



**AGENDA
LOCAL PLANNING AGENCY
THURSDAY, MARCH 21, 2024
5:30 PM
ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
 - A. March 7, 2024 Local Planning Agency Minutes**
- 4. NEW BUSINESS**
 - A. Draft Article 4 – Zoning District, Overlays, and On-Site Regulations for the Local Planning Agency’s consideration and recommendation to City Council.**
 - B. Draft Article 5 – Subdivision Regulations for the Local Planning Agency’s consideration and recommendation to City Council.**
 - C. Draft Article 6 – General Development Standards for the Local Planning Agency’s review and provide guidance to Staff on direction of the draft article to be brought back at a later date for consideration and recommendation to City Council.**
 - D. Draft Mobility Plan and Project Prioritization Approval for recommendation to City Council.**
- 5. DIRECTOR'S REPORT**
- 6. NEXT MEETING DATE: April 4, 2024**
- 7. PUBLIC COMMENTS** (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)

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

includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

**LOCAL PLANNING AGENCY
MEETING MINUTES
MARCH 7, 2024 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, March 7, 2024, 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.
Todd Buhr
Marcie Bell
Corey Ledbetter
Jay Purut

Staff Members Present

Kim Montgomery City Clerk	Christopher Willis Planner
Steven O'Connor Principal Planner	Noelle Bell Building Official
Daniel Butler Senior Planner	Kimberly Kopp City Attorney
Ryan Scott City Engineer	
Tina Deater Planner	
Rachel Houg Planner	

3. APPROVAL OF MINUTES: February 1, 2024

Motion by Agency member Buhr, seconded by Agency member Bell to approve the February 1, 2024, minutes as corrected, the motion passed unanimously with a 5-0 vote.

4. NEW BUSINESS:

A. Ordinance 24-01-LC & 24-02-CC (ROW Protection During Construction Development)

Noell Bell, Building Official explained staff received direction from the City Council to create an ordinance that pertains to construction parking, blocking the right of way on the road, and sidewalks that makes the general area's conditions unsafe for the public. She explained further that staff performed research and brought recommendations to the Public Works/Public Safety Committee for their input on three different options staff provided, as well as it was presented to the Code Compliance Department staff for their input. She also pointed out that currently, the Code states no loading or unloading in the ROW and how that is just not feasible when there are large deliveries for construction projects, and how providing a maintenance of traffic control standards outlined by FDOT guidelines, with a flagman to help control traffic during deliveries is more practical.

Agency member Buhr stated that he would prefer to have the language, "Permitted Construction Activity" in the title of the Ordinance. He also provided pictures of recent

construction activity in his neighborhood and asked if the intent of the proposed ordinance to have everything occur within what is or is going to be the driveway, for the lot or the entire frontage of the lot? According to Mrs. Bell, it is for the entire frontage of the lot, regardless of where the driveway may be located, adding there is a five foot clearance from the adjacent property line and the edge of the roadway. Agency member Buhr then asked staff to provide what exactly is considered the edge of the roadway, asking if it is from the white line that is sometimes present or, the actual edge of the pavement. Mrs. Bell stated it is from the edge of the pavement. There was a discussion regarding the placement of the required Port-a-potty and how Agency member Buhr feels that they should be within the property line and not in the ROW that people have to walk by because of health and safety aspects of bodily fluids contained within those.

Chairman Wood made the motion for the Local Planning Agency to recommend City Council approval of the revision to Land Development Code (LDC) 8.01.00 Right of Way Protection as presented in Ordinance 24-01-LC and the revision to the City Code of Ordinances, Chapter 18, Article II, Right-of-Way, Ordinance 24-02-CC. Agency member Purut provided the second for discussion.

Agency member Buhr referred staff to page 3 of Ordinance 24-01-LC and stated that he does not see any specific language and feels it needs improvement for the topic such as, ***“Parking of construction vehicles in nearby, adjacent, or other rights-of-way in the area is prohibited.”*** Adding that this would provide clarity for the construction personnel as well as the neighborhood. Additionally, he would like to see language that states any violations have to be corrected within the same day or the next business day. As well as language that states a certain number of violations within a certain time period may enact a stop work for the project, reasoning is, there are habitual offenders will continue to do so without any reason in place to curb that behavior.

Agency member Buhr made the substitute motion, based on discussions, have staff bring back an adjustment to the title that includes permitted activities, language adding another line item that deals with a prohibition for parking and construction activities at a construction site that affects the rights of the adjacent property owners, while the property is under development. Work on language for multiple violations in a proposed escalation of penalties using the existing noise ordinance as a starting point, for analysis and discussion. Agency member Bell provided the second. In discussion, it was agreed to add additional language, that staging plans for construction and parking must be approved by staff as part of approval for the permit. Additionally, Agency member Buhr reminded staff to work on adding language for the edge of the pavement requirements as well as the language required to not block sidewalks for ADA purposes. Chairman Wood opened the public, with no comment, he closed the public and called for the vote, **the motion passed 5-0.**

D. Net Positive Environmental Benefit (NPEB) Fee – LDC 11.02.N – This item was heard for the benefit of Mr. Mike Abadie

Mr. O'Connor, Principal Planner explained the purpose of this item is to amend the Comprehensive Plan and the Land Development Code, specifically addressing the Net Positive Environmental Benefit (NPEB) fee, which is currently 25% on the cost of construction labor and materials for any projects waterward of the Mean High Waterline along the harbor. He explained the Comprehensive Plan also has to be amended because it specifically addresses the 25% fee. He further explained how this has already gone before the Harbor and Waterways Board for their recommendation as well the City Council for their input who, directed staff to create the ordinance, bring before the Local Planning Agency for input and a recommendation. He briefly covered the three classifications that was created by the Board for Article 7, Marina Siting which amends the previous Article 11 language, that allows for the applicants applying for residential docks approval process to be easier by creating the three classifications and briefed the members what those are.

Mr. O'Connor also explained the purpose of the NPEB, which was created by a Memorandum of Understanding between the city and the state. However, over the past 30+ years, it was never properly enforced, and once current staff started enforcing the LDC, this caused quite a bit of disagreement with the public and is why staff has brought it before them for their input. He explained how the health of the harbor is very important and part of keeping it healthy is with the harbor pump. However, maintaining the pump is very expensive maintenance wise and electricity use. He mentioned how the Harbor Capacity Study determined that the largest users of the harbor are the residential private property owners and are creating the largest impacts on the harbor.

Chairman Wood opened the public for comment.

Mr. Mike Abadie 530 Harbor Blvd. asked staff if the fee was implemented in 1986 and if that is when the city started assessing the fee. Mr. O'Connor agreed that is the year it started. Mr. Abadie then spoke of how harbor property owners have to pay the state yearly for their submerged land lease, but only pay the one time fee to the city, for use of the harbor. He compared his onetime payment of \$90k for his new project and how depending on the project, it is very onerous, and suggested a different way of collecting a fee. Since it has been proven by the study that the vast majority of the use of the harbor is from the property owners, he suggested assessing a \$1,000 per slip initial fee and then charge everyone on the harbor an amount such as \$100.00 a year, or whatever amount Council decides should be assessed across the board for everyone, in order to maintain the health of the harbor.

Motion by Agency member Bell for the LPA to recommend the City Council approve the amendments to the Comprehensive Plan and the Land Development Code concerning the Net Positive Environmental Benefit fee. Agency member Ledbetter provided the second. In discussion, the members agreed to what Mr. Abadie spoke of as being a good suggestion but also agreed that it should be sent to the Harbor and Waterways Board for their consideration and then bring their input back to the Local Planning Agency for discussion for additional discussion and input, then on to City Council for their consideration. Agency member Buhr stated that the

total cost of construction should be included. Mr. O'Connor stated the correct language should be the total cost of the project. Agency member Buhr agreed.

Agency member Buhr made the substitute motion to send this back to the Harbor and Waterways Board for them to consider an annual fee structure similar to what Mr. Abadie proposed and look at adding language for the total cost of project as opposed to total cost of construction to base the percentages. Agency member Bell provided the second for discussion.

Agency member Bell asked Mr. Abadie how many slips are being built with his new construction. According to Mr. Abadie, 20 in the original dock he built in 2010 and 16 slips are being built for the new construction. He also spoke of how creating a fee that is spread across the harbor for everyone to pay into, is fairer than having one project pay such a steep fee, especially since everyone uses the harbor all the time. The Agency members agreed that coming up with some kind of yearly fee to benefit the cost of keeping the harbor pump maintained may also incentivize the property owners with dilapidated structures that need to be repaired because currently, most don't have them repaired or replaced because of the steep fees in place. With no further discussion, **Chairman Wood called for a vote on the substitute motion, the motion passed 5-0.**

B. Draft Article 4- Zoning Districts, Overlays, and On-Site Regulations

Mr. O'Connor introduced their new staff member Tina Deater, and explained how she has already been working and contributing to Article 4. He briefly explained her background experience with planning. He then briefed the members on what they previously discussed at their last meeting on this subject and asked if they had any additional information to add.

Agency member Buhr spoke of their conversation they had about changing the square footage and how it could possibly cause a Bert Harris challenge or a taking.

The City Attorney explained that anytime the city makes changes that causes a decrease, such as with density, it could possibly cause one however, the cost of litigation would typically be outweighed with this one simply because it is just 200-square feet, however, in theory, it could happen.

In review of the draft document, Agency member Buhr stated that he agrees with the 50% but for the square footage, he feels that it should be reduced to 1,000 square feet and feels it is a better number than 1,200 but he is open to any member's input. The Agency members agreed.

Motion by Agency member Buhr to recommend staff change language to the document at 50% with a maximum of 1,000 square feet for Accessory Buildings and Guest houses. Chairman Wood provided the second. Mr. O'Connor informed the members that these amounts are consistent with what is in the Code for guest homes. He then explained the difference

between a guest house and an ADU is, guest homes are not permitted to have gas for 220 volts to power to a stove, but it is allowed for heating elements, just not for cooking. With there being no public present for input, Chairman wood called for the vote, **the motion passed 5-0.**

C. Draft Article 5- Subdivision Regulations

Mr. O'Connor asked the Agency members if they had anything further to add. With no further discussion, **Agency member Bell made the recommended motion that the Local Planning Agency recommends approval by City Council of the Draft Article 5-Subdivision Regulations as presented. Agency member Ledbetter provided the second.**

In discussion, Agency member Buhr stated that at their last meeting they made a recommendation to add another line item #6 for, "Approval of a waiver is in the best interest of the city of Destin."

Mr. O'Connor explained that the reason staff did not add that is because, in discussions with the Community Development Director, Louis Zunguze, staff believes that the language is so nebulous and subjective that it is almost impossible to move forward with it, and after further discussions about how those concerns are mitigated through the requirements of the code for density and so forth, staff thought it best to not add it.

The City Attorney spoke up and agreed to create language to bring back for discussion at their meeting on March 21, 2024, to further determine if it is necessary to add it or not.

Agency member Buhr made the substitute motion to table this item until their March 21, 2024, meeting with Agency member Bell providing the second. The motion passed 5-0.

D. Net Positive Environmental Benefit (NPEB) Fee- LDC 11.02.N (Previously heard above item B.

5. PUBLIC COMMENTS: None

6. DIRECTOR'S REPORT:

Mr. O'Connor explained to the members that Article 6 was posted to the website for public input and will be brought to them at their March 21, 2024, meeting for discussion, as well as Article 7, Resource Conservation Protection and Articles 9 & 10.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:30 p.m.

Adopted and approved this _____ day of _____ 2024.

James Wood, Jr. Chairman

Kim Montgomery, Destin City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 21, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.A.

TO: Local Planning Agency

THRU: Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: March 13, 2024

SUBJECT: Draft Article 4 – Zoning District, Overlays, and On-Site Regulations for the Local Planning Agency's consideration and recommendation to City Council.

I. BACKGROUND: On April 5, 2021, Staff brought the Scope of Work and Budget to completely rewrite the Land Development Code for approval to the City Council, both of which were approved unanimously. Since that time, Staff has worked with the consultants of 3TP to diligently and systematically move forward with drafting the new LDC. This work to date has involved the following:

- **Review of Comprehensive Plan Policies**
- **Developing Planning Areas and their associated Intent Statements**
- **Review of the LDC text chapter by chapter**

II. DISCUSSION: Based on the discussion from the February 1 and March 7, 2024 Local Planning Agency (LPA) meetings, the following items were discussed and asked to be brought back for further discussion and consideration. Staff updated the draft of Article 4 – Zoning District, Overlays, and On-Site Regulations (Article 4) to meet the recommended language. Below is a review of the LPA's recommendation and the updated language. Please note that the items the LPA agreed with staff's recommendation are identified as such and are not part of this discussion tonight.

From the February 1, 2024 Local Planning Agency Meeting

Beyond the above discussion points, Staff also provided the Board with a memo on January 3, 2024, detailing specific policy direction so the members could formulate their thoughts surrounding the items in the memo and provide informed guidance and recommendations concerning the topics. Those topics are:

1. Water Taxis: Water taxis are a use listed in several use charts of various zoning districts. In all but one of those districts they are a **Permitted Use**. Water Taxis are a **Conditional Use** in **CMU Zone**. Staff does not see why specifically in the **CMU Zone**, Water Taxis were listed as **Conditional Use**. Staff recommends changing this by making Water Taxis a **Permitted Use** in the **CMU Zone**. We recommend this as it will expand the ability for people to move around the Harbor and other destinations across Destin without having to drive a vehicle and reducing traffic congestion on Harbor Blvd. Do you agree that this use should be a Permitted Use in CMU?

- **LPA Recommendation:** The LPA agreed with Staff's recommendation to allow Water Taxi's as a permitted use in the CMU zoning District.

2. Building Height in CMU: 4.05.02 In the **CMU Zone**, the Dimensional Limitations table lists the max height of a non-dwelling use as 50'4 Stories. But the footnote limits all non-residential uses to 35'2 stories. Staff recommends changing to 35'3 stories to be consistent with the rest of the LDC. Does the LPA agree?

- **LPA Recommendation:** The LPA agreed with Staff's recommendation to simplify the regulations concerning building height in the CMU zoning district.

3. ECHO Housing: 4.08.02.A.5. Currently in Section there is a provision for **Elderly Cottage Housing Opportunity (ECHO)**. This language currently exists in LDC Section 9.02.01.D. At a base level it allows for any property owner, regardless of zoning district, to construct an **Accessory Dwelling Unit**, so long as it is specifically for use by the "elderly." It is Staff's general view that this regulation may be difficult to control in zoning districts such as **LDR** where ADUs are not allowed. Furthermore, it may also open the door for expansion of STRs in zoning districts where they are not permitted. Does the LPA agree?

- **LPA Recommendation:** The LPA recommended removing this from the draft LDC Article 4.

4. ADUs and Guest Houses: 4.08.03.B. Many municipalities have a max percentage and a total max sq ft for ADUs and Guest Houses. For example, an **ADU** may not be larger than 50 % of the primary Dwelling on the property, but in no case shall an **ADU** exceed 1,200 sq. ft. Currently **ADUs** can be as large as 1,200 sq. ft. so long as it does not exceed the size of the primary dwelling. So we want to limit ADU's based on a percentage of the existing home, or keep it as we currently have it?

- At the February 15, 2024 meeting The LPA requested a more analysis on this topic, specifically the number of recent ADU building permits, the square footage, and the zoning districts. Below is the result of the research from the COMPASS System.
 - Number of ADUs approved – 8
 - Average Sq. Ft. of ADUs – 870 sq.ft.
 - Largest ADU – 1,154 sq. ft.

- Smallest ADU – 574
- 5 in CBN
- 3 in BE
- **LPA Recommendation:** At the March 7, 2024, LPA meeting the recommendation was to reduce the ADU size to 50% of the primary home or 1,000 sq. ft., whichever is less.

5. Parking for Outdoor Seating: 4.09.01.B. Currently there is no consideration of outdoor seats in the City’s Parking Requirements. At the joint workshop with City Council and the LPA, it was recommended that Staff include provisions for outdoor seating in the draft of Article 4. Staff is proposing to include a new provision that all proposed outdoor seating shall provide same minimum required parking required for indoor seating.

- **LPA Recommendation:** The LPA recommended a 50% ratio for the parking requirement for outdoor seating.

Additional Topics the LPA discussed and recommended

6. Front Yard Setbacks: The LPA discussed the purpose of the twenty foot (20’) front yard setback for residential districts. Staff explained that for the most part the twenty feet came about due to the reliance upon vehicles for daily modes of transportation. Older neighborhoods allowed houses to be much closer to the street which achieves two things:

- i. **It brings more people/eyes to the street making them safer, and**
- ii. **It reduces the perceived corridor for vehicle driving and can help reduce speeds of vehicles.**

The LPA discussed this further and recommended to Staff to reduce the front yard setbacks in all residential zoning districts to ten feet (10’) for the habitable and livable space. While any area dedicated to vehicular use shall be setback twenty feet (20’) to maintain the ability to park a vehicle off the public or private right of way. All zoning districts have been updated to reflect this, and we are in the process of updating the graphics.

- **LPA Recommendation:** The LPA recommended a 50% ratio for the parking requirement for outdoor seating.

7. Common Boundary Buffer: The LPA discussed the purpose and intent of the **Common Boundary Buffer (CBB)** as well as the unintended consequences of this regulation seen with the “mini parking lots” in front of many STR properties. Based on this discussion the LPA asked Staff to develop language to allow property owners to develop their property with either the **CBB** along the side or to allow a driveway along one side of a property which allows for the more traditional neighborhood character. Staff will bring this redrafted language when *Article 6 – General Development Standards* is ready for the LPA’s review.

- **LPA Recommendation:** Develop an alternative option to the **CBB** that allows

for a more traditional development character.

8. Tandem Parking: The LPA further discussed the issue of tandem parking in light of the recommendation to develop an alternative option for the **CBB** above. If tandem parking is required at the current regulation, residential properties cannot park more than two (2) cars deep. As such, the alternate option to the CBB would not be effective in achieving the LPA's goal. Therefore, the LPA recommended to remove Tandem Parking requirements for residential parking.

- **LPA Recommendation:** Remove all tandem parking requirements for residential development.

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): Budget for this work is already approved.

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

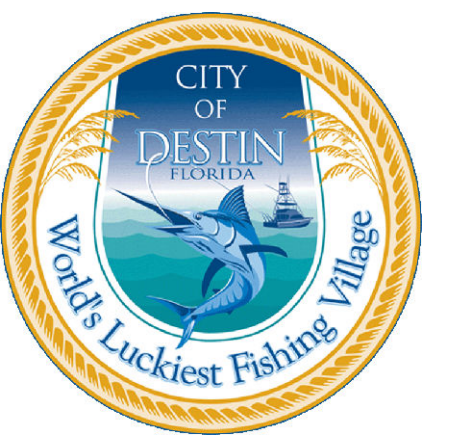
D. Legislative Sponsor:

III. CONCLUSION: Article 4 is the largest section of the proposed reorganized and rewritten Land Development Code. Further, it is one of the more impactful articles as it regulates uses within the City and implements many of the City's Comprehensive Plan goals, policies, and objectives. Staff will incorporate the guidance and recommendations of the LPA into the Draft Article 4 and bring it back for final recommendation to City Council at a later date.

IV. RECOMMENDED MOTION: I move that the Local Planning Agency recommend the City Council to approve the Draft *Article 4 - Zoning Districts, Overlays, and On-Site Regulations* as presented.

Attachments:

1. 1 - Current Zoning Map
2. 2 - Proposed Zoning Map
3. 3 - Zoning District Comparative Analysis Presentation
4. 4 - January 3, 2024 Memo



City of Destin Official Zoning Map



NORTH

Scale 1" = 1000'

- City Limits
- CRA Boundaries
- Ocalaosa County (Not in City Limits)

Residential

- BE - Bay Estates
- CBN - Crystal Beach Neighborhood
- HDR - High Density Residential
- LDR-H - Low Density Residential - Harbor
- LDR-HI - Low Density Residential - Holiday Isle
- LDR-V - Low Density Residential - Village
- MDR-HI - Med. Density Residential - Holiday Isle
- MDR-V - Medium Density Residential - Village

Commercial

- CL - Commercial Limited
- CG - Commercial General
- CTS - Commercial Trades and Services

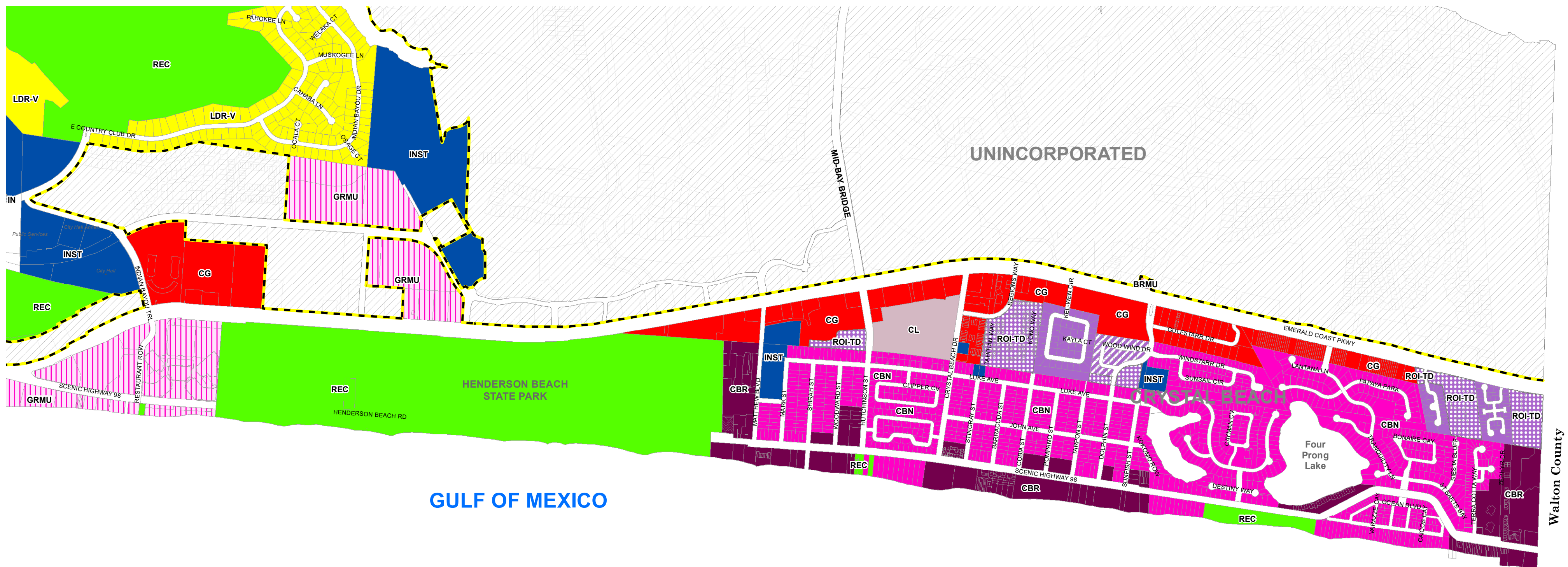
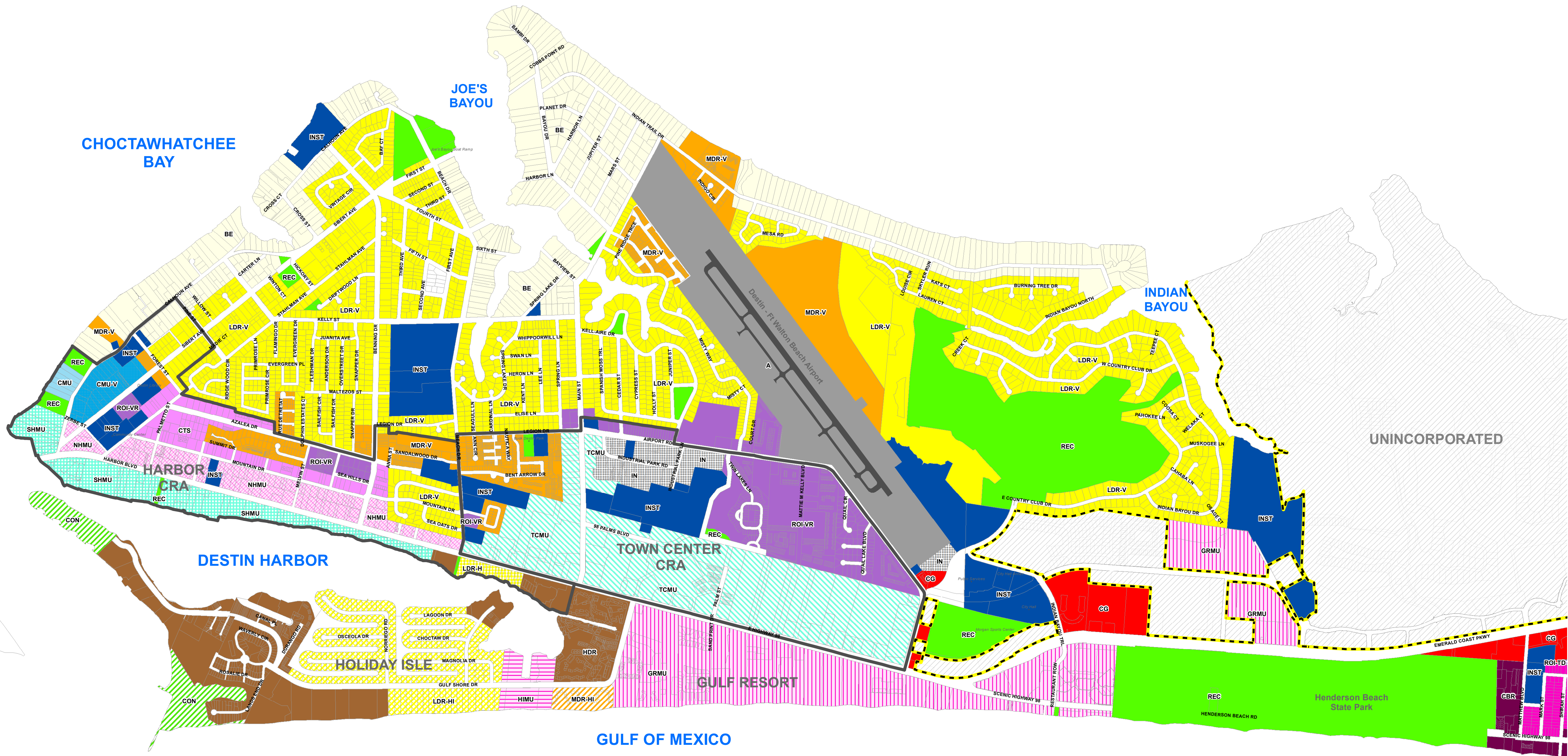
Mixed Use

- BRMU - Bay Resort Mixed Use
- CBR - Crystal Beach Resort
- CMU - Calhoun Mixed Use
- CMUV - Calhoun Mixed Use Village
- GRMU - Gulf Resort Mixed Use
- HIMU - Holiday Isle Mixed Use
- NHMU - North Harbor Mixed Use
- ROI-CBR - Residential, Office, & Institutional - Crystal Beach Residential
- ROI-TD - Residential, Office, & Institutional - Tourist Development
- ROI-VR - Residential, Office, & Institutional - Village Residential
- SHMU - South Harbor Mixed Use
- TCMU - Town Center Mixed Use

- A - Airport
- CON - Conservation
- IN - Industrial
- INST - Institutional
- REC - Recreation

Last amended by Ordinance
21-25-LC on March 21, 2022

The City of Destin assumes no responsibility and/or
liability for the information contained herein.





City of Destin Official Zoning Map



NORTH

Scale 1" = 1000'

- City Limits
- CRA Boundaries
- Ocalaosa County (Not in City Limits)

Residential

- BE - Bay Estates
- CBN - Crystal Beach Neighborhood
- HDR - High Density Residential
- LDR - Low Density Residential
- LDR-HI - Low Density Residential - Holiday Isle
- MDR-V - Medium Density Residential - Village

Commercial

- CG - Commercial General
- CTS - Commercial Trades and Services

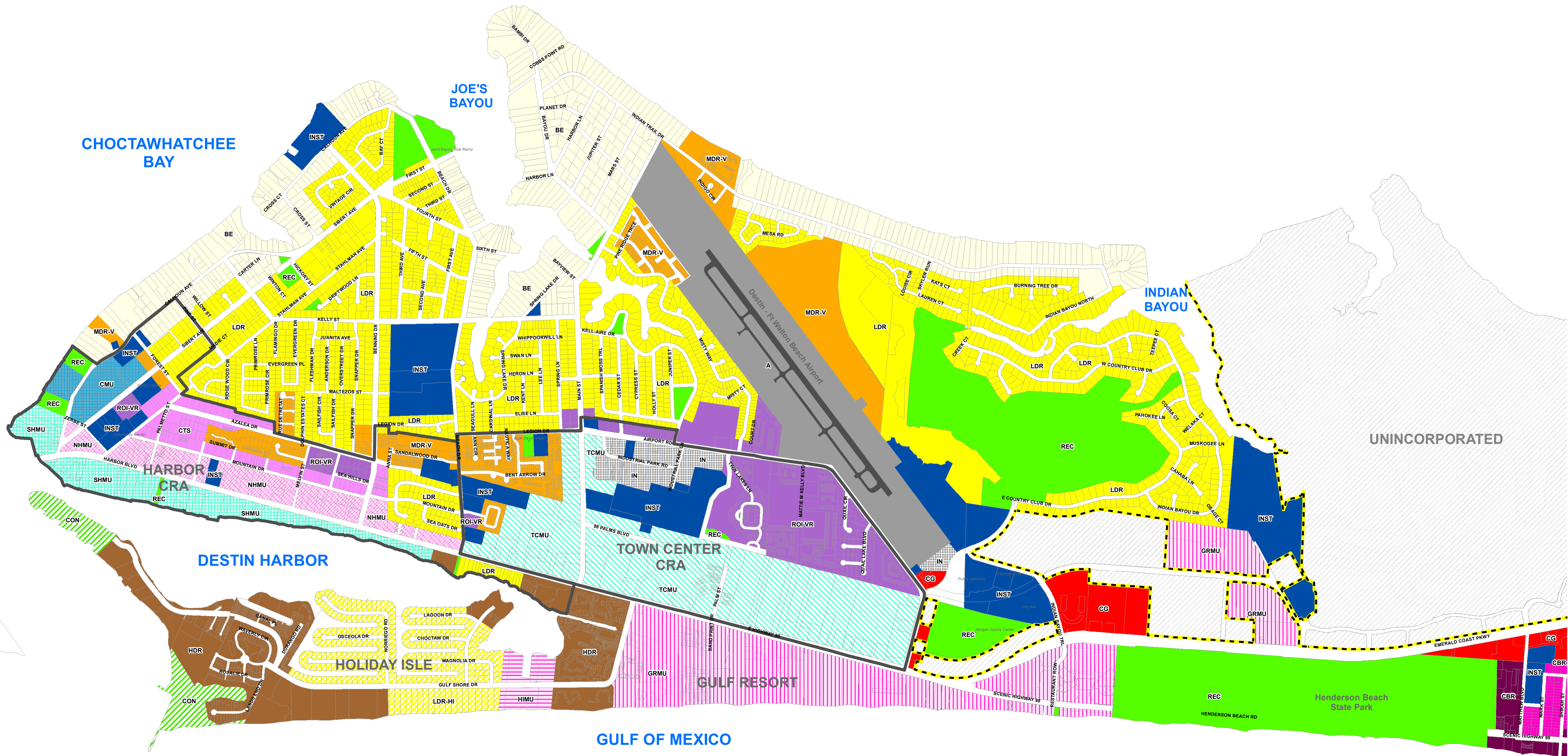
Mixed Use

- CBR - Crystal Beach Resort
- CMU - Calhoun Mixed Use
- GRMU - Gulf Resort Mixed Use
- HIMU - Holiday Isle Mixed Use
- NHMU - North Harbor Mixed Use
- ROI-VR - Residential, Office, & Institutional - Village Residential
- SHMU - South Harbor Mixed Use
- TCMU - Town Center Mixed Use

- A - Airport
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- REC - Recreation

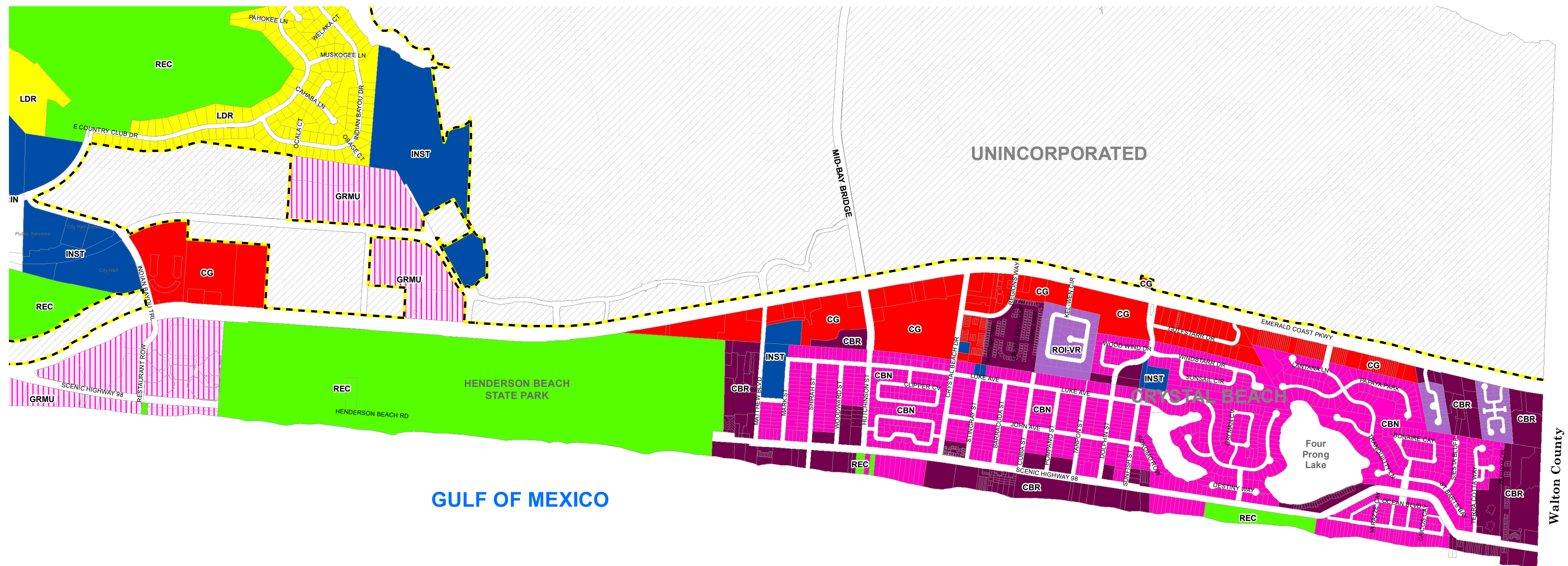
(CONSOLIDATED)

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West Destin

East Destin



ZONING DISTRICTS

Comparative Analysis

Community Development

Planning Division





Zoning Analysis: What and Why

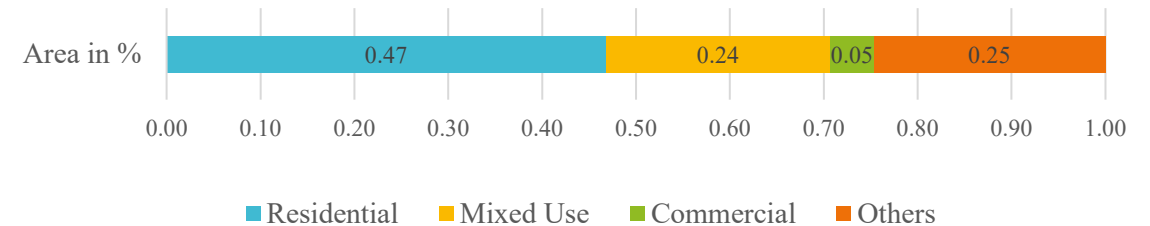
WHAT:

- Putting the existing zoning districts into concise and flexible districts.
- Categorizing the zoning districts with similar developments standards and land use in groups (if rationally possible).
- Aligning the zones to Planning Areas.



WHY:

- Land Development Code (1991) had 16 zoning districts.
- Currently, 28 zoning districts
- Several districts have redundant development standards and land uses.
- Current zoning structure is unnecessarily complex.





Zoning District Comparative Analysis: How



Analyzing the Zoning Districts

Comparative Zoning Analysis





Residential Zoning Districts

Comparative Zoning Analysis



Zoning Analysis: Residential

Existing Residential Zoning Districts: LDC

Bay estate (BE)

Crystal Beach Neighborhood (CBN)

High Density Residential (HDR)

Low Density Residential - Village (LDR-V)

Low Density Residential - Harbor (LDR-H)

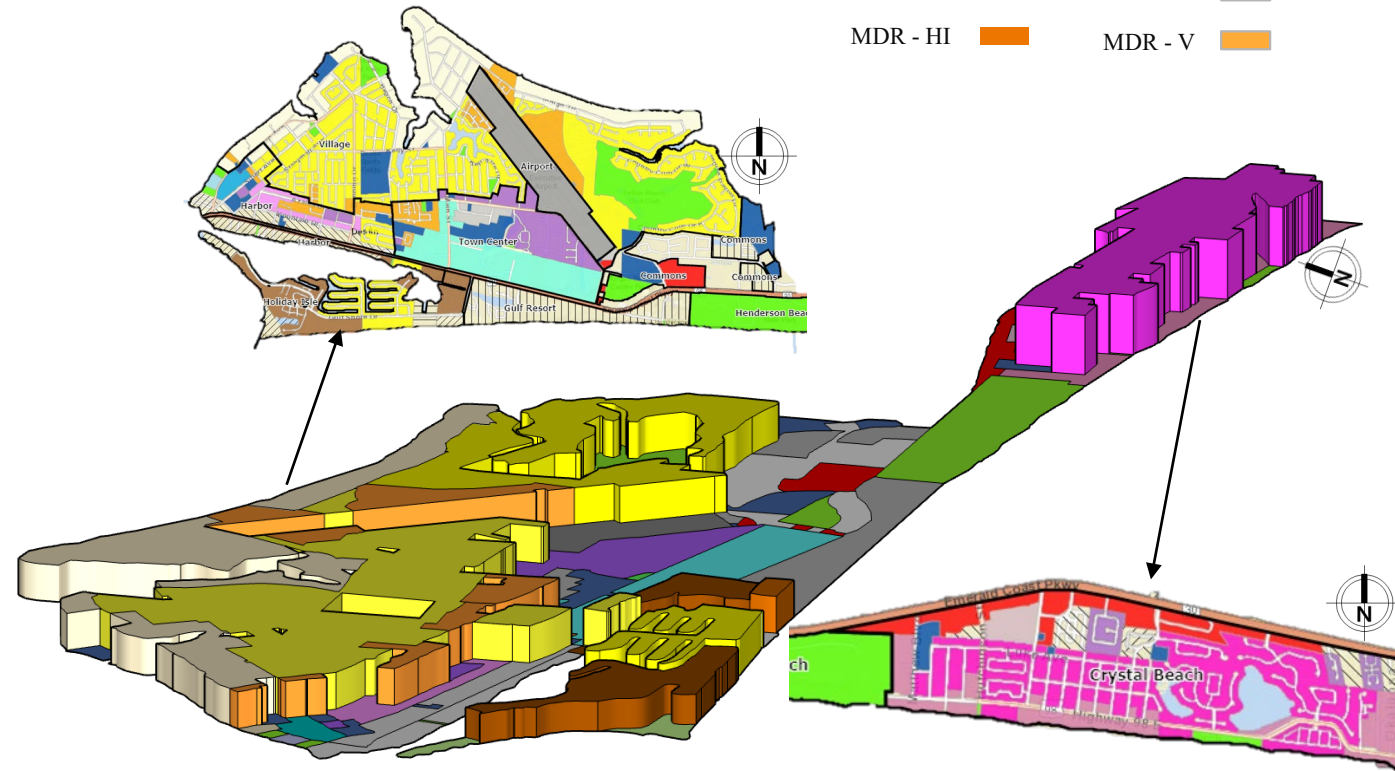
Low Density Residential - Holiday Isle (LDR-HI)

Medium Density Residential - Village (MDR-V)

Medium Density Residential - Holiday Isle (MDR-HI)

LEGEND:

BE		LDR - H	
CBN		LDR - HI	
HDR		LDR - V	
MDR - HI		MDR - V	





Zoning Analysis: LDR-V, LDR-H, and LDR-HI

INTENTS:

LDR-V

Allows **permanent single-family** detached residential dwelling units and prohibits STRs, commercial living accommodation and all non-residential uses.

LDR-H

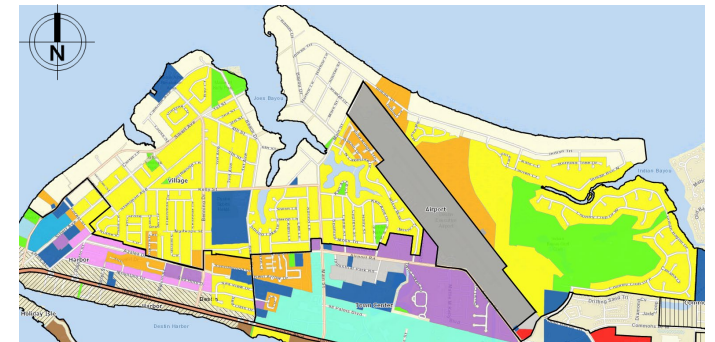
Allows **permanent single-family** detached residential dwelling units and prohibits STRs, commercial living accommodation and all non-residential uses.

