-PC, § 4(Exh. 1.I), 10-15-2007; Ord. No. 08-30-PC, § 3, 11-17-2008)

CHAPTER 3: - HOUSING ELEMENT

Editor's note— Ord. No. 12-13-PC, § 6(Exh. A), adopted November 3, 2014, amended chapter 3 in its entirety to read as herein set out. Former chapter 3, pertained to similar subject matter. See Table of Amendments for complete derivation.

(Florida Statute 163.3177(6)(f)1)

Introduction. "Quality residential choices with easy mobility" is part of the City's 2027 Strategic Vision. "Quality development and revitalization" is a 2017 strategic goal. The Housing Element supplements the Goals, Objectives, and Policies of the Future Land Use Element by focusing on ways to improve the quality, quantity, and affordability of housing in the City of Destin (City) to meet needs of the residents.

The major topics of this element include:

- **Maintaining and Enhancing Housing and Neighborhood Quality.** This goal, and related objectives and policies, focus on a variety of quality of life issues, including exterior aesthetics, occupancy limitations, and maintaining neighborhood integrity.
- **Preserving housing for the City's permanent population,** essential for maintaining civic vitality.
- **Allocation of Adequate Land for Necessary Housing.** This goal, and related objectives and policies, emphasize the need for adequate quantities of housing for people employed within the city limits, along with the need for housing for the City's permanent population to assure a sustainable civic vitality for the City.
- **Making Housing Affordable for City Workers.** This goal, and related objectives and policies, provide the framework for significantly enhancing the affordability of housing for City workers, recognizing the below-average wages and above-average market prices of housing and rents in the City compared with those in the metropolitan statistical area.
- **Assuring Housing/Job Accessibility.** This goal, and related objectives and policies promote practical multi-modal access linkages between home and workplace within the City.
- **Monitoring status of housing and effectiveness of housing programs.**

GOAL 3-1: PROVIDE FOR QUALITY RESIDENTIAL ENVIRONMENT.

OBJECTIVE 3-1.1: PROVIDE ADEQUATE AND AFFORDABLE HOUSING FOR CURRENT AND FUTURE POPULATIONS.

Policy 3-1.1.1: Develop Programs for Affordable Housing. The City shall develop programs and strategies to achieve adequate, quality, affordable and safe housing for current and future populations by maintaining a sufficient ratio of affordable housing each year for year-

round residents and for workers supporting the local economy.

Policy 3-1.1.2: Assess Affordable Housing Needs. The City shall use data and analysis from the Shimberg Center for Affordable Housing (at the University of Florida), and/or other professionally accepted resources, to determine affordable housing needs for moderate, low and very low income households.

Policy 3-1.1.3: Assist Affordable Housing Provisions. The City shall assist in the provision of affordable housing for moderate, low, and very low income household groups through the following activities to improve affordable housing supply on a county and region basis at a level that will provide:

- A. **Coordination with State Departments.** The City shall coordinate siting and permitting activities impacting group home facilities with the State Departments of Health and Children and Family Services.
- B. **Coordination with Regional Agencies.** The City shall participate in the West Florida Regional Planning Council or other local affordable housing committees, as needed.
- C. **Coordination with Appropriate Agencies.** Where appropriate, the City shall coordinate planning efforts with the Fort Walton Beach Housing Authority as well as appropriate Federal and State agencies.

Policy 3-1.1.4: Support Public Involvement in Housing Production. The City shall support the involvement of county, regional, state, and federal agencies in housing production, where appropriate. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices. The City shall continue to enforce its Fair Housing Ordinance (No. 299).

Policy 3-1.1.5: Use Public Subsidies. The use of federal, state, and county housing subsidy programs is recognized as a means to provide housing opportunities for very-low, low, and moderate-income persons and families, where appropriate.

Policy 3-1.1.6: Provide Technical Assistance, Information, and Referral Services. The City shall provide technical assistance, information, and referral services to the private sector in order to maintain housing production sufficient to meet the projected housing market demand for permanent (year-round) residents.

Policy 3-1.1.7: Address Barriers to Affordable Housing within the Land Development Regulations. All amendments to the City's Land Development Code (LDC) shall be reviewed to ensure that proposed regulatory techniques and review procedures do not create barriers to

the construction of affordable housing. The LDC shall include provisions that allow the construction and location of zero-lot line developments, cluster housing townhouses, apartment units, and similar housing types.

Policy 3-1.1.8: Preserve Available Housing for Year-Round Residents. Housing supply shall be preserved for year-round residents by managing location and number of short-term rental housing units. To protect stable neighborhoods and maintain an adequate housing supply for year-round residents, the Future Land Use Element (FLUE) and LDC shall direct short-term rental housing to designated areas on the Future Land Use Map (FLUM).

Policy 3-1.1.9: Offer Density Bonuses to Promote Affordable Housing. Density bonuses shall continue to be offered within the LDC as an incentive to construct affordable housing for very low to moderate income households. The City shall evaluate the current density bonus program to determine its effectiveness and whether alternative programs or modifications to the current program are necessary.

Policy 3-1.1.10: Maintain a Streamlined Development Review Process. The LDC shall be reviewed annually to maintain a streamlined development review and permitting process for affordable housing developments and redevelopment serving year-round residents, in order to minimize costs and delays which unnecessarily raise the cost of housing.

Policy 3-1.1.11: Maintain Affordable Housing Needs Assessment. The City shall maintain its affordable housing needs assessment. This assessment shall take into account the affordable housing opportunities in the local area within reasonable commuting distances to recognize the limited land available and the higher cost of housing within the City limits.

Policy 3-1.1.12: Consider an Interlocal Agreement for Affordable Housing. Explore the feasibility of the creation of an interlocal agreement with Okaloosa County, other local governments, or appropriate regional agency to assist in meeting the affordable housing needs of the City.

Policy 3-1.1.13: Incentivize Housing for Lower Wage Workers and Year-Round Residents. The City shall develop a market sensitive affordable housing incentive program for the North Harbor Mixed Use (NHMU) area to meet the needs of the local low wage work force that generally cannot achieve access to the housing market.

OBJECTIVE 3-1.2: ELIMINATE BLIGHTING INFLUENCES.

Policy 3-1.2.1: Eliminate Substandard Housing. The City shall continue to eliminate substandard housing conditions and blight influences, and improve structural and aesthetic housing through the implementation of the policies in this section.

Policy 3-1.2.2: Enforce Building Codes and Zoning Regulations. The City shall continue to ensure that new housing construction as well as remodeling or rehabilitation of existing residences, conforms to local building requirements and the Standard Building Code. The City shall strictly enforce its zoning regulations, building codes, and ordinances to assure compliance as well as to protect and preserve the structural integrity and aesthetics of the City's housing stock.

Policy 3-1.2.3: Maintain Accurate Housing Records. The City shall identify substandard housing units and maintain a record of such units. The City shall contact owners of substandard housing units to communicate necessary corrective actions and inform owners of available federal, state, and local housing assistance programs.

Policy 3-1.2.4: Require Housing Demolition and Rehabilitation. The City shall require demolition or rehabilitation of unsound housing that poses a threat to the safety and welfare of the community. Demolition or rehabilitation shall follow practices consistent with the Unsafe Building Code and the Standard Building Code, as applicable.

Policy 3-1.2.5: Regulate Live-aboards. The City shall continue to properly regulate residency in live-aboard vessels and related water activities within Destin Harbor.

Policy 3-1.2.6: Provide Safe Housing Environments. The City shall continue to require all new residential development to install street and parking lights pursuant to land development regulations.

Policy 3-1.2.7: Require Landscape and Open Space. Landscaping and open space shall be designed, installed and maintained within residential development consistent with standards set forth within the LDC.

OBJECTIVE 3-1.3: PROVIDE LAND USES FOR ADEQUATE HOUSING SITES.

Policy 3-1.3.1: Support adequate housing sites. The City shall support adequate housing sites for all residents of Destin, including very low, low, and moderate income housing, as well as manufactured housing.

Policy 3-1.3.2: Coordinate Among Housing Production Participants. The City shall continue to use methods for increasing the production of low and moderate priced housing through improving coordination among participants involved in housing production, including the private and nonprofit sectors.

