

**LOCAL PLANNING AGENCY
MEETING MINUTES
OCTOBER 19, 2023 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, October 19, 2023, at 5:30 p.m., in the Destin City Hall Boardroom; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Karen Hudson
Jay Purut
Marcie Bell

Members Absent

Todd Buhr
Corey Ledbetter

Staff Members Present

Kim Montgomery City Clerk
Ryan Scott City Engineer
Christopher Willis Planner
Rachael Hoag Planner
Louis Zunguze Community Development Dir.
Kimberly Kopp City Attorney

3. NEW BUSINESS:

➤ **Draft Mobility Plan – 3TP Ventures**

Mr. Zunguze explained the document being presented, is a continued effort to bring the city's Comprehensive Plan, Future Land Use Map (FLUM) and Land Development Code into compliance with each other. This effort is to revamp the Multimodal Transportation District per the State's guidelines. Once all finalized, for the first time in the city's incorporation, they will all be consistent with each other.

Mr. Tim Whaler with 3TP Ventures explained to the Agency members how they have been working closely with staff creating the Mobility Plan, and the purpose of the plan is to ensure that a transportation network plan is in place that facilitates what is in the FLUM and the Comprehensive Plan cohesively. He provided the members with a presentation that contains a series of maps, and explained the goal is to create a cohesive network of roadways to optimize the flow of traffic, as well as other modes of transportation and pedestrian safety.

Regarding the maps provided in the presentation, Chairman Wood asked what the CC-3 section is about. Mr. Whaler explained it will be the link to Azalea Drive that will be a 2-lane 100-foot right-of-way. The plan is to make it more of a boulevard type appearance with pathways on both sides and a median treatment.

He explained further, the key transportation issues identified for the plan are:

- Safety at Intersections.
- Continuing to increase options for other modes of travel besides vehicles.
- Updated Mobility Fee is in place that reflects cost.

In an analysis, the key transportation issues that arose are sidewalks with the following concerns:

- None present.
- On one side of roadways only.
- Disconnected sections.

Mr. Whaler then explained to the members the purpose is to create some sort of logic and come up with a scoring mechanism to fine tune the benefits of the scores, as well as create policy priority scores from the public input of who participated at the public workshop, as well as volunteer committee members who provided input.

Chairman Wood thanked Mr. Whaler for their hard work on this project and asked when they needed this committee's top project picks. He then asked Mr. Whaler if the plan was to replace concurrency with this.

According to Mr. Whaler, the city still has an adopted concurrency policy, with the multimodal transportation district. However, instead of counting cars, they are building multimodal projects. The pathways plan provides the tool to make a policy decision to eliminate concurrency and have a planning framework in place to address the future transportation needs.

Committee member Hudson spoke of how some of the intersections are being identified as important because they tend to be accident prone, and questioned how they can prioritize what's most important if they do not know for sure what the data is for certain type of accidents at certain intersections, as well as the type of injuries that were a result of those accident.

According to Mr. Whaler, they do have a crash map in the plan that is not as detailed, and they also have identified crash data. Additionally, FDOT provides crash data, but it is not available for the public to access. However, he can provide them with a high-resolution map that shows crash data and, any questions they may have he should be able to assist. He mentioned the key thing to understand is that the Mobility Plan identifies where improvements need to be made. There would also be an Engineering Study to find out exactly what improvements are necessary, based on those specifics.

Agency member Bell asked who determines which streets get sidewalks in reference to this plan's phases. According to Mr. Whaler, the majority of the streets were already determined from the city sidewalk pathway plan, which has been adopted and is in the Land Development Code and is based on potential growth in a certain area and the highest need for safety. She then stated that she was just curious as to why Mountain Drive is showing the need for an additional sidewalk on the opposite side of the road when there is already one present.

Mr. Scott explained staff added that additional sidewalk because of the increase in property owners turning their properties into auxiliary parking for their harbor businesses and therefore creating a need for safer conditions for those that park and walk to the harbor.

Agency member Bell then asked what exactly concurrency is and what it does. According to Mr. Whaler, concurrency is a State mandated policy that whenever a new development comes in, the developer

must pay towards the impacts it is placing on the existing municipalities infrastructure.

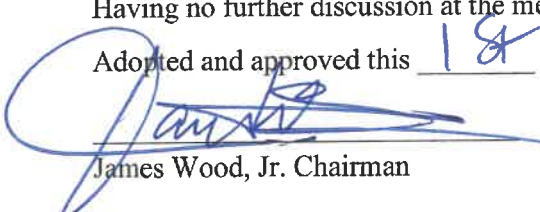
5. DIRECTORS REPORT:

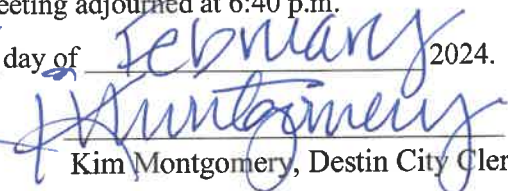
None

6. ADJOURNMENT:

Having no further discussion at the meeting adjourned at 6:40 p.m.

Adopted and approved this 18 day of February 2024.


James Wood, Jr. Chairman


Kim Montgomery, Destin City Clerk