LDR-HI

Allows **permanent and seasonal (STR) single-family** detached residential dwelling units and strictly prohibits multi-family uses, commercial living accommodation and all non-residential uses.

BE

Allows **permanent single-family** detached residential dwelling units and strictly prohibits multi-family uses, seasonal single-family detached or multi-family attached residential dwelling units, commercial living accommodation and all non-residential uses.





Zoning Analysis: LDR-V, LDR-H, and LDR-HI

Allowable uses

	LDR-V	LDR-HI	LDR-H	BE
Permanent or long-term residential uses				
Single-family detached dwelling	P	P	P	P
Single room occupancy housing	P	P	P	P
Seasonal or short-term residential uses				
Single-family detached dwelling		P		
Other residential uses				
Community residential home, small (1—6)	P	P	P	P
Family day care home	P	P	P	P
Distribution electric substation (16)	P	P	P	P
Uses and structures which are customarily accessory, clearly incidental and subordinate to permitted uses and structures, including home occupations and off-site businesses.	A	A	A	A

Dimensions (feet)

	LDR-V	LDR-HI	LDR-H	BE
Minimum Lot Area (sq.ft)	7500	7500	7500	15000
Width	70	70	70	80
Depth	100	100	100	150
Maximum Building Height	35/3 stories	30/3 stories	35/3 stories	35/3 stories
Setbacks				
Front	20	20	20	20
Side	7.5	7.5	7.5	10
Rear	10	10	10	10
Maximum Density (units per acre)	5.81	5.81	5.81	2.90
Maximum Floor Area Ratio	N/A	N/A	N/A	N/A
Minimum Open Space (%)	25	30	25	25

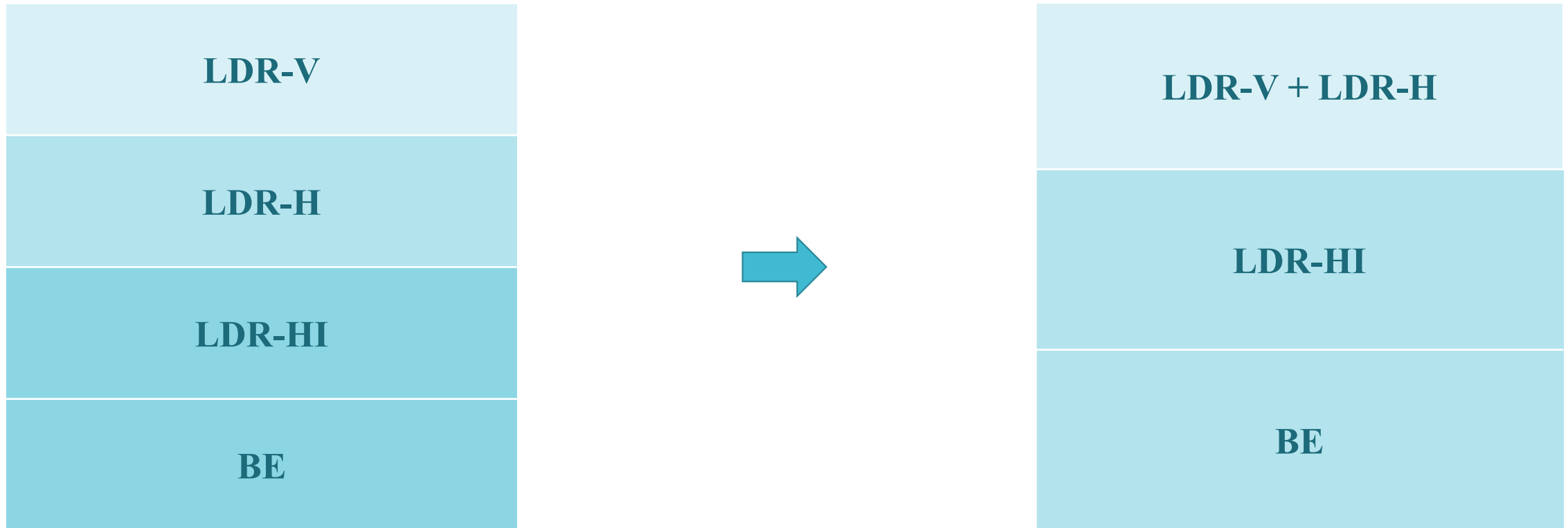
Footnotes:

(16) Refer to Section [Section 7.09.02\(B\)12](#) for further information.



Zoning Analysis: Recommendations

RECOMMENDED LOW DENSITY RESIDENTIAL ZONING DISTRICTS :





Zoning Analysis: MDR-V, MDR-HI, HDR, and CBN

INTENTS:

MDR-V

Only allows **permanent single-family detached and multi-family attached residential uses** and prohibits STRs, commercial living accommodation and all non-residential uses.

MDR-HI

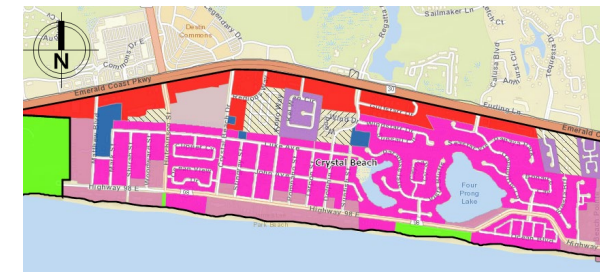
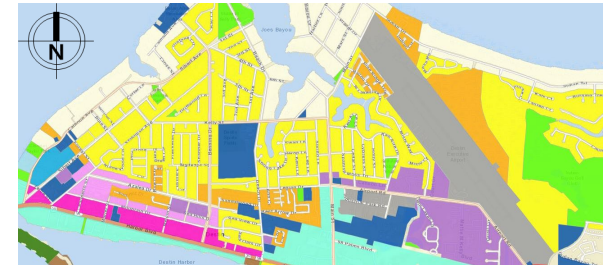
Allows **permanent and seasonal (STR) single-family detached and multi-family attached** uses but prohibits commercial living accommodation and all non-residential uses.

HDR

Allows **permanent and seasonal (STR) single-family detached and multi-family attached** uses but prohibits commercial living accommodation and all non-residential uses.

CBN

Allows **permanent and seasonal (STR) single-family detached and multi-family attached** uses and very **limited non-residential** uses but prohibits commercial living accommodations.





Zoning Analysis: MDR-V, MDR-HI, HDR, and CBN

Allowable uses

	MDR-V	MDR-HI	HDR	CBN
Permanent or long-term residential uses				
Single-family detached dwelling	P	P	P	P
Multi-family attached dwelling	P	P	P	C
Mobile home development			C	
Guest house (1)	P	P	P	P
Accessory dwelling	P	P	P	P
Single room occupancy housing	P	P	P	P
Seasonal or short-term residential uses				
Single-family detached dwelling		P	P	P
Multi-family detached dwelling		P	P	C
Other residential uses				
Community residential home, small (1—6)	P	P	P	P

Footnotes:

- (1) Guest houses are permitted only if the owner of the subject property occupies the primary dwelling as his/her main residence. However, guest houses shall not be rented out separately from the main residence and (refer to Section [Section 7.12.04.M](#))



Zoning Analysis: MDR-V, MDR-HI, HDR, and CBN

Allowable uses (cont'd)

	MDR-V	MDR-HI	HDR	CBN
Other residential uses				
Community residential home, small (1—6)	P	P	P	P
Community residential home, large (7—14)	P	C	C	C
Family day care home	P	P	P	P
Distribution electric substation (16)	P	P	P	P
Child day care services				C
Museums, historical sites, zoos, and parks (10)				P
Religious organizations				P
Uses and structures which are customarily accessory, clearly incidental and subordinate to permitted uses and structures, including home occupations and off-site businesses.	A	A	A	A

Footnotes:

(16) Refer to Section [Section 7.09.02\(B\)12](#) for further information.

(10) Zoos are only allowed in the Industrial zoning district.



Zoning Analysis: MDR-V, MDR-HI, HDR, and CBN

Dimensions (feet)

	MDR-V		MDR-HI		HDR		CBN		
	1	2/more	1	2/more	1	2/more	1	2/more	non
Dwelling Units									
Minimum Lot Area (sq.ft)	7500	None	7500	None	7500	None	7500	None	None
Width	70	None	70	None	70	None	70	None	None
Depth	100	None	100	None	100	None	100	None	None
Maximum Building Height	35/3	35 / 3	30 / 3	35 / 3	30 / 3	50 / 4	30 / 3	50 / 4	50 / 4
Setbacks									
Front	20	A/B	20	A/B	20	H	20	20	20
Side	7.5	A/B	7.5	A/B	7.5	H	7.5	A/B	A/B
Rear	10	A/B	10	A/B	10	H	10	A/B	A/B
Maximum Density (units per acre)	5.81	9.90	5.81	9.90	9.90	19.90	6.00	6.00	N/A
Maximum Floor Area Ratio	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.50
Minimum Open Space (%)	25	25	30	25	30	25	30	25	25



Zoning Analysis: MDR-V, MDR-HI, HDR, and CBN

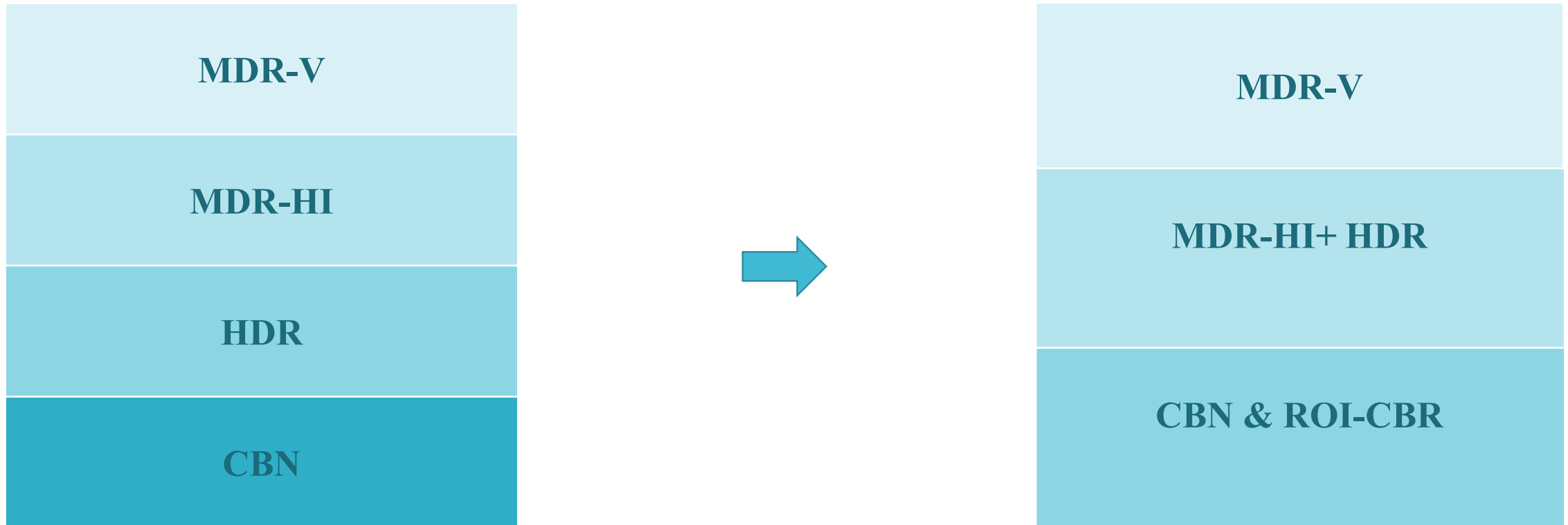
Footnotes:

- A. For all structures three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 15 feet on each side and the minimum rear setback shall be 20 feet. For all buildings exceeding three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 20 feet and increased by two feet on each side for each story exceeding four stories, and a minimum 25-foot rear yard setback shall be required.
- B. For all structures two stories or less in height, the minimum front setback shall be 20 feet, and no side or rear yards are required except where property line is contiguous with residential district boundary; then a ten-foot yard, maintained as open space, shall be provided. Within the Old Destin MMTD, no minimum front setback is required.
- H. The following setbacks shall apply to developments proposed in the HDR, CMU and HIMU zoning districts.
- i. **Front setback.** For those properties that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.
 - ii. **Side setbacks.** Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.
 - iii. **Rear setback.** For lots fronting the harbor: Zero feet. For lots fronting the Choctawhatchee bay: rear setback must meet the requirements set forth in section 11.01.10 Bay shoreline protection zone. For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the harbor, bay or the gulf, but instead have a rear property line, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet on each side.



Zoning Analysis: Recommendations

RECOMMENDED OTHER RESIDENTIAL ZONING DISTRICTS:





Zoning Analysis: Recommendations

- Consolidate LDR-V and LDR-H
- Consolidate MDR-HI and HDR
- Consider childcare, neighborhood parks, religious uses as permitted or conditional uses within Residential zoning districts.



Child Care



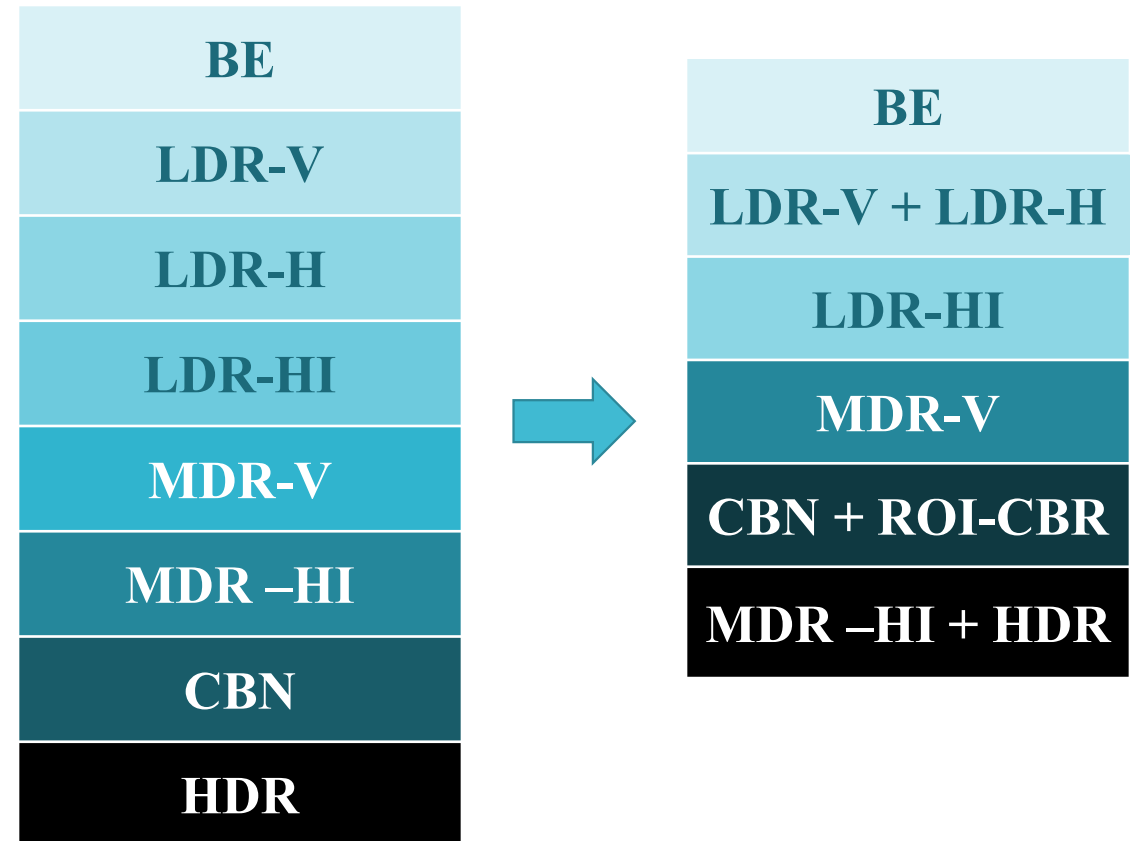
Neighborhood
Parks



Religious
Use

- Reconsider permitted and conditional usage in Residential zoning districts

RECOMMENDED RESIDENTIAL ZONING DISTRICTS:





Mixed-use Zoning Districts

Comparative Zoning Analysis



Zoning Analysis: Mixed Use

Mixed-Use:

Different compatible land uses located within a single structure or in the proximity to each other.



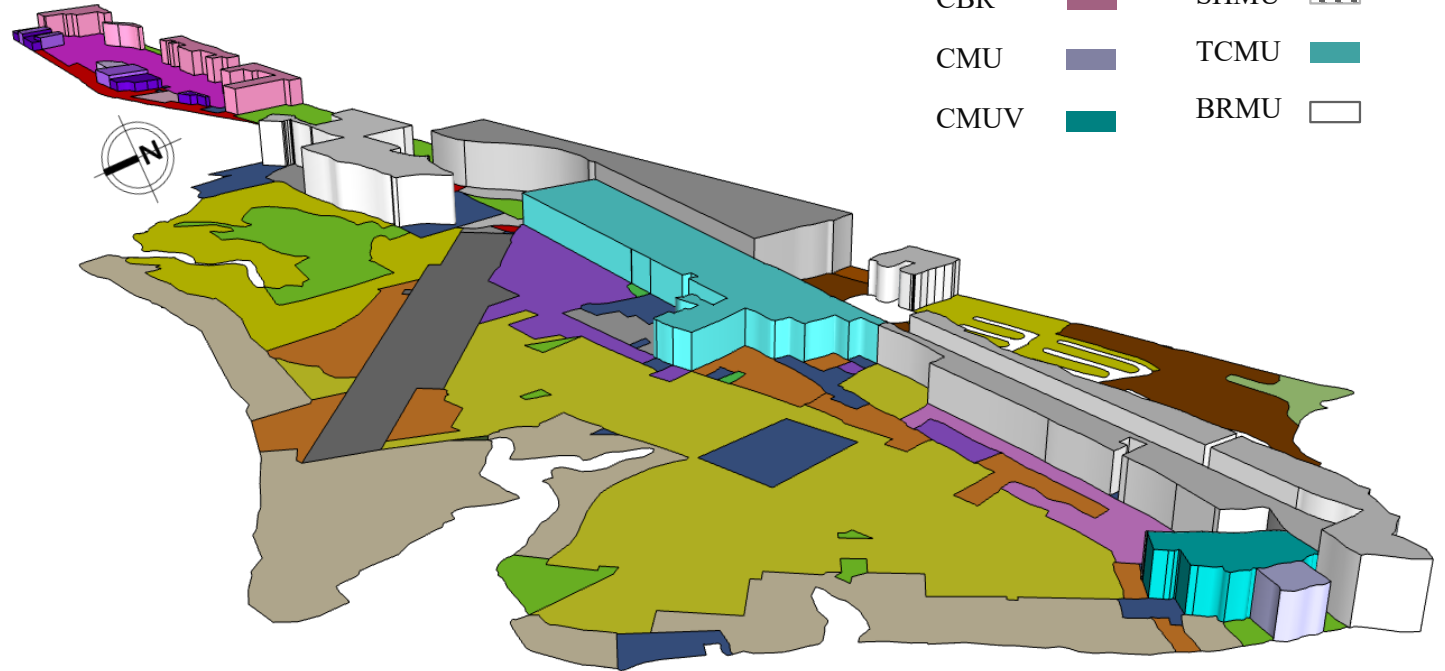
Live



Work



Leisure



LEGEND:

ROI-CBR		GRMU	
ROI-TD		HIMU	
ROI-VR		NHMU	
CBR		SHMU	
CMU		TCMU	
CMUV		BRMU	



Zoning Analysis: Mixed Use

Existing Mixed-Use and other zoning districts:

**Residential, Office, and Institutional -
Village Residential (ROI - VR)**

**Residential, Office, and Institutional -
Tourist Development (ROI - TD).**

**Residential, Office, and Institutional – Crystal
Beach Residential (ROI - CBR)**

Town Center Mixed Use (TCMU)

Crystal Beach Resort (CBR)

Calhoun Mixed Use (CMU)

Calhoun Mixed Use – Village (CMU-V)

North Harbor Mixed Use (NHMU)

South Harbor Mixed Use (SHMU)

Gulf Resort Mixed Use (GRMU)

Holiday Isle Mixed Use (HIMU)

Bay Resort Mixed Use (BRMU)



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

INTENTS:

ROI-TD

Intends to specifically **not allow permanent** single-family detached or multi-family attached residential dwelling units.

ROI-VR

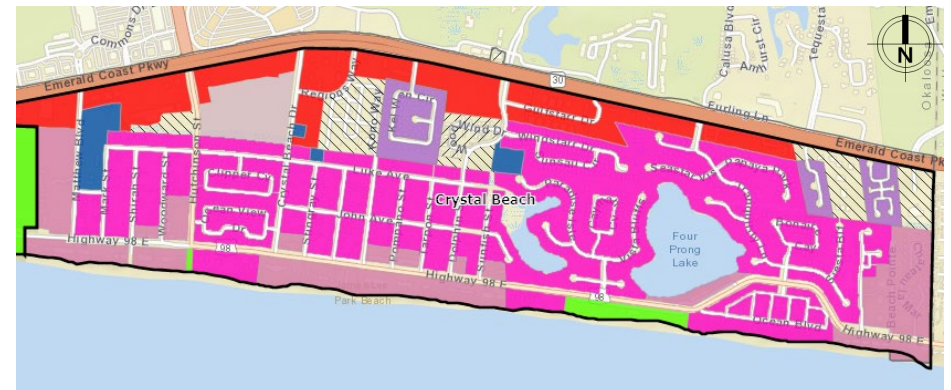
Intends to specifically **not allow seasonal** single-family detached residential dwelling units.

ROI-CBR

Intends to specifically allow **permanent or seasonal single-family detached** residential dwelling units. Single occupancy. (Residential uses only)

CBR

Intends to allow both **permanent and short-term** residential uses. Permits limited non-residential uses.





Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

Allowable uses

	ROI-TD	ROI-VR	ROI-CBR	CBR
Permanent or long-term residential uses				
Single-family detached dwelling		P	P	P
Multi-family attached dwelling		C		P
Guest house (1)	P	C		P
Accessory dwelling	P	C		P
Seasonal or short-term residential uses				
Single-family detached dwelling	P		P	P
Multi-family attached dwelling	P			P
Other residential uses				
Community residential home, large (7-14)		C		C
Family day care home		P	P	P

Footnotes:

- (1) Guest houses are permitted only if the owner of the subject property occupies the primary dwelling as his/her main residence. However, guest houses shall not be rented out separately from the main residence and (refer to Section [Section 7.12.04.M](#))



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

Allowable uses (cont'd)

	ROI-TD	ROI-VR	ROI-CBR	CBR
Printing and related support activities	P	C		
Clothing and clothing accessories stores	P	C		
Book, periodical, and music stores	P ³	C		P ⁴
Other general merchandise stores	P ³	C		P ⁴
Florists	P ³	C		P ⁴
Office supplies, stationery, and gift stores	P ³	C		P ⁴
Printing and related support activities	P	C		
Used merchandise stores	C ⁸	C		
Thrift stores	C ⁸	C		
Other miscellaneous store retailers	P ³	C		P ⁴
Interurban and rural bus transportation	P	C		
School and employee bus transportation	P	C		

Footnotes:

- (1) Guest houses are permitted only if the owner of the subject property occupies the primary dwelling as his/her main residence. However, guest houses shall not be rented out separately from the main residence and (refer to Section [Section 7.12.04.M](#))
3. Is allowed but must be integrated in a planned unit development designed to support the surrounding residential neighborhoods.
4. Neighborhood retail commercial goods and services shall not exceed 5,500 square feet and shall be designed primarily to serve the needs of the Crystal Beach resort area.
8. Must meet minimum distance separation requirements, refer to the definition of the use in question in [article 3](#) of the Land Development Code.



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

Allowable uses (cont'd)

	ROI-TD	ROI-VR	ROI-CBR	CBR
Postal service	P	C		P
Couriers and messengers	P	C		
Internet publishing and broadcasting	P	C		
ISPs, search portals, and data processing	P	C		
Other information services	P	C		
Finance and Insurance	P	C		P
Real Estate services	P	C		P
Consumer goods rental	P	C		P
Professional and technical services	P	C		P
Veterinary services	P	C		P
Management of companies and enterprises	P	C		P
Management of companies and enterprises	P	C		P

Allowable uses (cont'd)

	ROI-TD	ROI-VR	ROI-CBR	CBR
Administrative and support services	P	C		P
Janitorial services	P	C		P
Waste management and remediation services	C	C		
Elementary and secondary schools	P	C		
Junior colleges	P	C		
Colleges and universities	P	C		
Business, computer and management training	P	C		
Technical and trade schools	P	C		
Other schools and instruction	P	C		
Educational support services	P	C		
Ambulatory health care services	P	C		P
Hospitals	P	C		



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

Allowable uses (cont'd)P

	ROI-TD	ROI-VR	ROI-CBR	CBR
Nursing care facilities	P	C		
Residential mental health facilities	C	C		
Community care facilities for the elderly		C		
Other residential care facilities		C		
Social assistance	P	C		
Child day care services	P	C		C
Performing arts and spectator sports		C		P
Museums, historical sites, zoos, and parks (10)	C	C		C
All other amusement and recreation industries	C	C		
Hotels and motels	P			P
Bed-and-breakfast inns	P			P
Other traveler accommodation, C.T.L.A. (12)	P			P

Allowable uses (cont'd)

	ROI-TD	ROI-VR	ROI-CBR	CBR
Personal and laundry services	P	C		
Dry cleaning and laundry services	P	C		
Pet care (except veterinary) services	P	C		P
Membership associations and organizations	P	C		P
Religious organizations	P	C		P

Footnotes:

(10) Zoos are only allowed in the Industrial zoning district.

(12) Commercial transient living accommodations.



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

<i>Dimensions (feet)</i>	ROI-TD		ROI-VR		ROI-CBR	CBR		
Dwelling Units	1	2+	1	2+	1	1	2+	Non
Minimum Lot Area (sq.ft)	7,500	None	7,500	None	7,500	7,500	None	None
Width	70	None	70	None	70	70	None	None
Depth	100	None	100	None	100	100	None	None
Maximum Building Height	30/3 stories	30/3 stories/E	35/3 stories	35/3 stories/E	35/3 stories	30/3 stories	50/4 stories	50/4 stories
Setback								
Front	20	A/B	20	A/B	20	20	M	M
Side	7½	A/B	7½	A/B	7½	7½	M	M
Rear	10	A/B	10	A/B	10	10	M	M
Maximum Density (units per acre)	9.00	12.00	9.00	12.00	9.00	6.00	12.00	12.00
Maximum Floor Area Ratio	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Open Space (%)	30	25	25	25	25	30	25	25



Zoning Analysis: ROI-TD, ROI-VR, ROI-CBR, and CBR

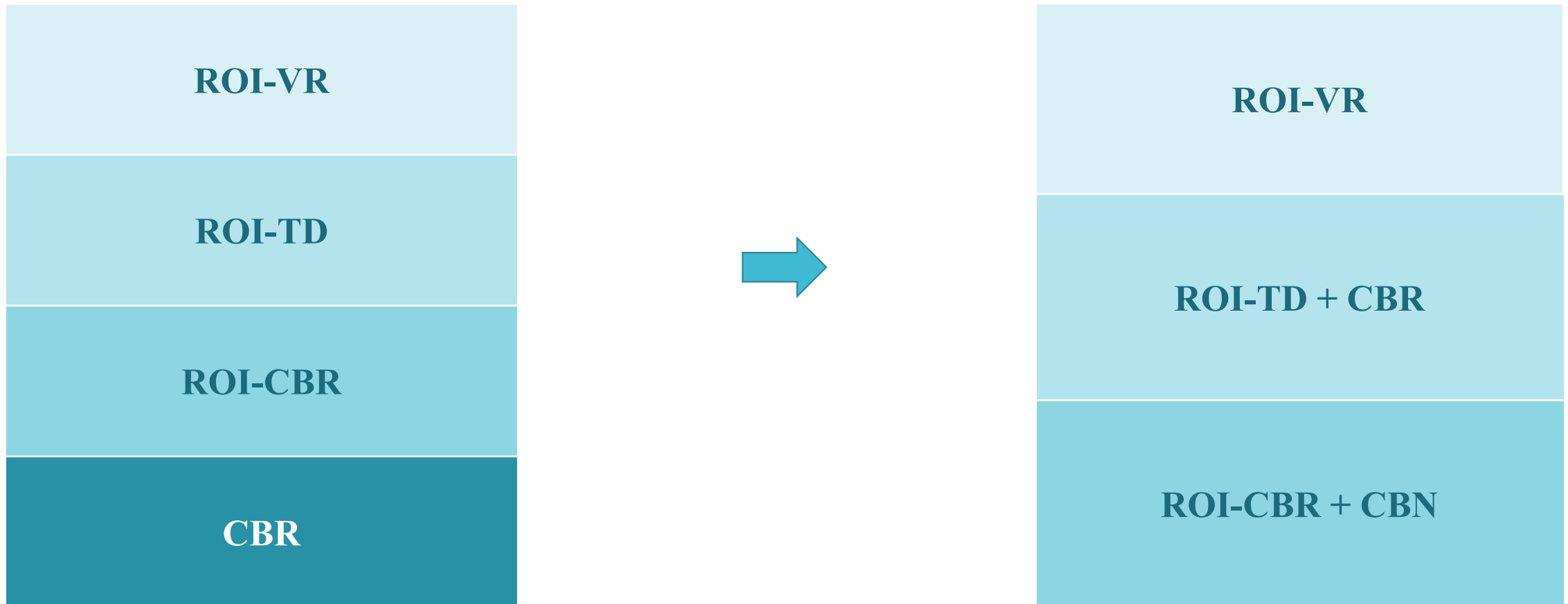
Footnotes:

- A. For all structures three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 15 feet on each side and the minimum rear setback shall be 20 feet. For all buildings exceeding three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 20 feet and increased by two feet on each side for each story exceeding four stories, and a minimum 25-foot rear yard setback shall be required.
- B. For all structures two stories or less in height, the minimum front setback shall be 20 feet, and no side or rear yards are required except where property line is contiguous with residential district boundary; then a ten-foot yard, maintained as open space, shall be provided. Within the Old Destin MMTD, no minimum front setback is required.
- E. For those properties that abut U.S. Highway 98, the height may be extended to a maximum of 50 feet and four stories.
- M. The following setbacks shall apply to developments proposed in the CBR, BRMU and GRMU zoning districts:
- I. Front setback.**
- For those properties located in the CBR and BRMU zoning districts, ten feet minimum and no maximum.
 - For those properties in the GRMU zoning district and that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet.
 - For those properties in the GRMU zoning district that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.
 - For those properties in the GRMU zoning district that have frontage on that portion of Scenic Highway 98 lying west of Henderson Beach State Park, zero feet minimum to ten feet maximum.
- II. Side setbacks.**
- Ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.
- III. Rear setback.**
- For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the gulf, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet.



Zoning Analysis: Recommendations

RECOMMENDED MIXED USE ZONING DISTRICTS:





Zoning Analysis: CMU and CMU-V

INTENTS:

CMU

Intends to provide a transition between high intensity south harbor and the low intensity ROI. This area shall be developed, redeveloped and/or maintained with permanent or seasonal residential and non-residential uses to serve adjacent Old Destin area.

CMU-V

Intends to preserve the character of the nearby "Old Destin" area, and to provide a transition between high intensity south harbor and the low intensity residential areas. This area shall have permanent or seasonal medium to high density residential, and non-residential uses to serve adjacent Old Destin area.





Zoning Analysis: CMU and CMU-V

Allowable uses

	CMU	CMU-V
Permanent or long-term residential uses		
Multi-family attached dwelling	P	C
Guest house (1)		C
Accessory dwelling		C
Seasonal or short-term residential uses		
Single-family detached dwelling	P	C
Multi-family attached dwelling	P	C
Other residential uses		C
Community residential home, small (1—6)	P	C
Family day care home	P	C
Distribution electric substation (16)	P	
Beer, wine, and liquor stores		P

Footnotes:

(1) Guest houses are permitted only if the owner of the subject property occupies the primary dwelling as his/her main residence. However, guest houses shall not be rented out separately from the main residence and (refer to Section [Section 7.12.04.M](#))

(16) Refer to Section [Section 7.09.02\(B\)12](#) for further information



Zoning Analysis: CMU and CMU-V

<i>Allowable uses (cont'd)</i>	CMU	CMU-V
Child day care services	P	C
Performing arts and spectator sports	P	C
Amusement arcades	C	P
Marinas	P	C
Fitness and recreational sports centers	P	C
Bowling centers	P	C
All other amusement and recreation industries	P	C
Hotels and motels	P	C
Bed-and-breakfast inns	P	C
Other traveler accommodation, C.T.L.A. (12)	P	C

<i>Allowable uses (cont'd)</i>	CMU	CMU-V
Health and personal care stores and medical marijuana treatment center dispensing facilities 20		P
Clothing and clothing accessories stores	P	
Other general merchandise stores	P	
Other miscellaneous store retailers	P	C
Urban transit systems	P	
Interurban and rural bus transportation	P	
Scenic and sightseeing transportation, land	P	C
Scenic and sightseeing transportation, water	P	C
Conference/convention center	P	C
Consumer goods rental	P	C
Other schools and instruction	P	C
Educational support services	P	C

Footnotes:

(12) Commercial transient living accommodations.



Zoning Analysis: CMU and CMU-V

Dimensions (feet)

	CMU			CMU-V		
	1	2+	Non	1	2+	Non
Dwelling Units						
Minimum Lot Area (sq.ft)	7,500	None	None	5,000	None	None
Width	70	None	None	50	None	None
Depth	100	None	None	100	None	None
Maximum Building Height	35/3 stories	50/4 stories	50/4 Stories/F	35/3 stories	50/4 stories	F
Setback						
Front	20	H	H	20'	H	H
Side	7½	H	H	7½'	H	H
Rear	10	H	H	10'	H	H
Maximum Density (units per acre)	6.00	12.00	N/A	9.00	12.00	N/A
Maximum Floor Area Ratio	N/A	N/A	.50	N/A	N/A	0.50
Minimum Open Space (%)	25	25	25	25	25	25



Zoning Analysis: CMU and CMU-V

Footnotes:

F. Office, neighborhood retail commercial goods and services, restaurant, and similar commercial uses have a maximum height of 35 feet/two stories.

H. The following setbacks shall apply to developments proposed in the HDR, CMU and HIMU zoning districts.

- i. **Front setback.** For those properties that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.*
- ii. **Side setbacks.** Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.*
- iii. **Rear setback.** For lots fronting the harbor: Zero feet. For lots fronting the Choctawhatchee bay: rear setback must meet the requirements set forth in section 11.01.10 Bay shoreline protection zone. For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the harbor, bay or the gulf, but instead have a rear property line, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet on each side.*



Zoning Analysis: SHMU and NHMU

INTENTS:

SHMU

Intends to encourage commercial hotel, motel, bed and breakfast establishments, other commercial transient living accommodations, and short-term residential uses. 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"

NHMU

Intends to allow permanent and seasonal single-family and multi-family attached / detached residential dwelling units commercial hotel, motel, bed and breakfast establishments and other commercial transient living accommodations; retail; service; restaurant; office; and similar commercial uses





Zoning Analysis: SHMU and NHMU

Allowable uses

	SHMU	NHMU
Automobile dealers		C
Kitchen cabinet stores		P
Grocery stores		P
Gasoline stations		P
Water transportation	P	
Amusement arcades	C	P
Marinas	P	
Automotive repair and maintenance		P
Boat and motorcycle repair		P
Parking lots and garages (public & private)		P
Religious organizations		P

Dimensions (feet)

	SHMU			NHMU		
Dwelling Units	1	2+	Non	1	2+	Non
Minimum Lot Area (sq.ft)	7,500	None	None	7,500	None	None
Width	70	None	None	70	None	None
Depth	100	None	None	100	None	None
Maximum Building Height	30/3 stories	50/4 stories /G	35/3 stories /G	35/3 stories	50/4 stories	35/3 stories
Setbacks						
Front	20	N	N	20	K	K
Side	7½	N	N	7½	K	K
Rear	10	N	N	10	K	K
Maximum Density (units per acre)	9.00	24	N/A	9.00	24	N/A
Maximum Floor Area Ratio	N/A	N/A	0.60	N/A	N/A	0.60
Minimum Open Space (%)	30	25	25	25	25	25



Zoning Analysis: SHMU and NHMU

Footnotes:

G. Please refer to the footnotes 1 through 3 of Table 1-13: general development standards for "SHMU" designated land of Policy 1-2.4.3(3) of the comprehensive plan for information on maximum building height and measurement of building height.

N. The following setbacks shall apply to developments proposed in the SHMU zoning district:

- i. **Front setback.** For those properties that front U.S. Highway 98, 16 feet minimum to 26 feet maximum for any portion of a building having a height below 40 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet.*
- ii. **Side setbacks.** Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.*
- iii. **Rear setback.** Note: For lots that have a rear lot line on the harbor, a minimum setback of 15 feet shall apply in order to have enough space for the Harbor Boardwalk to be constructed when said boardwalk cannot be constructed over the Destin Harbor. Properties must still provide for the Harbor Boardwalk in accordance with Section 8.09.03(A)(9). For lots that have a rear lot line on Choctawhatchee Bay: rear setback must meet the requirements set forth in Section 11.01.10, Bay shoreline protection zone. For all lots that do not have a rear lot line on the harbor or the bay, but instead have a rear property line: Zero feet.*



Zoning Analysis: GRMU, HIMU, and BRMU

INTENTS:



Intends to allow permanent and seasonal residential single-family detached and multi-family attached residential uses, commercial uses, commercial transient accommodations.



Intends to allow permanent and seasonal residential single-family detached and multi-family attached residential uses, commercial uses, commercial transient accommodations.



Intends to accommodate a mixture of residential, hotel, office, commercial and recreational uses.





Zoning Analysis: GRMU, HIMU, and BRMU

Allowable uses

	GRMU	HIMU	BRMU
Permanent or long-term residential uses			
Single-family detached dwelling	P	C	P
Single room occupancy housing	P	P	
Seasonal or short-term residential uses			
Luxury motor home resort	P		P
Other residential uses			
Community residential home, small (1—6)	P	C	C
Family day care home	P	C	C
Fish and seafood merchant wholesalers			P
Specialty food stores	P		P
Beer, wine, and liquor stores			P
Health and personal care stores and medical marijuana treatment center dispensing facilities 20			P

Allowable uses (cont'd)

	GRMU	HIMU	BRMU
Gasoline stations	P		P
Sporting goods and musical instrument stores	P		P
Water transportation		P	
Mini-warehouse and self-storage leasing	C		
Boat, vehicle, equipment, etc., storage leasing			P
Janitorial services	P	P	
Performing arts and spectator sports	P		P
Marinas		P	
Bowling centers	P		P
Dry cleaning and laundry services	P	P	



Zoning Analysis: GRMU, HIMU, and BRMU

Dimensions (feet)

	GRMU			HIMU			BRMU		
	1	2+	Non	1	2+	Non	1	2+	Non
Dwelling Units									
Minimum Lot Area (sq.ft)	7,500	None	None	7,500	None	None	7,500	None	None
Width	70	None	None	70	None	None	70	None	None
Depth	100	None	None	100	None	None	100	None	None
Maximum Building Height	50/4 stories	50/4 stories	65/5 stories	50/4 stories	50/4 stories	50/4 stories	35/3 stories	50/4 stories/P	50/4 stories/P
Setback									
Front	20	M	M	20	H	H	20	M	M
Side	7½	M	M	7½	H	H	7½	M	M
Rear	10	M	M	10	H	H	10	M	M
Maximum Density (units per acre)	9.00	24.00	N/A	9.00	16.90	N/A	9.00	16.90	N/A
Maximum Floor Area Ratio	N/A	N/A	1.30	N/A	N/A	1.30	N/A	N/A	.75
Minimum Open Space (%)	30	25	25	30	25	25	25	25	25



Zoning Analysis: GRMU, HIMU, and BRMU

Footnotes:

H. The following setbacks shall apply to developments proposed in the HDR, CMU and HIMU zoning districts.

- i. **Front setback.** For those properties that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.*
- ii. **Side setbacks.** Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.*
- iii. **Rear setback.** For lots fronting the harbor: Zero feet. For lots fronting the Choctawhatchee bay: rear setback must meet the requirements set forth in section 11.01.10 Bay shoreline protection zone. For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the harbor, bay or the gulf, but instead have a rear property line, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet on each side.*

M. The following setbacks shall apply to developments proposed in the CBR, BRMU and GRMU zoning districts:

*I. **Front setback.***

- a. For those properties located in the CBR and BRMU zoning districts, ten feet minimum and no maximum.*
- b. For those properties in the GRMU zoning district and that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet.*
- c. For those properties in the GRMU zoning district that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.*
- d. For those properties in the GRMU zoning district that have frontage on that portion of Scenic Highway 98 lying west of Henderson Beach State Park, zero feet minimum to ten feet maximum.*

*II. **Side setbacks.** Ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.*

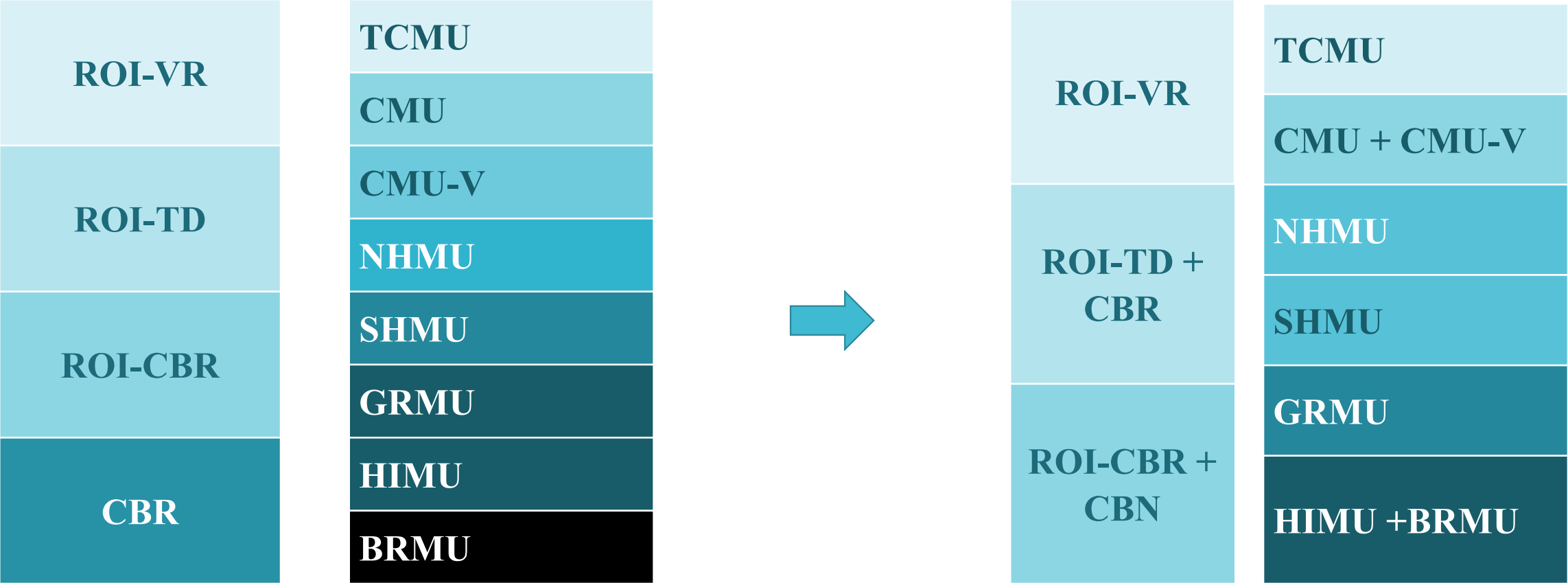
*III. **Rear setback.** For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the gulf, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet.*

P. In the BRMU zoning, district, the maximum height by right shall be 35 feet and three stories, excepting those properties that abut Emerald Coast Parkway, in which case height may be extended to a maximum of 50 feet and four stories.