Policy 3-1.3.3: Select Sites for Affordable Housing for Very Low, Low, and Moderate Income Households. The City shall continue to promote access to a broad range of housing opportunities with a full complement of public services through cooperation and coordination

with the private sector, Okaloosa County, and the West Florida Regional Planning Council. Sites for affordable housing for very low, low, and moderate income households shall have access to the following facilities, services, and/or activity centers:

- A. Serviced by potable water and wastewater systems.
- B. Accessible to employment centers and shopping centers, which accommodate stores offering household goods and services needed on a frequent and recurring basis.
- C. Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan).
- D. Accessible to public parks, recreation areas, and/or open space systems.
- E. Located on sites having adequate surface water management and solid waste collection and disposal.

Policy 3-1.3.4: Provide for the Inclusion of Diverse Housing Types. The City shall continue to include land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, that shall allow for the development of single family, duplex, and multi-family housing units.

Policy 3-1.3.5: Develop Public/Private Partnerships. City staff shall assist in developing local government partnerships with the private sector to assure that sites designated for affordable housing are adequately served by needed services. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources.

Policy 3-1.3.6: Comply with State Criteria for Coastal Areas. Building codes for the City shall be consistent with State mandated criteria governing location and construction in coastal areas.

Policy 3-1.3.7: Provide Appropriate Locations for Manufactured Housing. Mobile homes shall be prohibited within storm-surge areas of the City and within FEMA 100-year flood areas. Manufactured housing, which does not meet the Federal Highway Administration (FHWA) definition of mobile home, shall be constructed consistent with Florida Standard Building Code, and where applicable within the City, FEMA constructions standards.

Policy 3-1.3.8: Ensure Adequate Sites for Year-Round Residents. Adequate residential land shall be preserved for year-round residents by managing location and number of short-term rental units. The Future Land Use Element and LDC shall prohibit short-term rentals within designated areas; provided, however, that adequate sites are provided on the Future Land Use Map and Official Zoning Map to allow short-term rentals that are necessary to support the City's tourism industry.

Policy 3-1.3.9: Provide for Available Diversity in Housing Type and Tenure. Adequate land shall be designated on the Future Land Use Map for multiple family residential developments that provide housing for year-round residents. The Future Land Use Element and the LDC shall prohibit short-term rentals within some multiple family residential zoning districts to assure adequate housing is made available for year-round residents and workers. Adequate multiple family sites must also allow for short-term rentals that support the City's tourism industry.

Policy 3-1.3.10: Register Rental Units. The City shall achieve registration of a minimum of 90% of all rental units within one year of adoption of this Plan.

Policy 3-1.3.11: Enhance Public Knowledge of Rental Registration. Substantially enhance public knowledge of the existence and purpose of the rental registration program through additional publicity, advertising, mailings and any other available means that may increase awareness and compliance. Enhance information on the City's website, in the City's newsletters, and in utility bills in coordination with Destin Water Users. The City shall also exercise periodic announcements at City Council meetings, and, during registration periods, issue press releases and place advertisements in local newspapers.

Policy 3-1.3.12: Allow Residential Uses within Mixed Use Development. Housing shall be allowed to occur with complementary commercial and office development when placed within zoning categories for mixed use development. The LDC shall provide standards and criteria for mixed use developments that assure compatibility between residential and non-residential land uses.

OBJECTIVE 3-1.4: PROVIDE OPPORTUNITIES FOR GROUP HOMES, HOUSING FOR THE ELDERLY AND FOSTER CARE FACILITIES.

Policy 3-1.4.1: Promote Housing Opportunities. The City shall promote housing opportunities to meet the special housing needs of the elderly, dependent children, the physically and mentally handicapped, and the developmentally disabled.

Policy 3-1.4.2: Allow Foster Care Facilities. The City shall continue to allow foster care homes licensed by the Department of Children and Families in all residential districts.

Policy 3-1.4.3: Allow Community Residential Homes. Community residential homes shall be allowed in residential zoning districts providing they meet criteria established in the Land Development Code (LDC) and in the entirety of Chapter 419, Florida Statutes. In addition, such facilities shall be regulated to manage their location and intensity, including impacts on infrastructure, and to encourage development on sites accessible to public and private services generally required by their residents. The location of community residential facilities

shall be dispersed throughout the regional housing market to serve special housing needs, disabilities, or handicaps. The facilities shall foster nondiscrimination and shall provide residential alternatives to institutionalization. Community residential homes are subject to the performance standards provided in the LDC.

Policy 3-1.4.4: Allow Housing for the Elderly. Housing alternatives specially designed for the elderly, including but not limited to adult care living facilities and nursing homes, shall be allowed within any Future Land Use Map designation that accommodates mixed use development or multi-family residential. However, property owners or development applicants for such uses must demonstrate at the time of site plan or development approval that the site and development is:

- A. Serviced by potable water and wastewater systems.
- B. Accessible to commercial centers, which accommodate stores offering household goods and services needed on a frequent and recurring basis.
- C. Located on a paved street accessible to a major street.
- D. Accessible to public parks, recreation areas, and/or open space systems.
- E. Located on sites having adequate surface water management and solid waste collection and disposal.
- F. Not located within a storm-surge area or area within the 100-year floodplain.

The LDC shall also allow nursing home and similar adult care facilities within appropriate zoning categories.

OBJECTIVE 3-1.5: CONSERVE NEIGHBORHOOD QUALITY AND EXISTING HOUSING STOCK.

Policy 3-1.5.1: Conserve Housing Stock. The useful life of existing housing stock shall be conserved through effective implementation of laws, ordinances, and programs directed toward preserving neighborhood quality, including conservation of natural resources, maintenance of community facilities, and code enforcement activities. In addition, the City shall promote the preservation and protection of housing resources identified as historically significant.

Policy 3-1.5.2: Conservation and Rehabilitation of Existing Housing. The City shall continue to promote the conservation and rehabilitation of existing housing as a means to maintain or improve residential conditions and reduce the waste of valuable resources.

Policy 3-1.5.3: Maintain Active Code Enforcement. The City shall maintain an active code enforcement program to identify housing accommodations and nonresidential structures that fail to comply with the minimum specification governing building construction, electrical

facilities, water and wastewater systems, construction, fire protection, flood prevention, and housing. Where structures fail to meet minimum standard specifications, the City shall duly notice the violation and stipulate conditions for bringing the structure into compliance.

Policy 3-1.5.4: Minimize Potential Blighting Influences. The City shall avoid potential blighting influences within residential areas through land use planning. Where unavoidable, adverse impacts of land use transition shall be minimized through performance criteria requiring adequate screening, landscaping, and other design features which promote land use compatibility and appropriate land use transition.

Policy 3-1.5.5: Supportive Facilities and Services for Quality Residential Neighborhoods. The City shall continue to ensure that sufficient systems for delivery of public facilities and services supportive to a quality residential environment are in place or have been planned, designed and implemented to support development. Such facilities include potable water, wastewater, transportation, and drainage. A capital improvement program and budget predicated on continuing review and evaluation of evolving housing problems and related infrastructure issues shall be the principal tool for realizing this policy.

Policy 3-1.5.6: Identify and Preserve Historically Significant Housing. The City shall preserve historically significant resources as listed on the Florida Master Site File to the greatest extent possible. Until the City adopts historic preservation regulations, any development or redevelopment of any designated historic resources shall be governed by Chapter 267, FS, and the U.S. Secretary of the Interior's Guidelines for Rehabilitation for historic structures.

Policy 3-1.5.7: Historical Housing Assessment and Survey. The City, shall conduct a comprehensive professional survey identifying and analyzing potential architectural and historical sites and structures in Destin. Prior to conducting the survey, the City Council shall approve criteria determining locally significant historical or architectural structures. The criteria shall be used to identify housing units with historical and/or architectural significance. The survey shall primarily focus on structures and properties that are at least 40 years old, represent locally significant architecture, or have a local historical value. Any such structures or sites identified in the survey shall be added to the City's list of locally significant historical resources.

Policy 3-1.5.8: Implement Principles and Standards. The City shall amend its LDC to establish principles, standards techniques, and strategies to guide the conservation, rehabilitation, and demolition of housing units.

Policy 3-1.5.9: Ensure Compatibility of New Development. Destin shall continue to ensure compatibility of proposed development with adjacent and surrounding residential uses. The City shall not permit any development that is inconsistent, in terms of residential unit type, lot sizes, housing size, tenure status (i.e., short-term rentals) and setbacks, with that allowed by the Comprehensive Plan or LDC.

Policy 3-1.5.10: Collect Data for Residential Neighborhoods. The City shall collect data from no fewer than five distinct residential neighborhoods for the purpose of establishing a benchmark for neighborhood and housing quality.

Policy 3-1.5.11: Create Evaluation Criteria. The City shall create evaluation criteria for neighborhood and housing quality surveys that are comprised of a minimum of the following factors:

- A. Neighborhood quality.
 - 1. Public facilities.
 - 2. Street condition.
 - 3. Adequacy of street lighting.
 - 4. Sidewalk condition.
 - 5. Public landscaping condition.
 - 6. Swale condition.
- B. Private property and maintenance responsibilities.
 - 1. Mailboxes.
 - 2. Swale maintenance.
 - 3. Landscape maintenance.
 - 4. Trash and debris
 - 5. Outdoor storage of vehicles or other large objects in yard areas.
- C. House maintenance (exterior only as viewed from the street).
 - 1. Paint/siding.
 - 2. Windows intact.
 - 3. Doors intact.
 - 4. Roof condition.
 - 5. Driveway/walkway condition.

Policy 3-1.5.12: Conduct Surveys. The neighborhood and housing survey shall be conducted from the public right-of-way and for the purpose of focusing code enforcement efforts where needed to encourage neighborhood and housing maintenance in such a manner as to uphold

property values and quality of life in City neighborhoods.

Policy 3-1.5.13: Create a Permanent Population Map. A "permanent population" map shall be created and shall be based on the areas designated by the existing plans and regulations that already limit housing occupancy to permanent residents as opposed to transient residents (less than six months).

Policy 3-1.5.14: Prevent Encroachment on Residential Character. The permanent residential character of areas designated for permanent populations shall not be encroached upon, reduced, or infringed in any manner. No Comprehensive Plan or LDC amendment shall be approved that allows short-term or transient occupancy in areas designated for permanent occupancy. The areas designated for permanent occupancy may be increased in area, but may not be reduced in area.

OBJECTIVE 3-1.6: ALTERNATIVE SOLUTIONS TO IMPROVE ACCESS TO AFFORDABLE HOUSING.

Policy 3-1.6.1: The City shall provide for exchange of information related to job training, job creation, and economic solutions in an effort to improve access to affordable housing.

Policy 3-1.6.2: Provide information on programs of Other Agencies. The City will provide to residents and individuals employed in Destin access to information about County-wide programs to aid in job training, day-care facilities, English language courses, and high school equivalency (GED) which are currently provided by the following agencies:

- A. Florida Department of Children and Families.
- B. Okaloosa-Walton Community College.
- C. Okaloosa County Public Schools.
- D. Workforce Development Board of Okaloosa and Walton County, Inc.

OBJECTIVE 3-1.7: RELOCATION HOUSING.

Policy 3-1.7.1: Destin shall apply uniform and equitable treatment of persons and businesses displaced by City programs, consistent with § 421.55, FS.

Policy 3-1.7.2: Provide Alternative Housing Sites for Displaced Structures and Residents. The City shall continue to enforce its Displacement and Relocation Ordinance. The City shall assist any person who is required to move from any real property as a direct result of the City's acquisition of such real property for public purposes, by locating other sites and housing facilities available to them as replacement dwellings. When planning the location of land acquisition for public purposes the City shall assess the degree of displacement that may occur. The City shall not be responsible for relocating City residents who are displaced as the result of county, state, or federal programs or actions.

OBJECTIVE 3-1.8: EVALUATION OF HOUSING ELEMENT EFFECTIVENESS.

Policy 3-1.8.1: Review the Impact of Change Indicators on Housing Policy. Major shifts in the magnitude, distribution, and characteristics of population and housing shall serve as indicators of change in various aspects of housing supply and demand. The policy implications of major changes in housing supply and demand shall be evaluated on a continuing basis. Housing policy shall be refined as needed in order to remain responsive to changing problems and issues.

Policy 3-1.8.2: Schedule, Budget, and Implementing Programmed Activities. The timely scheduling, programming, budgeting, and implementing of housing programs identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing adopted housing goals, objectives, and policies.

Policy 3-1.8.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Housing Element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in housing policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving housing problems and issues.

Policy 3-1.8.4: Achieve Effective Resolution of Housing Goals, Objectives, and Policies. The effectiveness of the Housing Element shall be measured by the City's success in achieving housing goals, objectives, and policies. The Housing Element incorporates a systematic planning process for identifying housing problems, issues and corrective actions.

OBJECTIVE 3-1.9: COORDINATE HOUSING TYPE AND LOCATION WITH TRANSPORTATION PROGRAMS.

Policy 3-1.9.1: Coordinate Land Use with Transportation Planning. Land use and transportation planning shall be coordinated to assure that affordable housing, higher density housing, and housing for special groups are accessible to current and future public transportation programs or transit systems.

Policy 3-1.9.2: Proximity to Transportation Programs and Systems. The development of affordable housing, housing for special groups, and higher density residential development shall be encouraged along or near arterial and collector roads where future transit systems can more efficiently provide service. The City shall study incentive programs to promote the location of these types of developments.

Policy 3-1.9.3: Transportation Programs. The City shall make available information and brochures regarding any transportation programs available to the elderly, disabled, or transportation-disadvantaged by Okaloosa County, the Okaloosa-Walton Transportation Planning Organization, or the West Florida Regional Planning Council.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

(Reference FS 163.3177(6)(c))

Introduction. The Public Facilities Element provides direction for the implementation, maintenance and needed improvements to the several types of public facilities that serve the City of Destin's (City's) population, whether they are publicly or semi-publicly owned and operated.

The Sub-elements of the Public Facilities Element include:

- Potable water withdrawal, treatment, distribution, and conservation.
- Wastewater collection, treatment, and reuse.
- Natural Groundwater Aquifer Recharge.
- Stormwater and Flood Management Services.
- Solid Waste Collection, Disposal, and Recycling.
- Public Library.

GOAL 4-1: POTABLE WATER THE CITY SHALL ENSURE THE AVAILABILITY OF A SAFE POTABLE WATER SUPPLY WITH SUFFICIENT QUANTITY AND QUALITY TO SERVE THE CITY'S CURRENT AND PROJECTED NEEDS.

OBJECTIVE 4-1.1: COORDINATE AND COOPERATE WITH DESTIN WATER USERS (DWU) AS THE CITY PROVIDER.

Policy 4-1.1.1: Coordinate and Cooperate with DWU. The City staff and elected officials will maintain relationships with DWU. This shall be accomplished through a variety of means including but not limited to the establishment of meeting dates and agendas or other mechanisms relating to efficient and effective provision of potable water to the City.

Policy 4-1.1.2: Exchange Essential and Beneficial Information. Promote the exchange of information between the City and DWU, including but not limited to proposed land use plan amendments, proposed zoning map and text amendments, capital improvement plans, master water system plan revisions, status of pending groundwater withdrawal permits, and any needs relevant to both the City and DWU.

Policy 4-1.1.3: Share GIS Information. Within one year of adoption of this Plan establish a cooperative arrangement to develop and share geographic information system data that can be jointly used to identify relevant DWU and City infrastructure locations.

Policy 4-1.1.4: Periodically review the DWU capital improvements reports which identify the planned improvements to correct facility deficiencies, the replacement of obsolete or worn-out facilities and the maximization of the use of existing facilities so as to discourage urban sprawl.

Policy 4-1.1.5: Cooperate and Coordinate with DWU in Implementation of Water Projects. The City shall cooperate and coordinate as much as is feasible, with DWU in its implementation of the potable water projects listed in their Capital Improvements Program.

OBJECTIVE 4-1.2: ESTABLISH LEVELS OF SERVICE STANDARDS TO PROJECT NEEDS AND MONITOR CONCURRENCY.