Zoning Analysis: Mixed Use

RECOMMENDATIONS:





Commercial Zoning Districts

Comparative Zoning Analysis



Zoning Analysis: Commercial

INTENTS:

CG

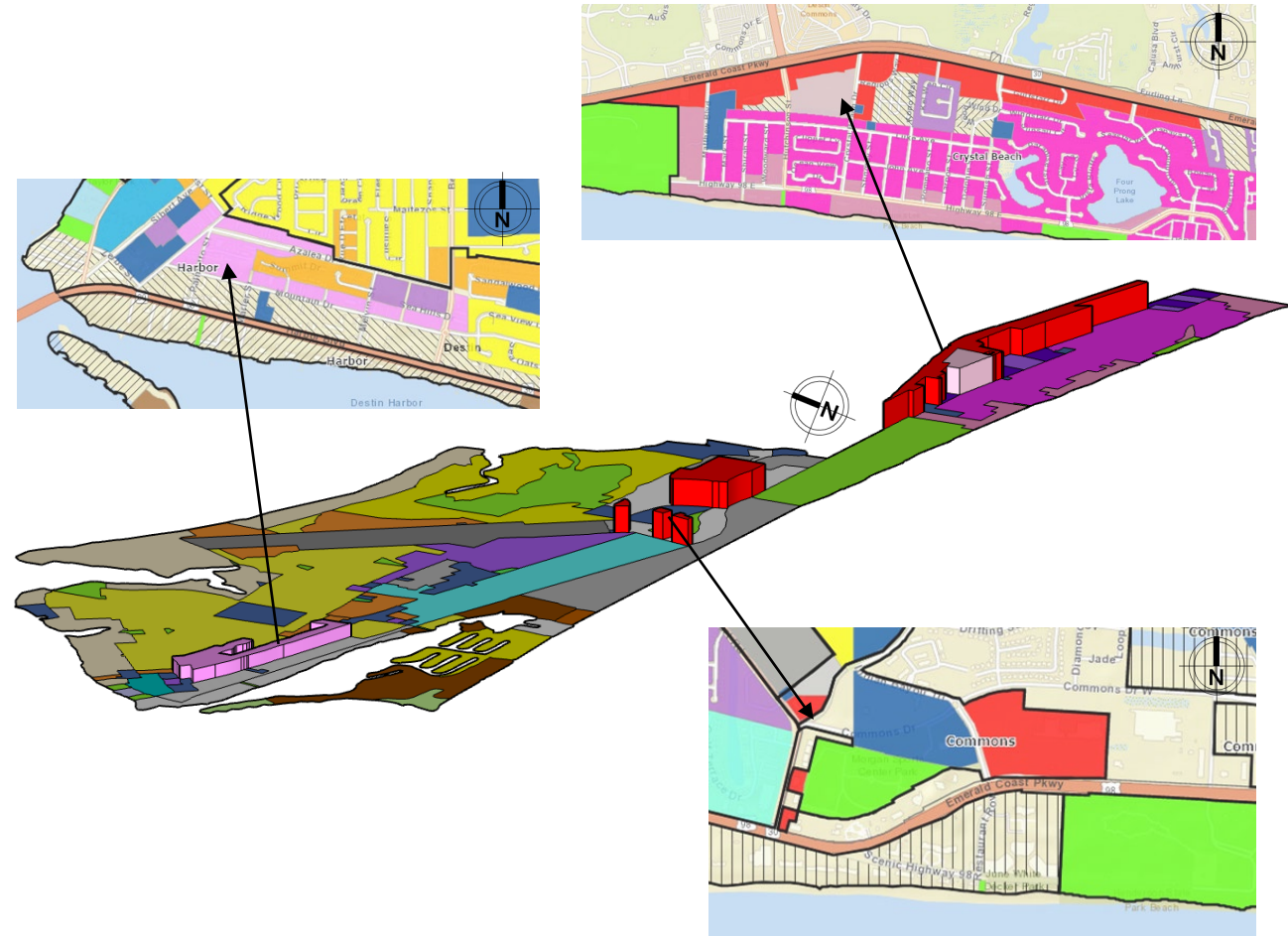
Allows to accommodate **general commercial needs** of the permanent and seasonal residents along Harbor Blvd/ Emerald Coast Pkwy

CTS

Allows similar **commercial trades and services** that are more intense in nature than those uses allowed in the CG zoning district but are less intense in nature than those uses allowed in the Industrial (IN) zoning district.

CL

It 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 various mixed use zoning districts.





Zoning Analysis: CL, CG, and CTS

Allowable uses

	CL	CG	CTS
Permanent or long-term residential uses			
Single-family detached dwelling	P		
Multi-family attached dwelling	P	C	
Single room occupancy housing	P		
Seasonal or short-term residential uses			
Single-family detached dwelling	P		
Multi-family attached dwelling	P	P	
Other residential uses			
Community residential home, small (1—6)	P		
Community residential home, large (7—14)	C		
Family day care home	P		

Allowable uses

	CL	CG	CTS
Construction			
Residential and non-residential contractors			P
Specialty trade contractors			P
Manufacturing			
Printing and related support activities	P	P	P
Wholesale			P
Fish and seafood merchant wholesalers	P		P
Retail trade			
Auto parts, accessories, and tire stores		C	P
Parts and Accessories Dealer—Automotive/marine		C	P
Furniture and home furnishings stores	P	P	
Electronics and appliance stores	P	P	



Zoning Analysis: CL, CG, and CTS

Allowable uses

	CL	CG	CTS
Retail trade			
Furniture and home furnishings stores	P	P	
Electronics and appliance stores	P	P	
Kitchen cabinet stores		C	P
Food and beverage stores			
Grocery stores	P	C	
Specialty food stores	P	C	
Beer, wine, and liquor stores	P	C	
Health and personal care, medical marijuana	P	C	
Clothing stores	P	P	
Sporting goods and musical instrument stores	P	P	
Book, periodical and music stores	P	P	

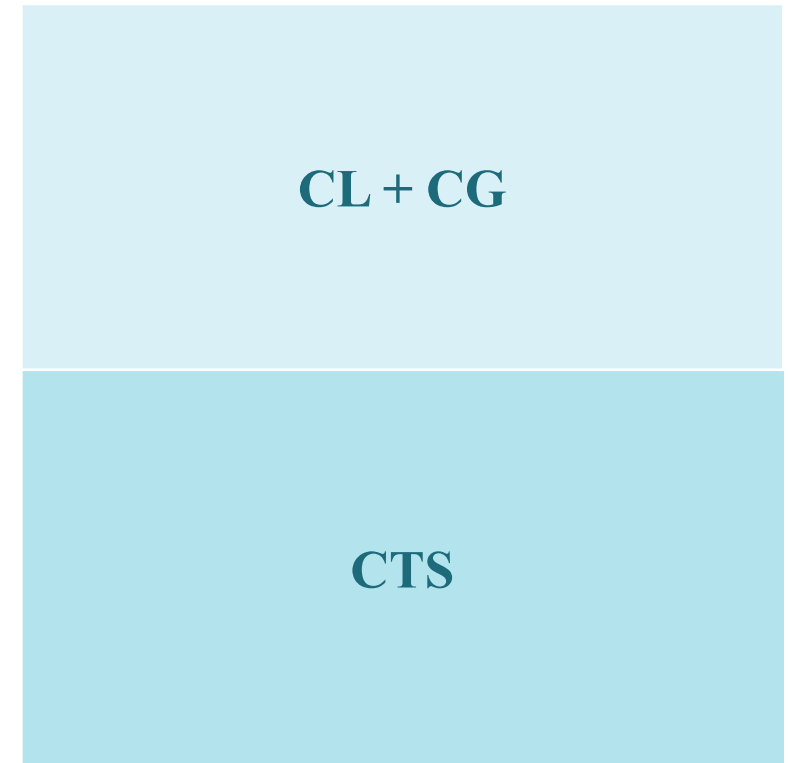
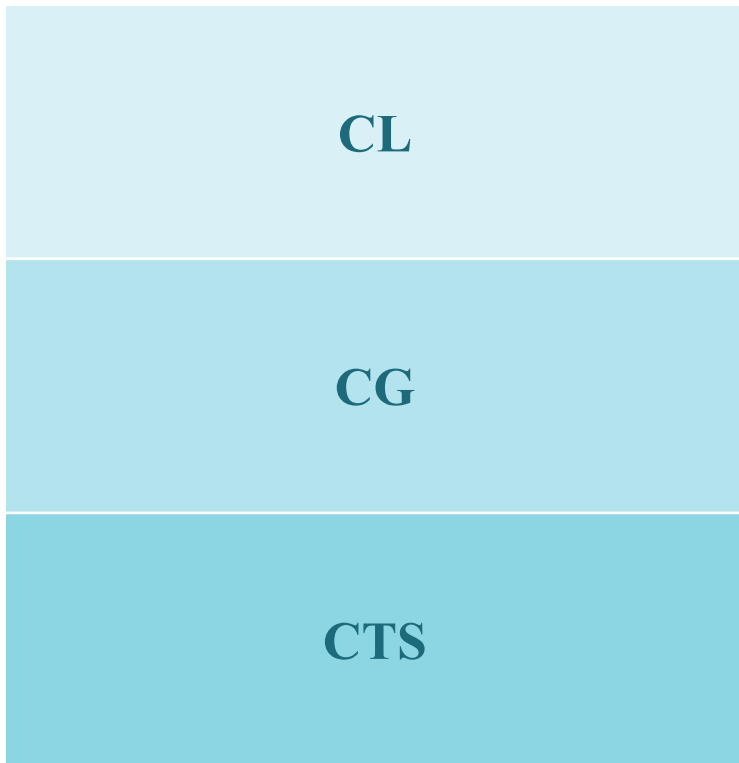
Allowable uses

	CL	CG	CTS
General merchandise stores			
Department stores	P	C	
Other general merchandise stores	P	P	
Miscellaneous store retailers			
Florist	P	P	
Office supplies, stationary, gift shop	P	C	
Transportation and warehousing			
Urban transit systems	P	C	P
Interurban and rural bus transportation	P	C	P
Information		P	P
Art, Entertainment, and Recreation	P	C	
Accommodation and Food Services	P	C	



Zoning Analysis: Recommendations

RECOMMENDED COMMERCIAL ZONING DISTRICTS:



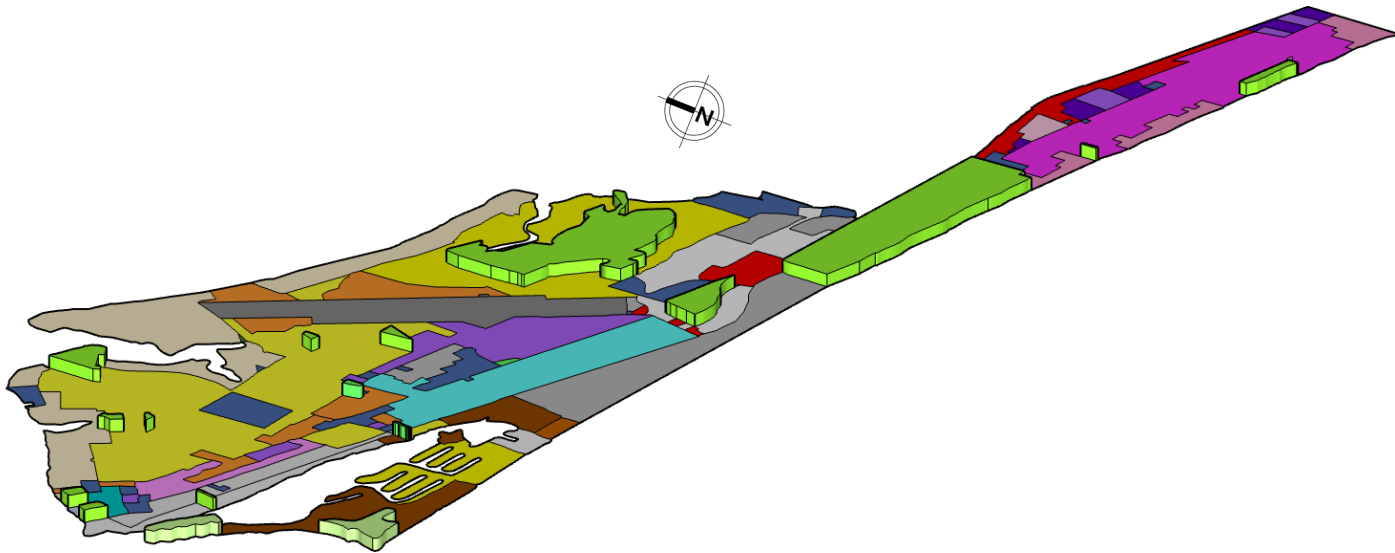


Other Zoning Districts

Comparative Zoning Analysis



Zoning Analysis: REC and CON

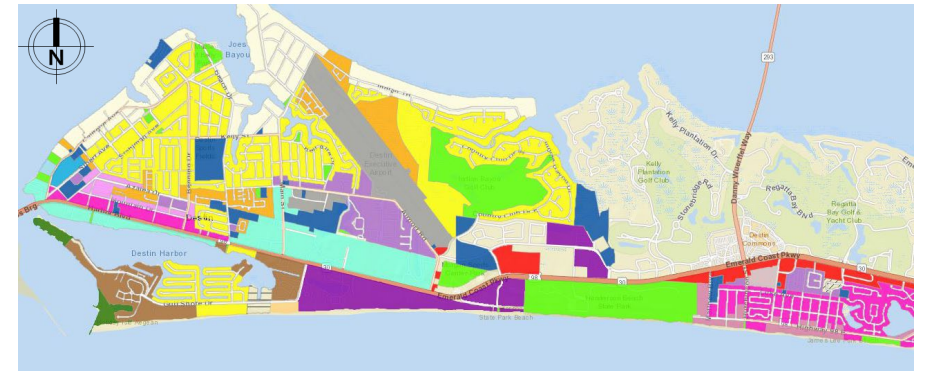


REC

Allows **publicly and privately owned** property and facilities, to promote natural resource enhancement and open spaces around buildings.

CON

Allows **publicly owned** property designated as natural and coastal resources to provide for long-term protection and preservation of environmentally sensitive natural resource systems.



Parks:

- Clement Taylor Park
- Captain Leonard Destin Park
- Captain Royal Melvin Park
- Dalton Threadgill Park
- Mattie M Kelly Park
- Dewey Destin Park
- Henderson Beach State Park
- Harborview Park
- Indian Bayou Golf Club
- Morgan Sports Center Park
- June White Decker Park
- James Lee Park

Conservation Areas:

- TIFFF parcel south-west of Destin Pointe
- Norriego Point

Neighborhood Parks:

- 605 Main St
- 810 Kell-Aire Ct
- 880 Kell-Aire Dr
- 1999 Cordgrass Ct
- 1950 Scenic Hwy 98
- 2966 Scenic Hwy 98



Zoning Analysis: REC and CON

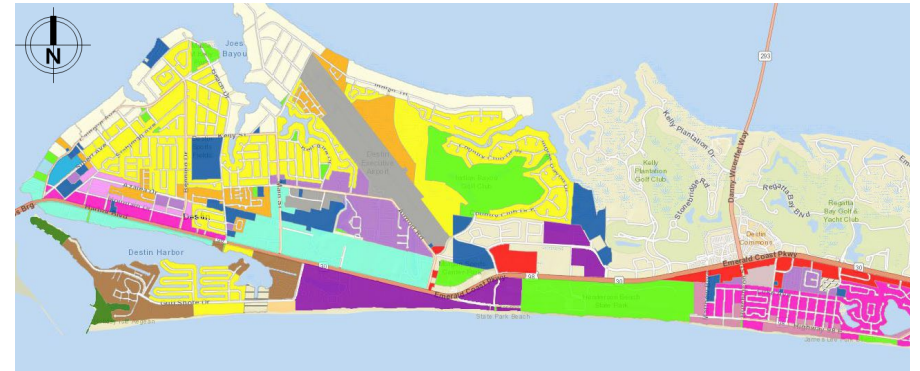
INTENTS:

REC

Allows **publicly and privately owned** property and facilities, to promote natural resource enhancement and open spaces around buildings.

CON

Allows **publicly owned** property designated as natural and coastal resources to provide for long-term protection and preservation of environmentally sensitive natural resource systems.





Zoning Analysis: Other Zoning Districts

INTENTS:



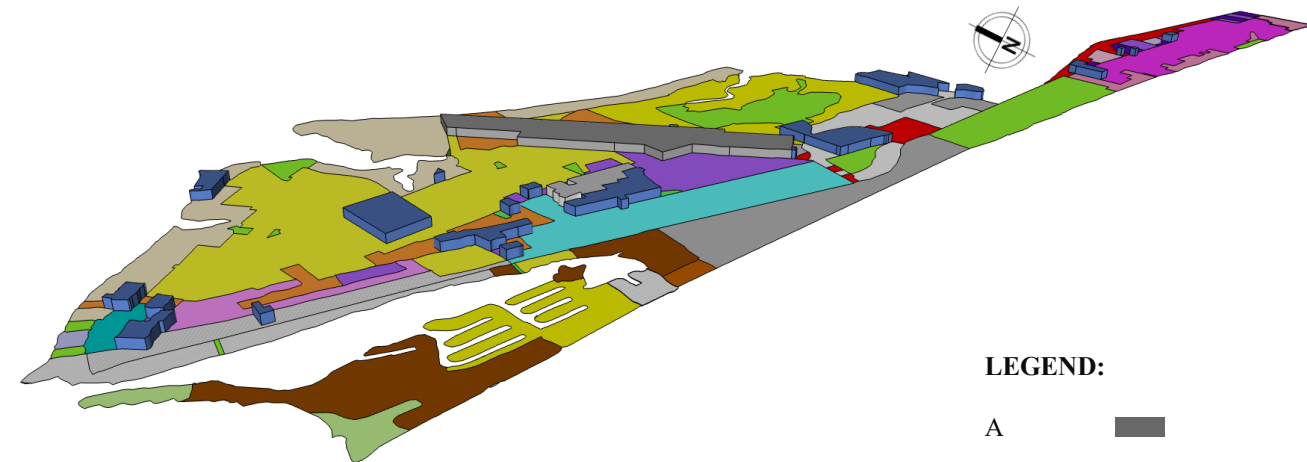
Intends to accommodate industrial and limited commercial developments. Does not allow permanent or seasonal residential uses.



Intends to accommodate public and semi-public facilities and services, promote natural resources and open space around building. Does not allow permanent or seasonal residential uses.



Comprises Destin-Fort Walton Beach Airport. It intends to accommodate airport facilities. Does not allow permanent or seasonal residential uses.



LEGEND:

A	
INST	
IN	

Consolidating the Zoning Districts

Comparative Zoning Analysis





Zoning Analysis

RECOMMENDED ZONING DISTRICTS:

RECREATION	BE	CG + CL	TCMU
CONSERVATION	LDR-V + LDR-H		CMU + CMU-V
INST	LDR-HI	CTS	GRMU
IN	MDR-V	ROI-TD + CBR	HIMU + BRMU
A	CBN + ROI-CBR	ROI-VR	NHMU
	MDR -HI + HDR		SHMU

Aligning with the Planning Areas

Comparative Zoning Analysis







Village Planning Area

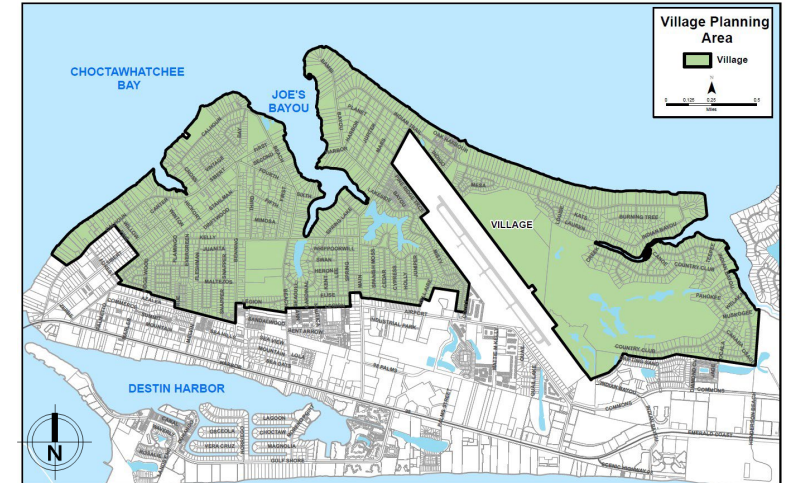
Comparative Zoning Analysis



Zoning Analysis: Village Planning Area

Village Planning Area Intent:

“Provide low-density, healthy, safe, family-friendly environment that promotes a high quality of life. Connected network of multi-modal streets. Dwelling density maximums. Encourage limited commercial uses that support the neighborhoods within the Village. Maintain, improve, and protect existing neighborhoods.”



Recommended Consolidated Zoning Districts:

BE

*LDR-V +
LDR-H*

MDR-V

REC

ROI-VR

INST



Holiday Isle Planning Area

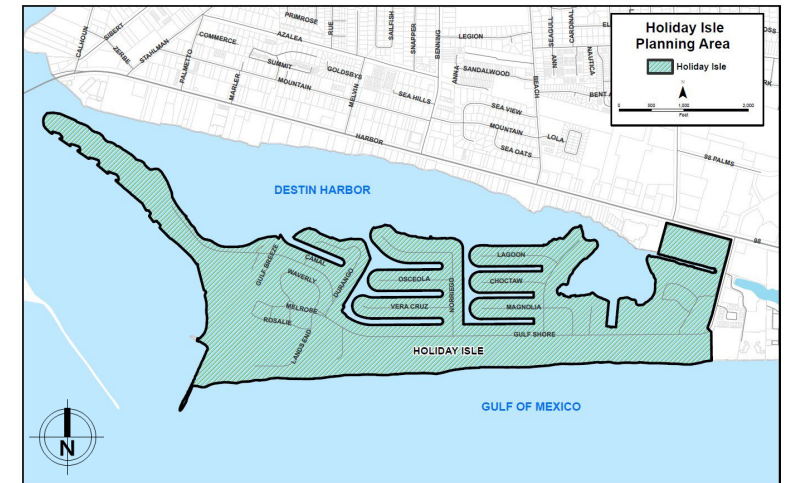
Comparative Zoning Analysis



Zoning Analysis: Holiday Isle Planning Area

Holiday Isle Planning Area Intent:

“Support and maintain a mix of residential accommodations for residents and visitors, with low density to high density residential and mixed uses. Safe and accessible Multi-modal transportation system. Protect, preserve, expand existing natural and recreational resources ”



Recommended Consolidated Zoning Districts:





Gulf Resort Planning Area

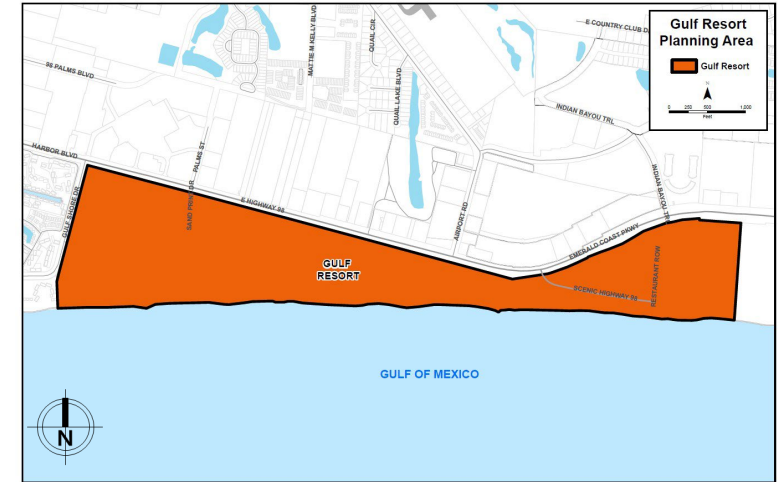
Comparative Zoning Analysis



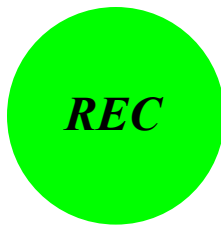
Zoning Analysis: Gulf Resort Planning Area

Gulf Resort Planning Area Intent:

“Intends to be world-class resort district with uses ranging from small condominium complexes to resorts and supporting dining, commercial and retail services. Connected multi-modal network. Renowned Residential and Resort destination. Increase public beach and access.”



Recommended Consolidated Zoning Districts:





Crystal Beach Planning Area

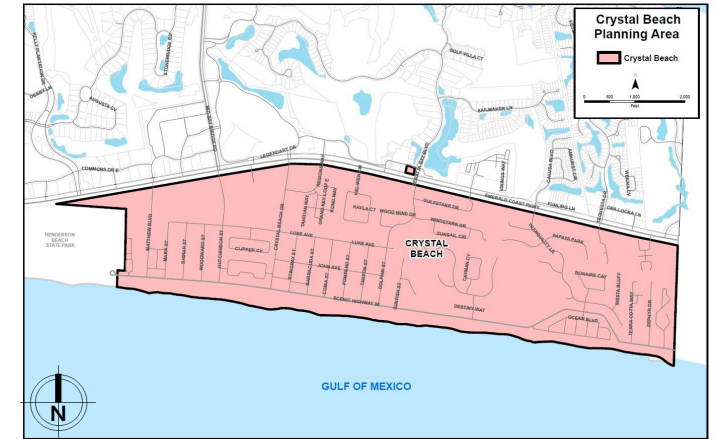
Comparative Zoning Analysis



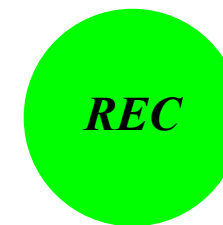
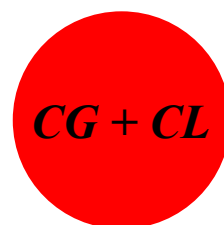
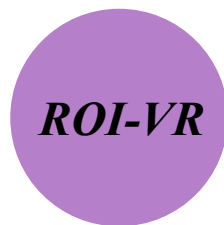
Zoning Analysis: Crystal Beach Planning Area

Crystal Beach Planning Area Intent:

“Intends to highlight quality commercial corridor , family-friendly vacation destination and single-family neighborhoods. Preserve and promote single-family character while providing the residents and visitors access to amenities. Ensure low intensity mixed use development support at intersections while commercial development adjacent to or accessible from highway 98. Protect long-term single family residential. Expand public beach access by encouraging low-intensity commercial, mixed-use developments, redevelopments of single or multi-family south of Scenic highway 98. Multimodal infrastructure. ”



Recommended Consolidated Zoning Districts:





Harbor Planning Area

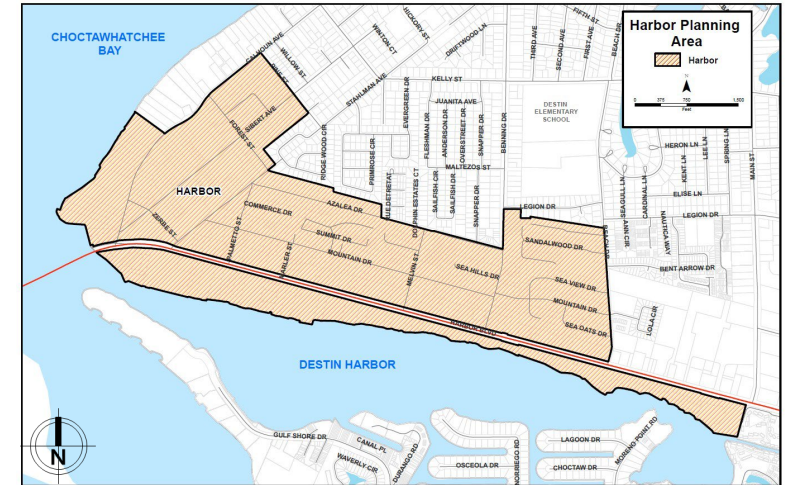
Comparative Zoning Analysis



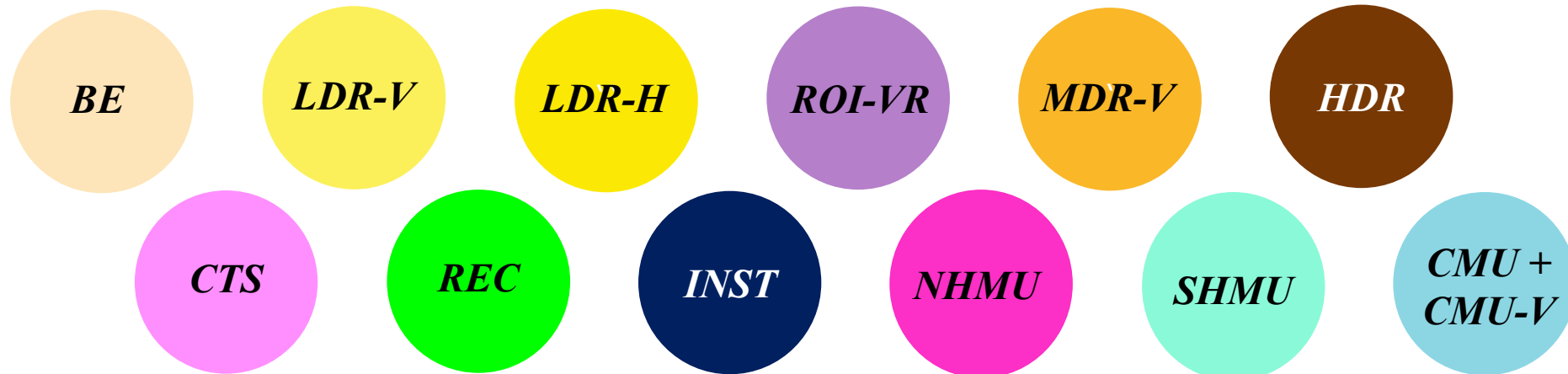
Zoning Analysis: Harbor Planning Area

Harbor Planning Area Intent:

“Intends to support a marketplace implying to “World’s luckiest fishing village”. Appropriate commercial, mixed-use, residential uses supporting fishing and recreation industries, attract visitors. Plan public pedestrian shoreline and harbor boardwalk to promote and develop free flowing festive feel. Grow connected and safe multi-modal transportation network. Innovative transportation options and creative urban design.”



Recommended Consolidated Zoning Districts:





Town Center Commons Planning Area

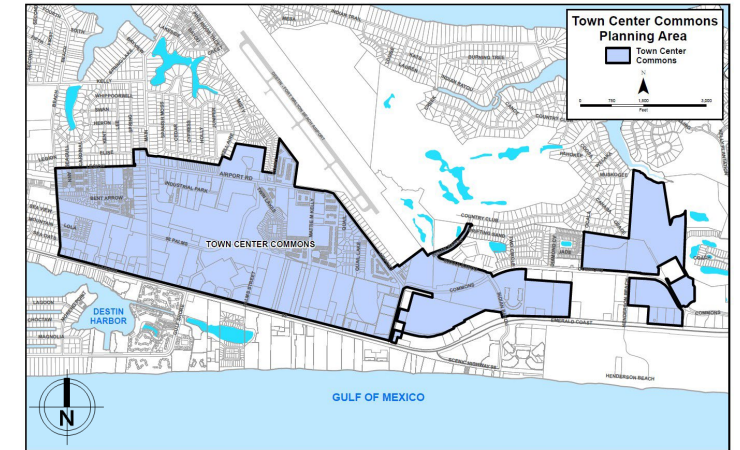
Comparative Zoning Analysis



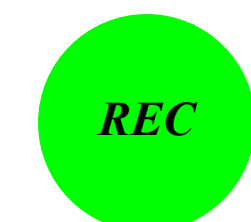
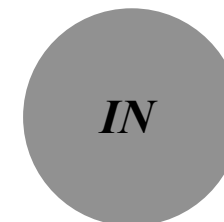
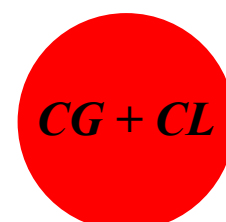
Zoning Analysis: Town Center Commons Planning Area

Town Center Commons Planning Area Intent:

“Intends to be the city’s residential, cultural, institutional, and service center. Center of business, relaxation and recreation. Afford residents and visitors ability to attend cultural events and activities showcasing the local arts, culture, and community value. Higher density residential, mixed-use development gathering places for residents and visitors. Pedestrian friendly and accessible multimodal corridors. City shall collaborate with Okaloosa County to align future development in areas directly adjacent to city’s jurisdiction ”



Recommended Consolidated Zoning Districts:





Henderson Planning Area

Comparative Zoning Analysis

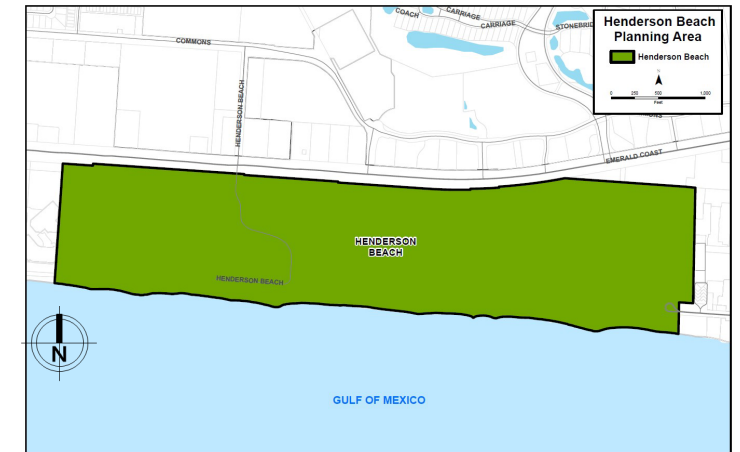


Zoning Analysis: Henderson Planning Area

Henderson Planning Area Intent:

“Intends to preserve and highlight natural ecosystem. To protect the largest public beach access. Mitigate external impacts on park. To protect flora and fauna. ”

Recommended Consolidated Zoning Districts:



REC



Airport Planning Area

Comparative Zoning Analysis

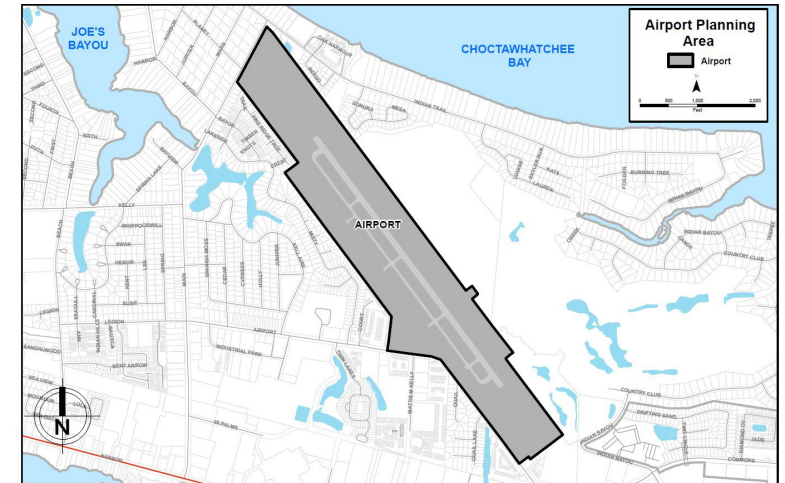


Zoning Analysis: Airport Planning Area

Airport Planning Area Intent:

“Intends to provide and facilitate the continued use of general aviation at the Destin Executive Airport at current and projected use levels while planning for the future airport growth with the existing boundaries. Mitigate encroachment issues from development upon the airport and aviation uses upon surrounding neighborhood and other areas”

Recommended Consolidated Zoning Districts:



A



Currently there are similar zoning districts per uses and dimensional requirements constituting to total of 28 Zoning Districts



The zoning districts are consolidated to 21 Zoning districts based on their similarities in the uses and dimensional requirements



Aligned the Consolidated Zoning Districts with the Planning Areas Intents

Conclusion





Zoning Analysis: CL, CG, and CTS

Allowable uses within the zoning districts

	CL	CG	CTS
Permanent or long-term residential uses			
Single-family detached dwelling	P		
Multi-family attached dwelling	P	C	
Custodian or night-watchman dwelling			P
Single room occupancy housing	P		
Seasonal or short-term residential uses			
Single-family detached dwelling	P		
Multi-family attached dwelling	P	P	
Other residential uses			
Community residential home, small (1—6)	P		
Community residential home, large (7—14)	C		
Family day care home	P		

Allowable uses within the zoning districts (cont'd)

	CL	CG	CTS
236 Residential and non-residential contractors			P
237 Heavy and civil engineering contractors			
238 Specialty trade contractors			P
Sector 42 Wholesale Trade		C	P
424460 Fish and seafood merchant wholesalers			P
4413 Auto parts, accessories, and tire stores		C	P
441310 Parts and Accessories Dealer— Automotive/marine		C	P
442 Furniture and home furnishings stores	P	P	
443 Electronics and appliance stores	P	P	
444 Building material and garden equip. and supply dealer		C	P
444190 Kitchen cabinet stores		C	P
4451 Grocery stores	P	C	



Zoning Analysis: CL, CG, and CTS

Allowable uses within the zoning districts (cont'd)

	CL	CG	CTS
4452 Specialty food stores	P	C	
4453 Beer, wine, and liquor stores	P	C	
446 Health and personal care stores and medical marijuana treatment center dispensing facilities 20	P	C	
447 Gasoline stations		C	
448 Clothing and clothing accessories stores	P	P	
4511 Sporting goods and musical instrument stores	P	P	
4512 Book, periodical, and music stores	P	P	
4521 Department stores	P	C	
4529 Other general merchandise stores	P	P	
4531 Florists	P	P	
4532 Office supplies, stationery, and gift stores	P	C	
4533 Used merchandise stores		C	

Allowable uses within the zoning districts (cont'd)

	CL	CG	CTS
453310 Thrift stores		C	
4539 Other miscellaneous store retailers		C	
454 Non-store retailers			P
4851 Urban transit systems	P	C	P
4582 Interurban and rural bus transportation	P	C	P
4853 Taxi and limousine service			P
4854 School and employee bus transportation			P
4859 Other ground passenger transportation			P
48841 Motor vehicle towing		C	P
492 Couriers and messengers			P
493 Warehousing and storage		C	
4931 General warehousing and storage (9)		C	P
518 ISPs, search portals, and data processing		P	P



Zoning Analysis: CL, CG, and CTS

Allowable uses within the zoning districts (cont'd)

	CL	CG	CTS
519 Other information services		P	P
522298 Pawn shops		C	
531120 Conference/convention center		C	
531120 Commercial special event venue		P	
531130 Mini-warehouse and self-storage leasing		C	P
531190 Boat, vehicle, equipment, etc., storage leasing		C	P
532 Rental and leasing services			
5321 Automotive equipment rental and leasing		C	P
5322 Consumer goods rental	P	C	P
5323 General rental centers		P	P
5324 Machinery and equipment rental and leasing		C	P
541 Professional and technical services	P	P	
541940 Veterinary services		C	

Allowable uses within the zoning districts (cont'd)

	CL	CG	CTS
561730 Landscaping services		C	P
6115 Technical and trade schools			P
6116 Other schools and instruction		P	
6117 Educational support services		P	
621 Ambulatory health care services	P	C	P
6244 Child day care services	C	P	
711 Performing arts and spectator sports	P	C	
712 Museums, historical sites, zoos, and parks (10)	P		
713110 Amusement and theme parks		C	
541940 Veterinary services		C	
713120 Amusement arcades		C	
713940 Fitness and recreational sports centers		C	
713950 Bowling centers		C	



Zoning Analysis: CL, CG, and CTS

*Allowable uses within the zoning districts
(cont'd)*

	CL	CG	CTS
713990 Indoor Shooting Ranges			P
713990 All other amusement and recreation industries		C	
721110 Hotels and motels	P	C	
721191 Bed-and-breakfast inns	P	C	
721199 Other traveler accommodation, C.T.L.A. (12)	P	C	
7212 RV parks and recreational camps		C	
7213 Rooming and boarding houses	P	C	
722 Food services and drinking places	P	C	
722110 Full-service restaurants	P	C	
722111 Limited-service restaurants	P	C	
7224 Drinking places, alcoholic beverages	P	C	
811 Repair and maintenance		C	P
8111 Automotive repair and maintenance		C	P

*Allowable uses within the zoning districts
(cont'd)*

	CL	CG	CTS
811192 Car washes		C	P
81149 Other personal and household goods repair		P	P
811491 Boat and motorcycle repair		C	P
8122 Death care services			P
8123 Dry cleaning and laundry services	P	C	P
81233 Linen and uniform supply services		P	P
812910 Pet care (except veterinary) services		C	
813 Membership associations and organizations	P	P	
Tattoo parlors		C	



Community Development

Phone: 850-654-1119
Planning@cityofdestin.com

MEMORANDUM

DATE: January 3, 2024

TO: Local Planning Agency

FROM: Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Steve O'Connor, Principal Planner

SUBJECT: Policy Guidance and Questions for Draft Article 4

The Draft Article 4 – Zoning District, Overlays, and On-site Regulations Policy has recently been updated to include the new graphics for a majority of the Zoning Districts, policy updates from previous discussions with the Local Planning Agency (LPA), as well as many smaller updates to various references among other minor grammatical errors and organizational changes. Staff, however, is in need of further guidance on a number of key items based on our continued review of the draft language. The below topics will be discussed at the next meeting of the LPA. Staff is providing them ahead of time so that the LPA members have a chance to review and formulate their thoughts ahead of the meeting. Staff will incorporate any recommendation provided by the LPA into the draft Article 4 when forwarded to City Council.