Policy 4-1.2.1: Include Levels of Service (LOS) Standards within Land Development Code (LDC). The City shall include LOS standards within its LDC.

Policy 4-1.2.2: Potable Water Level of Service Standard. The level of service standards for potable water within the City shall be 294 gallons per household per day on an average annual basis. The level of service standard for potable water for non-residential uses shall be 166 per 1,000 square feet.

OBJECTIVE 4-1.3: CONSERVE POTABLE WATER RESOURCES. Continually conserve potable water resources.

Policy 4-1.3.1: Participate in and Cooperate with Water Conservation Programs. Continue to participate in and cooperate with DWU, the Regional Utility Authority (RUA) and the Northwest Florida Water Management District (NFWFMD) for water supply planning in accordance with their Resource Management Plan.

Policy 4-1.3.2: Support Use of Reclaimed Water. The City shall continue its practice of encouraging and using reclaimed water for irrigation in public rights-of-way, on private properties and by large bulk water users.

Policy 4-1.3.3: Use Low-Water Equipment. The City shall continue to enforce its water saving devices regulations and shall include said regulations within the LDC.

Policy 4-1.3.4: Cooperate with NFWFMD. An area of water resources concern has been established by the NFWFMD to protect the area's water resources from depletion, saltwater intrusion or man-induced contamination, or from any other activity which may substantially affect the quality or quantity of the area's water resources. Within such area, the NFWFMD has established lower permit thresholds, management (maximum) and minimum levels, and stipulates any limiting conditions as necessary to monitor, manage, and control the use of water. The City shall cooperate with the NFWFMD in its enforcement of regulations regarding the area of water resources concern within the City.

Policy 4-1.3.5: Encourage the Use of Xeriscaping and Water Conserving Irrigation Methods. The City shall continue to provide LDC incentives for using native species, xeriscaping, and water conserving irrigation methods.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

GOAL 4-2: WASTEWATER. THE CITY SHALL COOPERATE WITH DWU TO ENSURE THAT A SAFE WASTEWATER COLLECTION, TREATMENT AND DISPOSAL SYSTEM WITH SUFFICIENT QUANTITY AND QUALITY TO SERVE THE CITY.

OBJECTIVE 4-2.1: COORDINATE AND COOPERATE WITH DWU AS CITY PROVIDER. Recognize Destin Water Users as the primary provider of sanitary sewer and reclaimed water service to the residents and businesses of the City.

Policy 4-2.1.1: Coordinate and Cooperate with DWU. The City staff and elected officials will maintain relationships with DWU relating to efficient and effective provision of sanitary sewer service to the City.

Policy 4-2.1.2: Exchange Essential and Beneficial Information. Promote the exchange of information between the City and DWU, including but not limited to proposed land use plan amendments, proposed zoning map and text amendments, capital improvement plans, master sanitary sewer system plan revisions, status of pending groundwater withdrawal permits, and any needs for assistance relevant to both the City and DWU.

Policy 4-2.1.3: Share GIS Information. Prior to the next Evaluation and Appraisal Review (EAR) establish a cooperative arrangement to develop and share geographic information system data that can be jointly used to identify relevant DWU and City infrastructure locations.

Policy 4-2.1.4: Assist DWU in the Provision of Capital Improvements. The City shall assist, as appropriate, DWU in its implementation of the sanitary sewer projects listed in their Capital Improvements Program.

Policy 4-2.2.2: Level of Service Capacity. The LOS standard for sanitary sewer usage shall be 90% of the capacity of the wastewater treatment plant operated by DWU.

Policy 4-2.2.3: Sanitary Sewer Level of Service Standard. The level of service standard for sanitary sewer within the City shall be 255 gallons per residential unit per day (average daily demand) for both collection and treatment, and 80% of the potable water usage for non-residential uses.

Policy 4-2.2.4: Elimination of Septic Tanks. The City will require that all septic tank users connect to the central sewer system within one year of sewer availability, in accordance with Article 10.01.00, Sanitary Sewer, Section E of the City's LDC.

Policy 4-2.2.5: Prohibit Package Treatment Plants. The City will prohibit package wastewater treatment plants.

OBJECTIVE 4-2.3: Odor Mitigation. Urge DWU to identify sources of odor and take actions to minimize odors generated by the wastewater treatment plant.

Policy 4-2.3.1: Define the Odor Problem. Assist DWU in understanding the nature, duration, extent, and climatological or other circumstances related to the highest incidences of objectionable odors in the immediate vicinity of the wastewater treatment plant and its impact on the quality of life of residents in that area.

Policy 4-2.3.2: Monitor corrective measures. The City will encourage DWU to develop a work program to reduce odor generation and will monitor the implementation of such work program.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

GOAL 4-3: NATURAL GROUNDWATER RECHARGE AREAS. PROTECT THE RECHARGE AREA OF THE SAND AND GRAVEL AQUIFER.

OBJECTIVE 4-3.1: MANAGE THE SAND AND GRAVEL AQUIFER RECHARGE CONDITIONS. Manage the natural ground water sand and gravel aquifer recharge conditions in a safe, effective and reliable manner as required by current design standards and codes. The City shall coordinate with Okaloosa County, FDEP, and the NFWFMD in maintaining sand and gravel aquifer recharge area functions. Within one year from the adoption of the Comprehensive Plan, the City shall adopt in the LDC regulations that established criteria for managing sand and gravel aquifer recharge.

Policy 4-3.1.1: Coordinate with Outside Agencies. The City shall coordinate with Okaloosa County, FDEP and the NFWFMD in maintaining sand and gravel aquifer recharge area functions. Within one year from the adoption of the Comprehensive Plan, the City shall adopt in the LDC, regulations that establish criteria for managing sand and gravel aquifer recharge.

Policy 4-3.1.2: Improve Groundwater Recharge. During the site plan review process, the City shall manage improved groundwater recharge by requiring all new construction projects to consider providing:

- A. Greater pervious open and green space as well as reducing impervious surfaces.
- B. French drains, slab-covered trenches or drainage wells, and limit overflows.

The City shall:

- A. Require enforcement of the drainage level of service standard, including water quality criteria as well as criteria for managing surface aquifer recharge.
- B. Allow treated overland flow discharge to surface waters only when no other practical or effective method of stormwater discharge is possible.
- C. Allow positive drainage discharges to surface waters only when other methods are impractical or impossible, and only when adequate pollution control for grit and grease is provided.

Policy 4-3.1.3: Maintain Compliance with Stormwater Disposal Methods. Continue to comply with FDEP and the City's LDC environmental protection rules for stormwater disposal methods. Refer to the LOS for drainage for retention standards to be met.

Policy 4-3.1.4: Coordinate Watershed Management Plans and Policies with Appropriate Public Agencies. Ensure coordination of watershed management plans and policies, with appropriate local, regional, state and federal agencies. These agencies shall include but are not limited to Okaloosa County, NFWFMD, Northwest Florida Regional Planning Council, FDEP, the Agricultural Extension Service, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and other appropriate agencies.

On a continuing basis the City shall further protect groundwater from point and nonpoint pollution sources by assisting the State and the NFWFMD in managing water quality by preventing the discharge of inadequately treated wastewater and poor quality stormwater into public water bodies. The scheduled stormwater management plan shall recommend specific capital improvements and regulatory measures required to enhance water quality management.

Policy 4-3.1.5: Conserve Potable Water Supply. To comply with potable water conservation policies of the NFWFMD, and achieve a reduction in the current rates of water consumption, land development regulations shall incorporate the following performance standards:

- A. Potable water supplies may not be used to meet irrigation needs where non-potable alternative sources of irrigation water are available.
- B. Water-saving plumbing fixtures shall be used in all new development.
- C. Reduce the demand for irrigation water (which in turn often places greater demand upon potable water sources), through the incorporation of xeriscaping.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

GOAL 4-4: DRAINAGE. PROVIDE A DRAINAGE PROGRAM WHICH WILL REDUCE STORMWATER POLLUTION AND PROVIDE REASONABLE PROTECTION FROM FLOOD DAMAGE.