1. **Water Taxis:** Water taxis are a use listed in several use charts of various zoning districts. In all but one of those districts they are a **Permitted Use**. Water Taxis are a **Conditional Use** in **CMU Zone**. Staff does not see why specifically in the **CMU Zone**, Water Taxis were listed as **Conditional Use**. Staff recommends changing this by making Water Taxis a **Permitted Use** in the **CMU Zone**. We recommend this as it will expand the ability for people to move around the Harbor and other destinations across Destin without having to drive a vehicle and reducing traffic congestion on Harbor Blvd. Do you agree that this use should be a Permitted Use in CMU?
2. **Building Height in CMU: 4.05.02** In the **CMU Zone**, the Dimensional Limitations table lists the max height of a non-dwelling use as 50'4 Stories. But the footnote limits all non-residential uses to 35'2 stories. Staff recommends changing to 35'3 stories to be consistent with the rest of the LDC. Does the LPA Agree?
3. **ECHO Housing: 4.08.02.A.5.** Currently in Section there is a provision for **Elderly Cottage Housing Opportunity (ECHO)**. This language currently exists in LDC Section 9.02.01.D. At a base level it allows for any property owner, regardless of zoning district, to construct an **Accessory Dwelling Unit**, so long as it is specifically for use by the “elderly.” It is Staff’s general view that this regulation may be difficult to control in zoning districts such as **LDR** where ADUs are not allowed. Furthermore, it may also open the door for expansion of STRs in zoning districts where they are not permitted. Does the LPA agree?

4. **ADUs and Guest Houses: 4.08.03.B.** Many municipalities have a max percentage and a total max sq ft for ADUs and Guest Houses. For example, an **ADU** may not be larger than 50 % of the primary Dwelling on the property, but in no case shall an **ADU** exceed 1,200 sq. ft. Currently **ADUs** can be as large as 1,200 sq. ft. so long as it does not exceed the size of the primary dwelling. So we want to limit ADU's based on a percentage of the existing home, or keep it as we currently have it?
5. **Parking for Outdoor Seating: 4.09.01.B.** Currently there is no consideration of outdoor seats in the City's Parking Requirements. At the joint workshop with City Council and the LPA, it was recommended that Staff include provisions for outdoor seating in the draft of Article 4. Staff is proposing to include a new provision that all proposed outdoor seating shall provide same minimum required parking required for indoor seating. Does the LPA agree?

Cc: Building Division
Engineering Division
Planning Division

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 21, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.B.

TO: Local Planning Agency

THRU: Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: March 15, 2024

SUBJECT: Draft Article 5 – Subdivision Regulations for the Local Planning Agency's consideration and recommendation to City Council.

I. BACKGROUND: On April 5, 2021, Staff brought the Scope of Work and Budget to completely rewrite the Land Development Code (LDC) for approval to the City Council, both of which were approved unanimously. Since that time, Staff has worked with the 3TP Consultants to diligently and systematically move forward with drafting the new LDC. This work to date has involved the following:

- **Review of Comprehensive Plan Policies**
- **Developing Planning Areas and their associated Intent Statements**
- **Review of the LDC text chapter by chapter**

II. DISCUSSION: The draft of **Article 5 – Subdivision Regulations** (Article 5) consists of current LDC Section 7.08.00 and various other elements of required development. The Article consolidates and reorganizes all the regulations that govern subdivisions or the division of land within the City of Destin. The draft Article 5 also provides clarity of the current regulations and updates requirements to existing industry standards or safety requirements.

The main areas where the draft provides clarity are:

1. **The minimum standards for any new subdivision**
2. **The final approval requirements before lots can be sold.**

In the past subdivisions had many convoluted choices to obtain final plat approval such as placing all lots in escrow until the infrastructure was built. This means a developer could sell a property prior to the road, water, sewer, and electrical infrastructure being installed. However, the buyer would not be able to take control of the property nor pull a permit to build until the road, water, sewer and electrical infrastructure is installed. The possible impacts of this process are negative and far reaching.

At the March 7, 2024 LPA meeting, the LPA made a motion to have Staff develop language for Section 5.02.02.B.2. Below is the recommended language for the 6th criteria for approval of a lot dimension waiver. The request from staff is to have the LPA determine whether to utilize criteria 1-6 as stated below or use 1-5 as originally recommended by staff.

Section 5.02.02.B.2.

a. The developer may request a waiver for a replat, lot split, or other Minor Subdivision, or a recommendation for approval, in the case of a Major Subdivision, from the Community Development Director.

1. When approving a waiver, the Community Development Director shall determine that;

- (i) There is a reasonable area for development of a primary structure.
- (ii) A primary structure intended for the primary use of the development can be built within the required setbacks of the lot without the need for a variance.
- (iii) There is independent and compliant access, from the right-of-way to the lot without the need for any easement or access agreement.
- (iv) All minimum stormwater requirements shall be met.
- (v) In no case can a waiver allow any increase of density.
- (vi) If the City Manager or City Manager's designee determines that objective factors demonstrate that the community interest is best served by approval of the waiver. In such case, such objective factors must be set forth in the approval letter provided to the applicant.

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): Budget for this work is already approved.

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

D. Legislative Sponsor:

III. CONCLUSION: Article 5 reorganizes and provides clarity on Subdivision Regulations while implementing and complying with the City's Comprehensive Plan goals, policies, and objectives. If the LPA recommends approval tonight, the Draft Article 5 - Subdivision Regulations, will be presented to City Council for approval and adoption at a later date.

IV. RECOMMENDED MOTION: I move that the LPA recommend approval to City

Council of the Draft *Article 5 - Subdivisions Regulation*, as presented.

ALTERNATIVE MOTION:

I move that the LPA recommend approval with changes as discussed to City Council of the Draft Article 5 - Subdivisions Regulation, as presented.

Attachments:

1. Article 5 - Subdivision Regulations -
FINAL DRAFT 12.04.23

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ARTICLE 5 – SUBDIVISION REGULATIONS

SECTION 5.01 PURPOSE AND INTENT

SECTION 5.01.01 PURPOSE

- A. The purpose and intent of the Subdivision Regulations is to assure future growth, development and redevelopment in the city conforms to certain minimum criteria implementing the policies of the City's adopted Comprehensive Plan. Standards provided under this Code are designed to ensure new development benefits the City, guard against the negative impacts of growth, and to protect neighboring properties as well as the general public from potential adverse impacts from a proposed new development or use.

SECTION 5.02 GENERAL STANDARDS

SECTION 5.02.01 DEVELOPMENT OF SUBDIVISIONS

- A. Every building erected or moved shall be located on a lot adjacent to a street or easement as specified in this article
- B. All structures shall be placed or constructed on lots that provides safe and convenient access for servicing, fire protection, and required off-street parking.
- C. In new developments, the developer shall submit suggested street and private way names to the City as part of the subdivision or planned unit development application.
- D. Unnamed streets or private ways shall be named by the City Council, as shown on the approved subdivision or planned unit development plan.

SECTION 5.02.02 PRESERVATION OF LAND AND CONFORMANCE

- A. Developers shall;
 1. Make every effort to maintain and conform to the existing topography and features of the tract by:
 - a. Following natural or existing topographic features when establishing the size, area and shape of blocks and lots.
 - b. Maintaining all natural or established drainage or hydrologic elements on-site.
 - c. The developer should also take steps to ensure the preservation of the land.
- B. Lot dimensions
 1. All lots shall adhere to the dimensional requirements as applicable and listed in **Article 4**.
 2. When natural features limit a lot from meeting the minimum width or depth, but can meet minimum area;
 - a. The developer may request a waiver for a replat, lot split, or other Minor Subdivision, or a recommendation for approval, in the case of a Major Subdivision, from the Community Development Director.
 1. When approving a waiver, the Community Development Director shall determine that;
 - (i) There is a reasonable area for development of a primary structure.

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- (ii) A primary structure intended for the primary use of the development can be built within the required setbacks of the lot without the need for a variance.
 - (iii) There is independent and compliant access, from the right-of-way to the lot without the need for any easement or access agreement.
 - (iv) All minimum stormwater requirements shall be met.
 - (v) In no case can a waiver allow any increase of density.
- C. Density
- 1. No subdivision of land may exceed the maximum allowable density, except as provided in Section 2.07 of this Code.
- D. Accessway
- 1. All proposed accessways shall be compliant with this Code.
- Existing accessways shall be closed, consolidated, and reconstructed to bring them into compliance with this Code.

SECTION 5.02.03 STREETS

A. Public Streets:

- 1. All proposed public streets shall conform to the City's Design Manual standards.

B. Private streets:

- 1. Private streets may be allowed in a subdivision as a primary means of access to any lot in any subdivision, provided that:
 - a. A homeowners' association, complying with state statutes, is established.
 - b. The streets meet the minimum design and construction standards per this Code and the adopted Design Manual
- 2. In the case of projects or development under single ownership, the owner, homeowners' association, or other managing agency shall be responsible for construction, maintenance and control of such roadways.
 - a. Projects or developments under single ownership, include but are not limited to:
 - 1. Shopping centers,
 - 2. Industrial districts,
 - 3. Multi-family or townhouse projects
- 3. Nothing herein shall be construed to require the expansion of right-of-way for private streets installed as of March 3, 1986, which meet minimum pavement width, roadway base, surface course, and material specifications and construction standards of the city.
- 4. The city shall not, however, accept a private street by dedication as a public street which fails to meet the minimum right-of-way standard of the city.
- 5. Lighting:
 - a. All access points for private streets and rights-of-way shall be lit to meet the standards listed in **Section 5.04.04.**

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SECTION 5.02.04 DEVELOPMENT BLOCKS

A. General requirements

1. No block shall exceed 660 feet in length.
 - a. Unless otherwise required by Florida Department of Transportation along state rights-of-way.
 - b. Blocks proposed to exceed 600 feet in length may be given consideration to install a pedestrian crosswalk.
 1. This will be determined by the Community Development Director or their designee.
2. All blocks shall provide a pedestrian and vehicular access surrounding all blocks

B. Residential Development Blocks

1. Blocks shall have sufficient width to provide for two tiers of lots except when prevented by unique topographic or natural conditions.

SECTION 5.03 STORMWATER

SECTION 5.03.01 STORMWATER PLAN

- A. A complete stormwater system master plan shall be submitted by the developer and approved by the City Engineer.
- B. Stormwater system plans shall demonstrate the capability of the system to collect, control, and dispose of stormwater runoff.
- C. The stormwater system plan shall include the following, as needed:
 1. Bridges
 2. Catch basins
 3. Green belt or other natural vegetated open space, etc.
 4. Headwalls
 5. Inlets
 6. Manholes
 7. Pipes
 8. Settling basins
 9. Stormwater calculations used in the design
 10. Street grades
 11. Topography
 12. Other significant details deemed necessary by the City Engineer.
- D. The stormwater system shall be based upon the facilities necessary to dispose of runoff according to the recurrence frequencies listed below.
- E. Development - Basin with an outfall: 1" over the entire site, or, 25 year-24 hour storm event, whichever is greater. Development - Basin without an outfall: 100 year-96 hour storm event. Rainfall data shall be obtained from the state department of transportation's rainfall curves, or other approved agencies.

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SECTION 5.03.02 STORMWATER PLAN

- A. Design shall be provided so channels and ditches shall not overflow their banks for a 3 year-1 hour storm event; where flow velocities exceed two feet per second, ditch pavement or other permanent protection against scour shall be provided.
- B. All ditches not protected with a permanent material shall be sodded to provide an erosion resistant embankment.

SECTION 5.03.03 EASEMENTS

- A. Easements shall be provided for the drainage of stormwater.
- B. Easements for drainage shall be no less than 15 feet in width. The exception shall be for open channels and ditches where a width greater than 15 feet from top of bank to top of bank exists. Additionally, a 15-foot maintenance access shall be provided along one continuous side of the ditch.

SECTION 5.03.04 MATERIAL SPECIFICATIONS AND CONSTRUCTION STANDARDS

- A. All material and construction shall conform to Florida Department of Transportation specifications and requirements.

SECTION 5.04 UTILITIES

SECTION 5.04.01 GENERAL

- A. The developer shall place all utilities underground.
- B. An easement for utilities, if required, shall be provided.
- C. Utility easements shall meet the minimum requirements of the utility provider.

SECTION 5.04.02 SEWER

- A. The developer shall provide necessary collection lines, lift stations, etc., to provide sanitary collection service to each home located in the subdivision.
 - 1. Septic tanks are prohibited within the city limits.
- B. Sewer lines within the city right-of-way or within easements must be inspected and approved by local sewer authority, and the City.

SECTION 5.04.03 WATER

- A. Subdivisions developed in the vicinity of operating water systems shall connect into that system if capacity is adequate.
 - 1. Where operating water systems are not accessible, approval shall be obtained from the Florida Department of Environmental Protection and other concerned agencies for individual wells for each lot.
 - 2. Developers may install a community water system upon the approval of the Florida Department of Environmental Protection or other concerned agencies.

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3. Water lines within the city right-of-way or within easements must be inspected and approved by Destin Water Users, Inc. and the City

SECTION 5.04.05 STREETLIGHTS

- A. Developer shall provide streetlighting in accordance with the Destin Design Manual.

SECTION 5.05 ACCESSWAYS

SECTION 5.05.01 INGRESS AND EGRESS REQUIREMENTS

- A. More than one means of ingress/egress shall be provided for the following proposed development:
 1. Single-family or duplex development of more than five (5) acres
 2. Multi-family, non-Residential or mixed-use development.
 - a. The Community Development Director or designee may waive this requirement based on site constraints.
- B. Access points designated for emergency use only shall not be used to meet the ingress and egress requirement.

SECTION 5.05.02 DEVIATION FROM ACCESS REQUIREMENTS

- A. A deviation or variance from the access point (ingress/egress) requirements stated in this subsection must be obtained through the Variance process in **Article 2**.
- B. If a variance from this section is approved, a notice to all future property owners must be recorded by the developer in the public records prior to the issuance of a development order allowing construction of the access to the development.
 1. The notice shall include the emergency access plan and provide information as to where a copy of this plan may be obtained from the developer or developer's successor.

SECTION 5.06 REQUIREMENTS FOR IMPROVEMENTS

SECTION 5.06.01 FINAL PLAT REQUIREMENTS

- A. Before any final plat can be approved and before any lot can be sold or any building permit issued in a proposed subdivision, one of the following shall be satisfactorily completed:
 1. The developer may secure any necessary permits and install all improvements as shown on the approved construction drawings and certified by the developer's engineer.
 2. The developer may post a performance bond accountable to the City Council to cover the full cost of improvements as estimated by the developer's engineer and approved by the city engineer.
 - a. Such bond shall be released upon satisfactory installation of all improvements.

SECTION 5.07 DEDICATION OF ROAD(S), STREET(S), OR RIGHT(S)-OF-WAY

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SECTION 5.07.01 DEDICATION REQUIREMENTS

- A. Projects proposed adjacent to or abutting a transportation corridor for which improvements are shown in the current five-year capital improvements program, shall, as a condition of approval, dedicate lands within the project site, which are necessary for that right-of-way to the City of Destin. Such dedication shall occur by recordation on the face of the plat, deed, grant of easement, or other method acceptable to the City of Destin.
- B. Land to be dedicated shall be only that shown to be necessary for the planned improvements. The amount of land required to be dedicated also shall not exceed the amount that is roughly proportionate to the transportation impacts to be generated by the proposed project unless the landowner is to be compensated in some fashion for any additional dedicated land.
- C. If the cost of right-of-way acquisition is included in the impact fee structure, the value of dedicated right-of-way may be a credit against transportation impact fees assessed to the proposed project.
 - 1. In the event that the impact fees calculated for the proposed project are greater than the lands within the project site (the site prior to any dedication or other set-aside) needed for future right-of-way, only the amount of land representing a value approximately equal to the impact fee shall be required to be dedicated.

SECTION 5.08 EXCEPTIONS

SECTION 5.08.01 EXCEPTIONS TO COMPLIANCE WITH LAND SUBDIVISION REGULATIONS

- A. The following exceptions to compliance with the requirements of the subdivision regulation provisions shall be strictly construed and should any requirement for the granting of the exception be held illegal or invalid, then the exception shall be null and void in its entirety and compliance shall be required with the remaining provisions of the subdivision regulations.
 - 1. Roads.
 - a. In order for any roads which are exempt under this section from provisions of this code to be accepted into the city maintenance system, the road shall be constructed and paved in accordance with the provisions of this Code and the adopted Design Manual.
 - 2. Inheritance.
 - a. Any divisions of land directly from inheritance, either by testate or intestate, shall be exempted from the provisions of this section, provided that such division is not accomplished through recorded plats.
 - 1. In no instance shall a lot or parcel created through inheritance be noncompliant with the minimum regulations and requirements of this Code.

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CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 21, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.C.

TO: Local Planning Agency

THRU: Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: March 15, 2024

SUBJECT: Draft Article 6 – General Development Standards for the Local Planning Agency’s review and provide guidance to Staff on direction of the draft article to be brought back at a later date for consideration and recommendation to City Council.

I. BACKGROUND: On April 5, 2021, Staff brought the Scope of Work and Budget to completely rewrite the Land Development Code (LDC) for approval to the City Council, both of which were approved unanimously. Since that time, Staff has worked with the 3TP Consultants to diligently and systematically move forward with drafting the new LDC. This work to date has involved the following:

- **Review of Comprehensive Plan Policies**
- **Developing Planning Areas and their associated Intent Statements**
- **Review of the LDC text chapter by chapter**

II. DISCUSSION: The draft of **Article 6 – General Development Regulations** (Article 6) consists of various elements of development that are required across many current articles such as Article 7, 8, 9, and 10. The Article consolidates and reorganizes all the regulations that govern the minimum requirements for all development and redevelopment. The Draft Article 6 also provides clarity of the current regulations and updates the requirements to existing industry standards or safety minimums.

The main areas where the draft provides clarity are:

1. **The minimum standards for any new development or redevelopment**
2. **Reorganized in a useable manner for all users**

3. Updates standards based on current policy and direction

Further, the following elements were significantly reorganized and consolidated.

1. **Landscaping:** There are multiple locations for landscaping in the LDC which makes it difficult to regulate and stay consistent with reviews.
2. **Fences:** Fences have several factors that affect how and where on a property one can place fences.
3. **Buffers:** Currently, there are approximately 4 locations in the LDC that regulate buffers. Further, there are some buffers that are applicable to some residential lots due to their location within or outside the Multi-modal Transportation District.

Despite the reorganization and clarity that the draft provides, there are still policy and regulation questions Staff have moving forward. To that end, the following are a few areas where staff need guidance and direction from the LPA. All recommendations will be updated and brought back for final recommendation to City Council.

Issue 1: Section 6.01.02. Applicability

- a. There is currently a lot of ambiguity about where and when these requirements of the elements that make up draft Article 6 are currently applicable. This draft section clears that ambiguity up by clearly stating that these elements are required at development, redevelopment or when a Change of Use is applied for.

Staff Comment or Question: Does the LPA consider the new language sufficient to address the current ambiguity in the LDC, and do you have any recommendations to make it better.

Issue 2: Section 6.03.02.

- a. **Tandem Parking:** At the February 1, 2024 LPA meeting the LPA recommended removing tandem parking restrictions from residential districts. This was in response to the discussion about the Common Boundary buffer and how that particular buffer has had an unintended effect on the look, feel, and character of neighborhoods across the City, but particularly in Crystal Beach.

b. Shuttle Parking: As the Harbor becomes increasingly popular the parking availability decreases. Generally, when a business notices a drop in visitors or customers they tie it directly to parking availability. There are many factors that lead to trends such as that, however, these entities have implemented new strategies to grapple with issues they deem to affect their business. One specific way a few entities have dealt specifically with their parking issues is by providing “shuttle” services that pick up their customers at their hotel, rental units, or other location where they are. It has been recommended that the City consider allowing shuttles to address parking demand or off-set on-site parking requirements.

Shuttle services do help in a couple of ways: 1) Shuttles reduce the number of vehicle trips to areas such as the Harbor District. 2) It reduces the parking demand on individual properties because their patrons are not driving to their destination.

Staff Comment or Question: Staff is asking the LPA if the City should consider implementing shuttle services to off-set parking requirements? If so, are there any particular regulations the LPA would like to see as part of shuttle service provisions for parking?

Issue 3: Section 6.04.02.D.2. Sewer connection requirement

a. Currently the City requires all new developments to connect to **Destin Water Users (DWU)** or **South Walton County** services. Further there is a requirement for those not on these systems to connect within 1 year. The City is aware of several homes and locations where there are private septic systems, however, the City has not enforced it over the years.

Staff Comment or Question: Does the LPA want to see this requirement enforced? If so, what timeline would be reasonable for implementation?

Issue 4: Section 6.06.05 Tree Removal

a. Staff have received many phone calls concerning tree removal on residential lots across the city. It is apparent to Staff that tree removal is an important issue with the residents. Currently though, neither the LDC nor the City requires any tree removal permit for residential lots.

Staff Comment or Question: Should the City require a tree removal permit for preserved or protected trees on residential lots?

Issue 5: Section 6.06.07 – Publicly Owned Property – Street and Park Trees

a. At the February 13 Public Works & Public Safety Committee and the February 27 Parks & Recreation Committee meeting the following recommended changes to the allowable tree species were made:

i. **Remove Sparkleberry from the allowable tree species chart.**

b. At the March 5 Park & Recreation Committee meeting the following recommended changes to the allowable tree species were made:

i. **Add - the Red Buckeye - Aesculus pavia**

ii. **Remove the Bradford Pear - Pyrus calleryana**

Staff Comment or Question: Does the LPA endorse these recommendations?

Issue 6: Section 6.08.02.F. Common Boundary Buffer

a. The common boundary buffer has caused some unintended consequences that now requires developers to put all the parking in the front yard, which limits the ability for people to put garages in the back and a driveway down the immediate side of the property. That positive look and feel is not possible with the current regulations and is actually a very original and organic development typology that has worked for decades.

Staff Comment or Question: The LPA recommended Staff develop regulations that allow owners and developers options to developing their properties while not restricting creativity and allowing for a more organic and original vision and feel for residential communities. Does the language in Section 6.08.02.F. meet the LPA's intent?

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): Budget for this work is already approved.

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

D. Legislative Sponsor:

III. CONCLUSION: Article 6 reorganizes and provides clarity on General Development Regulations while implementing and complying with the **City's Comprehensive Plan** goals, policies, and objectives. Staff will incorporate the guidance and recommendations from the LPA into the draft Article 6 and bring it back for final recommendation to City Council at a later date.

IV. RECOMMENDED MOTION: This is for informational purposes only. Staff will bring this back to the LPA at the 1st meeting in April.

Attachments:

1. Article 6 - General Development Regulations - FINAL DRAFT
02.29.24

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ARTICLE 6 - GENERAL DEVELOPMENT REGULATIONS

SECTION 6.01 PURPOSE, APPLICABILITY, AND GENERAL STANDARDS

SECTION 6.01.01 PURPOSE

- A. The purpose and intent of the General Development Regulations is to assure future growth, development and redevelopment in the city conforms to certain the minimum criteria, regulations, or standards through implementation of the policies of the City's adopted Comprehensive Plan.
- B. All right-of-way design and construction, including but not limited to striping and signage, shall meet Florida Department of Transportation (FDOT) Greenbook, FDOT Standard Plans and Manual on Uniform Traffic Control Devices (MUTCD) latest edition to include the city standards as set in this section and the Design Manual.
- C. Private use of a public right-of-way is prohibited.

SECTION 6.01.02 APPLICABILITY

- A. The criteria, regulations and standards, provided under this Article and other articles of the Land Development Code, Comprehensive Plan, and other applicable regulations are designed to ensure new Development, Redevelopment, or Change of Uses provide the needed on and off-site elements to meet the needs of property owners, the City of Destin, and provide for the general health, safety, and welfare of the public.
- B. All Development, Redevelopment, or Change of Uses shall meet and provide the minimum regulations and standards as required per this Article and Destin Design Manual as applicable or as identified by the City Manager or their designee.
 - 1. Nothing in this Article shall relieve any developer of their responsibility to provide the minimum required facilities nor prohibit them from pursuing an alternative solution that either:
 - a. Follows the regulations of Section 2.02.06 of Article 2.
 - b. Provides and meets the minimum or better quality facilities as approved by the Community Development Director or their designee.

SECTION 6.01.03 AMERICANS WITH DISABILITIES ACT

- A. All improvements shall meet the minimum Americans with Disabilities Act (ADA) requirements (latest edition).

SECTION 6.02 ACCESS MANAGEMENT AND STREETS

SECTION 6.02.01 PURPOSE

- A. The purpose and intent of this section is to require development, redevelopment, or Change of Uses to provide the minimum access required for vehicular, pedestrian, or other alternative mode of transportation, ensuring a high level of localized connectivity while minimizing delay and conflicts on roadways that need to carry significant volumes of traffic, by:
 - 1. Encouraging, or requiring, consolidation of accessways through shared access to adjacent parcels.
 - 2. Provide a system of interconnected local streets that accommodate short, local trips parallel to the major street system.
 - 3. Use roundabouts instead of signals where roundabouts:
 - a. Provide an equal or improved level of service over a traffic signal

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- b. Calm vehicle traffic
 - c. Provide equal or better safety and connectivity for all modes of transportation.
- 4. Use continuous, raised medians to restrict left hand turns and direct turning vehicles to optimal locations.
- 5. Provide minimum spacing standards for accessways, median openings, and signals.
- 6. Use a turning radius at intersections appropriate to the context of the corridor.
- 7. Provide incentives for developed properties to retrofit with improved access design.
- B. Provide a safe environment for pedestrians, bicyclists and motorists by reducing and consolidating driveway conflict points, encouraging joint planning of development projects to facilitate cross-access between adjoining properties and the use of shared accessways.
- C. Nothing in this section shall be interpreted as denying reasonable access to private property. All developments with right-of-way frontage (regardless of the amount of right-of-way frontage) are allowed one point of ingress/egress.
- D. Stormwater facilities must be established along the entirety of the property frontage meeting the minimum design standards found in the Design Manual.

SECTION 6.02.02 RIGHT-OF-WAY PROTECTION

- A. Unauthorized Right-of-Way Encroachment
 - 1. No unauthorized encroachment shall be permitted onto existing rights-of-way.
 - 2. All activity such as but not limited to paving, landscaping, sprinkler system installation, or other similar development within the ROW, shall submit for the City's review, a ROW permit.
 - a. Exceptions: The installation and repair of mailboxes, sod, or installation of streets trees and other streetscape features in compliance with the design standards for the Multimodal Transportation District located in Section 8.09.03.
 - 3. It shall be the responsibility of the abutting property owner or maintenance entity to maintain all permitted object(s), structure(s), and/or landscaping.
 - a. It shall be the responsibility of the owner of the abutting property whose drive accessway or other entrance to that property extends into the public ROW, to maintain said drive accessway or other entrance within the public ROW.
 - b. If the city, or another governmental entity, or a franchised utility operating within the scope of its easement, determines that any encroaching item, including, but not limited to, object(s), structure(s), and/or landscaping that was placed in the public ROW must be removed or modified, it shall be the responsibility of the abutting property owner or maintenance entity to remove or modify the same and to bear all costs associated herewith, including the cost of replacement.
 - c. If the City directs an abutting property owner or maintenance entity to remove or modify, within a prescribed period of time, any encroaching item, including, but not limited to, object(s), structure(s), and/or landscaping, and the owner fails or refuses to comply with such directive, the City may cause the work to be done and assess the costs thereof as a charge and lien against the property.
 - 4. The developer and/or owner developing a property abutting a ROW or doing work on the ROW shall adhere to all applicable safety standards outlined by the FDOT and shall comply with the following additional requirements:

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- a. Follow **Code of Ordinances Section 18-21** requirements regarding unloading, loading and use of the right-of-way for construction activities
 - b. Restore the ROW to original or better condition.
 - c. Construct the accessways in such a way to minimize sediment tracked or discharged onto the roadways.
 - d. Replace existing infrastructure, including, but not limited to, concrete curbing, driveways or sidewalks in the ROW, which are damaged during construction. Such replacement shall be replaced to the nearest joint within ten working days or prior to the completion of construction in the area, whichever is earlier. Damage to road paving or stormwater facilities shall be repaired within five working days of such damage. No pedestrian or vehicle hazard shall be allowed. Maintain open handicapped accessible pedestrian way during construction at all times.
5. Any use or encroachment within a ROW for business or private purposes without prior city approval shall be prohibited. The subject use or encroachment may be removed by the city at the expense of the owner.
 6. Dumping of debris within a ROW shall be prohibited.
 7. Parking of a vehicle in a ROW shall be limited to designated areas that have been stabilized with an all weather surface. Parking in other ROW areas are prohibited except for occasional parking in areas zoned residential. Occasional is defined as an irregular or infrequent occurrence. Storage of trailers or vehicles in ROW is prohibited.
 8. Building materials, disabled machinery, disabled vehicles, excavations and like objects in the ROWs between the period of sunset and sunrise, shall be properly identified by amber warning lights.
 9. The prohibition of placing or maintaining any building, object or materials in the public ROW, shall not apply to the city or it's authorized agents, nor shall they apply to franchised utilities operating within the scope of their easements or franchise.

SECTION 6.02.02. CLEAR ZONE, SIGHT OR VISION TRIANGLE

- A. The clear zone, sight or vision triangles are areas at the corners of intersections of roads, streets, driveways, or other accessway, where views of approaching traffic should not be obstructed.
- B. All clear zones, sight or vision triangles shall be in compliance with **Section 5.01 of the Destin Design Manual**.
- C. Development Within the Clear Zone
 1. The following development types may be allowed within the clear zone provided they strictly adhere to the required standards identified in for each development type.
 - a. Landscaping, Trees, Shrubs, Grasses, or other Plants
 - i. Shall not create a safety hazard
 - ii. Shall be trimmed or pruned in a manner to not block the clear zone between three feet (3') above the ground to no lower than fifteen feet (15') above the ground.
 - iii. It is the adjoining property owners responsibility to maintain any clear zone adjacent to their accessway.

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- iv. The City shall require any violation of this section to be rectified, and if not taken care of within seven days of notification, the City may require the clearing, trimming, or pruning of the plants at the expense of the the adjacent property owner.
 2. No object, structure, building, or other developments shall be permitted or allowed to occupy the clear zone if it is higher than three feet (3').
 - a. Exceptions:
 - i. Rounded or blunt objects or structures which do not exceed eight inches above the edge of road, as approved by the city engineer;
 - ii. Raised curbing;
 - iii. Mailbox columns, which will break-away and have a column cross-section of 16 square inches or less and have a column profile of no more than 12 inches wide;
 - iv. Sidewalks with raised curbing and objects or structures, which do not exceed eight inches above the edge of road;
 - v. Bicycle lanes;
 - vi. Guard railing, as approved by the city engineer;
 - vii. Drive accessway onto a abutting property, as approved by the city engineer;
 - viii. Temporary placement of garbage or trash or recyclable receptacles under one cubic yard in size.
 3. Existing non-confirming mailboxes which are replaced or damaged by more than fifty percent (50%) shall be required to be reconstructed to conform to this section.

SECTION 6.02.02 INGRESS/EGRESS REQUIREMENTS

- A. Minimum accessway spacing between adjacent accessways. Adjacent accessways located on the same side of a right-of-way shall meet the minimum accessway spacing standard (refer to Access Management Table of Dimensions below) as measured from centerline-to-centerline of the accessways. For arterial streets, the minimum standard may vary between a range of 440 feet and 660 feet. The City Manager or designee shall use the minimum Florida Department of Transportation recommendations in determining the minimum accessway spacing required.
- B. Minimum accessway spacing from an intersection. Accessways located adjacent to an intersection of two or more rights-of-way shall meet the minimum accessway spacing standard from an intersection as measured from the centerline of the intersection to the centerline of the accessway. Corner lots at a street intersection that cannot meet this requirement because of lot width shall place the accessways as far from the street intersection as possible. If a corner lot has frontage on a cul-de-sac, which said cul-de-sac has a total length of 500 feet or less, the lot shall be accessed from the cul-de-sac. Corner lots fronting on streets with different classifications, as defined in Article 8, Table 8-1, shall be accessed from the street with the lower classification. The City Engineer may allow different driveway placement based on public safety, traffic volume, geometric constraints of topography, lot shape and dimensions, or other construct ability considerations. For U.S. Highway 98, please refer to FDOT specifications.
- C. Minimum offset accessway spacing. Adjacent accessways located on opposite sides of a roadway from each other shall meet the minimum offset accessway spacing standard as measured from centerline-to-centerline of the accessways, varying by the posted speed limit of the roadway.

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- D. Minimum median spacing. Median openings that permit only one-way turning movements shall meet the minimum directional median opening spacing standards as measured from centerline-to-centerline of the median opening. Median openings that permit unrestricted turning movements shall meet the minimum full median opening spacing standards as measured from centerline-to-centerline of the median opening.
- E. Minimum traffic signal spacing. Adjacent traffic signals shall meet the minimum signal spacing standard as measured from centerline-to-centerline of the signalized intersections. The City Manager or designee shall evaluate the feasibility and effectiveness of constructing a roundabout concurrently with any analysis to evaluate the feasibility and effectiveness of installing a traffic signal. Preference shall be given to roundabouts for intersections where they are found to be feasible and effective.

Table 6.02-1 Access Management Table of Dimensions

Functional Classification	Minimum accessway spacing	Minimum accessway spacing from an intersection (i)	Minimum offset accessway spacing			Minimum median opening spacing		Minimum traffic signal spacing
		Approaching/ Departing (ii)	< 26 mph	26-44 mph	> 44 mph	Directional	Full	
Arterial streets	440'—660'	230'	N/A	440'	660'	1320'	2640'	2640'
Collector streets	250'	230'	250'	440'	N/A	660'	1320'	1320'
Local streets	125'	115'	N/A	N/A	N/A	N/A	N/A	1320'

(i) For U.S. Highway 98, please refer to FDOT specifications

(ii) For a right-in or right-out only accessways, the minimum spacing shall be 115'.

- F. Single-family or duplex developments may provide the following types of ingress/egress, provided they meet all minimum separation requirements and minimum design standards per the Design Manual. No more than two (2) ingress/egress points shall be permitted on any residential lot, parcel or property.
1. Single accessway
 2. Two Accessways
 - a. Where deemed appropriate by the City Engineer, the impact of multiple driveway cuts to the right-of-way stormwater facilities shall be offset by requiring either swales deeper than the minimum requirements found in the Design Manual or a combination of drainage piping and swales.
 - b. For pull-through or Looping Accessways
 1. The site plan shall depict the proposed traffic pattern showing in a manner to discourage backing into the right-of-way.
 2. The minimum inside turning radius shall be fifteen feet (15') with the center point measured at the property line.
- G. More than one means of ingress/egress may be provided with the following criteria:
1. All additional ingress/egress points shall meet the minimum separation requirements for access management as described in the Access Management Table of Dimensions above.

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2. Any development five (5) acres or more shall provide a minimum of two (2) means of ingress/egress.
3. A second ingress/egress required to meet minimum emergency service requirements.
- H. Cul-de-sacs and Dead-end Streets
 1. Cul-de-sacs and streets resulting in dead-ends shall not exceed one-hundred and fifty feet (150').
- I. Accessway Widths
 1. Non-residential and multi-family developments shall not exceed twenty-seven feet (27') wide unless a traffic study determines otherwise.
 2. Single-family or duplex residential driveway cuts shall not exceed twenty-seven feet (27') wide. For multiple driveway cuts the collective driveway widths shall not exceed thirty feet (30') in the aggregate.

SECTION 6.02.03 STREETS, SIDEWALKS, AND MULTI-USE PATHS OR TRAILS

- A. Public Streets
 1. Shall have a minimum lane width of ten feet (10') wide (center of stripe to center of stripe) and a maximum lane width of twelve feet (12') wide (center of stripe to center of stripe).
 - a. Local or Residential Streets shall have a lane width of ten feet (10') wide as described above. All other streets may vary as described above.
 2. All streets shall be developed per the minimum design standards as detailed in the Design Manual.
- B. Public Sidewalks
 1. All sidewalks shall meet the minimum design standards shown in the Design Manual.
 - a. All sidewalks shall be concrete and meet the minimum standards and design per the Design Manual.
 2. All sidewalks shall be placed at the back of right-of-way or as far away from vehicular traffic as possible.
 3. Sidewalk widths
 - a. Arterial and Collector roadways: shall be a minimum of eight-feet-wide.
 - b. All other sidewalks shall be a minimum of five feet wide.
 4. Pedestrian Crosswalks
 - a. Pedestrian crosswalks shall be provided at the intersections of all rights-of-way with accessways, where sidewalks cross internal accessways and at any additional key pedestrian crossing points as identified by the City Manager or designee.
 - b. Pedestrian crosswalks shall be characterized by a change in pavement color, pavement texture, white paint striping, and/or reflective materials.
 - c. The placement and striping for all pedestrian crosswalks shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) standards and the Design Manual.
 - d. All permanent striping located within rights-of-way, both public and private, shall be thermoplastic in accordance Florida Department of Transportation (FDOT) specifications.
 5. Residential Development Sidewalk Requirement

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- a. Owners or developers of new single-family detached or duplex residential structures shall be required to construct sidewalks consistent with this article when any one of the following criteria is met:
 - 1. The owners or developers of new single-family detached and duplex residential structures constructed in existing neighborhoods (infill houses) are required to construct sidewalks consistent with this article when 50 percent or more of the developed lots on the same side of the street within the same block have sidewalks.
 - 2. When more than 50 percent of lots on the same side of the street in the same block are undeveloped then the owners or developers shall construct sidewalks. This subsection shall not be applicable if a waiver has been granted for a lot or lots on the same side of the street in accordance with subsection d. below.
 - 3. If a property does not meet the criteria stated in subsections a. or b. listed above but is scheduled to receive sidewalks within the next three years, as indicated in the latest copy of the City's 5-year Capital Improvements Plan, then the owner or developer of the new single-family detached or duplex residential structure will have to install a sidewalk consistent with this article.
 - 4. Waiver: Sidewalk construction may be waived at the discretion of the City Manager, based upon input from the review and approval recommendation by the Community Development Director and Public Services Director if the following criteria are met:
 - (i) There is a threat to public health, safety, or welfare or the owner or developer establishes that the required sidewalk would result in undue hardship.
 - (ii) The owner or developer remits to the City the cost of the sidewalk installation to support future City sidewalk/pathway construction.
 - (a) If the waiver is granted, the cost of the sidewalk construction will be determined based on current City continuing service contract pricing and those funds shall then be paid by the owner or developers specifically for City initiated installation, replacement or maintenance of sidewalk/pathways within the public right-of-way or granted public easement based on prioritization by City Council.
 - (iii) Undue hardship or threats to public safety may include but are not limited to: insufficient right-of-way, significant utility conflicts, extreme topography, incompatible natural features (preserved or protected trees), complete absence of existing or planned sidewalks on a city classified "local street (residential)", or an unsafe pedestrian environment caused by vehicle proximity and speed.
- C. Multi-use Paths and Trails
 - 1. All multi-use paths shall meet the minimum design standards shown in the Design Manual.
 - a. Multi-use paths or trails shall be asphaltic concrete and meet the minimum standards per the Design Manual.
 - b. All multi-use paths and trails shall remain unabstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers to pedestrian or bicycle movement.
 - D. Bicycle Lanes

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1. All bicycle lanes shall minimum FDOT requirements per Standards Plans 711 (Latest Edition) and minimum widths shall be measured from the edge of curb on streets without on-street parking.
- E. Pedestrian Amenities
 1. All developments shall provide gathering/sitting areas that at a minimum include the following decorative pedestrian amenities in groups of two in any combination:
 - a. Benches and waste containers
 - b. Bicycle racks.
 - c. Decorative water or drinking fountains
 - d. Pedestrian lighting fixtures
 - e. Public Art sculptures in accordance with any City Public Art program

SECTION 6.03 ON-SITE PARKING AND LOADING STANDARDS

SECTION 6.03.01 GENERAL STANDARDS

- A. Parking standards for uses not listed specifically in this Article shall meet the on-site vehicle, and bicycle, if applicable, parking requirements of the uses listed in this Article which are similar or as determined by the Community Development Director or their designee.
- B. Outdoor Seating
 1. Any use proposing outdoor seating shall provide parking at the same rate of the regular parking requirement of the primary use for the area of outdoor seating in addition to the indoor seating requirement.
- C. For the purposes of this article, "boat parking spaces" may replace no more than 15% of required vehicular parking for non-commercial uses on properties zoned SHMU, CMU, and INST.
 1. New and pre-existing developments may substitute up to 15 percent of the total required vehicle parking spaces for nonresidential uses for boat parking spaces.
 - a. The spaces shall be located within the submerged land lease of the upland property associated with the upland property/use in question.
 - b. Any boat parking spaces used for substitution must have signage that clearly indicates they are for use for the associated upland property/use.
 - c. No commercial moorage, activity, or uses shall occupy any boat parking space utilized for upland parking reductions at any time.
 - d. Overnight docking is prohibited.
 - e. Residential uses do not qualify for this substitution of required vehicle parking spaces.
- D. Parking, loading, or accessway areas used or set aside for parking, loading, accessways or service and utility areas shall not be located within ten feet of the property line when such property line abuts single-family, duplex, townhouse or multi-family uses.
- E. Multiple uses
 1. If there are multiple uses or accessory uses provided within a building or on a property or development additional parking shall be provided for those accessory uses at the rate of the requirements for such uses as required in the required parking regulations.
- F. Computation of vehicle and bicycle parking spaces
 - a. When the number of required vehicle or bicycle parking spaces results in a fractional space, the required number shall be rounded up to the next highest whole number.

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- G. Landscaping for parking facilities. All on-site and on-street parking areas shall be landscaped in accordance with the landscaping and tree protection requirements per **Article 6 and the Design Manual**.
- H. Surface Materials
 - 1. The following materials may be utilized for parking and accessways in accordance with the Design Manual, however, all site parking and accessways shall meet minimum ADA, where required, and Fire Code standards.
 - a. Gravel
 - i. Designed to not be tracked off-site.
 - ii. Shall not be installed within the right-of-way.
 - b. Asphalt Pavement
 - c. Concrete
 - d. Paver systems
 - i. Within the right-of-way shall require a Hold Harmless Agreement
 - e. Other material as approved by the City Engineer

SECTION 6.03.02 VEHICLE PARKING STANDARDS

- A. The purpose and intent of this section is to require vehicular and bicycle parking facilities for all land uses in sufficient number, size and arrangement to adequately meet the needs created by those land uses to:
 - 1. Alleviate or prevent the congestion of vehicle traffic on streets caused by a lack of adequate parking spaces.
 - 2. Promote general traffic and pedestrian safety by minimizing conflicts between moving and parking vehicles and vehicles and pedestrians.
- B. Parking facilities shall be provided for all development within the City pursuant to the requirements of this code and article.
- C. It shall be unlawful for any owner or operator of any building or land use affected by this code to cause or permit the discontinuance or reduction of required parking.
- D. No storage, waste facilities, maintenance of any equipment, parking of business/company vehicles, or other non parking activities may occur within, block, or otherwise obstruct any required parking space, on or off-site.
- E. A property owner may establish alternative parking plans with a Shared Parking Agreement meeting the requirements of **Section 4.09.05** and are in compliance with this article and approved by the City Manager or his or her designee.
 - 1. If a parking agreement is part of a Development application it shall be approved through the process the proposed development is running through per **Article 2**.
- F. ADA or handicapped parking spaces are required and shall be consistent with the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and or **F.S. § 553.5041**, whichever requires more accessibility.
 - 1. Refer to the latest ADAAG addition regarding exceptions and additional requirements.
 - 2. ADA or handicapped parking shall be located on the same lot or parcel it is intended to serve.
 - 3. No ADA space can be located in an off-site parking lot.

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4. Even if a use utilizes public parking to meet the parking requirement, the same amount of ADA parking as would be required if the lot was on site, shall be provided for at the location of the proposed use.
- G. Only vehicles in operating condition shall occupy such spaces.
 1. Automotive vehicles, without current license plates, shall not be parked or stored on any residentially zoned property other than in enclosed buildings.
 2. No vehicle with "vehicle" signs may be parked in any required parking lot for the purposes of advertising.
- H. Location of On-site parking facilities. The following regulations shall apply to all development in the City which requires vehicle and bicycle parking:
- I. Location of vehicle parking. The on-site vehicle parking facilities required by this article shall be located on the same lot or parcel of land they are intended to serve.
 1. This requirement does not apply to those areas designated as Special Parking Districts as specified in this **Section 6.03.06 Off-Site Parking and Section 6.03.07 Special Parking Districts or as part of a Shared Parking Agreement per Section 6.03.05.**
 2. On-street vehicle parking shall be in accordance with **Section 6.03.06.**
- J. Additional parking spaces required for expansion of existing buildings, structures, commercial docks, marinas, and uses.
 1. Buildings, structures, docks, marinas or uses may be modernized, altered or repaired, provided there is no increase in gross floor area or capacity, or ground area, without providing additional on-site and/or on-street vehicle parking spaces in accordance with this code.
 2. Where buildings, structures, docks, marinas, or uses are enlarged in gross floor area or capacity or ground area, on-site and/or on-street vehicle parking spaces, shall be brought into compliance with the vehicle parking space requirements for the entire building, structure, dock, marina, or use.
- K. Parking spaces required for multiple uses.
 1. Where multiple uses or purposes exist on a parcel or lot, the parking space requirements for each use shall be calculated separately and the requirements combined for a single total number of parking spaces needed, except for shopping centers.
 2. The total number of parking spaces may be reduced by conducting a mixed-use parking analysis as outlined in section 8.06.12.
- L. Tandem or end-to-end vehicle parking is allowed only for:
 1. Single-family detached and multifamily residential uses, both long and short-term
 - a. Tandem or end-to-end vehicle parking stalls shall exceed more than two vehicles parking spaces placed end-to-end for all residential uses.
 - b. Residential developments shall not be allowed to combine parking for separate dwelling units in a tandem vehicle parking area.
 2. Nonresidential uses with an approved and recorded parking agreement per Section 4.10.05, that shall include valet parking for all customers and patrons.
 3. Nonresidential uses without valet parking are strictly prohibited from using tandem or end-to-end vehicle parking.

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- a. Tandem or end-to-end vehicle parking stalls shall not exceed more than three vehicles parking spaces placed end-to-end for residential uses or three vehicle parking spaces placed end-to-end for nonresidential uses.
4. If a non-residential development or parking agreement includes tandem or end-to-end vehicle parking then;
 - a. Each tandem or end-to-end vehicle parking stall shall have clearly designated pavement marking, or;
 - b. Signs shall be posted clearly designating which spaces are tandem and what entity the spaces are designated for.

SECTION 6.03.03 BICYCLE PARKING STANDARDS

- A. All uses, unless specified below, require a minimum of ten percent (10%) of the required vehicle parking spaces.
 1. Elementary, Middle, or High School (Public or Private)
 - a. 1 space per 9 students
 2. Post Secondary, professional trade training, or non traditional university facilities
 - a. 1 space per 15 students
 3. Parks
 - a. 5 spaces
- B. Location:
 1. All bicycle parking shall be located within 20 feet of building entrances.
 - a. For sites with multiple land uses and/or multiple building entrances, bicycle parking shall be distributed between the various uses or entrances proportionate to the number of vehicle and bicycle parking spaces required of this Code.
 2. In highly visible well-lighted areas to minimize theft and vandalism and shall be at least as convenient as the majority of vehicle parking spaces provided.
 3. In a manner that shall not impede pedestrian or vehicular circulation,
- C. The design of bicycle parking shall be harmonious with their environment both in color and design and incorporated into building design or street furniture whenever possible.
- D. Bicycle parking facilities shall be provided consistent with the requirements of this code where buildings, structures, docks, marinas, or uses are enlarged in gross floor area, capacity, or ground area.
- E. When the use of a building or land is changed, additional bicycle parking spaces shall be provided to the extent that the number of parking spaces required for the new use exceeds the number of parking spaces required for the previous use.

SECTION 6.03.04 STACKING AND LOADING STANDARDS

- A. Facilities may provide a drop-off facility with a minimum stacking lane capacity for two (2) vehicles adjacent to the building.
- B. Loading and Staking areas shall provide clear ingress and egress.
- C. No more than thirty (30) percent of the total required number of parking spaces or five (5) parking spaces, whichever is less, when placed in a stacking lane, may be credited to the required number of off-street parking spaces.
- D. A stacking lane space shall be nine feet (9') wide by nineteen feet (19') deep.

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SECTION 6.03.05 PARKING AGREEMENTS AND REDUCTIONS

- A. The following may be used to reduce the number of required on-site vehicle parking spaces for a development.
- B. All parking agreements and studies shall be reviewed as part of a Development Order.
 - 1. If no Development Order exist for a property, or if the parking agreement is not part of a Development Order application, the appropriate Development Order process as Identified in **Article 2**, shall be followed in the context of the proposed parking agreement.
- C. Parking Agreement
 - 1. All parking agreements shall include at a minimum:
 - a. The details of all proposed parking reductions
 - b. Parking lot layout of both on-site and of site facilities, if applicable
 - c. What else?
 - 2. Any parking agreement shall be recorded against the property and shall be valid until:
 - a. the uses specified in the agreement cease
 - b. both parties agree to nullify the agreement
 - c. what else?
- D. Parking Study
 - 1. The vehicle and/or bicycle parking space study shall include at a minimum, but not be limited to, the following:
 - a. Estimates of vehicle and/or bicycle parking requirements based on recommendations in studies such as the:
 - b. Urban Land Institute (ULI),
 - c. Institute of Transportation Engineers (ITE),
 - d. Traffic Institute,
 - e. Estimates shall be based on data collected from uses or combinations of uses which are the same or comparable to the proposed use.
 - i. Comparability shall be determined by
 - (a) Density/intensity,
 - (b) Scale,
 - (c) Bulk,
 - (d) Area
 - (e) Type of activity
 - (f) Location.
 - ii. The study shall document the source of data used to develop recommendations.
 - f. An analysis of the extent to which the study's recommendation will lessen the loading space requirement for the development.
 - g. Whether or not the impact will have a negative impact on the purpose of providing the required number of parking spaces as specified in this Article: Number of on-site loading spaces required.
 - i. In no case shall a parking study or agreement be approved which would allow for anything less than one loading space.
 - h. If off-site parking is included in the study, the following shall be included in the study;

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- i. Identification of an ADA accessible pedestrian route from the off-site parking area to the primary property.
 - (a) The route shall not exceed more than one half mile (2,640 feet) from ADA access point at the property line for both properties.
 - (b) If this network does not exist the network shall be constructed and coordinated with the City Engineering Division.
 - ii. Impact to pedestrian network to include but not limited to:
 - (a) Pedestrian signal phasing adjustment recommendations to US Hwy 98
 - (b) Identification of deficiencies of both primary and secondary pedestrian way not in compliance with existing City Code and design regulations
2. An applicant may submit for the City's review a parking study for uses not listed in any use table of this Article if they are not satisfied with the City's application of the vehicle and/or bicycle parking space standard for the most similar or appropriate use listed.
 - a. Said vehicle and/or bicycle parking space study shall be submitted in conjunction with a Development Order.
 - b. If no Development Order exists for the property, or if the parking agreement is not part of a Development Order application, the appropriate Development Order process as identified in **Article 2**, shall be followed in the context of the proposed parking agreement.
- E. Valet parking.
 1. Any proposed valet parking shall require a Parking Agreement.
 2. Shall only be used to provide up to 50 percent of the total required number of parking spaces
 3. If the proposed valet parking agreement also includes a reduction in parking, a parking study shall be submitted for review.
 4. All required ADA spaces shall be located on-site and in compliance with all federal, state, and local ADA regulations.
 5. The parking area where the valet parking spaces are located can be on-site or off-site, provided the off-site parking area is located in accordance with the requirements of **Section 4.09.07**.
 6. Tandem or end-to-end parking stalls may be utilized by the valet parking attendants to park vehicles
 - a. Tandem parking stalls shall not accommodate more than three cars parked end-to-end.
 - b. This parking arrangement shall only be used for the following uses, as listed in Table 8-6: Bicycle and Vehicle Parking Standards: 721110 Hotels and motels, 721191 Bed-and-breakfast inns, 721199 Other traveler accommodations, 7213 Rooming and boarding houses, 722110 Full-service restaurants, 7224 Drinking places, alcoholic beverages, and 713930.c Fare-carrying vessels.
 7. Requirements and contents of valet parking agreement
 - a. Permission for such valet parking shall be by a valet parking agreement which has been submitted, reviewed and approved by the City prior to being recorded in the public records of Okaloosa County, Florida.
 - b. Said valet parking agreement shall be deemed a covenant running with the land and shall at a minimum contain the following provisions:
 - i. A detailed site plan of the proposed valet parking operation which shall include, but not be limited to:

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- (a) The proposed pick-up/drop-off area parking
 - (b) The location of valet parking spaces
 - (c) The total capacity of the valet parking facility
 - ii. A written detailed valet parking operations plan, including:
 - (a) Hours and days of operations
 - (b) Routes to and from the parking area(s)
 - (c) The minimum number of valet parking attendants
 - (d) Location and design of the proposed "valet" parking sign.
 - iii. A statement from the owner or other authorized agent indicating their understanding that they will be committing a penal offense to cause or permit such valet parking area to be operated or used without providing the services of attendants.
 - iv. A statement from the owner or other authorized agent indicating their understanding that the valet parking agreement is a covenant running with the land and that it cannot be amended without the consent of the City.
 - c. After the valet parking area has been constructed, inspected and approved by the City, it shall be a penal offense by the owner or operator of such building to cause or permit such parking area to be operated or used without providing the services of attendants, provided that if the area wherein the building is constructed pursuant hereto is subsequently included in an area declared exempt from the requirements of this section, the building may take advantage of this exception and use the area set aside for on-site parking for any permissible use under the zoning for the applicable district, and the City will execute a recordable release to evidence the release of such on-site parking restrictions. Violations of this section shall be subject to the general penalty provisions of section 1-9 of the Code of Ordinances. Each day that such attendant service is not provided for and maintained shall be a new offense.
 - d. In the event any building in existence or under construction can qualify for the use of valet parking under the requirements in this **Article**, then the required off-street parking for such building may be modified accordingly.
- F. Parking Reduction for Preservation of protected trees
- 1. The City Manager or his or her designee shall authorize a reduction in the total number of required vehicle parking spaces for the preservation of native protected trees provided the applicant meets the following provisions:
 - a. The site plan shall be approved by a licensed arborist to ensure the site is being developed in a manner that will protect and maintain the tree(s).
 - b. The preservation of a protected tree with a trunk of 12 inches in diameter or greater.
 - c. The reduction in the total number of required vehicle parking spaces will prevent the removal of a protected tree that is located within the area of the site designated as a vehicular use area. The following reduction schedule listed in Table 8-7: Vehicle parking space reduction schedule for preservation of protected trees shall apply:

VEHICLE PARKING SPACE REDUCTION SCHEDULE FOR PRESERVATION OF PROTECTED TREES	
Number of Required Vehicle Parking Spaces	Reduction of Required Vehicle Parking Spaces Allowable

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1-4	0
5-9	1
10-19	2
20 or above	10% of total number of spaces (total reduction regardless of number of trees preserved)

2. The actual reduction in the total number of vehicle parking spaces shall be the minimum number of spaces needed to preserve the protected tree(s). Should the protected tree(s) die, then the property owner shall be required to replant a new tree(s) of the same species or the planting area shall be converted to a parking area.
3. The parking area reduction used for the preservation of protected trees shall not be counted as part of the minimum required open space per the applicable zoning district.

Tree Species	Tree width	Requirement/Reduction
Oak	0-12"	Can be removed and do not have to be replaced
Magnolia	12"+	Trees shall be maintained on-site and parking reduction granted only for the site of the tree.
All other tree species	0-12"	Can be removed and do not have to be replaced
	12"-24"	Trees can be removed but must be replaced elsewhere on-site.
	24"+	Trees shall be maintained on-site and parking reduction granted only for the site of the tree.

SECTION 6.03.06 OFF-SITE PARKING

- A. The City Council may designate Special Parking Districts as listed in Section 6.03.07. where off-site vehicle parking facilities may be provided by the City or private enterprises, thus lessening the demand for on-site vehicle parking.
- B. The following provisions apply to all developments that desire to take advantage of off-site vehicle parking facilities:
 1. Nonresidential and short-term residential uses are the only uses that are allowed to take advantage of having required vehicle parking spaces located off-site.
 2. Those portions of a mixed-use development that contain long-term residential uses, as defined in Comprehensive Plan, are required to have all required parking spaces located on-site.
 3. All required handicap parking spaces and loading spaces for all developments are not allowed to be located off-site and must be provided for on-site.
- C. Maximum distance:
 1. The maximum distance for off-site parking facilities allowed is one-half mile (½ mi.) or 2,640 feet.
 - a. The measurement of this shall be measured along the nearest pedestrian network.
 - b. If a pedestrian network does not exist or is missing elements the network shall be developed or completed.
 - c. If the network is out of compliance with the American's with Disabilities Act at the time of permitting, the affected pedestrian network shall be brought into compliance.
- D. Off-site or On-street public parking facilities.

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1. For development proposed in the Special Parking Districts per Section 6.03.07., that wish to take advantage of City owned and maintained parking lots/garages, the City Manager or their designee may allow the developer to pay an in-lieu parking fee instead of providing the spaces required by this article.
2. The fee shall be a one-time, nonrefundable fee per parking space avoided, paid to the City prior to the issuance of a certificate of occupancy.
3. The amount of the fee shall be determined by the City Council and shall be equal to the land acquisition, construction, and maintenance costs of parking spaces that are deferred by this provision.
4. These fees shall be used by the City solely for the purchase, construction, operation and maintenance of parking facilities serving the area of the development.
5. The City Council may, at the time of accepting the fee, enter into an agreement with the developer to construct or provide parking facilities.
- E. Until such time as the City has acquired sites(s) for public parking as generally identified in the Harbor CRA Plan, the City shall annually review the parking standards pertaining to the uses within the Special Parking Districts per **Section 4.09.07** to determine the adequacy of those parking requirements.
- F. Off-site private parking facilities.
 1. For development proposed in these districts that wish to take advantage of privately owned and maintained parking garages or surface parking lots, such parking spaces must be under the ownership or common control of the property owner proposing to place required parking spaces off-site in order to meet the parking requirement for that property.
 2. The ownership or common control of the parking spaces may be in the form of simple fee ownership or long-term lease (30 years or more).
- G. Off-site shared parking.
 1. A reduction in the number of required on-site parking spaces shall be allowed when shared parking is provided by a separate, neighboring development through a shared parking agreement.
 2. A shared parking analysis shall be submitted in accordance with the standards in **Section 4.09.05** and must demonstrate that the shared parking spaces on the neighboring site will be available during the times during which the parking demand is in excess of the on-site parking supply.
 3. Direct and continuous sidewalks and crosswalks shall be constructed between the off-site shared parking area and a primary on-site building entrance.
 - a. The applicant shall enter into a shared parking agreement with the owner(s) of the adjacent parcel(s) prior to the approval of the development order application.
 - b. The shared parking agreement must be submitted, reviewed and approved by the City prior to the approval of the development order application.
 - c. Said shared parking agreement shall be recorded in the public records of Okaloosa County, Florida, prior to the issuance of any building permit.
 - d. Additionally, the shared parking agreement cannot be considered null and void until the property owner who needs the parking has secured required parking either on his/her site or an alternative site, which must be subject to a new shared parking agreement.

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- e. The parking accessway agreement shall be deemed a covenant running with the land and shall at a minimum contain the following provisions:
 - H. A detailed site plan which at a minimum shall consist of the following: property boundary lines, adjacent right-of-way, the shared parking area and the number of spaces that will be provided to the applicant, adjacent improvements, sidewalks, landscaped areas, drainage swales.
 - I. A written statement indicating who is entitled to use and maintenance of the shared parking.
 - J. A statement from each of the owners of the property who are parties to this agreement, president, in the case of a corporation, or managing member, in the case of a limited liability company, indicating their understanding that they will be committing a penal offense to cause or permit such shared parking area to become inoperable by either party either through the erection of a physical barrier, neglecting maintenance for said area or other means.
 - K. A statement from each of the owners of the property who are parties to this agreement, president, in the case of a corporation, or managing member, in the case of a limited liability company, indicating their understanding that the shared parking agreement is a covenant running with the land and that it cannot be amended without the consent of the City.

SECTION 6.03.07 SPECIAL PARKING DISTRICTS

- A. Off-site parking districts. The following off-site parking districts are hereby established:
 - 1. Harbor Area Parking District
 - a. The Harbor Area Parking District encompasses all land designated as CMU, CTS, NHMU, and SHMU on the zoning map.
 - b. All off-site parking garages or surface parking lots used to satisfy on-site parking requirements for non-residential uses in the CMU, CTS, NHMU, and SHMU zoning districts shall be located in the CTS or NHMU zoning district and must be located within one-thousand two hundred feet (1,200') of the property for which the off-site surface parking lot or garage serves.
 - 1. The measurement of one-thousand two hundred feet (1,200') shall be from primary building entrance of the subject property to property line of the parking facility.
 - 2. The offsite parking shall also meet the regulations in Section 6.03.06.C. for pedestrian accessway distances.
 - 2. Town center parking district.
 - a. The Town Center Parking District encompasses all land designated as TCMU on the zoning map.
 - b. All off-site parking garages or surface parking lots used to satisfy on-site parking requirements for nonresidential uses in the TCMU zoning district shall be located in the TCMU zoning district and must be located within one-thousand two hundred feet (1,200') of the property for which the off-site surface parking lot or garage serves.
 - 1. The measurement of one-thousand two hundred feet (1,200') shall be from primary building entrance of the subject property to property line of the parking facility.
 - 2. The offsite parking shall also meet the regulations in Section 6.03.06.C. for pedestrian accessway distances.
 - 3. Institutional parking districts. Institutional Parking Districts encompass all land designated as INST on the zoning map.

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- a. All off-site parking garages or surface parking lots used to satisfy on-site parking requirements for uses located on property designated Institutional on the zoning map must be located within one-hundred and fifty feet (150') of the property for which the off-site surface parking lot or garage serves.
 1. The measurement of one-hundred and fifty feet (150') shall be from property line to property line.
 2. The offsite parking shall also meet the regulations in Section 6.03.06.C. for pedestrian accessway distances.
4. Crystal Beach parking district.
 - a. The Crystal Beach Parking District encompasses all land designated as Crystal Beach Neighborhood (CBN) or Crystal Beach Resort (CBR) on the zoning map.
 - b. All off-site parking garages or surface parking lots used to satisfy on-site parking requirements for uses located on property designated CBN or CBR on the zoning map must be located within one-hundred and fifty feet (150') of the property for which the off-site surface parking lot or garage serves.
 1. The measurement of one-hundred and fifty feet (150') shall be from property line to property line.
 2. The offsite parking shall also meet the regulations in Section 6.03.06.C. for pedestrian accessway distances.
 - c. Short-term Rentals or Seasonal Rentals shall not be allowed to utilize off-site parking within the Crystal Beach parking district.

SECTION 6.03.08 ON-SITE LOADING STANDARDS

- A. All on-site loading spaces shall be provided for pursuant to the requirements of this Code and the City of Destin Design Manual.
- B. The on-site loading spaces shall be maintained as long as the use exists that the facilities were designed to serve.
- C. Only vehicles making deliveries shall occupy such spaces.
- D. It shall be unlawful for any owner or operator of any building or land use affected by the Code to cause or permit the discontinuance or reduction of required loading spaces without the establishment of alternative loading spaces which meet the requirements of and are in compliance with this article and approved by the City Manager or designee.
- E. Loading spaces required for all development.
 1. On-site loading spaces shall be provided for all development within the City pursuant to the requirements indicated in this **Article**.
 2. Loading spaces shall be maintained as long as the use exists that the spaces were designed to serve.
 3. Loading spaces shall not be used as a parking space, for the storage of vehicles or materials or for meeting parking requirements.
 4. Loading spaces shall only be used by vehicles that are loading or unloading items that the occupant of the building, structure, or land requires delivery or pick-up.
 5. It shall be unlawful for any owner or operator of any building, structure, or land use affected by the Code to cause or permit the discontinuance or reduction of required loading spaces without

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the establishment of alternative loading spaces which meet the requirements of and are in compliance with this article and approved by the City Manager or designee.

6. Single-family detached, duplex and townhome dwellings are expressly exempt from providing loading spaces.
- F. Location of on-site loading spaces.
 1. The on-site loading spaces required by this section shall be located on the same lot or parcel of land they are intended to serve.
 2. In no case shall the location of any required loading space not be located on the same lot or parcel it is intended to serve.
 3. Loading spaces shall be located in such a manner as to provide the simplest and most convenient means of loading and unloading material or goods to the building, structure or lot it is intended to serve.
- G. As set forth below in the table, and **Article 4**, all lots or parcels are required to meet at least the minimum requirements for the specific use or uses, which may have multiple applications to a particular parcel.
 1. Uses not specifically mentioned in **Article 4** or below shall meet the loading space requirements for the use that is most similar, comparable, or compatible.

NUMBER OF ON-SITE LOADING SPACES REQUIRED	
Use	Loading Spaces Required
Schools, hospitals, nursing homes, and other similar institutional uses and mid and high rise residential	1 space for the first 100,000 sq. ft. of gross floor area or fraction thereof and one space for each additional 100,000 sq. ft. or fraction thereof
Auditoriums, gymnasiums, stadiums, theaters, convention centers and other buildings for public assembly	1 space for the first 20,000 sq. ft. of gross floor area or fraction thereof and 1 space for each additional 100,000 sq. ft. or fraction thereof
Offices and financial institutions	1 space for the first 75,000 sq. ft. of gross floor area or fraction thereof and 1 space for each additional 25,000 sq. ft. or fraction thereof
Retail commercial, service, road service, and commercial entertainment	1 space for the first 10,000 sq. ft. of gross floor area or fraction thereof and 1 space for each additional 20,000 sq. ft. or fraction thereof
Industrial uses	1 space for every 10,000 sq. ft. of gross floor area or fraction thereof

- H. Loading space study.
 1. If an applicant is proposing a use that is not listed in Paragraph G. and is not satisfied with the City's application of the loading space standard that is most similar or compatible to the use in question, then the applicant may submit to the City Manager or designee a loading space study to determine the actual number of loading spaces needed for the proposed use.
 2. Said loading space study shall be submitted in writing to the City Manager or designee who shall review the study and give a written determination to the applicant as to whether said study is approved or disapproved.
 3. The loading space study shall include, but not be limited to the following:

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- a. Estimates of loading space requirements based on recommendations in studies such as those from the Urban Land Institute (ULI), Institute of Transportation Engineers (ITE), or the Traffic Institute, and based on data collected from uses or combinations of uses which are the same or comparable to the proposed use. Comparability shall be determined by density, scale, bulk, area, type of activity, and location. The study shall document the source of data used to develop the recommendations.
 - b. An analysis of the extent to which the study's recommendation will lessen the loading space requirement for the development and whether or not the impact will have a negative impact on the purpose of providing the required number of loading spaces as specified in Table 8-9. NOTE: In no case shall a study be approved which would allow for a use listed in Table 8-9 to not have at least one loading space.
- I. Additional loading spaces required for expansion of existing buildings, structures, commercial docks, marinas, and uses.
 - 1. Buildings, structures, docks, marinas or uses may be modernized, altered or repaired, provided there is no increase in gross floor area or capacity, or ground area, without providing additional on-site loading spaces in accordance with this Code.
 - 2. Where buildings, structures, docks, marinas, or uses are enlarged in gross floor area or capacity or ground area, on-site loading spaces, as specified herein, shall be brought into compliance with the loading space requirements for the entire building, structure, dock, marina, or use.
- J. Additional loading spaces required for a change of use.
 - 1. When the use of a building or land is changed, additional on-site loading facilities shall be provided to the extent that the number of loading spaces required for the new use exceeds the number of loading spaces required for the previous use.
- K. Loading spaces required for multiple uses.
 - 1. Where multiple uses or purposes exist on a parcel or lot, the loading space requirements for each use shall be calculated separately and the requirements combined for a single total number of loading spaces needed, except for shopping centers.

SECTION 6.04 UTILITIES

SECTION 6.04.01 GENERAL

- A. The developer shall place all utilities underground and shall observe minimum setbacks as required by utility companies or regulatory agencies.
- B. All utilities shall be placed within a right-of-way or within a designated easement.
- C. All utilities shall be placed outside of pedestrian facilities and roadways as practical.
- D. Any utilities within a sidewalk or crosswalk shall be flush mounted and meet applicable ADA requirements.
- E. All out of service utilities shall be grouted in place as necessary or removed as determined by the City Engineer and shall remain the utility owner's responsibility to maintain records of abandoned facilities.
- F. Utility Main and Conduit Lines
 - 1. All undergrounded utilities shall be a minimum of thirty-six inches (36") below finished grade.
 - 2. All utilities shall go no deeper than is necessary based on minimum separation requirements for installation by open trench.

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3. Directional drilling shall meet all FDOT specifications.
- G. Utility Service and Lateral Lines
 1. All service and lateral utility lines shall be a minimum of twelve inches (12") below finished grade.
 2. In the event of a service or lateral line in vicinity of a stormwater or drainage utility, the utility lines shall be twenty-four inches (24") below the finish grade of the stormwater or drainage utility.
- H. All methods of installation other than directional drilling or open trenching shall be approved by the City Engineer.
- I. All above and below ground utility work shall be conducted by a licensed contractor.

SECTION 6.04.02 SEWER

- A. Wastewater treatment in Destin is provided by private entities.
- B. The developer shall connect to the nearest sanitary sewer system provided by the utility company.
- C. Sewer and stormwater infrastructure shall not be combined within the city.
- D. The following measures on the part of the City are intended to conserve the capacity of the treatment facility.
 1. Use of treated wastewater for irrigation shall be utilized when the infrastructure is in place and available.
 2. The City shall require that all septic tank users connect to the central sewer system within one year of sewer availability.
 - a. Prior to taking action to enforce compliance with this Code, the City shall after one year has elapsed notify the property owner(s) in question by registered mail stating the delinquency and providing a grace period of no more than 60 days in which to comply with this Code.
 - b. If connections are not voluntarily made to a central sewer system before the end of the grace period, the City shall use its regulatory powers to enforce compliance. This may take the form of any one or more of the following steps:
 1. Inspection of all properties not in compliance shall occur upon the sale or resale of the property or upon the disconnection of power to the property as the result of a change in occupancy. As part of the minimum standards inspection performed by the building inspector, connection to an available central system shall be required before the property is approved for occupancy.
 2. Permits for property improvement or alteration shall be withheld until compliance with this Code is achieved.
 3. The City shall coordinate with the private utility companies to maintain a listing of the addresses of all properties not in compliance with this Code and shall provide copies to all persons or agencies requesting same.
 4. Upon receipt of evidence by the building inspector that appropriate fees have been paid to accomplish taps to a central sewage system, any penalties or restrictions affecting the property pertinent to septic tank use shall be removed by the City.

SECTION 6.04.03 WATER

- A. Potable water in Destin is provided by private entities.

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- B. The City's Comprehensive Plan encourages the protection and conservation of the City's potable water resources through the following actions.
 - 1. Backflow prevention assemblies shall be utilized to protect the public system from contamination caused by back pressure or back-siphonage.
 - 2. Cross connections of water lines from private wells or reclaimed water to public water supply lines shall be prohibited.
- C. The Northwest Florida Water Management District Water Supply Plan is incorporated into this Code by reference.
- D. Rule 40A-2 Florida Administrative Code (FAC), is incorporated in this Code by reference.

SECTION 6.04.04 PRIVATE IRRIGATION WELLS

- A. The Northwest Florida Water Management District issues consumptive use permits for wells drawing water from the Florida [Floridan] Aquifer which meet certain withdrawal thresholds. In order to determine whether to allow the proposed withdrawal, NFWFMD staff must determine the impact of the well on adjacent property owners and the water resource. Rules generally state that the withdrawal of water from a well:
 - 1. Must not cause the level of the potentiometric surface under lands not owned, leased or otherwise controlled by the applicant to be lowered more than five feet;
 - 2. Must not cause the level of the water table under lands not owned, leased or otherwise controlled by the applicant to be lowered more than three feet;
 - 3. Must not cause the level of the surface of water in any lake or other impoundment to be lowered more than one foot; and
 - 4. Must not cause the potentiometric surface to be lowered below sea level (rule 40D-2.301(3), FAC).
 - 5. These regulations use the drawdown depth means of determining the impact on water resources since the quantity of consumptive use is the primary concern.
 - 6.
- B. Shallow wells which draw water from the sand-and-gravel aquifer shall be used for irrigation purposes only.
 - 1. Sand-and-gravel wells may not be located within 25 feet of another shallow well.

SECTION 6.04.05 SOLID WASTE AND RECYCLING

- A. Solid waste and recycling services are provided through the City's franchise agreement with the chosen solid waste provider.
- B. All development shall provide for the appropriate facilities for amount of solid waste and recyclable products produced by the land uses within the development.
 - 1. Non-residential developments, to include multi-family developments, shall not utilize residential roller style waste bins.
- C. All solid waste and recycling facilities shall;
 - 1. Be located on private property and not allowed within any right-of-way. A variance cannot be requested to place any waste facility within the right-of-way.
 - 2. All pick-up and dumping access of solid waste and recycling facilities shall occur on private property and not within any right-of-way for multi-family and non-residential uses.
 - 3. Be in compliance with the Design Manual
 - 4. Not be blocked by or located in front or behind any parking or loading spaces.

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5. All solid waste and recycling facilities shall be screened by 100% opaque screening material and meet the requirements of the Design Manual.
- D. Oil, grease, paint, products shall not be commingled with ordinary household solid waste.
 1. Used motor oil shall be taken to oil collection centers or picked up by a collection service.
- E. Setbacks:
 1. Front: Setback enough to meet all requirements in paragraph C above
 2. Side & Rear:
 - a. Adjacent to residential or duplex use: ten feet (10')
 - b. Adjacent to multifamily or non residential use five feet (5')

SECTION 6.04.06 STORMWATER

- A. All development shall provide sufficient stormwater collection, retention, or detention facilities on-site, unless the property has rights to stormwater facilities off-site.
- B. The stormwater system shall be based upon the facilities necessary to dispose of runoff according to the recurrence frequencies listed below.
 1. Drainage basin with an outfall: one inch (1") of rainfall over the entire site, or 25 year-24-hour storm event, whichever is greater.
 2. Drainage basin without an outfall: 100 year-96-hour storm event.
 3. The site post discharge rate shall not exceed pre-development discharge rate.
- C. Rainfall data shall be obtained from the state department of transportation's rainfall curves, or other approved agencies.
- D. All stormwater systems shall treat runoff prior to any off-site discharge.
- E. Stormwater System Master Plans
 1. Refer to Design Manual for minimum design standards.
 2. A complete ~~drainage~~ stormwater system master plan shall be submitted by the developer and approved by the City Engineer.
 3. Stormwater system plans shall demonstrate the capability of the system to collect, control, treat, and dispose of stormwater runoff.
 4. The stormwater system plan shall include the following, as needed:
 - a. Aqueducts
 - b. Catch basins
 - c. Green belt or other natural vegetated open space, etc.
 - d. Headwalls
 - e. Inlets
 - f. Manholes
 - g. Pipes
 - h. Settling basins
 - i. Stormwater calculations used in the design
 - j. Street grades
 - k. Topography
 - l. Other significant details deemed necessary by the City Engineer.
 5. Open Channels and Outfall Ditches

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- a. Design shall be provided so channels and ditches shall not overflow their banks for a 3 year-1 hour storm event; where flow velocities exceed two feet per second, ditch pavement or other permanent protection against scour shall be provided.
- b. All ditches not protected with a permanent material shall be sodded to provide an erosion resistant embankment.
- c. Ensure the down stream system(s) shall not be overwhelmed or inundated.

SECTION 6.05 LIGHTING

SECTION 6.05.01 SITE LIGHTING STANDARDS

- A. General standards for non-residential and multi-family site lighting
 1. All parking areas serving the public or users of a non-residential and multi-family developments shall provide site lighting across all parking and pedestrian areas.
 - a. Maximum fc from dark Sky
 - b. Lighting level shall be a minimum of zero point two footcandles (0.2fc) at ground level.
 2. In no instance shall a light be utilized in a manner to project skyward, except as allowed by **Sections 6.05.03 and 6.05.05.B.**
 3. All light fixtures shall meet the Illuminating Engineering Society of North America (IESNA) definition of cutoff fixtures, and:
 - a. Prohibit upward-directed light (add exceptions for sports field, special events etc.)
 - b. All lighting requires shields to avoid and minimize glare and the light source shall not be visible while standing at the property line at a height of four feet (4') of height.
 - c. All sights shall utilize only the amount of lighting required to avoid and minimize over-lighting
 - d. Utilize dimming and other appropriate lighting controls
 - e. Minimize short-wavelength (bluish) light in the nighttime environment.
 4. Forward throw fixtures are required within 25 feet of all street rights-of-way.
 5. Directional fixtures (such as flood lights) may be used provided they shall be aimed and shielded in accordance with this ordinance.
 6. Other than flood lights, all outdoor area and parking lot lighting fixtures generating more than 2,000 lumens shall be cutoff fixtures, or comply with at least one of the exception provisions in **Paragraph 9** below.
 7. For all new development and redevelopment, the mounting height of all outdoor lighting, except outdoor sports field lighting and outdoor performance area lighting, shall not exceed;
 - a. Sixteen feet (16') above finished grade in residentially zoned areas and in pedestrian use areas; and shall be mounted as low as possible
 - b. Thirty feet (30') above finished grade in nonresidential areas.
 8. Electrical service for all new outdoor lighting shall be installed underground.
 9. No operation or activity shall produce glare in excess of the amounts permitted below.
 - a. All commercial and manufacturing districts site lighting shall not glare or bleed onto;
 - i. Single-family, duplex, or multi-family, congregate care or congregate living structure development at a level of more than zero point two footcandles (0.2fc) at the property line.
 - ii. Public or private ROW at a level of more than five footcandle (5fc) at the ROW line
 - (a) Flood lights and display lights shall be positioned so that any such fixture located within 50 feet of a public street right-of-way is mounted and aimed perpendicular

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to the right-of-way, with a side-to-side horizontal aiming tolerance not to exceed 15 degrees from perpendicular to the right-of-way.

- b. All vertically mounted directional lights (floodlights and spotlights) shall be installed so that either;
 - i. The fixture is aimed down at least 45 degrees from vertical
 - ii. The front of the fixture is shielded so that no portion of the light bulb extends below the bottom edge of an external shield.
 - c. All horizontally mounted directional lights (floodlights and spotlights) emitting 1,000 or more lumens shall be aimed at least 60 degrees down from horizontal, or shielded such that the main beam from the light source is not visible from adjacent properties or the public street right-of-way.
 - d. All wall pack fixtures shall be full cutoff fixtures.
10. Exceptions:
- a. The following are exceptions to **Section 6.04.01.A.5.**, however in no circumstance can these exception supersede any required regulation in **Section 6.04.05 Sea Turtle Lighting Standards.**
 - i. Non-cutoff fixtures may be used when the maximum lumens generated by each fixture does not exceed 2,000 lumens per fixture.
 - ii. All metal halide, mercury vapor, fluorescent, induction, white high pressure sodium and color improved high pressure sodium lamps used in non-cutoff fixtures shall be coated with an internal white frosting inside the outer lamp envelope.
 - iii. All metal halide fixtures equipped with a medium base socket must utilize either an internal refractive lens or a wide-body refractive globe.
 - iv. All nonresidential non-cutoff fixture open-bottom lights shall be equipped with full cutoff fixture shields that eliminate glare and up light.

SECTION 6.05.02 VEHICLE CANOPY LIGHTING

- A. Areas under a vehicular canopy shall have a maximum point of horizontal luminance of 24 footcandles (24fc).
- B. Lighting under vehicular canopies shall be designed so as not to create glare off-site. Acceptable methods include one or more of the following:
 - 1. Recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the vehicular canopy.
 - 2. Light fixture incorporating shields, or shielded by the edge of the vehicular canopy itself, so that light is restrained to five degrees or more below the horizontal plane.
 - 3. Surface mounted fixture incorporating a flat glass that provides a cutoff fixture or shielded light distribution.
 - 4. Surface mounted fixture, typically measuring two feet by two feet, with a lens cover that contains at least two percent white fill diffusion material.
 - 5. Indirect lighting where light is beamed upward and then reflected down from the underside of the vehicular canopy.
 - a. Such fixtures shall be shielded such that direct illumination is focused exclusively on the underside of the vehicular canopy.
- C. Areas outside the vehicular canopy shall be regulated by the standards of **Section 6.04.01.** above.