Objective 4-4.1: Improve Water Quality. The City shall improve water quality occurring in runoff by eliminating fifty percent (50%) of the total suspended solids (TSS) and twenty-five percent 25% of nutrients (total nitrate, total phosphorus) (based on 1987 levels) from the Harbor by 2020. Water quality in the Bay, the Gulf, the Bayous, and lakes shall be monitored and appropriate actions taken based on monitoring results.

Policy 4-4.1.1: Program Surface Water Quality. The City shall program stormwater management improvements as part of its local street improvements program; work through the NFWFMD and Florida Department of Transportation (FDOT) to properly operate and maintain cyclonic treatment structures for Harbor Boulevard outfalls; review public projects performed within all drainage basins for compliance with the City ordinance; prepare a drainage study of all drainage basins that will include recommended water quality improvements, estimated construction costs, and capital improvements program.

Policy 4-4.1.2: Evaluate Surface Water Quality. The City will continue to monitor water quality and provide continuous cooperation and communication with FDOT and Florida Department of Environmental Protection (FDEP) regarding maintenance needed (when such maintenance is the responsibility of the FDEP or FDOT), continue considerations of alternative design schemes outfalls associated with the State drainage system, and other activities designed to reduce or eliminate pollutants, litter and debris from reaching Destin Harbor and other water bodies through the outfalls. The studies contemplated herein may be accomplished pursuant to the study performed pursuant to Policy 4-4.2.6.

OBJECTIVE 4-4.2: OPTIMIZE EXISTING STORMWATER CAPABILITIES. Correct existing facility deficiencies and maximize their use.

Policy 4-4.2.1: Stormwater Level of Service Standard. The City's stormwater LOS shall reflect recent trends in water quantity and quality in Florida including the following LOS requirements:

- A. The post-development runoff rate shall not exceed the predevelopment runoff rate for a 100-year storm event, up to and including an event with a 24-hour duration.
- B. Roadway secondary conveyance infrastructure designed for 10-year/24-hour storm event.
- C. Roadway cross-drains on collector/arterial roadways designed for 50-year/24-hour storm event; on local/collector roadways designed for 25-year/24-hour storm event.
- D. Parking conveyance infrastructure designed for 5-year/24-hour storm event.
- E. Finished floor (not final slab) elevations one foot above 100-year flood elevation (revised).
- F. Increase abatement of pollutant loading through implementation of the Florida Department of Environmental Protection's and the Northwest Florida Water Management District's Environmental Resource Permitting requirements.

Policy 4-4.2.2: Inspect Facilities. The City shall continue its periodic inspection program of stormwater control and treatment structures to ensure proper functioning and continue to enforce the maintenance and operation of such structures previously permitted by the City.

Policy 4-4.2.3: Maintain Facilities Per LOS Standards. The City shall continue its practice of correcting localized drainage problems so that LOS standards are maintained including street sweeping as appropriate per Conservation Element Policy 5-1.5.10: Initiate a Street Sweeping Program.

Policy 4-4.2.4: Roadway Drainage Facilities. The City shall require the use of swale drainage on roadways (existing or new) to the maximum extent possible. Perforated pipe shall be used in situations where piping is necessary. The swales shall be designed to be dry within 72 hours following a 25-year/24-hour storm event and shall provide retention of the first inch of runoff and comply with Ch. 62-25 FAC.

Policy 4-4.2.5: Stormwater Design to be Included with LDC. The LDC shall include land use regulations that require site specific development plans to protect natural drainage features and incorporate such features into the site planning and development process. The LDC may include exemptions to the stormwater standards for limited additions to existing single-family or duplex residential uses, and may designate other special substantive and procedural standards for achieving compliance with the stormwater level of service standards for single-family or duplex residential uses. The LDC may include exemptions to the stormwater standards for limited additions to multi-family and non-residential uses.

Policy 4-4.2.6: Continue to Implement the Findings of the Citywide Drainage Study and Monitor the Effectiveness of the Improvements.

OBJECTIVE 4-4.3: COMPLY WITH NPDES. Permit existing facilities to meet the United States Environmental Protection Agency's Nonpoint Discharge Elimination System (NPDES) Phase II requirements.

Policy 4-4.3.1: Meet NPDES Requirements. Provide all required submittals to the NPDES Phase II permitting authority, the FDEP, by all required submittal dates.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

GOAL 4-5: SOLID WASTE SERVICES. MAINTAIN AN ENVIRONMENTALLY SAFE, EFFICIENT AND COST EFFECTIVE SYSTEM FOR THE COLLECTION, TRANSFER AND DISPOSAL OF SOLID WASTE.

OBJECTIVE 4-5.1: OPTIMIZE COLLECTION PLANS TO BEST MEET THE NEEDS OF USERS. Correct existing facility deficiencies, coordinate the increase in capacity of facilities to meet future needs, and maximize the use of existing facilities.

Policy 4-5.1.1: Enforce Mandatory Collection. The City shall continue to enforce mandatory garbage collection to ensure all solid waste generated within the City is properly collected.

Policy 4-5.1.2: Transport Solid Waste. The City, through its franchisee, shall transport solid waste collected within the City to the disposal facilities provided by its franchisee. These facilities include transfer stations and landfills.

Policy 4-5.1.3: Cooperate with Regional Utility Authority and Local Governments. Continue to cooperate with the Regional Utility Authority (RUA) and other units of local government in efforts to develop technologically sound, cost effective and long-term solid waste disposal solutions.

Policy 4-5.1.4: Maintain Level of Service Standards. A LOS standard of five (5) pounds of solid waste per capita per day for residential uses shall be used for concurrency purposes. For non-residential uses, 6.5 pounds per 1,000 square feet shall be used.

Policy 4-5.1.5: Adapt Collection Plans to User Needs. In the City's franchise agreement, continue to provide the option of smaller waste bins and/or less frequent pickups at less cost to the senior citizen, retiree, or empty nest populations of the City.

Policy 4-5.1.6: Seek Collection Economies of Scale. Enter into discussions with neighboring governmental jurisdictions such as Okaloosa County or Fort Walton Beach to discuss the potential benefits of unified bidding processes and franchise agreement to achieve the same or improved service at lower cost.

OBJECTIVE 4-5.2: RECYCLING. The City shall actively pursue all recycling options.

Policy 4-5.2.1: Participate in Recycling Programs. The City shall participate in the Okaloosa County recycling program or require the City's franchised collector to achieve equivalent recycling efforts so that a reduction in the solid waste stream going to landfills or the transfer station is achieved.

Policy 4-5.2.2: Request Annual Status of Recycling Programs. By March 1st of each year, the City shall request information from the County utility providers and/or private franchised solid waste collection companies regarding the status of recycling programs in the City.

Policy 4-5.2.3: Double Recycling Rate. The City shall comply with state standards pertaining to the percentage of the City's waste stream that is recycled.

Policy 4-5.2.3: Measure Objectives for Recycling. Consider measures including but not limited to substituting one of the two weekly garbage pickups with a recycling pickup and replacing the existing 18 gallon recycling bin with a 65 or 96 gallon recycling cart.

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

GOAL 4-6: LIBRARY SERVICES. PROVIDE ACCESSIBLE, AMPLE, QUALITY, PROFESSIONAL INFORMATION SERVICES AND EDUCATIONAL AND RECREATIONAL MATERIALS TO THE COMMUNITY.

OBJECTIVE 4-6.1: IMPLEMENTATION OF LIBRARY SERVICES. All public activities concerning the provision of library services in the City shall be consistent with the goals, objectives, and policies of the City of Destin's Comprehensive Plan.

Policy 4-6.1.1: Provide Programs of Service. The library system shall provide the following programs of service: Circulation, Reference, Children's, and Educational.

Policy 4-6.1.2: Evaluate Programs of Service. The library system shall annually evaluate the services provided and determine if the balance of library programs is appropriate to the needs of the community or if they need to be updated/changed to meet the current needs.

Policy 4-6.1.3: Provide Equal Access to Library Facilities, Resources, and Services. The library system shall pursue the means to allow for the provision of equitable access to all library facilities (current and proposed), resources, and services within the community.

OBJECTIVE 4-6.2: LIBRARY COLLECTION. The library system shall adopt a level of service, consistent with the Florida Library Association's Standards, in order to provide the community with a collection of library materials that will serve their information, educational, and recreational needs.