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SECTION 6.05.03 BUILDING ILLUMINATION OR DECORATIVE AND LANDSCAPE LIGHTING

- A. Lighting fixtures shall be selected, located, aimed, and shielded so that direct illumination is focused away from adjoining properties and all street rights-of-way and exclusively on the;
 - 1. Building facade,
 - 2. Plantings,
 - 3. Other intended site features
- B. Lighting regulated by this section shall not shine, glare, or otherwise bleed onto any public or private street ROW.
- C. This section shall not be construed in any way to regulate decorative lighting for the purposes of decorating for any holiday or special event.

SECTION 6.05.04 SEA TURTLE LIGHTING STANDARDS

- A. This Section intends to protect marine turtle hatchlings from the adverse effects of artificial lighting to provide overall improvement in nesting habitat degraded by light pollution, and to increase successful nesting activities and production of hatchlings on the beaches located within the Marine Turtle Conservation Zone within the City Limits of the City of Destin.
- B. In order to provide the highest level of protection for nesting marine turtles and their hatchlings, the following standards for artificial light sources on all new coastal construction seaward of the Coastal Construction Control Line (CCCL) in the Marine Turtle Conservation Zone are adopted:
 - 1. Exterior artificial lighting fixtures shall be designed for and positioned so that:
 - a. The point source of light or any reflective surface of the light fixture is not directly visible from the beach;
 - b. Areas seaward of the frontal dune are not directly or indirectly illuminated; and
 - c. Areas seaward of the frontal dune are not cumulatively illuminated.
 - 2. Exterior artificial light fixtures within direct line-of-sight of the beach will be permitted only if designed and installed completely shielded down light only fixtures or recessed fixtures having low wattage (i.e., 50 watts or less), "bug" type bulbs and non-reflective interior surface. Other fixtures that have appropriate shields, louvers, or cutoff features may also be used if they are in compliance with paragraphs 1.a., b., and c. above.
 - 3. Floodlights, up lights or spotlights that are directly visible from the beach, or which indirectly or cumulatively illuminate the beach are prohibited.
 - 4. No lighting other than approved turtle friendly lights installed appropriately shall be allowed on dune walkovers.
 - 5. Exterior lights used expressly for safety or security purposes must comply with paragraphs 1.a., b., and c. above and shall be limited to the minimum number of configurations required to achieve their functional role(s). The use of motion detector switches that keep lights off except when approached and that switch lights on for the minimum duration possible are required.
 - 6. Only low intensity lighting shall be used in parking areas within line-of-sight of the beach. Such lighting shall be:
 - a. Set on a base which raises source of light no higher than 48 inches off the ground; and
 - b. Positioned or shielded so that the light is cast downward and the source of light or any reflective surface of light feature is not visible from the beach and does not directly or indirectly illuminate the beach.

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7. Parking area lighting shall be shielded from the beach through the use of ground-level barriers. Ground-level barriers must not interfere with marine turtle nesting or hatchling emergence, or cause short or long-term damage to the beach/dune system.
8. Tinted glass shall be installed on all windows and glass doors on single or multi-story structures within line-of-sight of the beach.
- C. Use of appropriately shielded low-pressure sodium vapor lamps and fixtures shall be required for high-intensity lighting applications such as lighting parking areas and roadways providing security, and similar applications.
- D. Temporary lighting of construction sites during the marine turtle nesting season shall be restricted to the minimal amount necessary and shall incorporate all of the standards of this section.
- E. Before granting any building permit, the Community Development Department shall determine that all proposed development complies in all respects with the standards imposed in this section.
- F. Utility lease lighting shall comply to all respects with the standards imposed in this ordinance, with the exception that appropriated shielded, full-cut off-feature high-pressure sodium lights may be installed for utility lease lighting until the utility provider offers functional low-pressure sodium lighting.
- G. Standards for existing lighting. In order to provide the highest level of protection for nesting marine turtles and their hatchlings, the following standards for existing artificial light sources, including utility leased lighting, within the Marine Turtle Conservation Zone shall be brought into compliance by May 1, 2005:
 1. Existing artificial light fixtures shall be repositioned, modified, disconnected, or removed so that:
 - a. The point source of light or any reflected surface of the light fixture is not directly visible from the beach;
 - b. Areas seaward of the frontal dune are not directly or indirectly illuminated; and
 - c. Areas seaward of the frontal dune are not cumulatively illuminated.
 2. Existing artificial light fixtures that are replaced for any reason shall comply with **Subsection B**, Standards for New Construction Activities and the following measures shall be taken:
 - a. Reposition fixtures so that the point source of light or any reflected surface of the light fixture is no longer visible from the beach;
 - b. Replace fixtures having an exposed light source with fixtures containing recessed light sources or shields;
 - c. Replace traditional light bulbs with yellow "bug" type bulbs not exceeding 50 watts;
 - d. Replace non-directional fixtures with directional fixtures that point down and away from the beach;
 - e. Replace fixtures having transparent or translucent coverings with fixtures having opaque shields covering an arc of at least 180 degrees and extending an appropriate distance below the bottom edge of the fixture on the seaward sides so that the light source of any reflective surface of the light fixture is not visible from the beach;
 - f. Replace pole lamps with low profile, low-level luminaries so that the light source of any reflective surface of the light fixture is not visible from the beach;
 - g. Replace incandescent, fluorescent, and high-intensity lighting with the lowest wattage low-pressure sodium-vapor lighting possible for the specific application;
 - h. Plant or improve vegetation buffers between the light source and beach to screen light from the beach;

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- i. Permanently remove or permanently disable any fixture that cannot be brought into compliance with the provisions of these standards.
3. The following measures shall be taken as applicable to reduce or eliminate the negative effects of interior light emanating from doors and windows within line-of-sight of the beach:
 - a. Apply window tint or film that meets the standards tinted glass;
 - b. Rearrange lamps and other movable fixtures away from windows;
 - c. Use window treatment (i.e., blind, curtains) to shield interior light from the beach; and
 - d. Turn off unnecessary lights.
4. Public awareness
 - a. Any person submitting an application for coastal construction activities within a Marine Turtle Conservation Zone shall be informed of the existence of and the requirements concerning artificial lighting and marine turtle protection by the City of Destin's Community Development Department.
5. Prohibitions
 - a. The following activities are considered prohibited:
 - i. Laser source light. The use of laser source light or any similar high intensity light for outdoor advertising unless approved by temporary lighting permit as provided by **Section 6.05.05.E**.
 - ii. The operation of searchlights or beacons is prohibited unless approved by temporary lighting permit as provided by **Section 7.17.09**.
 - iii. All outside light sources shall be installed so that the illumination is controlled and not directed across any bounding property line of less than 200 linear feet. The allowable maximum intensity measured at the property line of a Single-family or duplex residential use in a residential district may not exceed 0.2 foot candles.
 - iv. It shall be unlawful to place or maintain on private property any light source of such intensity or brilliance within the field of view of a driver so as to impair his/her vision upon the public roadway, or to interfere otherwise with the operation of a motor vehicle.
 - (a) The brilliance of any light source less than ten degrees from a passenger car driver's line of sight, either along the roadway ahead or toward each traffic control device, sign, or signal, shall not exceed the brilliance of the headlight low beams of an oncoming passenger car whose extended centerline lies ten feet to the driver's left, when the car is between 60 and 100 feet from the driver.
6. Nonconforming Lighting
 - a. The following regulations address nonconforming outdoor lighting
 - i. Following application of this regulation, the installation of lighting, replacement of lighting, and changes to existing light fixture wattage, type of fixture, mounting, or fixture location shall be made in strict compliance with this Code. Routine maintenance, including changing the lamp, ballast, starter, photo control, fixture housing, lens and other required components, is permitted for all existing fixtures not subject to **Subsection B**, below.
 - ii. All outdoor lighting that fails to conform to this ordinance that is damaged in excess of 50 percent of its market value shall be discontinued, removed, made to conform to this ordinance, or replaced with lighting that conforms to this ordinance.
 - iii. Notwithstanding the above, any fixture that, due to excessive glare, produces Nuisance glare as prohibited in **Section 7.17.05.C**, or produces Glare on roadways as

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prohibited in **Section 7.17.05.D**, shall be required to either discontinue use of the fixture in question or replace the fixture with one that conforms with the requirements of **Section 7.17.03.B and C**.

7. Exemptions.
 - a. The following are exempted from the provisions of the Outdoor Lighting Regulations.
 - i. A detached single-family home, and any project requiring only a building permit, shall be exempt from **Section 7.17.08**, but shall otherwise be required to comply with the requirements of **Section 7.17.03**.
 - ii. Exemptions from the provisions of this ordinance are permitted when federal or state laws, rules and regulations take precedence over these provisions.
 - iii. **No provision of this Section shall take precedence over the Outdoor Lighting Standards for the Marine Turtle Conservation Zone in this Section.**
 - iv. Public schools.
 - v. Municipal street lights.

SECTION 6.05.05 OUTDOOR LIGHTING PLAN

- A. Outdoor lighting plan, permit procedure and certificate of occupancy.
 1. Whenever the provisions of this section are applicable, an outdoor lighting permit shall be required.
 2. ensure compliance with the provisions of this section, an outdoor lighting plan that is prepared, signed, dated and sealed by a professional engineer registered in the State of Florida shall be submitted to the Planning Division for approval prior to the issuance of any development order. For a listing of which uses are exempt from these provisions, please refer to **Section 7.17.07** Exemptions.
 3. Contents of outdoor **lighting** plan. Applicants shall submit sufficient documentation which clearly conveys the required information. It is the responsibility of the applicant to submit sufficient information in a form that allows ready determination of whether the requirements of this Code have been met. The applicant shall submit a sufficient number of copies of the proposed plans, as determined by the Community Development Department, necessary to complete the review. The outdoor **lighting** plan shall include, as a minimum, the following:
 - a. All plans shall be drawn to one of the following scales that will produce a legible plan. scale. The Community Development Director may require any plan to provided at a different scale if it is needed for Staff to conduct a proper review.
 - i. 1:10
 - ii. 1:20
 - iii. 1:30
 - iv. 1:40
 - v. 1:50
 - vi. 1:60
 - b. The trimline sheet size shall be 24 inches by 36 inches. A one-half-inch margin shall be provided on all sides except for the left binding side(s) where a two-inch margin shall be provided if multiple sheets are used.
 - c. If multiple sheets are used, the sheet number and total number of sheets must be clearly indicated on each.
 - d. The name, business address and telephone number of those individuals responsible for the preparation of the drawing(s).

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- e. Each sheet shall contain a title block with the name of the development, stated and graphic scale, a north arrow and date.
 - f. Relationships of the site to adjacent public or private rights-of-way, abutting properties and any public or private easements.
 - g. The location of all building and/or structures, transmission lines, refuse dumpsters or containers and size and type of wall or fences.
 - h. Location and area of off-street parking and vehicular use areas.
 - i. Points of ingress and egress and any planned public or private roads, rights-of-way, sidewalks or multiuse pathways, bicycle lanes or paths, transit stop shelters, or other transportation facilities.
 - j. Location and dimensions of all landscape buffers, internal landscaping, and the number, placement, height and species of all trees required (due to their effect on outdoor lighting).
 - k. Proposed open space areas on the development site.
 - l. The location of environmentally sensitive lands designated pursuant to Article 11 of this Code, if any.
 - m. A point-by-point foot candle array in a printout format overlaid on the site plan. The point-by-point foot candle printout shall indicate compliance with the maximum maintained foot candles required by this Code. This overlay shall also include contours indicating the light source at the property lines and ten feet into adjoining properties, including right-of-way.
 - n. A description of the illuminating devices, fixtures, lamps, supports, reflectors, poles, raised foundations and other devices (including but not limited to manufacturers or electric utility catalog specification sheets and/or drawings, and photometric report indicating fixture classification [cutoff fixture, wall pack, flood light, etc.]
 - o. The location and height of the lighting fixtures (pole and/or wall mounts), the proposed wattage of the light bulbs, the direction of illumination (e.g. straight down, outwards, etc...), the method of shielding and the area of illumination.
4. Permit procedures.
- a. The following procedures and requirements shall be followed by the applicant and the City:
 - i. Applications for outdoor lighting shall be submitted to the City's Community Development Department.
 - ii. No building permit for the installation of new outdoor lighting, or replacement of existing outdoor lighting erected prior to the effective date of this Section, shall be issued unless and until the City has reviewed and approved the outdoor lighting plan unless the project does not require a development order. Regardless of whether a lighting project does or does not require a development order, the installation of new outdoor lighting, or replacement of existing outdoor lighting must comply with the requirements of Section 7.17.03.
 - iii. A copy of the approved outdoor lighting plan shall be available on-site during installation.
5. Certificate of completion or occupancy.
- a. No certificate of completion or occupancy shall be issued unless and until the Planning Division has determined, after final inspection, that the required outdoor lighting has been installed according to the approved application and plan; provided, however, that

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if circumstances preclude completion of the outdoor lighting plan at the time of application for the certificate of completion or occupancy, then the provisions of Section 2.20.00. Guarantees and sureties shall apply.

- B. Temporary outdoor lighting permit.
 - 1. Temporary outdoor lighting permits for search lights and laser lights may be issued for;
 - a. Special events
 - b. Construction activities
 - c. Temporary outdoor lighting needs for public assembly or public safety
 - 2. Temporary outdoor lighting permits may be issued, so long as the outdoor lighting does not create or cause any of the following potential distraction by any means or methods;
 - a. Flash blindness,
 - b. Vision impairment,
 - c. Visual interference for aircraft pilots or navigators and would not cause a potential unreasonable risk for flight safety or interfere with any public or military airport operation or with ground activities at military installations.
 - 3. A temporary outdoor lighting permit may be issued for one premises or multiple-occupancy complex for a period not to exceed thirty (30) consecutive or non-consecutive calendar days per year.
 - 4. The City shall not issue more than five (5) temporary permits for any one (1) calendar day.
 - a. If there are more than five (5) applications or application extensions for the same calendar day or days then five (5) shall be selected randomly.
 - 5. The Community Development Director may grant a permit for temporary outdoor lighting, as defined herein, if they find the following:
 - a. The lighting proposed will be used not more than 30 consecutive or non-consecutive days within one calendar year;
 - b. The proposed lighting is designed in such a manner as to minimize light pollution and trespass as much as is feasible;
 - c. The proposed lighting will comply with the general intent of this article; and
 - d. The permit will be in the public interest.
 - 6. The application for the temporary lighting permit shall include, at a minimum the following information:
 - a. Name and address of applicant and property owner;
 - b. Location of proposed fixtures;
 - c. Type, wattage and lumen output of lamp(s);
 - d. Type and shielding of proposed fixtures;
 - e. Intended use of the lighting;
 - f. Specific calendar days requested;
 - g. The hours of operation (not to occur between midnight CST and sunrise);
 - h. The nature of the activity or event;
 - i. Previous temporary outdoor lighting permits granted to this applicant, if any, and addresses of premises there under (Only one temporary outdoor lighting permit per year is to be granted to a multiple-occupancy complex); and
 - j. Such other information as the Community Development Director may request.
 - 7. Review of application
 - a. Copies of the permit application and supporting documents shall be distributed to
 - i. Okaloosa County Sherriff's office – Destin Office

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- ii. Okaloosa County Airport Manager
- iii. Destin Fire Control District
- iv. Destin Public Works Department
- v. Destin Parks & Recreation Department
- vi. 96th Civil Engineer Group (Community Planner)
- b. The Community Development Director approve, approve with conditions, or deny the application within sixty (60) days from the date of submission of the application.
 - i. The Community Development Director may grant one (1) renewal of the permit for an additional ten (10) days if they finds that, because of an unanticipated change in circumstances, a renewal would be in the public interest.
 - ii. The Community Development Director is not authorized to grant more than one (1) temporary permit and one renewal for a ten-day period for the same property within one calendar year.

SECTION 6.05.06 STREETLIGHTS

- A. Developer shall provide streetlighting in accordance with the Destin Design Manual.
- B. Maximum pole height is thirty feet (30').
- C. Maximum mounting height is twenty-three feet (23').
- D. All street lighting shall be shielded and directed downward.
- E. Streetlights located within three-hundred feet (300') of a primary dune of a beach must meet the minimum Florida Fish & Wildlife Commission Sea Turtle Lighting guidelines.

SECTION 6.06 LANDSCAPING

SECTION 6.06.01 PURPOSE

- A. The landscape development regulations will serve to protect, maintain and enhance both the immediate and longterm health, safety, economic stability and general welfare of the present and future citizens of the City. These regulations have the following objectives:
 - 1. To aid in stabilizing the environment's ecological balance by contributing to the processes of oxygen regeneration, groundwater recharge, air purification and stormwater runoff retardation, while at the same time aiding in noise, glare and heat abatement.
 - 2. To ensure that the local stock of native vegetation is replenished.
 - 3. To clearly delineate and buffer the bounds of abutting vehicular use areas, particularly public rights-of-way, so that distractions of movement, noise and glare from one area do not adversely affect the activity of another area.
 - 4. To limit physical site access to established points of ingress and egress.
 - 5. To promote energy conservation by maximizing the shading and cooling effects of trees and shrubs.
 - 6. To promote and protect property values within the community by conserving and creating a more aesthetically pleasing and functional environment.

SECTION 6.06.02 GENERAL STANDARDS

- A. All development and redevelopment shall provide landscaping to the standards as set forth in this section.
- B. All landscaping shall be installed in a sound finished workmanlike manner per any applicable approved plan and or according to generally accepted good planting practices.

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- C. All elements of landscaping, not including plant material except hedges, shall be installed so as to meet all other applicable requirements.
- D. All landscaping shall be maintained and kept alive at all times.
- E. If a required landscape element dies, is removed, or is otherwise removed from the site, it shall be replaced.
- F. Adequate irrigation is required for all developments (including right-of-way frontage) to maintain live vegetation.
- G. All areas of a development, property, land, parcel or lot, not utilized for structures, vehicular or pedestrian access or circulation, or other ancillary shall be landscaped and permanently maintained with trees, shrubs, indigenous plants and ground cover, including but not limited to:
 - 1. Grass or sod
 - 2. Mulch, pine straw, or other loose material (must be stabilized and maintained in the intended location and shall not wash or be blown into any right-of-way or another property.)
 - 3. Artificial turf (on private property only)
 - 4. Landscape rock (on private property only)
 - 5. Is there more detailed landscape definition (spines, thornes, spikes, etc.) found elsewhere within the new code?
- H. Landscaping south of the Coastal Construction Control Line (CCCL).
 - 1. Development area(s) between the CCCL and the Gulf of Mexico shall only meet the landscaping standards set forth in the permit issued by the Department of Environmental Protection.
 - 2. For development areas on the same property that is not beyond the CCCL shall meet the minimum requirements set forth in this section.
- I. A minimum of seventy-five percent (75%) of all plant material used to satisfy the requirements of this section shall be native to the Northwest Florida area.
 - 1. Native species shall be selected as identified in the in the "Atlas of Florida Plants" which is maintained by Institute for Systemic Botonay at the University of Southern Florida for Okaloosa or Walton County.
 - 2. Portions of a development left in the natural state shall be credited in meeting these landscaping requirements.
- J. Invasive Species
 - 1. In no circumstances shall any invasive species to Florida, Georiga, or Alabama as identified by any City, State, or Federal agency be utilized for plantings
 - 2. This section is not intended to allow any individual the ability to keep unique plantings in a stand alone pot and not planted in the ground.
 - a. If any individual maintains an invasive species on site it shall be kept in a manner so that the plant is containted and controlled to not spread, multiply, or otherwise threaten the local native vegitative ecosystem.
- K. At any street intersection, no plant, tree, shrubbery or any other obstruction shall be allowed to grow in a manner which would impede or restrict the vision of pedestrians or vehicle operators to oncoming traffic.
- L. The type of vegetation used in complying with these requirements shall be indigenous or of a noncompeting exotic species.

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SECTION 6.06.03 OPEN SPACE

- A. The minimum required open space within all zoning districts shall be as required in the appropriate zoning district per Article 4.
- B. Open Space Reduction Incentive
 - 1. Within the North Harbor (NHMU), South Harbor (SHMU), and Town Center Mixed Use (TCMU) districts the minimum required open space can be reduced to not less than 12 percent through adherence to the following requirements:
 - a. Developments that provide, on their property, a pedestrian information kiosk at the Harbor Boulevard-side terminus of a pedestrian walkway and/or pedestrian/bicycle pathway to the Harbor Boardwalk in conjunction with a mass transit pull-off or public access easement (one percent).
 - b. The use of drip irrigation for all shrubs and ground cover areas, where appropriate, on the subject property (two percent).
 - c. The use of 100 percent (100%) plant species native to northwest Florida in all landscaped areas on the subject property (five percent).
 - d. Developments that consolidate their existing driveways in such a way as to eliminate one driveway cut on to Harbor Boulevard/Emerald Coast Parkway (three percent).
 - e. Adjacent developments that consolidate their driveways in such a way as to eliminate one driveway cut on to Harbor Boulevard/Emerald Coast Parkway (three percent).
 - f. Developments located in the SHMU area that contain no permanent/long-term residential units (four percent).
 - g. Developments located in the NHMU and TCMU areas that contain at least 50 percent of the total number of dwelling units as permanent/long-term residential units (four percent).
 - h. Developments that dedicate 70 percent of the first floor of every building on site to "publicly leasable commercial space" (e.g., retail, office, restaurant, etc.). First floor shall mean the first floor of the building as viewed from Harbor Boulevard/Emerald Coast Parkway. Structured garage parking can account for up to 40 percent of the "publicly leasable commercial space" located on the first floor. For those projects located in the SHMU district, this provision shall be in addition to the requirement of the Comprehensive Plan for "publicly leasable commercial space" along the Harbor front (six percent).
 - i. Developments that provide 70 percent of all parking spaces on site in structured parking garages (six percent).
 - j. The total area of all pedestrian and/or vehicular easements or rights-of-way dedicated to the public for access from Harbor Boulevard to the Harbor waterfront and between adjoining properties along the Harbor waterfront and along Harbor Boulevard shall be credited towards the open space landscape requirement of the development.
 - k. The total area provided for a transit stop, as specified in [section 7.09.03.G.2a.iv.a](#), located either on-site or adjacent to Harbor Boulevard/Emerald Coast Parkway will be given 100 percent credit for area dedicated to the transit stop.

SECTION 6.06.04 TREES

- A. The number of reforestation trees required on any developed area shall be determined by using the ratio of one (1) tree for each one-tenth of an acre

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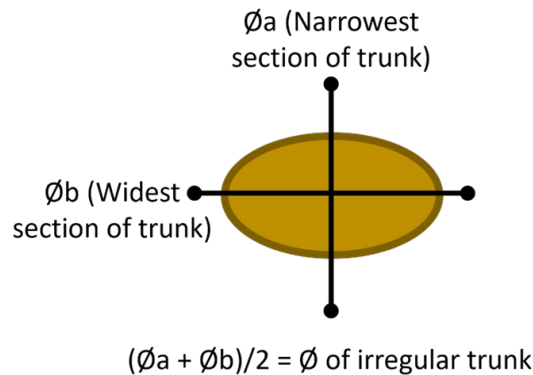
- B. All required trees shall be a minimum of:
 - 1. Twelve feet (12') in height
 - 2. Three and one-half-inch (3.5") caliper at the time of planting.
- C. Palm trees cannot comprise more than forty percent (40%) percent of the total number of all required trees.
 - 1. For those properties lying south of Harbor Boulevard and Emerald Coast Parkway palm trees may comprise of no more than eighty percent (80%) of the total number of all required trees.
 - 2. If any palm tree species are utilized for required trees then two palms shall be utilized to equal one required tree and must be grouped together to account for a twenty foot (20') crown spread at maturity.
- D. The number of required trees shall be increased by 20 percent above the minimum requirements for trees set forth in **Section 12.04.04**.
- E. Tree Protection, Preservation, and Restoration
 - 1. Credit shall be received on the reforestation requirement of this section by preserving existing trees.
 - 2. Trees required for reforestation are in addition to other required trees within this section.
 - 3. No credit will be given for nonindigenous trees.
 - 4. Exclusive of the principal structure area, no "preserved tree" may be removed except as provided in this section.
 - 5. The reforestation requirements shall be credited for existing trees at the following rate as measured at breast height (which ever is less) above the natural grade:

Diameter of Existing Tree	Number of Trees Credited
20" or more	5
13" -19.9"	4
7" – 12.9"	3
2" – 6.9"	2

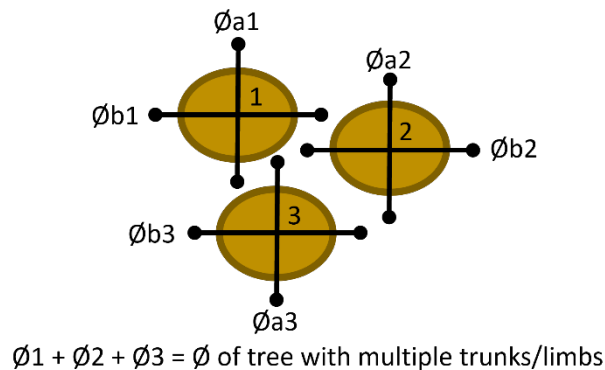
- 6. Measurement of Trees
 - a. Trees shall be measured at Diameter Breast Height (DBH)
 - b. In the case of an irregular shaped tree or trunk at DBH, the following method shall be utilized.

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- i. The average of the the widest and the most narrow diameter of the tree at DBH (see example below).



- c. In the case of multiple trunks or limbs at DBH, the following method shall be utilized.
 - i. The total diameter of all trunks/limbs at DBH (see example below).



7. Fifty percent of the area within the dripline of preserved trees which are eligible for credit pursuant to this section shall be maintained in either vegetative landscape material or pervious cover.
8. During development activity, preserved trees shall be protected from activities which may injure or kill them. Tree protection techniques found in the Tree Protection Manual for Builders and Developers, Florida Department of Agriculture and Consumer Services, Division of Forestry, or equivalent techniques shall be used.
9. Exclusive of the principal structure area, when a "protected tree" must be removed or relocated, an indigenous tree(s) shall be replaced.
10. No protected or preserved tree may be removed or relocated without a removal permit as provided in. **See Section 6.06.05.**

SECTION 6.06.05 TREE REMOVAL

A. Permit Required

1. The removal of any tree on private property requires a Clearing and Grading Permit approval from the Community Development Department.

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2. Exemptions
 - a. Any tree on any Single-family or duplex lot
 - b. Any tree on a platted townhome lot (Single-family unit)
 - c. These exemptions are not intended to exempt any apartment complex, condominium complex, or other multi-family complex, or commonly owned property within a Single-family development.
- B. Hazardous or Dangerous Conditions
 1. In the event that any tree on Public Property or within the Public ROW, is determined to be in any hazardous or dangerous condition so as to endanger health or safety, the Community Development Director, Public Works Director, or Park & Recreation Director or their designees shall require immediate removal of the tree.
 - a. The City Manager, Community Development Director, Parks & Recreation Director, Public Works Director, or their designees may make the determination.
 2. In the event a tree poses a hazard or dangerous condition on Private Property, private property affecting other private property, or private property affecting the public right-of-way, the Community Development Director or their designee may require the removal of the tree.
 - a. A licensed arborist or licensed landscape architect shall make a recommendation in writing to the Community Development Director for the removal of the tree that poses a hazardous or dangerous condition.
 3. The Community Development Director or designee shall make a final determination upon receiving the recommendation from the licensed arborist or licensed landscape architect.
 - a. Any determination made by the Community Development Director shall become effective five (5) days after the determination is rendered.
 - b. An aggrieved party, withstanding the final determination of the Community Development Director or designee, shall have upto five (5) days from date of determination to apply to the City Manager for appeal of the determination.
 - c. The City Manager's decision constitute the final determination of the City.
 4. A permit is not required at the moment to rectify a hazardous or dangerous condition, however, a permit shall be applied for retroactively within thirty (30) days of approval to remove the hazardous tree.
 5. During the period of declared emergencies such as hurricane, windstorm, flood, freeze, disease epidemic, or other disasters, the requirements of this section may be waived by the City Manager, for a certain period of time and may not be for an indefinite period of time.

SECTION 6.06.06 GROUND COVER, HEDGES, AND SHRUBS

- A. Vines, ground cover, grasses, artificial plant material and architectural planters shall be subject to the following:
 1. Grasses shall be subject to the following:
 - a. Grasses and ground cover, and vines planted for credit on the landscaping requirements, shall be perennial species capable of thriving in Okaloosa County.
 - b. Grasses may be sodded, sprigged, plugged or seeded except that solid sod shall be used in swales or other areas subject to erosion.

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2. All required plantings shall be living or natural.
 - a. No credit shall be granted for use of artificial plant material.
 - b. Artificial turf may be utilized for ground cover where ground cover is required
 3. Credit shall be granted for use of above-grade planters, when such planters are physically attached to and made a part of the building/structure upon which they rest. In no case shall above-grade planters be removed from the property or converted to another use, unless approval is granted by the City.
 4. Endangered plants shall be protected under the provisions of applicable federal and state laws.
- B. Shrubs shall be a minimum of 12 inches in height when measured immediately after planting.

SECTION 6.06.07 PUBLICLY OWNED PROPERTY

- A. The table displayed below constitute the official street and park tree species for Destin, Florida.
- B. Prior to street tree planting, all applicable right-of-way permits shall be obtained.
- C. No species other than those included in the table below may be planted as street tree without written permission of the Public Works & Safety Committee.
1. If Live oaks are utilized as street tree then the requirements per the Design Manual shall be adhered to along with the following:
 - a. A root barrier with a depth of eighteen inches (18") below grade
 - b. A minimum of a five foot (5') radius clear area surrounding the tree with no utilities in the clear area for thirty-six inches (36") below grade

Small Trees	Medium Trees	Large trees
Southern Wax Myrtle (<i>Myrica cerifera</i>)	Dahoon Holly (<i>Ilex cassine</i>)	Maple (<i>Acer rubrum</i>)
Fringe Tree (<i>Chionanthus virginicus</i>)	Turkey Oak (<i>Quercus laevis</i>)	Southern Live Oak (<i>Quercus virginiana</i>)
Pindo Palm (<i>Butia capitata</i>)	Cabbage Palm (<i>Sabal palmetto</i>) *State Tree	Majesty Palm (<i>Ravenea rivularis</i>)
	Washington Palm (<i>Washingtonia robusta</i>)	Canary Island Date Palm (<i>Phoenix canariensis</i>)
		Wild Date Palm (<i>Phoenix sylvestris</i>)

- D. No species other than those included in the table below may be planted as park tree without written permission of the Parks & Recreation Committee.

Small Trees	Medium Trees	Large trees
Anise Tree (<i>Pimpinella anisum</i>)	Ash (<i>Fraxinus</i> spp.)	Bald Cypress (<i>Taxodium discithum</i>)
Black Pine (<i>Pinus nigra</i>)	Bradford Pear (<i>Pyrus calleryana</i>) "Bradford"	Bay Magnolia (<i>Magnolia virginiana</i>)
Bottlebrush (<i>Callistemon citrinus</i>)	Cabbage Palm (<i>Sabal palmetto</i>) *State Tree	Canary Island Date Palm (<i>Phoenix canariensis</i>)
Crepe Myrtle (<i>Lagerstroemia indica</i>)	Cedar (<i>Cedrus atlantica</i>)	Elm (<i>Ulmus</i> spp.)
Dogwood (<i>Cornus florida</i>)	Cherry Laurel (<i>Prunus carolina</i>)	Hickory (<i>Carya</i> spp.)
Fringe (<i>Chionanthus virginicus</i>)	Holly Tree (<i>Ilex cassine</i>)	Maple (<i>Acer rubrum</i>)
Ginkgo	Persimmon	Oak

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(Ginko biloba)	(Diospyros virginiana)	(Quercus spp.)
Jerusalem Thorn (Parkinsonia aculeata)	Plum (Prunus cerasifera)	Pecan (Carya glabra)
Ligustrum Tree (Ligustrum japonicum)	Redbud (Cercis canadensis)	Pine (Pinus elliotii)
Loquat (Eriobotrya japonica)	River Birch (Betula nigra)	Southern Magnolia (Magnolia grandiflora)
Pindo Palm (Butia capitata)	Sweetgum (Liquidambar styraciflua)	Sycamore (Platanus acerfolia)
Sparkleberry (Vaccinium arboreum)	Tulip Magnolia (Liriodendron tulipifera)	Walnut (Juelans nigra)
Wax Myrtle (Myrica cerifera)		

- E. Any tree or plant declared or deemed an invasive species by the State of Florida shall not be allowed to be planted within any right-of-way or park within the city.
1. The following list of species is also not permitted
 - a. Chinese tallow (Triadica sebifera)
 - b. Yucca tree (Yucca)
 - c. Any species of tree or plant that has a spike, thorn, spine, or other similar hazard
- F. Protection of Public Trees
1. No tree within any public right-of-way, park, or other publicly owned property shall be removed without a permit from the Community Development Department.
 2. The Community Development Director may require approval by the Parks & Recreation or Public Works & Safety Committees as appropriate.

SECTION 6.06.08 PARKING LOT LANDSCAPING

- A. The following criteria shall apply regarding interior parking landscape:
1. Vehicles may overhang no more than two feet into landscape areas. The overhang area shall not be included as part of the landscape requirement.
 2. No parking bay shall contain more than fifteen (15) continuous parking spaces without being broken up by a landscaped area, that shall be:
 - a. Ten feet (10') wide
 - b. One-hundred and seventy-five (175) square feet in area
 - c. Planted with one tree that meets the requirements in **Section 6.06.04.**
 - d. This provision does not apply to subterranean or above-grade parking structures.
 3. Each row of interior parking spaces shall be terminated at each end by a landscaped area, that shall be:
 - a. Ten feet (10') wide
 - b. One hundred (100) square feet in area
 - c. Planted with one tree that meets the requirements in **Section 6.06.04.**
 - d. This provision does not apply to subterranean or above-grade parking structures.
 - e. Exception: When abutting parking rows each have five or less parking spaces, landscaped areas with breadths of ten feet between the rows may be substituted for the landscaped areas at each end.

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4. All interior landscaping areas shall be protected from vehicular encroachment by either f-type curbing or other similar means (stabilized rail road ties, landscaping timbers, etc....).
5. Interior portions of off-street parking facilities which are not specifically designed as parking spaces or maneuvering areas shall not be paved for vehicle use.
 - a. These areas shall be planted and permanently maintained with trees and shrubs and finished with ground cover or other landscape material.
- B. Exemption. Single-family detached and duplex residences are exempt from interior parking landscape requirements.

SECTION 6.06.09 NATIVE PLANTINGS LANDSCAPE REDUCTION INCENTIVE

- A. The minimum landscaping requirement regarding the number of trees, and shrubs may be reduced by 20% if the plan proposes 100% native species to North West Florida for Okaloosa or Walton County as identified in the "Atlas of Florida Plants" as amended, which is maintained by Institute for Systemic Botany at the University of South Florida.

SECTION 6.06.10 LANDSCAPING MAINTENANCE AND USE STANDARDS

- A. Landscaping shall be maintained as follows:
 1. All required plant material shall be maintained in a healthy and viable condition.
 2. Structural elements relating to nonliving landscape material shall be maintained in good condition at all times.
 3. All landscaped areas shall be provided with an irrigation system or a readily available water supply located on-site.
 4. All landscaping planted abutting sidewalks, multiuse pathways, pedestrian gathering areas, bicycle lanes or vehicular use areas shall be trimmed so as to not interfere in the use of said areas.
- B. Dead plant material shall be replaced in accordance with the provisions of this section and within a time period appropriate to the growing season of the species in question, not exceeding one year.
- C. No required landscape area shall be used for parking, except encroachment that provides for accessways, structures, typical mechanical equipment, garbage or trash collection or any functional uses contrary to the intent and purposes of this section.
 1. In no instance shall a property be permitted not meeting the minimum open space requirements per the appropriate zoning district as required in Article 4.

SECTION 6.07 FENCES AND GATES

SECTION 6.07.01 FENCES

- A. Fences must be resistant to decay, corrosion and termite infestation.
- B. No fence shall be located in the clear visibility triangle.
- C. Any fence located adjacent to a public right-of-way or private road shall be placed with the finished side facing that right-of-way.
- D. No fence or hedge shall be constructed or installed in such a manner as to interfere with drainage on the site.

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- E. Any fence containing barbed wire or razor wire material shall be prohibited from being erected or maintained on any lot that contains single-family detached, duplex, town home or multifamily residences.
- F. Fences, walls and hedges may be permitted in any required yard or along the property lines not to exceed eight feet in height.
- G. A fence for safety or hazard protection identified by the City Manager may not be subject to height limitations.
 - 1. Approval to exceed maximum height standards may be given by the City Manager, or designee, upon receipt of satisfactory evidence of the need to exceed height standards.

SECTION 6.07.02 GATES

- A. The City Engineer shall review and approve all gated accessways which shall meet the requirements listed below. However, the City Engineer may allow different configurations based on public safety, traffic volume, geometric constraints of topography, lot shape and dimensions, or other constructability considerations.
- B. General Requirements:
 - 1. Gates must be resistant to decay, corrosion, and termite infestation.
 - 2. Gates shall not open into any right-of-way or onto adjacent property.
 - 3. No gate shall be located in the clear visibility triangle.
- C. Setbacks and Dimensional Limitations:
 - 1. All gated entry ways shall provide a minimum of fifty-seven feet (57') of off-street stacking from key pad or a manned gate house (which ever is applicable) to the outer edge of the travel way.
 - 2. No gate shall exceed eight feet (8') in height.
 - 3. Total gate opening, as measured from the face of the gatepost to face of the gatepost, shall be two feet wider than the accessway.
 - 4. A minimum vertical clearance of 15 feet shall be provided and maintained over the full width of the accessway passing thru the gated area.
- D. Nonresidential, Multi-family, or Subdivision Gate Requirements
 - 1. Prior to any gated entry way there shall be a minimum unobstruted fifteen foot (15') inside turning radius for turnaround, egress, or other method to allow a vehicle the ability to leave the site if the gate does not open.
 - 2. A pedestrian Gate shall be provided and shall meet all ADA requirements.
- E. All single-family and/or duplex properties with gated accessways shall provide a minimum of forty feet (40') of stacking from outer edge of the travel way to the key pad, call box, or front of gate which ever is closer to the travel way.

SECTION 6.08 BUFFERS

SECTION 6.08.01 NON-RESIDENTIAL BUFFERS AND SUPPLEMENTAL SETBACKS

- A. In the following cases supplemental setbacks or buffers shall be provided as detailed in this section.
 - 1. All non-residential development or use shall provide supplemental setbacks or buffers when abutting or adjacent to any single-family, duplex development as detailed in this section.

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2. All non-residential development or use shall provide the following supplemental setbacks or buffers when abutting or adjacent to multi-family/townhome development not in the same zoning district as detailed in this section.
3. Multi-family, condominium, or apartment style development shall provide the same buffer and supplemental setbacks as non-residential when adjacent to or abutting single-family or duplex development.
4. Non-residential development when adjacent to mixed-use developments that include residential units are not required to adhere to this section.
- B. It shall be the responsibility of the higher density/intensity use to provide and maintain the buffer zone.
 1. It shall not be the responsibility of the higher density/intensity zoning district property owner to provide a buffer if the development was in place and being utilized before the less density/intensity zoning use located adjacent to the higher density/intensity zoning district property.
- C. Nothing in this section is intended to prohibit access between abutting uses where appropriate for automotive and pedestrian movement, if approved by affected parties.
- D. Supplemental Setbacks
 1. Any portion of a building that abuts single-family, duplex or townhome uses shall provide a setback from those uses that is the greater of one foot for every foot in height (e.g. 75-foot tall project will have an 75-foot setback).
- E. Front Property Boundary Buffer
 1. All nonresidential and multi-family properties shall provide a minimum ten-foot (10') wide buffer within the front yard abutting the right-of-way.
 - a. Exception: Any nonresidential or multi-family development required to place their buildings within ten feet (10') of the property line due to zoning regulation setbacks are exempt from this requirement where the building or structure is located.
 2. Width of sidewalks be included within the Front Property Boundary Buffer .
 3. The remainder of the front perimeter landscape shall be landscaped with grass, ground cover, shrubs, hedges, other landscaping treatment or native plants, excluding paving.
- F. Common Boundary Buffer
 1. A five foot (5') buffer with living vegetated ground cover and may also provide other living plants such as trees and shrubs meeting the requirements of **Section 6.06**, shall be provided along all property lines
 2. All nonresidential development, whether in the same zoning district or not, shall provide a six feet (6') to eight feet (8') tall masonry wall to be located within five feet (5') of the property line when:
 - a. The development is adjacent to existing single-family, duplex, or multi-family development
 - b. The development is adjacent to a residential zoning district
 - c. Where a wall is required within a buffer per Article 6, the tree requirement shall not apply, however the shrub requirement still applies.
- G. Waterfront Buffer

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1. A vegetated buffer strip shall be retained in its natural state along the banks of all natural watercourses, water bodies, wetlands or beachfront to assist in stormwater management and it shall be sufficient in width to:
 - a. Prevent erosion
 - b. Trap the sediment in overland runoff
 - c. Provide access to the water body
 - d. Allow for periodic flooding without damage to the structures
2. Engineering/design solutions may be approved in lieu of the waterfront buffer when such proposed solutions provide for all of the following:
 - a. Inhibit erosion
 - b. Trap the sediment in runoff
 - c. Allow access to the water body
 - d. Inhibit flood damage to waterfront structures
3. Manmade water bodies are excluded from this vegetated buffer requirement.
- H. Wetland Buffers shall follow the standards as required in **Article 7** of this Code
- I. Buffer Landscaping Requirements
 1. All buffers, except for the Front Property Perimeter Buffer, shall include the following landscaping requirements.
 2. All buffer areas shall be covered with grass, ground cover, trees , shrub, or other landscape materials, excluding paving or other hardsurfacing. All materials shall be organic materials.
 3. Tree Requirement:
 - a. One (1) small tree shall be planted for every ten linear feet (10') or fraction thereof, of buffer.
 - b. Trees shall meet the standards listed in Section 6.06. of this article.
 4. Shrub Requirement:
 - a. Four (4) shrubs shall be planted for every ten linear feet (10') or fraction thereof, of buffer
 - b. Shrubs shall meet the standards listed in Section 6.06. of this article.
 5. Existing native vegetation may be incorporated into buffer zones and credited toward the minimum standard.
 6. Any vegetation that dies, becomes diseased or is damaged by vehicular traffic, natural disasters, or vandalism must be replaced within 30 days after notification of a violation of this section.

SECTION 6.08.02 RESIDENTIAL BUFFERS

- A. The following buffers are required for all single-family, duplex developments.
- B. Multi-family developments, when abutting or adjacent to single-family or duplex development shall provide the buffer and setback requirements as required in **Section 6.08.01**.
- C. Nothing in this section is intended to prohibit access between abutting uses where appropriate for automotive and pedestrian movement, if approved by affected parties.
- D. All buffer areas shall be landscaped with grass, ground cover, shrubs, hedges, other landscaping treatment or native plants, and in no case shall any hardscaping elements be allowed.
- E. Front Property Boundary Buffer
 1. All residential and multi-family properties shall provide a minimum five-foot (5') wide buffer within the front yard abutting the right-of-way.

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2. No fence higher than three feet (3') in height may be permitted within the Front Property Perimeter Buffer
 - a. The Chief Building Official or their designee may approve a fence meeting Florida Building Code for pools in the Front Property Perimeter Buffer if a pool is proposed in the front yard.
 3. Exception
 - a. Any multi-family development required to place their buildings within five feet (5') of the property line due to zoning regulation setbacks are exempt from this requirement where the building or structure is located.
 4. Width of sidewalks shall not be included within the Front Property Perimeter Buffer.
- F. Common Boundary Buffer
1. All single-family, duplex, or multi-family development, whether in the same zoning district or not, shall provide a minimum five-foot (5') wide buffer area along all property lines.
 2. Proposed driveway within Common Boundary Buffer
 - a. If a property owner wishes to develop a driveway within the Common Boundary Buffer then:
 - i. The area (square footage) where the Common Boundary Buffer would have been shall be transferred to the front yard at a 1:1 ratio and shall not contain any structure, hardscaping, or vehicular use area. However, this is not intended to prevent a walkway from the accessway to the front patio or door of a structure, at no wider than five feet (5').
 - ii. No more than two vehicles may be allowed to park in front or streetward of the front building line.
- G. Waterfront Buffer
1. A vegetated buffer strip shall be retained in its natural state along the banks of all natural watercourses, water bodies, wetlands or beachfront to assist in stormwater management and it shall be sufficient in width to:
 - a. Prevent erosion
 - b. Trap the sediment in overland runoff
 - c. Provide access to the water body
 - d. Allow for periodic flooding without damage to the structures
 2. Engineering/design solutions may be approved in lieu of the waterfront buffer when such proposed solutions provide for all of the following:
 - a. Inhibit erosion
 - b. Trap the sediment in runoff
 - c. Allow access to the water body
 - d. Inhibit flood damage to waterfront structures
 3. Manmade water bodies are excluded from this vegetated buffer requirement.
- H. Wetland Buffers shall follow the standards as required in **Article 7** of this Code.
- I. Buffer Landscaping Requirements
1. All buffer areas shall be covered with grass, ground cover, trees , shrubs, or other landscape materials, excluding paving or other hardsurfacing. All materials shall be organic materials.
 2. Front Property Boundary Buffer
 - a. Tree Requirement:

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- i. One (1) small or medium tree shall be planted for every fifty linear feet (50') or fraction thereof.
 - ii. Trees shall meet the standards listed in Section 6.06. of this article.
- b. Shrub Requirement:
 - i. Four (4) shrubs shall be planted for every fifty linear feet (50') or fraction thereof.
 - ii. Shrubs shall be setback five feet (5') from the front property line.
 - iii. Shrubs shall meet the standards listed in Section 6.06. of this article.
3. Existing native trees may be credited toward the standards of this Section.
4. Any vegetation that dies, becomes diseased or is damaged by vehicular traffic, natural disasters, or vandalism must be replaced within 30 days after notification of a violation of this section.

SECTION 6.09 ENVIRONMENTAL CONTROL PLANS

SECTION 6.09.01 EROSION AND SEDIMENT CONTROL PLAN

- A. An erosion and sediment control plan (ESCP) approved by the City Engineer, or designee, shall be required for all development or redevelopment activities.
- B. The ESCP plans shall be drawn to an appropriate scale and shall include sufficient information to evaluate and include;
 1. The environmental characteristics of the affected areas
 2. The potential impacts of the proposed grading on water resources
 3. Measures proposed to minimize soil erosion and off-site sedimentation
 4. The appropriate design manual details.
- C. The owner/developer shall perform all clearing, grading, drainage, construction, and development in strict accordance with the approved plan.
- D. All projects disturbing land area over one (1) acre shall also provide a copy of the stormwater pollution prevention plan (SWPPP) in addition to the ESCP. All projects disturbing less than one acre shall provide an ESCP.
- E. All erosion and sediment control plans shall contain, as a minimum, the following
 1. An attached vicinity map showing the location of the site in relationship to the surrounding area's watercourses, water bodies and other significant geographic features, and roads and other significant structures.
 2. An indication of the scale used.
 3. The contact information of the owner and/or developer, and contractor of the property where the land disturbing activity is proposed.
 4. A 24-hour contact person's phone number. That person shall have demonstrated ability in maintenance of erosion control measures.
 5. Suitable contours for the existing and proposed topography.
 6. The proposed grading or land disturbance activity including: the surface area involved, excess spoil material, use of borrow material, and specific limits of disturbance.
 7. A clear and definite delineation of any areas of vegetation or trees to be saved.
 8. A clear and definite delineation of any wetlands, natural or artificial water storage detention areas, and drainage ditches on the site.
 9. A clear and definite delineation of any 100-year floodplain on or near the site.
 10. Storm drain system, including quantities of flow and site conditions around all points of surface water discharge from the site.

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11. Erosion and sediment control provisions to minimize on-site erosion and prevent off-site sedimentation, including provisions to preserve topsoil and limit disturbance.
 12. Design Manual details or alternate details as approved by the city engineer, or designee, for temporary erosion control structures.
 13. Design Manual details or alternate details as approved by the city engineer, or designee, of permanent erosion control structures.
 14. Include the order of operations found within the design manual or alternative as approved by the city engineer, or approved designee.
 15. A signed statement on the plan by the owner, developer, and contractor that any clearing, grading, construction, or development, or all of these, will be done pursuant to the plan.
 16. The City Engineer may require any reasonable additional information or data deemed appropriate and/or may impose such conditions thereto as may be deemed reasonably necessary to ensure compliance with this section.
 17. A description of, and specifications for, sediment retention structures.
 18. A description of, and specifications for, surface runoff and erosion control devices.
 19. A description of permanent erosion control measures.
 20. The applicant may propose the use of any erosion and sediment control techniques in a final plan provided such techniques are proven to be as or more effective than the equivalent best management practices as contained in the Florida Department of Environmental Protection Florida Stormwater Erosion and Sedimentation Control Inspection Manual (latest edition).
 21. Proof of all federal and/or state approvals (as applicable) is required prior to obtaining any City permit.
- F. Exemptions.
1. The following activities are exempt from providing an ESCP.
 - a. Cemetery graves.
 - b. Emergencies posing an immediate danger to life or property, or substantial floor or fire hazards.
 - c. Any activity where the total volume of material disturbed, stored, disposed of, or used as fill, does not exceed five cubic yards. Or, the area disturbed does not exceed 750 square feet provided it does not obstruct a watercourse, and is not located in a floodplain. Erosion and sediment control devices may be required pending a site evaluation by the City Engineer.
- G. Construction site or other grading and/or filling activities
1. All work at construction sites or other site work involving grading and/or filling activities shall be governed by the following regulations:
 - a. Ground cover. All bare ground, stripped of vegetation during the clearing/grading process, shall be covered to the maximum extent practicable.
 - i. Minimize the amount of existing vegetation that you must disturb for construction.
 - ii. Keep out of critical areas and their buffers.
 - iii. Areas not being worked on for 30 calendar days or more shall be vegetated and/or stabilized using BMPs.
 - iv. Slopes and stockpiles 3H:1V or steeper and more than ten feet of vertical relief shall be covered if they are un-worked for more than 48 hours.

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- v. Areas that are being hydro-seeded shall have a tackifier mixed into the hydro-seed to help stabilize mixture onto the soil.
- 2. Perimeter Protection is required for all development or redevelopment activities.
 - a. Perimeter protection to filter sediment for sheet flow washout shall be located down slope of all disturbed areas and be properly installed prior to upslope grading.
- 3. Environmentally sensitive area (ESA) restrictions shall include but not be limited to all wetlands, open water bodies and beaches.
 - a. Phasing and more conservative Best Management Practices (BMPs) must be evaluated for construction activities near environmentally sensitive areas.
 - b. A minimum of two rows of properly installed erosion control devices (as shown in the Design Manual) are required to protect from sediment inflow and wind-borne debris from entering these areas.
- 4. Surface water controls are required when development activity is:
 - a. Within 15 feet of the shoreline of an open water body.
 - b. In and/or over an open water body.
- 5. Traffic area stabilization
 - a. One temporary construction driveway entrance is allowed per construction site (per Design Manual) and shall be located such to minimize motor vehicle and pedestrian impacts on the adjacent properties and rights-of-way.
 - b. Multiple entrances may be approved if the developer can prove that more are needed to protect the health, safety, and welfare of the general public.
 - c. The following regulations apply to all temporary construction driveways:
 - i. Temporary construction driveway entrances, access roads, and parking areas used by construction traffic shall be stabilized to minimize erosion and prevent tracking mud or soil from the site as per the Design Manual.
 - ii. Before clearing and grading, construction entrance(s) shall be stabilized wherever traffic will be leaving a construction site and traveling on paved roads or other paved areas within the site that is open to the public.
 - iii. Construction entrance(s) shall be set up so that all traffic leaving a job site is required to travel the entire length of entrance.
 - iv. Additional techniques to reduce soil tracking off of a site and onto a roadway such as wheel washing stations may be required (see Design Manual).
 - v. Any sediment that is tracked onto the road pavement shall be removed immediately and placed back on-site (prior to the end of the workday) by sweeping.
 - vi. The pavement shall not be cleaned by washing/flushing streets.
- 6. Sediment retention
 - a. All sediments/soils shall remain on site. The following sediment retention regulations are required on all areas of development and redevelopment activities:
 - i. Sediment retention facilities shall be installed before grading.
 - ii. If sediment retention facilities need to be removed for grading, additional ponds/traps/systems to accommodate storage capacity need to be installed on site. This will be done prior to removal of existing facility.

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- iii. Catch basin protections are to be used to prevent sediments from entering drainage system. Inserts are to be inspected and cleaned weekly and after each rainfall event.
 - b. Catch basins need to be checked for buildup of sediments. If sediment trap (area between pipe invert and bottom of basin) is $\frac{1}{3}$ or more filled with sediments, they are to be cleaned out and sediments removed or stabilized on-site.
- H. Maintenance of erosion control devices
 - 1. The following maintenance of erosion control device regulations are required on all areas of development or redevelopment activities:
 - a. All projects shall have a designated erosion and sediment control (ESC) supervisor who will be responsible for ESC review, maintenance, and compliance.
 - b. ESC shall be maintained and inspected in accordance with all FDEP/NPDES requirements.
 - c. The ESC supervisor must be available, 24 hours, for rapid response to ESC problems and emergencies.
 - d. A 24-hour phone number for the ESC Supervisor shall be posted in a clearly visible location on the project site.
- I. Final stabilization conditions
 - 1. The following final stabilization conditions must be met prior to final construction approval:
 - a. All temporary construction driveway entrances shall be removed and the right-of-way re-graded, restored, and re-vegetated to original or better condition.
 - b. All disturbed areas of the site shall be vegetated or otherwise permanently stabilized.
 - c. Structural measures such as silt fence, slope drains, etc. shall be removed from site.
 - d. All permanent stormwater facilities including catch basins, pipes, etc. shall be cleaned. Drainage system videoing may be required at the request of the city engineer.
 - e. Any off-site catch basins or curb inlets that require protection shall be cleaned.
- J. Post construction erosion monitoring and maintenance
 - 1. The continued monitoring and maintenance of erosion for all post development activities shall be the responsibility of the property owner or as prescribed in a recorded easement or legal agreement that runs with the land. This code applies to all current as well as future developments.
 - a. Sediment/soil erosion leaving a site or property shall be prohibited.
 - b. Sediment/soil erosion from uplands into environmentally sensitive areas shall be prohibited.
 - c. Dumping or piling vegetative debris or clippings in environmentally sensitive areas shall be prohibited.
 - d. Tracking sediment or soil onto a roadway shall be prohibited.
 - e. Should the owner of a property fail to maintain their sediment or soil erosion, control facilities, the City shall give written notice to the owner stating the nature of the discrepancy and the recommended action necessary to correct the discrepancy. Should the owner fail, within 30 calendar days from the date of the notice, to take corrective action satisfactory to the City, the City may enter upon such lands and take such action necessary to correct the discrepancy and place a lien on the property of the owner for

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the costs incurred. The City may also require a Special Magistrate Hearing to rectify the situation

SECTION 6.09.02 POST CONSTRUCTION EROSION MONITORING AND MAINTENANCE

- A. The continued monitoring and maintenance of erosion for all post development activities shall be the responsibility of the property owner or as prescribed in a recorded easement or legal agreement that runs with the land. This code applies to all current as well as future developments.
- B. The following activities are prohibited:
 - 1. Sediment/soil erosion leaving a site or property shall be prohibited.
 - 2. Sediment/soil erosion from uplands into environmentally sensitive areas shall be prohibited.
 - 3. Dumping or piling vegetative debris or clippings in environmentally sensitive areas shall be prohibited.
 - 4. Tracking sediment or soil onto a roadway shall be prohibited.
- C. Should the owner of a property fail to maintain their sediment or soil erosion, control facilities, the City shall give written notice to the owner stating the nature of the discrepancy and the recommended action necessary to correct the discrepancy.
- D. Should the owner fail, within 10 calendar days from the date of the notice, to take corrective action satisfactory to the City, the City may enter upon such lands and take such action necessary to correct the discrepancy and place a lien on the property of the owner for the costs incurred.

SECTION 6.09.03 DUST CONTROL PLANS

- A. A dust control plan, prepared, signed, dated and sealed by a professional engineer registered in the State of Florida, must be submitted to the City for review and approval.
- B. All dust control plans shall meet the requirements stated in **Section 11.10.03** of this Code.
- C. The approved plan shall remain in effect on the property until a Certificate of Completion or Certificate of Occupancy (whichever applies) has been issued for the project.
- D. The following dust control regulations are required on all areas of development or redevelopment activities:
 - 1. If water truck is used to control dust on dirt/graded areas only, water truck will only drop enough water to control the dust or reach the optimum moisture content of the soil for compaction. No run-off is to be generated.
 - 2. Controlling dust on paved roadways will be done using a sweeper with water-jet sprayers. Only enough water should be applied to control dust while sweeping. Do not generate run-off from sprayers that run into catch basins.

SECTION 6.09.04 VIBRATION MITIGATION PLANS

- A. A vibration mitigation plan, prepared, signed, dated and sealed by a professional engineer registered in the State of Florida, must be submitted to the City for review and approval.
- B. A Vibration mitigation plan is required for all non-residential and multi-family development.
 - 1. Single-family and Duplex developments are exempt from this section.
- C. All vibration mitigation plan must meet the requirements stated in this section
- D. The approved plan shall remain in effect on the property until a Certificate of Completion or Certificate of Occupancy (whichever applies) has been issued for the project.
- E. Vibration Mitigation Plan requirements

City of Destin, FL - Land Development Code

1. a description of the control processes that the Contractor will implement in order to address the following:
 - a. How to ensure that any activity will not transmit vibrations to sensitive receptor structures at or above the Federal Transit Administration (FTA) approximate vibration damage threshold of 9XX Vibration Decibels (VdB).
 - b. How to minimize the impact on surrounding areas for any activity exceeding the approximate FTA vibration annoyance threshold of 80 VdB.

SECTION 6.09.05 LITTER CONTROL

- A. The purpose of this section is to provide a sanitary and satisfactory method of handling, collecting, and disposing of litter, and for the maintenance of public and private property that may negatively impact the health and safety of the community.
- B. Construction site.
 1. Litter prohibited.
 - a. It shall be unlawful for any owner, agent, or contractor of a construction site to cause, or allow, the presence of litter on such site outside of a proper receptacle or to cause, or allow, litter or waste to be spilled, discharged, or blown by wind or carried away by water.
 - b. It shall be the responsibility of the owner or agent of the property and each contractor performing work on the site to keep the property free of litter.
 2. Receptacles required.
 - a. The owner, agent, or contractor in charge of a construction site shall furnish on site, receptacles sufficient to contain worker's litter and receptacles sufficient to contain all construction waste.
 - b. All receptacles shall be conveniently available, maintained and secured or covered.
 3. The number and capacity of receptacles should be determined by the primary contractor, but not less than one receptacle for worker's litter and no less than one receptacle for construction waste shall be placed at each construction site.
 - a. Receptacles required under this subsection shall be not less than 50 gallon capacity.
 4. All receptacles shall be emptied as necessary, but not less frequently than weekly, except that receptacles used exclusively to contain construction waste shall be serviced when full.

SECTION 6.09.06 MATERIAL MANAGEMENT

- A. The purpose of this section is to promote good housekeeping practices that are designed to significantly reduce and control stormwater runoff pollution which runs into storm drains, treatment facilities and local waterways.
- B. Construction sites.
 1. Paint/solvent storage shall not be within 50 feet of an environmentally sensitive area (ESA) and shall be enclosed in weather/leak proof storage facility.
 2. Fuel storage tanks shall be located 75 feet or more from an ESA or storm drain and shall be in a state approved leak proof container.
 3. All above ground tanks for fueling shall be secondarily contained.
 4. Portable waste receptacles must be on the construction site and must be serviced on a regular basis.

City of Destin, FL - Land Development Code

5. Construction site driveways can be installed with or without wheel washing stations, but must prevent construction site vehicle wheels from transporting soil and sediment off of construction site and onto roadways.
6. All hazardous waste material shall be disposed of in a manner specified by federal, state, local regulations, and manufacturer's specifications.
7. All on-site vehicles and tanks shall be monitored for leaks and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products shall be stored in tightly sealed containers, which are clearly labeled. Storage shall be at least 75 feet from an ESA or storm drain.
8. Any pesticide and herbicide usage shall be applied by a state licensed applicator.
9. Fertilizers used shall be applied only in the minimum amount recommended by the manufacturer. If stored on-site, covered storage shall be provided. Any contents of any partially used bags of fertilizers shall be transferred to a sealable container.

SECTION 6.10 EASEMENTS

SECTION 6.10.01 EASEMENTS

- A. Easements shall be provided for all utilities, facilities, or services which are required for development which include but are not limited to:
 1. Access (Vehicular or Pedestrian)
 2. Communications
 3. Conservation
 4. Drainage or Stormwater
 5. Electrical
 6. Potable Water
 7. Waste Water

SECTION 6.11 CONSTRUCTION AND DEVELOPMENT ACTIVITY

SECTION 6.11.01 SIGNAGE

- A. Signage
 1. A sign, meeting the following requirements, shall be posted on the property:
 - a. The sign must be prominently placed on the development site and shall not be located further than five feet from the adjacent right-of-way. The required content of the sign shall be legible as viewed from the adjacent right-of-way
 - b. Such sign shall be a minimum of eighteen inches by twenty-four inches (18" x 24") in size;
 - c. The sign must clearly indicate the following:
 - i. Name of the responsible Emergency Contact
 - ii. A phone Number that is accessible 24 hours a day, seven days a week
 - iii. Permit Number
 - d. The sign must be continuously on the property of the development site and shall be removed from said property within five working days after the issuance of Certificate of Completion or Certificate of Occupancy (whichever applies).

City of Destin, FL - Land Development Code

SECTION 6.11.02 SCREENING

- A. All construction sites, active or inactive, shall provide site screening fence, along all property lines.
- B. The screen material shall;
 - 1. Be made of an opaque material capable of allowing air to pass but semi-pervious to dust and dirt.
 - 2. Be of a fineness such that no material over one-eighth ($\frac{1}{8}$) inch in size shall pass through the mesh.
 - 3. Be securely affixed to the construction fence.
 - 4. Have a minimum height of five (5) feet and a maximum height of eight (8) feet.
- C. The screening material shall be maintained in good condition and taut throughout the allotted permit time.
- D. The screening must be kept secure from any wind action.
- E. In cases where the finished grade of the development site is higher by more than one (1) foot or more than the grade of the adjoining properties, said fence screening shall be placed at the finished grade and not the existing grade.
- F. Any image placed on the construction fence screening must be of a non-commercial nature and not promote any activity or entity supporting or providing goods and services.
- G. All construction screening must be removed upon;
 - 1. The building permit being completed and before issuance of the Certificate of Occupancy or Completion.
 - 2. The project becoming inactive, and the site is restabilized.
 - 3. The issuance of a hurricane warning for the greater Destin area by the National Hurricane Center.

SECTION 6.08.03 ROW PROTECTION SECTION 6.11.03 CONSTRUCTION VEHICLE PARKING MITIGATION PLAN

- 1. All construction and development activity must provide a Construction Vehicle Parking Mitigation Plan in accordance with the **Code of Ordinances, Article 2 Chapter 18, Section 21.**

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: March 21, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.D.

TO: Local Planning Agency

THRU: Louis Zunguze, Interim City Manager
Kimberly Kopp, City Attorney

FROM: Ryan Scott, City Engineer
Steve O'Connor, Principal Planner

DATE: March 15, 2024

SUBJECT: Draft Mobility Plan and Project Prioritization Approval for recommendation to City Council.

I. BACKGROUND:

At the March 1, 2021, City Council meeting, Council passed a motion to replace transportation concurrency (MMTD) with a **Mobility Fee-Based Plan**. Staff have been working with 3TP Ventures to create a Mobility Plan for the City to adopt and update the Transportation Concurrency requirements (Transportation Impact Fees), as part of the new Land Development Code rewrite project.

After an exhausted review and analysis of the City's streets, intersections, and sidewalks, a draft version of the projects to be included in the plan was presented to the public during a **Public Workshop** held on August 29, 2023. Staff also presented the recommendations and received feedback from the **Public Works/Public Safety Committee** on August 15, 2023, the **Parks and Recreation Committee** on August 22, 2023, and the **Local Planning Agency** on October 19, 2023. The agenda item materials show the lists of projects by phase and how each scored.

II. DISCUSSION:

The purpose of this agenda item is to brief the Local Planning Agency (LPA) on the phasing recommendations for the projects in the plan and receive feedback from the Board on the priorities as recommended along with the overall draft of the Mobility Plan. LPA feedback on the priorities is requested prior to bringing the **Draft Mobility Plan** to City Council.

The Community Development Department has been working to vet, prioritize, and create

final recommendations for the **Draft Mobility Plan**, which identifies projects to address transportation needs through 2050. The **Draft Mobility Plan** includes a comprehensive list of projects the City can undertake and fund with mobility fees and other sources of funding.

In addition to being a road map for future transportation network investment, the priorities of the Mobility Plan will be used in calculating a new Mobility Fee for the City to replace the current Transportation Impact Fee. The background work to calculate the fee has been commenced and can be finalized after the **Draft Mobility Plan** is adopted.

All the projects in the **Draft Mobility Plan** have been identified for implementation in the **short, medium, or long term**. This phasing strategy is based on the prioritization methods developed by staff and the consultant team working on the project (shown as the benefit score in the materials) as well as the results of community engagement and City Committees' input around their stated priorities.

A. Link to Strategic Goals / Objectives:

- I. Financially sound city providing service excellence
- II. Enhanced quality of life and safety for families
- III. Economic development and revitalization
- IV. Effective, efficient and aesthetically pleasing infrastructure
- V. Improve mobility and connectivity
- VI. A green and sustainable environment

B. Effect on Budget (EOB): Used to create a mobility fee that all new developments and redevelopments would have to pay.

C. Level of Service (LOS): Upgrade a variety of services and improve function, safety, and efficiency throughout the city.

D. Legislative Sponsor:

III. CONCLUSION:

Staff is requesting that the Committee provide direction on the priorities and the plan prior to bringing the Draft Mobility Plan forth to City Council.

Staff and the consultant team will present a summary of the project recommendations followed by a facilitated discussion with the Committee on specific questions or recommendations on projects that individual members have.

IV. RECOMMENDED MOTION:

I move to recommend the City Council adopt the Draft Mobility Plan and prioritization as presented.

ALTERNATE MOTION:

I move to recommend the City Council adopt the Draft Mobility Plan with the following revisions:

Attachments:

- 1. DestinMobilityPlanv2
- 2. DestinMobilityPlan_PrioritizationMemo_120523_V2

DESTIN MOBILITY PLAN

February 2024



ACKNOWLEDGEMENTS



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The City of Destin would like to thank both staff and residents who dedicated their time and energy into creating a mobility plan that reflects our vision of “a family-oriented beach and fishing community where people want to live, work, and play and where visitors are welcomed to respectfully enjoy our community and its resources.”

DESTIN STAFF:

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- Community Development Director
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DESTIN CITY COUNCIL:

- Mayor Bobby Wagner
- Councilman Matthew Sweetser
- Councilman Torey Geile
- Councilman Dewey Destin
- Councilman Jim Bagby
- Councilwoman Terésa Hebert
- Councilman Johnny King
- Councilman Kevin Schmidt

Consulting provided by:
3TP VENTURES
Think ► Plan ► Do

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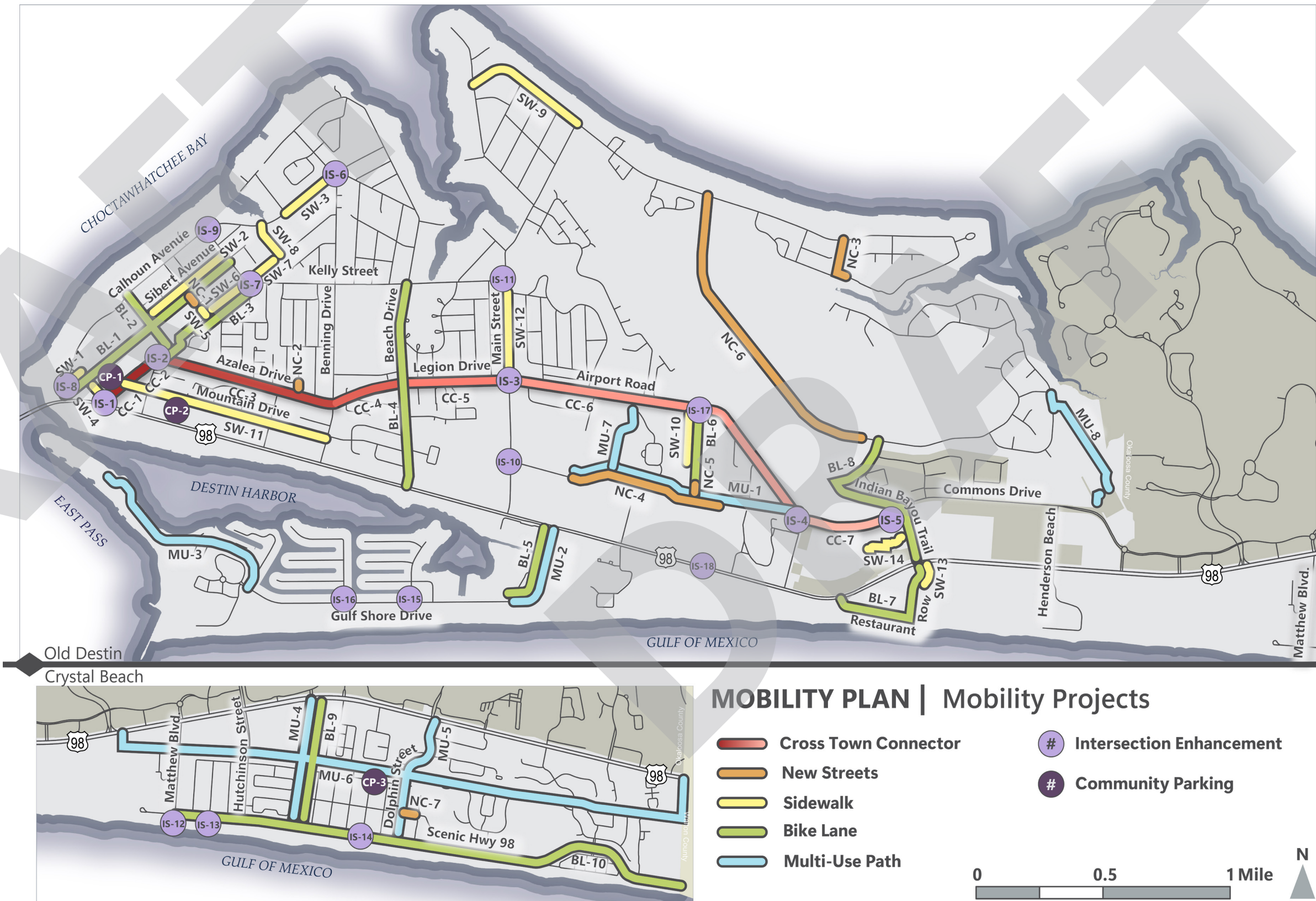
 Safety.....

EXECUTIVE SUMMARY

The Mobility Plan is the City's transportation strategy that implements the Comprehensive Plan. Its purpose is to help ensure proper maintenance of transportation network capacity through 2050, identify and address safety issues, increase options for walking and biking, and establish an up-to-date mobility fee that supports implementation of the projects listed in this plan. The mobility fee will provide support for current development decisions, and help mitigate the impact of new development.

The Plan is presented in two parts. The first section lays out the projects and why they were selected for inclusion in the plan as well as providing prioritization scores and an implementation approach. The second section describes the existing and forecasted conditions that justify the need for these projects. It includes a population and employment forecast for 2050 and a summary of existing transportation conditions.

There are 65 mobility projects which include the Cross Town Connector, New Streets, Sidewalks, Bike Lanes, Multi-Use Paths, Intersection Enhancements, and Community Parking. The following map displays the projects that are recommended by this Plan.



Chapter 1 Overview

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The intent of the Destin Mobility Plan is to ensure our transportation system meets the City’s needs well into the future. The transportation projects described in this plan will provide additional capacity, enhance safety, and help make walking and bicycling safer and more convenient travel options for residents, workers, and visitors alike.

The mobility plan is the transportation strategy for implementing the City’s Comprehensive Plan. Destin’s goal for transportation, as described in the Comprehensive Plan, is to “maintain and continue to improve upon an efficient, high quality, multimodal transportation system that balances community circulation needs with regional travel demand.”

The City intends to achieve its transportation goal and implement this plan through a mobility fee. The fee will provide funds for constructing the transportation improvements listed in this plan, which are needed to accommodate impacts created by development. As the Mobility Plan is implemented through the fee revenue it will promote more efficient, safe, and convenient mobility.

1.1 Transportation Projects

More than 60 transportation improvement projects are included in this plan. These projects will either provide a new transportation facility or improve the performance an existing facility. New facilities are intended to close gaps in the transportation network. For example, connecting the two existing ends of Mattie M. Kelly Boulevard will allow for another direct connection between Airport Road and U.S. 98. This type of project makes the system more resilient by providing alternative routes in the case of an emergency or disruption to another transportation facility, alleviating congestion on other transportation facilities, and supporting walking and bicycling as viable modes of transportation by providing more direct travel routes. Other projects included in this plan will help make the transportation system function better by improving a congested intersection or making parts of the network safer for all users. Together, these projects will help keep Destin moving well into the future.

1.2 Implementation Overview

Destin intends to implement the Mobility Plan through a new mobility fee. This would be a one-time charge levied by the City on new development to help pay for growth-related transportation infrastructure costs. The mobility fee would replace the transportation impact fee, last updated in 2009. The mobility fee will list the fee by land use and by district.



Chapter 2 Why This Plan?

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DESTIN IN 2023



Population and Employment

Destin needs to improve its transportation system because it's a growing city. The current system is struggling to meet the demands placed on it. Between 2010 and 2020, Destin's population grew by more than 13%. The City also is an increasingly popular tourism destination. Destin needs to improve capacity, safety, parking options, and opportunities to bike and walk, even if it never adds another resident, tourist, or job. The City's growth makes the transportation needs even more pressing.

Mobility

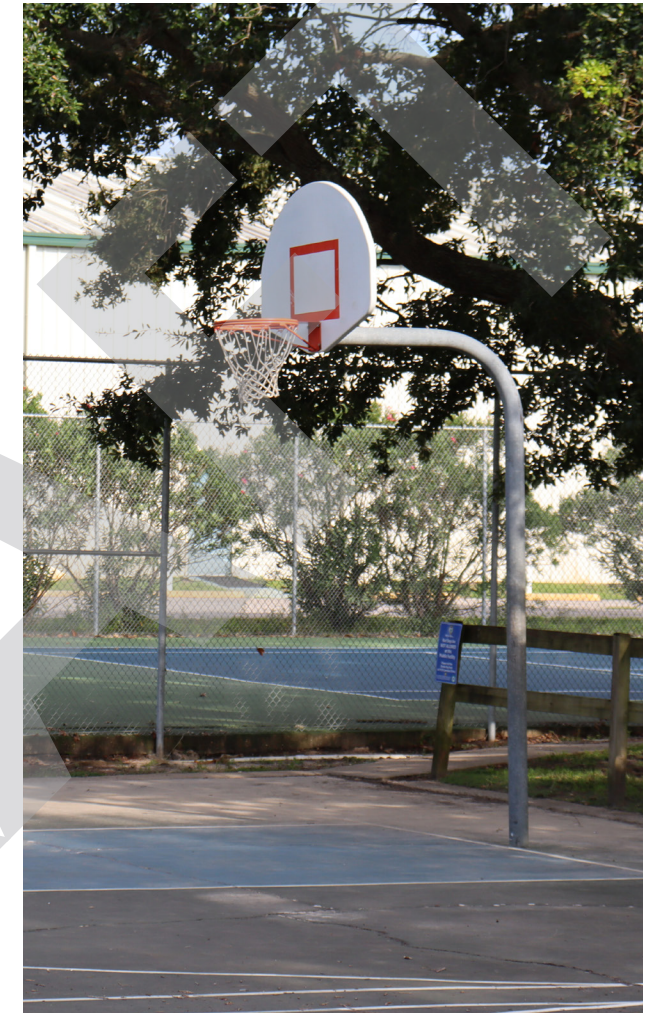
Most roadways in Destin are hovering just above what City policy considers to be an acceptable level of service. A few segments of U.S. 98 are failing against the City's standard, but this is a state-maintained roadway and improvements must be made in close coordination with the Florida Department of Transportation (FDOT). All streets maintained by the City are above the level of service threshold, however, that may not last.

Most segments of U.S. 98 have seen traffic increase by more than 15% between 2017 and 2021. Many of the city-maintained collector roadways have seen traffic increase much faster. Traffic volumes on portions of Benning Drive, Kelly Street, Calhoun Avenue, Regatta Bay Boulevard, Matthew Boulevard, Scenic Highway 98, and Sibert Avenue have increased by more than 25%. While none of these facilities are failing the City's level of service standard, unabated growth in vehicular traffic volumes would eventually cause unacceptable levels of traffic congestion.

Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The stretch of U.S. 98 between Sibert Avenue and Palmetto Street has an especially pronounced concentration of crashes. The roadways that comprise the Cross Town Connector also stand out for crashes. This is likely a result of these roadways accommodating the most traffic, but more detailed safety analysis will be needed to understand why crashes are occurring at particular intersections or segments of roadway, and to target improvements accordingly. As a result, some of the intersection improvements listed in this plan call for a focused study before moving into design and construction of improvements.

DESTIN IN 2050



Population and Employment Forecast

Destin is expected to add more than 2,100 year-round residents and nearly 1,900 seasonal residents between 2020 and 2050. The Town Center Commons and Village planning areas are expected to receive about half of the population growth. Population growth is forecasted for six of its eight planning areas with only Airport and Henderson Beach not expected to add any population.

Employment is also expected to grow, with the City forecast to add more than 1,200 jobs between 2020 and 2050. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas. The Harbor and Town Center Commons areas are expected to be the focus of employment growth through 2050.

DESTIN IN 2050



Transportation Impact

Destin’s forecasted growth will drive future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. Each of these housing units can be expected to add several trips per day to the already strained transportation system. The additional travel generated by population and employment growth in 2050 would likely cause unacceptable conditions on many roadways in the absence of transportation improvements.

The projects in this plan are intended to accommodate this increased demand while maintaining a reasonable level of service. Among the options for improving the transportation network’s performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

Chapter 3 The Plan

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3.1 Big Picture

Destin's geography, with water on three sides, and lack of large tracts of undeveloped land mean that transportation improvements must focus primarily on enhancing the existing system. Building another large arterial roadway, such as U.S. 98, is not feasible. As a result, U.S. 98 will need to handle large traffic volumes and will likely have some degree of congestion well into the future.

But there are solutions. This plan provides a roadmap for meeting people's mobility needs by building a more connected street network that supports travel by a variety of modes, including walking and bicycling. Providing people with more route options and more mode choices is the best solution for a city with Destin's unique features that limit the options for substantially expanding roadway capacity.

The projects listed in this section focus primarily on two big picture objectives – providing greater network connectivity and enhancing safety. The network connectivity projects can be sorted into three buckets,

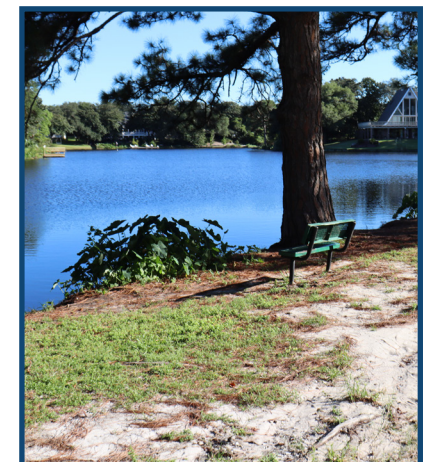
which are the Cross Town Connector, new streets, and pedestrian/bike improvements. The Cross Town Connector will provide an alternative to the congested U.S. 98 for east-west travel. The project will connect a series of roads running parallel to U.S. 98 with a more consistent streetscape and design, and close remaining gaps that prevent these streets from providing an alternative route option. The new streets and pedestrian/bike projects will help close network gaps, which will provide travelers with a wider set of route options and make it easier to walk and bike, giving people more choices other than driving, particularly for short trips.

The intersection enhancement projects are primarily focused on safety and congestion reduction. These projects are focused on improving intersections with known deficiencies. The recommended improvements are clear for some of these intersections. While others will require a more detailed study to select the best option for improving the intersection.

The final category of projects is community parking. These projects will help to provide convenient parking near popular destinations, such as the Harbor Boardwalk. This strategy can help alleviate traffic

congestion by reducing the amount of driving people do while searching for a parking space. Community parking lots or decks can also support redevelopment of land that is used to provide surface parking for local businesses. This is because a parking deck can provide more parking on less land, opening up valuable real estate for additional businesses, housing, parks, or other desired land uses.

Together, the set of projects help secure a better future for people that use Destin's transportation network. They will help reduce crashes, give people more travel options, and support the City's goals for land use and development. The following sections describe the projects in detail.