Policy 4-6.2.1: Provide Holdings. In accordance with the Florida Library Association's Standards, provide four holdings per capita to reach the comprehensive service standard.

Policy 4-6.2.2: Provide Periodicals. In accordance with the Florida Library Association's Standards, provide five periodical and newspaper subscriptions per 1,000 population of the city to reach the basic service standard.

Policy 4-6.2.3: Annually Review of all Library Materials. The library will annually upgrade its collection through an extensive re-evaluation of all print and non-print (videotapes, compact disc and digital video discs) library materials, removing outdated, overly worn, and unused items that do not have lasting value.

Policy 4-6.2.4: Provide Access to Information. The library will develop electronic information resources, including an automated catalog connected to the Okaloosa County Public Library Cooperative, and convenient internet access for the public. It shall also monitor automation applications in the library community and make adequate provisions to include in its annual budget requests for automation equipment and related items necessary for public access to these services.

Policy 4-6.2.5: Provide Expanded Access to Information thru Participation in Consortia or Networks. Participate in local (Okaloosa County Public Library Cooperative), regional (Panhandle Library Access Network), statewide (State Library of Florida), and national (OCLC Online Computer Library Center) consortia or networks to enhance access to information and achieve economies of scale by sharing resources.

Policy 4-6.2.6: Preserve Important Documents Relating to the City's History. The Library System shall be the main repository for cataloging and preserving City Historical documents in original, digital and microform formats.

Policy 4-6.2.7: Share Historical Documents with Historic Preservation Entities. While there may be various entities such as the Destin Fishing and History Museum that become a repository for a significant number of historical items, release of historical library documents should not occur until an acceptable plan for disposition and safekeeping is assured.

OBJECTIVE 4-6.3: LEVEL OF SERVICE FOR STAFF, FACILITIES, AND FUNDING. The library system shall adopt level of service standards to provide: a library staff that is sufficient in number and range of expertise to provide access to the library collection and to other information resources; for effective housing of the library collection and access to that collection; and sufficient funding for facilities, equipment, staff and collection acquisition.

Policy 4-6.3.1: Provide Adequate Staff Levels. In accordance with the International City Manager's Association in their publication Local Public Library Administration, the library shall maintain the library staff at a minimum of one full time equivalent per every 2,500 of permanent population in the service area.

Policy 4-6.3.2: Provide Improved Access to Library Facilities and Services. Continue to evaluate the feasibility of providing a satellite library facility in a rented or purchased store of office front in the vicinity of Crystal Beach to serve the population in the east side of the City and to reduce library-destined vehicle trips to the west side of the City.

Policy 4-6.3.3: Provide adequate library space, collection, and staffing. Strive, on an on-going basis to meet the "essential" (minimum) standards of the Florida Library Association.

Policy 4-6.3.4: Provide Adequate Revenue Stream. The library shall consider and evaluate all revenue sources available to provide funding for operating expenses and capital improvements.

Policy 4-6.3.5: Obtain Federal and State Grants. The City shall continue its efforts to obtain federal and state grants to help fund library facilities, equipment, staff and collection.

Policy 4-6.3.6: Review Library Impact Fees. The City shall review the existing library impact fee ordinance every two years in order to adjust the library impact fees on new development to better reflect the full capital cost of increased library demand.

Policy 4-6.3.7: Stimulate Private Funding for Library Services. The City shall continue to provide assistance and guidance to the Friends Guild of the Destin Library, Inc. in their ongoing efforts to stimulate public support for the library through private funding.

Policy 4-6.3.8: Explore the Use of Volunteers. The City shall explore the use of volunteers in an effort to provide enhanced services to the public (e.g. computer classes for specific software applications).

(Ord. No. 12-13-PC, § 6(Exh. A), 11-3-14)

SUB-ELEMENT 4-1: WATER SUPPLY WORK PLAN.

SECTION 1: INTRODUCTION. DWU provides Potable Water, Reclaim Water, and Waste Water services for customers within the municipal limits of the City and for unincorporated Okaloosa County south of Choctawhatchee Bay. These services are provided and billed directly to the customers. DWU projects a level of service capacity that meets or exceeds the City needs at build-out.

SECTION 2: WATER SUPPLY PROJECTIONS. The 2012 Regional Water Supply Plan update prepared by the NFWFMD projects that City's demand for potable water will increase by 3.69 million gallons per day (mgd), over a twenty year period from the 2010 rate of consumption of 5.75 mgd to 9.44 mgd by 2030. (Appendix "A," Data Inventory & Analysis)

The 2007 DWU Master Plan for Water, Waste-water, and Reclaimed Water prepared by Baskerville-Donovan, Inc., September 2007 (Appendix "B," Data Inventory & Analysis) projects an annual average daily flow of 4.26 mgd in 2010 increasing to 6.08 mgd by 2030 representing an overall twenty year increase in the rate of consumption at 1.82 mgd. The 2007 Master Plan projects population build-out in the City to occur in 2036 with an average annual daily flow rate of 6.48 mgd and a maximum daily flow rate of 9.89 mgd.

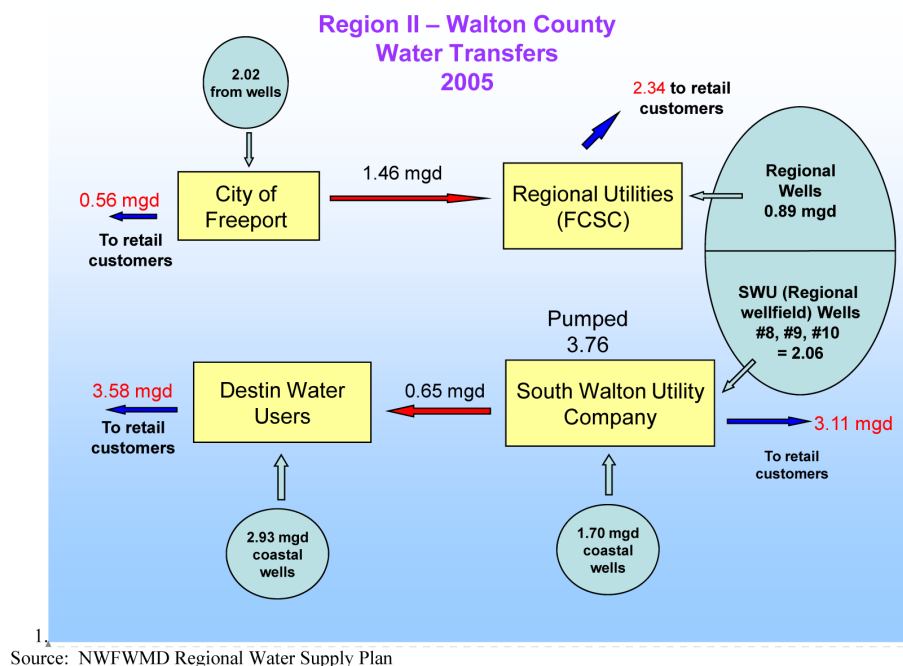
A capital improvement project now underway in partnership with the South Walton Utility Company (SWU) includes increasing the number of wells, chlorination facilities and ground storage transmission lines. Once completed these improvements are expected to increase the water supply by 9 mgd. That in combination with continued limited use of existing coastal wells will provide a total available pumping capacity of 13.73 mgd, well above the demand projected at build-out, although the permitted consumption rates will need to be adjusted.

SECTION 3: TRADITIONAL WATER RESOURCES ASSESSMENT. The traditional source for Region II is local groundwater withdrawal from the Floridan and/or Sand-and-Gravel aquifers. For the coastal areas, these traditional sources are insufficient to meet future needs. Historic and existing groundwater withdrawals from the Floridan Aquifer have caused a significant depression in the potentiometric surface of the aquifer, inducing saltwater intrusion within the aquifer's potable zone. Prior to 2000 RWSP implementation and the results of the solute transport model, there were gaps in the knowledge base regarding the likely location and movement of saltwater in the subsurface. These gaps limited the understanding of the risk that current and projected pumpage pose to the viability of the aquifer as a continued water supply.

Based on the sustainability model results, it appears that a moderate but reduced degree of groundwater pumpage can be sustained in the coastal area. However, additional future water supplies must be obtained from alternative inland groundwater and surface water sources. The extent to which current water demands are met from alternative sources (i.e., relocated from coastal to inland) will determine how well aquifer levels in the coastal area recover or remain stable. (Source: NFWMD Regional Water Supply Plan.)

The Floridan Aquifer supplies all drinking water required by DWU. DWU operates five coastal wells. These wells are currently under mandated cutbacks. Additional water supply capacity is provided by a remote well-field developed jointly with the South Walton Utility Company, Inc. (SWUC). Details of this arrangement are illustrated in Figure 1. These inland wells also tap into the Floridan aquifer. The combination of coastal and inland wells provides the capacity needed to supply the needs of the City's build-out population. DWU and SWUC recently completed a desalinization study that shows that method of water supply is very feasible. This particular study updated a similar study completed in 1997 and shows a definite decline in cost of the water and also firmly established the feasibility for the future. DWU has three elevated storage tanks and one ground storage tank. Together with standby power at the wells, capability to handle all peak hour and fire flow demands is available. (Source: DWU internet site.)

SECTION 4: ALTERNATIVE WATER SOURCES. DWU in partnership with the SWUC is making significant progress in replacing coastal withdrawals from the Floridan Aquifer in the area south of Choctawhatchee Bay with alternative inland supply wells. The Rock Hill well-field was developed as part of the 2000 RWSP implementation and is currently producing more than 6.5 mgd for coastal Walton County. (Source: DWU internet site.)



SECTION 5: WATER CONSERVATION AND REUSE PROGRAMS. The overall water conservation goal of DWU is to prevent and reduce wasteful use of the water resource. Water Conservation: DWU has implemented a customer fee schedule (see Table "1") which contains increasingly stronger disincentives as water consumption increases. DWU uses custom software for its customer information system and billing systems. Bills are computed and mailed monthly. Beginning in 2008, DWU will commence two billing cycles. Residential meters were all converted

to radio read beginning in 2007. Currently all meters 2" and up are tested annually for accuracy. Beginning in 2008, DWU will implement a residential meter testing and replacement program. A recent study of DWU small meters shows an annual "loss" exceeding 4% of our produced water. (Source: DWU internet site.)

DWU maintains several education and assistance programs for water users. Conducting water audits is the focus on condominiums and motels constructed more than 15 years ago, prior to the Low Flow Fixtures Act of 1992. Managers and maintenance personnel are given information on water conservation and are provided with water conservation kits. These kits include water saving showerheads, leak detector tablets for toilets, sink swivel nozzles, and toilet tank banks. Individual home audits are also conducted and similar assistance is provided along with information on xeriscape landscaping. Other outreach programs include education for restaurant managers, adopting a fourth grade class each year and talks to different civic groups. The overall impact of these programs has not been calculated.

Water reuse is a legislative priority of the Water Protection and Sustainability Program and Florida's overall water resources policy. Reuse has been an important component of the FDEP and the NFWFMD water management strategy since the 1980s and has resulted in offsetting demand for potable-quality water as well as better disposal of treated wastewater (i.e., eliminating surface water discharges of treated effluent). Golf course and landscape irrigation is the predominant use of reclaimed water treated to public-access standards; nearly all golf courses in Region II use reclaimed water. Retrofitting existing residential areas for additional reuse for landscape and yard irrigation tends to be cost-prohibitive, but as new developments are planned and as redevelopment activities occur, increased use of reclaimed water will be pursued. (Source: NFWFMD Regional Water Supply Plan.)

Table 1. Rates Schedule - Destin Water Users, Inc. (Source: DWU Internet Site)

The following water rate schedule is effective February 2012. Rates are broken into classes of residential, commercial, motel, condominium, restaurant, and yard meters. A monthly base charge is applied to all active accounts. Additional charges are applied for each additional 1,000 gallons of water consumed thereafter.

Water

Base Facility Charges	
Residential and Yard	\$8.74 per unit
Commercial, Restaurant, Hydrant, Pool	\$15.26 per unit
Motel	\$ 6.12 per unit
Condominium	\$ 7.87 per unit

Volumetric Charges

Residential Class		
	Block (Gallons)	Rate per 1,000 gallons
	0—5,000	\$1.88
	5,001—10,000	\$2.09
	10,001—15,000	\$2.61
	15,001—50,000	\$3.14
	Above 50,000	\$4.18
Condo Class		
	Block	
	(Gallons per unit)	Rate per 1,000 gallons
	0—4,500	\$1.88
	4,501—9,000	\$2.09
	9,001—13,500	\$2.61
	13,501—45,000	\$3.14
	Above 45,000	\$3.76
Commercial, Restaurant, Motel, and Pool Class		
	All flow (per 1,000 gallons)	\$2.51
Yard and Hydrant Meters		
	All flow (per 1,000 gallons)	\$4.49

DWU Reclaimed Water Operation:

The majority of all wastewater returned to the DWU wastewater reclamation facility is treated and sent back out for beneficial reuse. Most of this reclaimed water is reused for landscape irrigation with a significant amount being used each day for in-plant operations. The DWU reclaimed water operation began in 1985, making it one of the most mature operations in Florida.

In 2009, DWU was permitted for testing of an Aquifer Storage and Recovery (ASR) Program in the lower portion of the Surficial Aquifer. The system consists of seven wells for storage of reclaimed water that will be available to offset irrigation demands. Testing indicates the ASR system will successfully provide 2.125 Mgal annual average daily flow capacity of reuse to the area.

George French Water Reclamation Facility (WRF)

- Design Capacity at 200 mg/l BOD is 6 mgd.
- Treatment Process includes mechanical treatment with rotating screens, grit separation, and equalization basin.
- Biological Treatment via 4-1 mgd and 1-2 mgd oxidation ditches followed by clarification. Secondary disinfection with chlorine contact chambers.
- Secondary effluent is then further treated to produce reclaimed water by flocculation, filtration, and high level disinfection with chlorine contact chambers.
- Secondary effluent disposal to rapid infiltration basins. Reclaimed water is reused for landscape irrigation of City right-of-ways, shopping centers, condominium complexes, golf courses, parks, individual residences, and plant wash-down and grounds irrigation.
- Wet weather storage is provided by three ground storage tanks with 6.6 mg capacity.
- Bio-solids disposal is by land application.

SECTION 6: IMPLEMENTATION FORECAST. Alternative water supply projects needed to maintain the City's potable water supplies are included in the NFWFMD Regional Water Supply Plan. The NFWFMD is using Water Protection and Sustainability Program (WPSPTF) revenues and matching local revenues to fund the improvements.

Alternative Water Supply - Capital Improvement Projects:

Within the limits of the Rock Hill well-field, located between Freeport and DeFuniak Springs, additional capacity is planned to accommodate increased demand related to growth that is based on a build-out condition in the area. This additional capacity will be achieved through the installation of additional wells, chlorination facilities, ground storage, land acquisition, and transmission lines. Because the next series of wells may be located further to the east, the NFWFMD and area utilities are evaluating options for expanding the well-field and facilities. This will serve to accommodate additional demands, reduce pumping and reliance on water supplies in the coastal area, and provide redundancy in the regional water supply and distribution system.

Capacity Improvement Project - Rock Hill Well-field Expansion.

Responsible Entity - South Walton Utility Co., Regional Utilities.

Project Description - Expansion of the Rock Hill Wellfield with storage and conveyance systems.

Estimated Quantity - 15.0 Mgal/d (currently producing 3.6 Mgal/d for coastal Walton County).

Funding Sources

WPSPTF	NWFWMD	DWU/SWU	Total Funding
\$6,000,000	\$1,000,000	\$11,042,750	\$47,088,331

Water Supplier:	Destin Water Users
PWS No.:	FEDP 1460202
Design Capacity:	9,648,000 million gallons per day
No. of Residents served:	7,315
No. of Condo units served:	6,880
No. of Motel units served:	1,494
No. of Businesses served:	1,114
No. of Restaurants served:	92
Avg. consumption:	3,900,000 gallons per day
Peak consumption:	6,160,000 gallons
Annual avg. wastewater flow:	2,776,000
Consumptive Use:	CPU Permit #19830102
Issued 10-26-06	
Expires 11-01-2012	
Permitted capacity:	ADR 2800
MDR	4600
MMR	1.21E +08

SECTION 7: COORDINATION WITH DWU. The City has adopted policies within its Comprehensive Plan 2020 to ensure coordination and cooperation with DWU. The City will not approve any new development without a letter from DWU stating that potable water capacity is available and will be reserved for the development. This letter must be signed by a professional engineer employed by and representing DWU. Specific details of the letters contents are listed on page 12 of Appendix D. The City has also provided DWU with the required land use and parcel information needed for DWU to prepare supply projections.

SECTION 8: GOALS, OBJECTIVES, AND POLICIES. The goals, objectives and policies needed to implement this work plan and water supply concurrency requirements have been adopted previously and are listed below.

Chapter 1, Future Land Use

Objective 1-3.1: Concurrency Management

Chapter 4, Public Facilities

Goal 4-1: Safe Potable Water Supply

Goal 4-3: Protect Natural Groundwater Recharge Areas

Chapter 5, Conservation Element

Objective 5-1.2: Protection of Potable Water Resources

Objective 5-1.4: Protection of Natural Resources

Chapter 8, Intergovernmental Coordination

Objective 8-1.1: Intergovernmental Coordination Activities

Policy 8-1.1.3: Potable Water, Wastewater, Reclaimed Water and Water Conservation Issues.

Policy 8-1.1.13 Implementing Inter-governmental Coordination

Objective 8-1.2: Manage and Coordinate Future Land Use Decisions.

Objective 8-1.3: Intergovernmental coordination of Infrastructure and LOS Standards

Chapter 9, Capital Improvements

Objective 9-1.5 Concurrency Management

Policy 9-1.5.4 Policy 9-1.5.5

Policy 9-1.5.8

Policy 9-1.5.10

(End of Sub-element)

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: June 28, 2022

BOARD/COMMITTEE: City Council

TYPE OF AGENDA ITEM: Action Item

OUTLINE NUMBER: B.

TO: City Council

THRU: Lance Johnson, City Manager

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

DATE: June 24, 2022

SUBJECT: Draft land Development Code Article I Discussion/Workshop

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. Based on these changes, as well as, changes in the needs and vision of the City, the City is now in the process of rewriting and updating the City's Land Development Code (LDC).

To accomplish this project, Staff began working with the City's selected consultant, 3TP Ventures, LLC, to develop a framework and methodology to guide the drafting of the new LDC. The LPA started this process with Staff by reviewing and recommending policy direction from the annotated draft articles for incorporation into the new LDC. The review of the annotated drafts are being conducted Article by Article. The consultants are now incorporating the guidance and direction given by the LPA into full Draft Articles. Staff, the Boards, and Council will review the complete draft Articles for eventual adoption.

II. DISCUSSION:

Today, the Staff is bringing the complete draft of Article I before City Council for review, comment, direction, and eventually working towards adoption. Staff and the Local Planning Agency (LPA) have done an initial review of the draft Article I, and there were no comments to address. Given the goals and objectives of the project. The LDC Articles are being prepared in the context of:

1. Consolidation of all legal and authoritative language into Article I for ease of use.
2. Reorganization and updating of the language to provide clarity and increased user

- understanding.
3. Reduction of text to plain English, when appropriate, to facilitate better understanding among all users.
 4. Reduction of long-run sentences or paragraphs by breaking them up and bulleting them, where appropriate.

The following is the summary of the work on **Article I** :

Article I: General Provisions and Legal

The two existing Articles, "General Provisions" and "Legal" in the LDC, are combined to create one new Article. This is being done to reduce redundancy (repetitive or very similar information within the two Articles). In addition, the language has been condensed and simplified in the new LDC.

Staff Comments: This article was reviewed by Staff and the City's Land Use Attorney for legal sufficiency. No issues were found; therefore, there are no discussion topics for this draft article.

A. Link to Strategic Goals / Objectives:

- #2. A green and sustainable environment
- #3. Improve mobility and connectivity
- #4. Enhanced quality of life and safety for families
- #5. Economic development and revitalization
- #6. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): The budget for this work has already been approved.

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

D. Legislative Sponsor:

III. CONCLUSION:

Staff is seeking City Council's comments and direction regarding future review of the LDC Articles. Staff will incorporate any comments or direction from Council into the Final Draft. To that end, does the Council wish to review each Article as reviewed by the LPA or choose to wait until all Articles are reviewed by the LPA?

IV. RECOMMENDED MOTION:

I move to direct Staff to bring chapter by chapter/all articles for review by Council after LPA review.

Attachments:

1. 1_General_Provisions_Legal - Full Draft

ARTICLE I. GENERAL PROVISIONS/LEGAL

Section 1.01 Legal

Whereas, the Florida Legislature has enacted the Local Government Comprehensive Planning and Land Development Regulation Act (F.S. § 163.3161 et seq.) which mandates the preparation of comprehensive plans and unified land development codes for all units of local government; and

Whereas, the City Council of the City of Destin, Florida, has determined that the Comprehensive Plan, 2000, is compatible with and furthers the state comprehensive plan, the West Florida Comprehensive Regional Policy Plan and the Okaloosa County Comprehensive Plan; and

Whereas, the adoption of a unified land development code is required to implement the comprehensive plan; and

Whereas, F.S. § 163.3194(1)(b) requires that land development regulations be consistent with the comprehensive plan and F.S. § 163.3202 details the minimum requirements for content of the city's land development code (LDC); and

Whereas, the City Council of the City of Destin finds that the regulations contained within this Code are necessary to protect the public health, safety, general welfare, natural environment and economic vitality of the city; now

Therefore be it ordered by the City Council of Destin, Florida, that this ordinance is hereby adopted in conformance with F.S. ch. 163, and provides an effective date and repeals all provisions of ordinances or resolutions in conflict herewith.

The code (LDC) is developed pursuant to F.S. § 163.3202, the current Destin Comprehensive Plan, the city Charter and the general powers provided local government in F.S. ch. 166.

Section 1.02 Title

This Code shall be known as the "Destin Land Development Code" and may be referred to also as the "Code" or "LDC."

~~It follows in structure and format the current Destin Comprehensive Plan.~~

Section 1.03 Jurisdiction

The lands subject to this Code shall include all areas within the corporate limits of the City of Destin (and, as applicable, any areas to which the City provides municipal services).

Section 1.04 Intent

This Code provides public policy mechanisms and regulations for growth management (development and redevelopment) in order to serve the residents and property owners of Destin and maintain and improve the quality of life for all citizens of the city. This Code is intended to implement the Destin comprehensive plan and, toward that end, is to be construed liberally in favor of the goals, objectives and policies of the plan.

Section 1.05 Applicability

The provisions of this Code apply to all development in Destin. It takes precedence over any other ordinance, resolution or procedure affecting land use and no development may be undertaken without prior authorization pursuant to this Code.

City of Destin, FL - Land Development Code

Section 1.05.01. Exceptions.

A. Previous development permits. Neither this Code nor amendments thereto shall affect the validity of a lawfully issued development permit if the following conditions are effective:

1. The permitted development activity has commenced prior to the effective date of this Code or any amendment thereto, or will be commenced after the effective date of this Code but within six months of issuance of the building permit; and
2. The development activity continues without interruption until the development is complete. If the development permit expires, any further development on that site shall occur only in conformance with the requirements of this Code or amendment thereto.

B. Consistency with plan. Nothing in this section shall be construed to authorize development that is inconsistent with the adopted comprehensive plan.

Section 1.06 Conflicting Ordinances, Plans, Regulations, or other Language

Should the requirements of this Code conflict with those of any other regulation or ordinance of the city, the regulation or ordinance requiring the higher standard shall prevail. In their interpretation and application, the provisions of this Code shall be held to be minimum requirements.

Section 1.07 Abrogation

This Code is not intended to repeal, abrogate or interfere with any existing easements, covenants or deed restrictions duly recorded in the public records of the City or Okaloosa County.

Section 1.08 Severability

If any section, subsection, paragraph, sentence, clause, or phrase of this Code is for any reason held by any court of competent jurisdiction to be unconstitutional or otherwise invalid, the validity of the remaining portions of this Code shall continue in full force and effect.