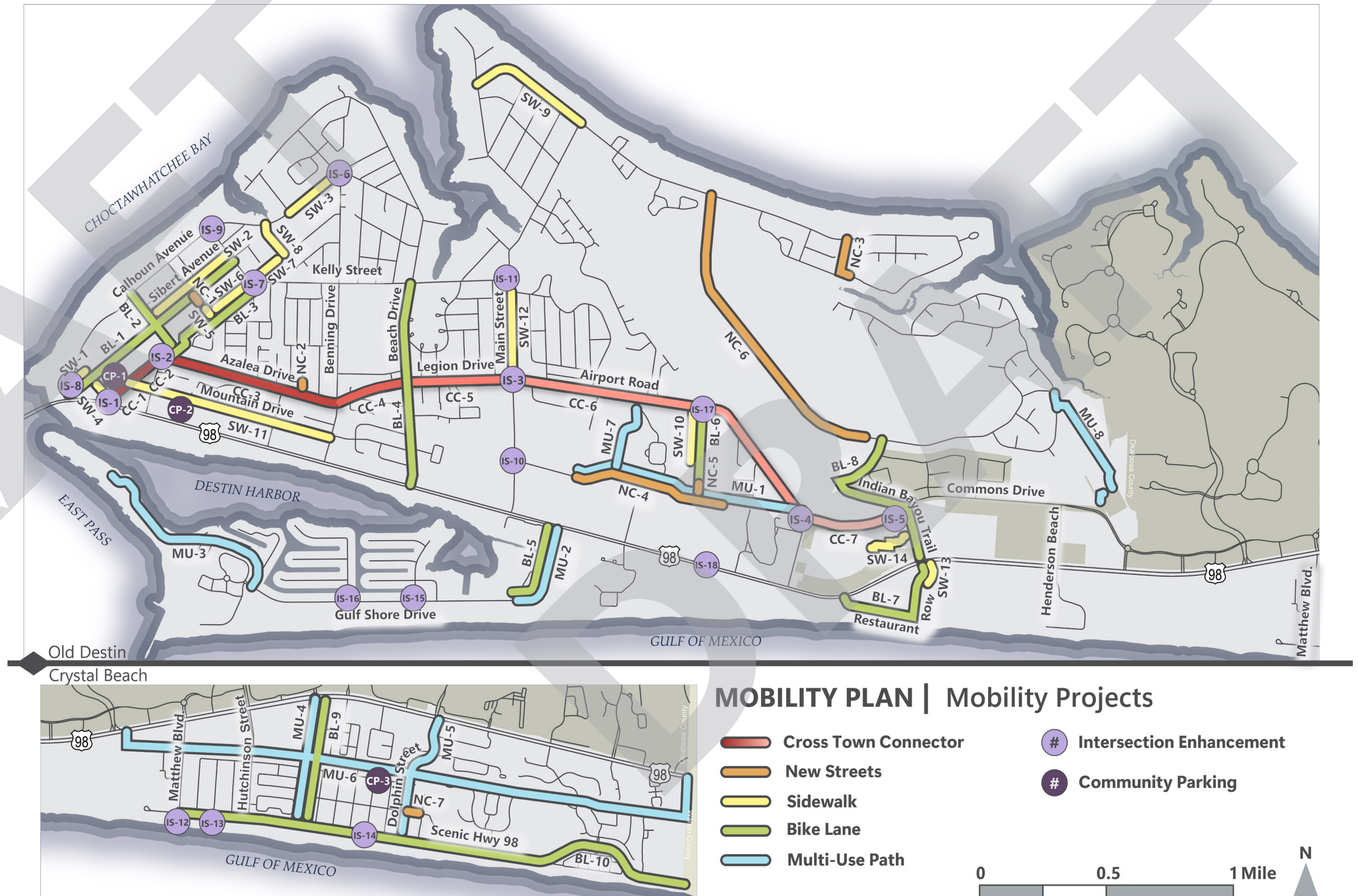
3.2 Project Descriptions

The Mobility Plan includes nearly 70 individual projects. The projects are displayed in the following map. The number of projects broken out by category is:

- **Cross Town Connector:** Seven projects are needed to complete this facility.
- **New Streets:** Seven of the projects would close a gap in the network with a new street.
- **Bicycle/Pedestrian:** Thirty-two of the projects would add a sidewalk, bicycle facility, or multi-use path to support more accessible and comfortable facilities.
- **Community Parking:** Three of the projects would add community parking solutions where there is a shortage of parking.
- **Intersection Enhancement:** Eighteen of the projects would enhance safety and performance at key intersections.

The projects span a wide range of complexity and cost. They include small segments of new sidewalk up to a new parking deck and a continuous parallel roadway providing relief from U.S. 98 (the Cross Town Connector).

Combined, the projects would cost approximately \$152 million dollars and their implementation will likely take a couple of decades or longer to complete. The pace at which these projects can be constructed will depend in part on the rate of development in Destin, since the mobility fee will provide funds needed to advance the projects. The prioritization method and results are described later in this section, after the project descriptions.



Destin’s Network Connectivity Projects: Cross Town Connector

Destin Cross Town Connector Projects List			
Name	ID	Location	Improvement
Stahlman Avenue	CC-1	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities
Stahlman Avenue	CC-2	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways
Azalea Drive	CC-3	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible
Azalea Drive Extension	CC-4	Azalea Drive to Legion Drive	Add trees, lighting, and pedestrian amenities
Legion Drive	CC-5	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities
Airport Road	CC-6	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities
Commons Drive	CC-7	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities

Destin’s Network Connectivity Projects: New Streets

Destin New Street Projects List			
Name	ID	Location	Improvement
Pine Street	NC-1	Sibert Avenue to Blue Marlin Court	New local street (residential)
Sailfish Drive	NC-2	Azalea Drive to Sailfish Circle	New local street (residential)
Indian Bayou North Extension	NC-3	Current end of Indian Bayou North to Indian Trail	New local street (residential)
98 Palms Boulevard	NC-4	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector
Mattie M. Kelly Boulevard	NC-5	From existing ends of northern and southern roadways	New minor collector
Sunchase Boulevard	NC-6	Indian Bayou Trail to Indian Trail	New minor collector
John Avenue	NC-7	Dolphin Street to Sunfish Street	New local street (residential)

Destin’s Network Connectivity Projects: Bike/Pedestrian

Destin Sidewalk Projects List			
Name	ID	Location	Improvement
Sibert Avenue Sidewalk	SW-1	Calhoun Avenue to Zerbe Street	East side sidewalk
	SW-2	Forest Street to Kelly Street	East side sidewalk
	SW-3	Cross Street to Benning Avenue	East side sidewalk
Zerbe Street Sidewalk	SW-4	Sibert Avenue to Stahlman Avenue	South side sidewalks
Pine Street Sidewalk	SW-5	Blue Marlin Court to Stahlman Avenue	North side sidewalk
Stahlman Avenue Sidewalk	SW-6	Pine Street to Primrose Lane	Sidewalk
	SW-7	Kelly Street to Hickory Street	West side sidewalk
Hickory Street Sidewalk	SW-8	Stahlman Avenue to Sibert Avenue	South side sidewalk
Indian Trail Sidewalk	SW-9	Bayou Drive to Main Street	South side sidewalk
Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	Existing sidewalk to Airport Road	West side sidewalk
Mountain Drive Sidewalk	SW-11	Stahlman Avenue to roundabout	North side sidewalk
Main Street Sidewalk	SW-12	Legion Drive to Kell Aire Drive	East side sidewalk
Restaurant Row Sidewalk	SW-13	Public parking lot to U.S. 98	East side sidewalk
Town Hall Pedestrian Access	SW-14	Indian Bayou Tr to Destin City Hall	Sidewalk

Destin Bike Projects List			
Name	ID	Location	Improvement
Sibert Avenue Bicycle Lanes	BL-1	Calhoun Avenue to Kelly Street	Bicycle Lanes
Forest Street Bicycle Lanes	BL-2	Calhoun Avenue to Stahlman Avenue	Bicycle lanes
Stahlman Avenue Bicycle Lanes	BL-3	Azalea Drive to Kelly Street	Bicycle lanes
Beach Drive Bicycle Lanes	BL-4	Harbor Boulevard to Kelly Street	Bicycle lanes
Gulf Shore Drive Bicycle Lanes	BL-5	Sandpiper Cove to Harbor Boulevard	Bicycle lanes
Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	Existing end roadway to Airport Road	Bicycle lanes
Scenic 98 (west)/Restaurant Row Bicycle Lanes	BL-7	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes

Indian Bayou Trail Bicycle Lanes	BL-8	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes
Crystal Beach Drive Bicycle Lanes	BL-9	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes
Scenic 98 (east) Bicycle Lanes	BL-10	Matthew Boulevard to Walton County Line	Bicycle Lanes

Destin Multi-use Path Projects List			
Name	ID	Location	Improvement
Powerline easement (west) Multi-use Path	MU-1	Main Street to Airport Road	Multi-use path
Gulf Shore Drive Multi-use Path	MU-2	Sandpiper Cove to Harbor Boulevard	West side multi-use path
	MU-3	Norriego Point to Durango Road	West/south side multi-use path
Crystal Beach Drive Multi-use Path	MU-4	Scenic 98 to Emerald Coast Parkway	East side multi-use path
Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	Scenic 98 to Emerald Coast Parkway	East side multi-use path
Powerline easement (east) Multi-use Path	MU-6	Emerald Coast Parkway to Walton County Line	Multi-use path
West of Twin Lakes	MU-7	98 Palms Boulevard to Airport Road	Multi-use path
Indian Trail to Destin High School	MU-8	Indian Trail to Destin High School following the Indian Bayou	Multi-use path

Destin’s Community Parking Projects

Destin Community Parking Projects List			
Name	ID	Location	Improvement
Marler Street Public Parking Lot	CP-1	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck
Zerbe Street Public Parking Lot	CP-2	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck
Crystal Beach Parking Lot (FPL easement)	CP-3	In the utility easement between Cobia Street and Dolphin Street	Parking Lot

Destin’s Intersection Enhancement Projects

Destin Intersection Enhancement Projects List			
Name	ID	Location	Improvement
Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	Intersection with Zerbe Street and Harbor Boulevard	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians
Stahlman Avenue at Azalea Drive	IS-2	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop line
Legion Drive/ Airport Road at Main Street	IS-3	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping
Airport Road at Commons Drive	IS-4	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head
Commons Drive at Indian Bayou Trail	IS-5	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks
Benning Drive at Sibert Ave, 1st Street, and 4th Street	IS-6	Intersection with Sibert Avenue, 1st Street, and 4th Street	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements
Stahlman Avenue at Kelly Street	IS-7	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option

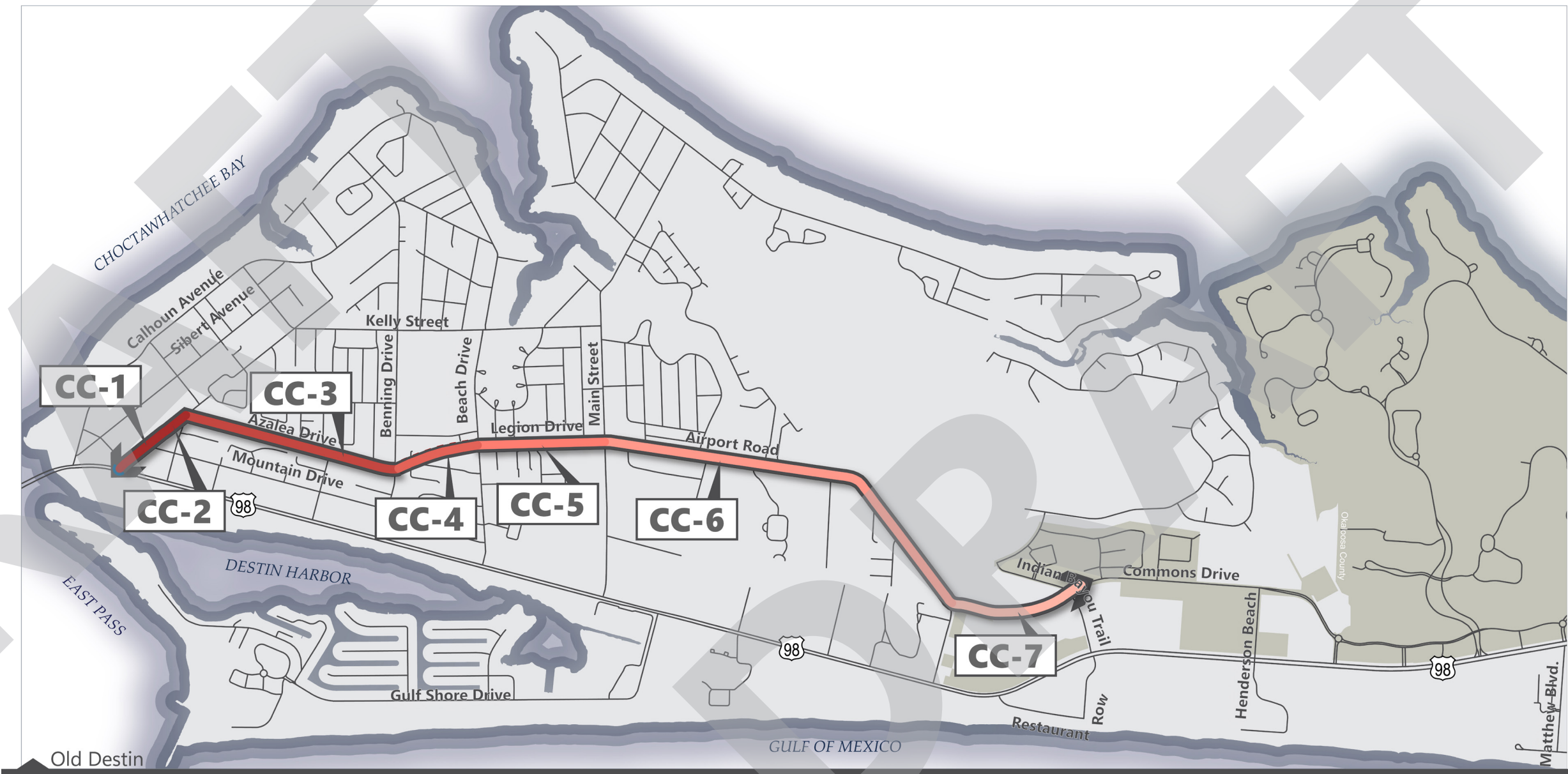
Calhoun Avenue at Sibert Ave	IS-8	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge
Calhoun Avenue at Kelly St	IS-9	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection
Main Street at 98 Palms Blvd	IS-10	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms
Main Street at Kelly Street	IS-11	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane
Scenic 98 East at Matthew Blvd	IS-12	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping
Scenic 98 East at Shirah St	IS-13	Intersection with Shirah Street	
Scenic 98 East at Pompano St	IS-14	Intersection with Pompano Street	Mid-block crossing links to beach access
Gulf Shore Drive at Moreno Point Rd	IS-15	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance
Gulf Shore Drive at Norriego Rd	IS-16	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr
Mattie M. Kelly Blvd at Airport Rd	IS-17	Intersection with Airport Rd	Signalization
Mattie M. Kelly Blvd at U.S. 98	IS-18	Intersection with U.S. 98	Signalization

CROSS TOWN CONNECTOR

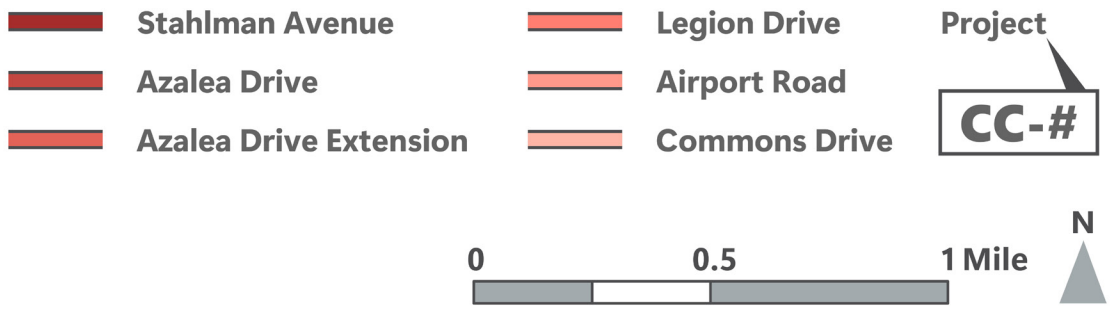
The Cross Town Connector is a vital component of the City's future transportation network. Both the City of Destin and the Okaloosa-Walton Transportation Planning Organization have identified a need to address congestion on U.S. 98. The Cross Town Connector project is intended to address that need by providing a parallel roadway that provides for east-west connectivity. Design and engineering work has started for the Cross Town Connector.

The project is proposed for implementation in seven phases, which are from west to east - Stahlman Avenue between Harbor Boulevard and Mountain Drive; Stahlman Avenue between Mountain Drive and Azalea Drive; Azalea Drive between Stahlman Avenue and Benning Drive; Azalea Drive Extension between Benning Drive and Beach Drive; Legion Drive between Beach Drive and Main Street; Airport Road between Main Street and Commons Drive; and Commons Drive between Airport Road and Indian Bayou Trail.

The Cross Town Connector would cost approximately 27.4 million dollars and upon completion will provide a seamless connection from the west end to east end of Destin. The projects will also improve the street so it has more consistent features, such as sidewalks and bicycle facilities.



MOBILITY PLAN | Cross Town Connector



CC-1 Stahlman Avenue



Details

Project:
CC-1

Name:
Stahlman Avenue

Location:
Harbor Boulevard to Mountain Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

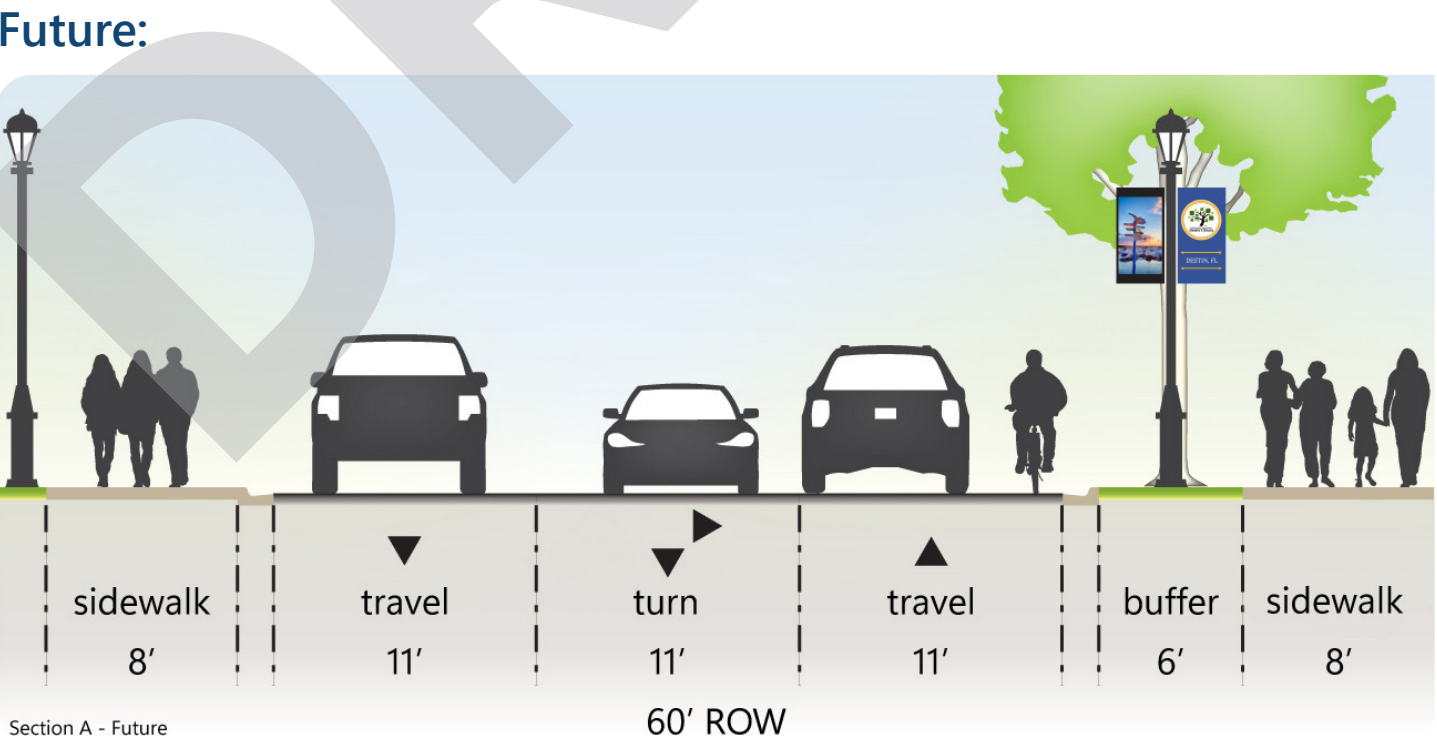
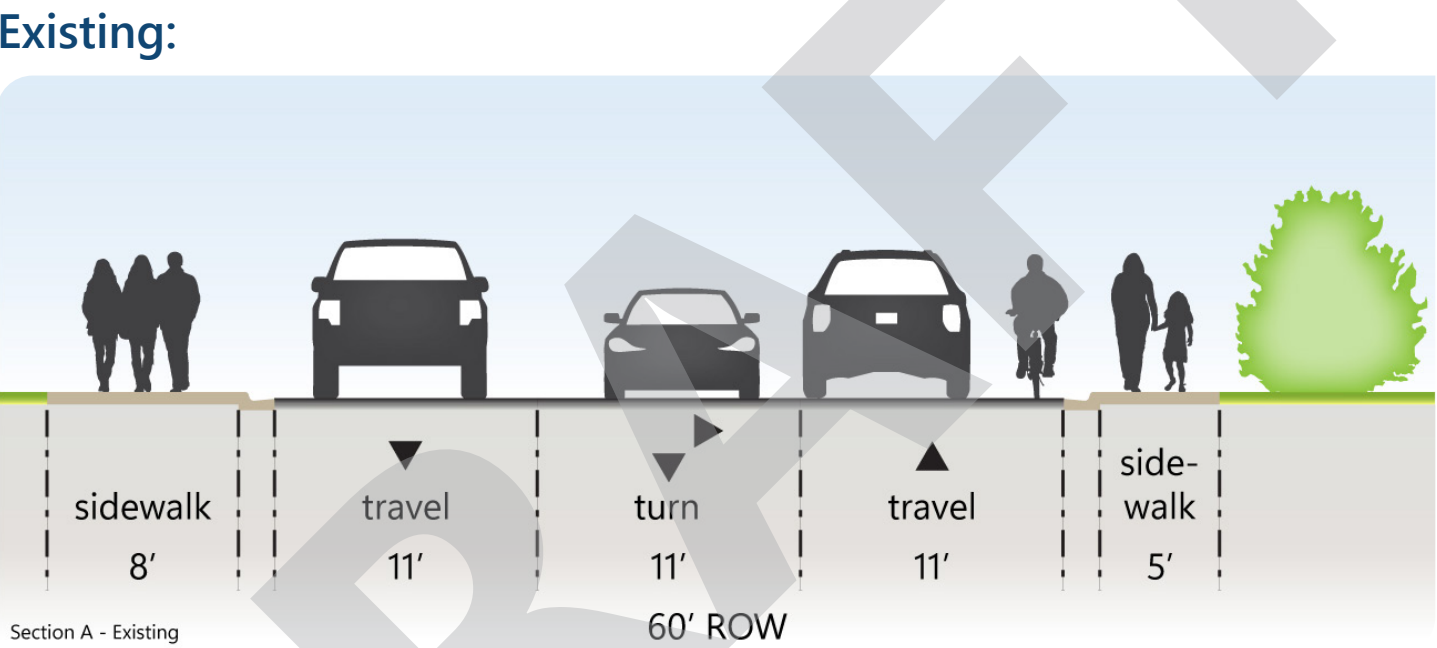
\$276,915

Priority

Total Score:
N/A

Improvements

- Reconstruct east side with buffer, street trees, and wider sidewalk
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk



CC-2 Stahlman Avenue



Details

Project:
CC-2

Name:
Stahlman Avenue

Location:
Mountain Drive to Azalea Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

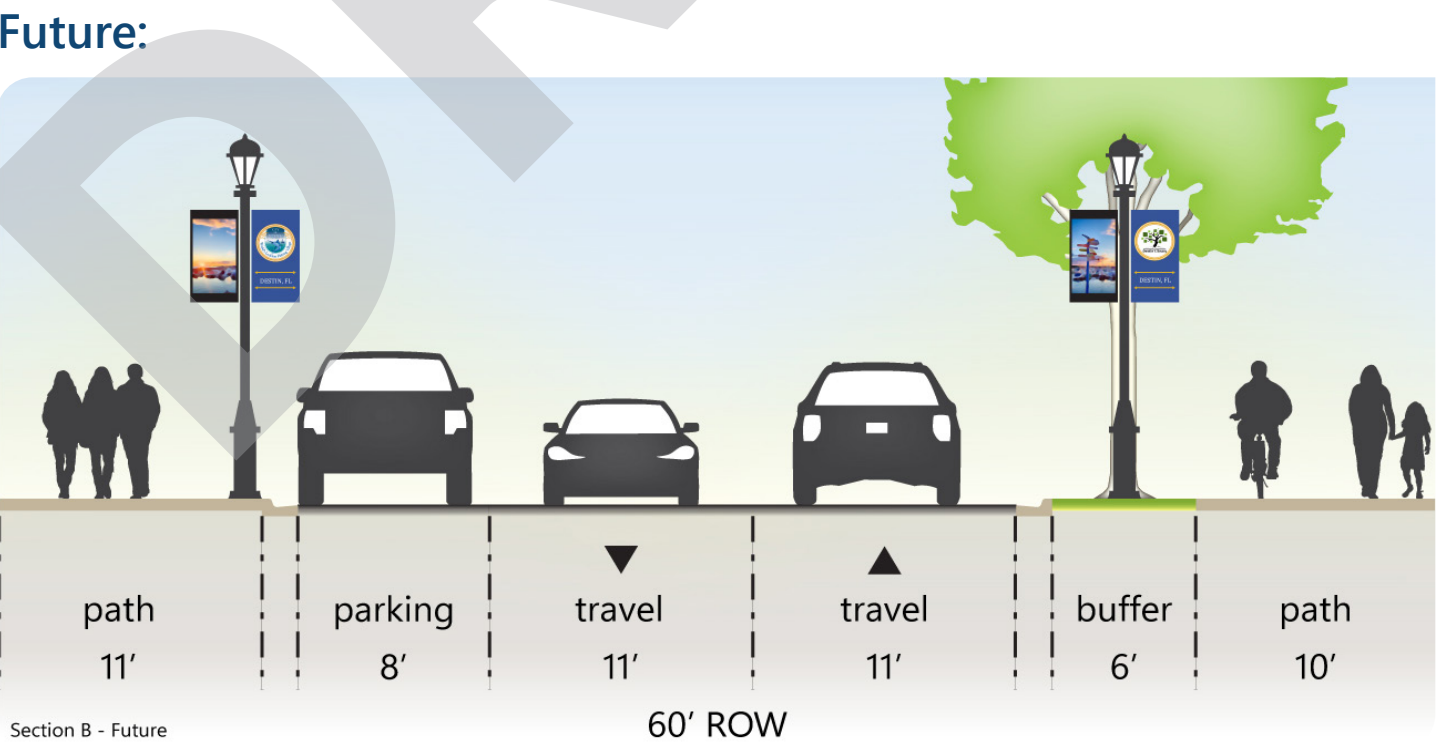
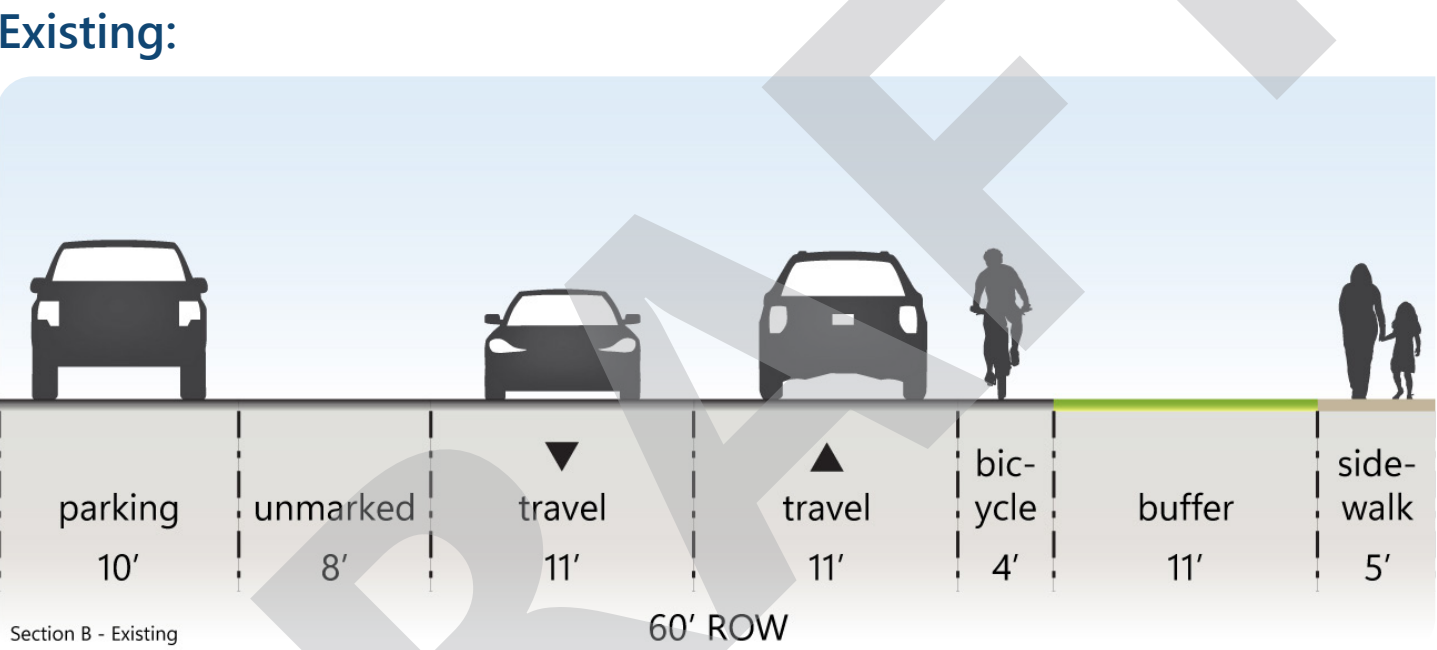
\$2,327,859

Priority

Total Score:
N/A

Improvements

- Reconstruct with parking (west side), buffer and street trees (east side), lighting, pedestrian amenities, and multi-use path
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk



CC-3 Azalea Drive



Details

Project:
CC-3

Name:
Azalea Drive

Location:
Stahlman Avenue to Benning Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$8,725,686

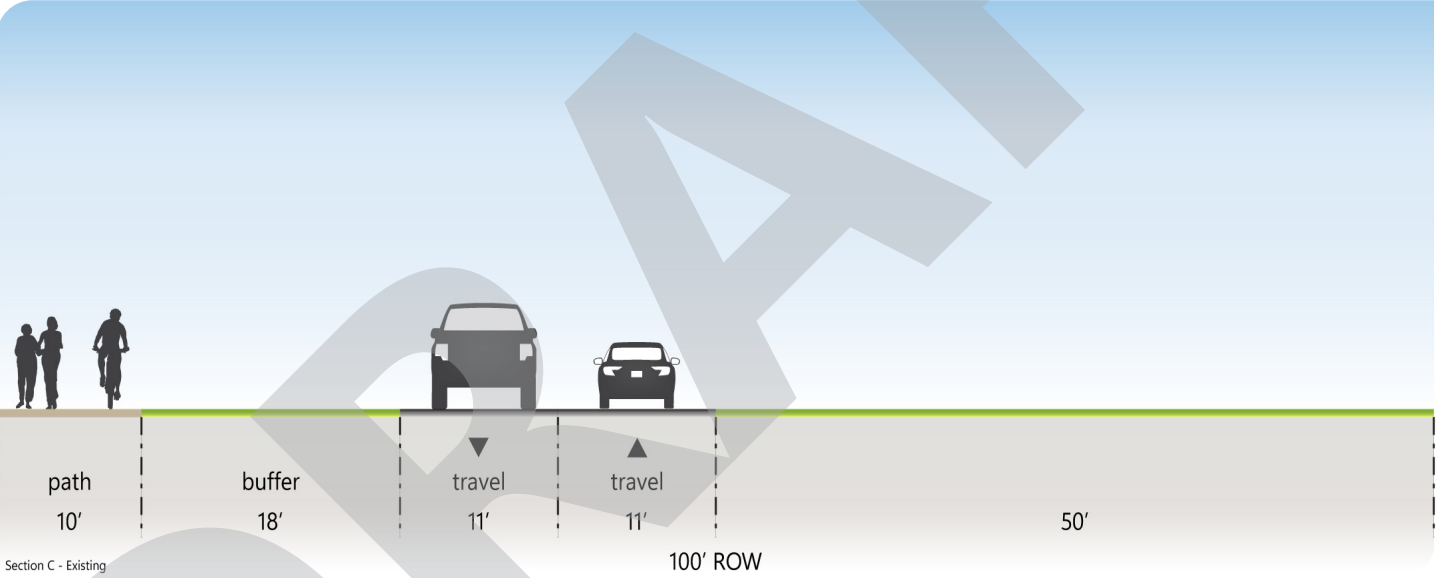
Priority

Total Score:
N/A

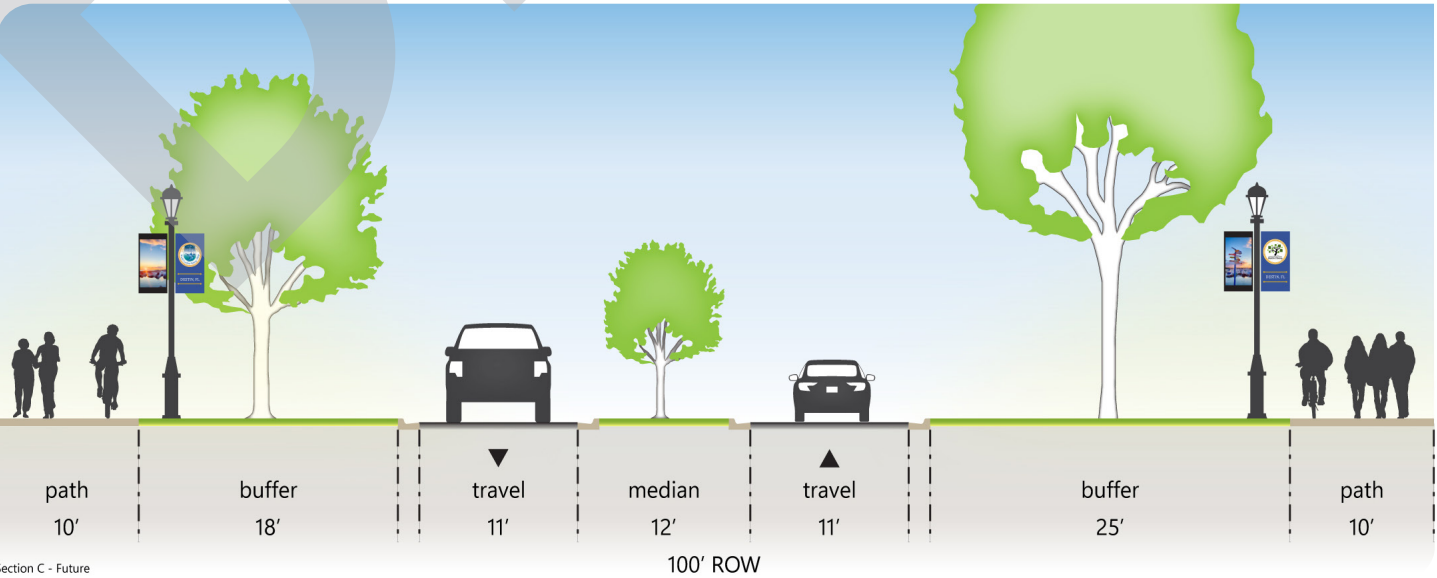
Improvements

- Reconstruct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

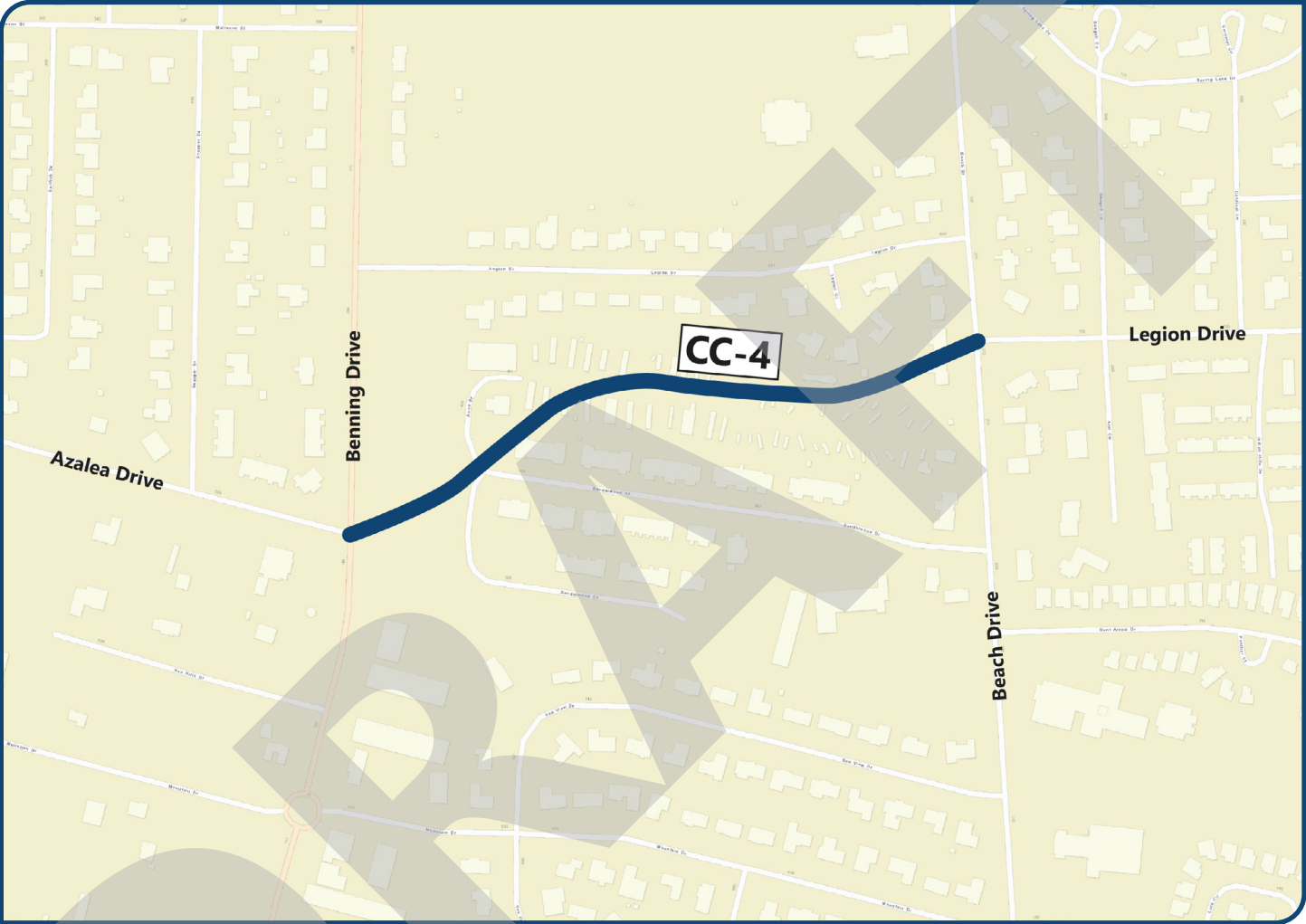
Existing:



Future:



CC-4 Azalea Drive Extension



Details

Project:
CC-4

Name:
Azalea Drive Extension

Location:
Benning Drive to Beach Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$9,632,529

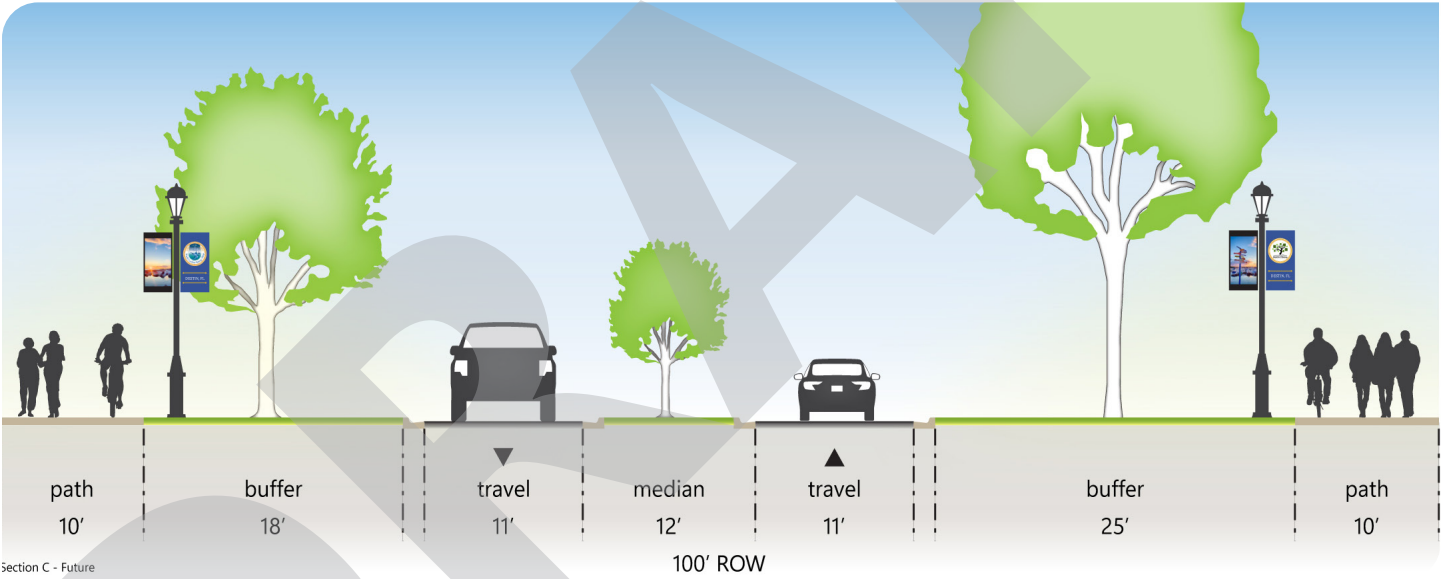
Priority

Total Score:
N/A

Improvements

- Reconstruct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Future:



CC-5 Legion Drive



Details

Project:
CC-5

Name:
Legion Drive

Location:
Beach Drive to Main Street

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,116,415

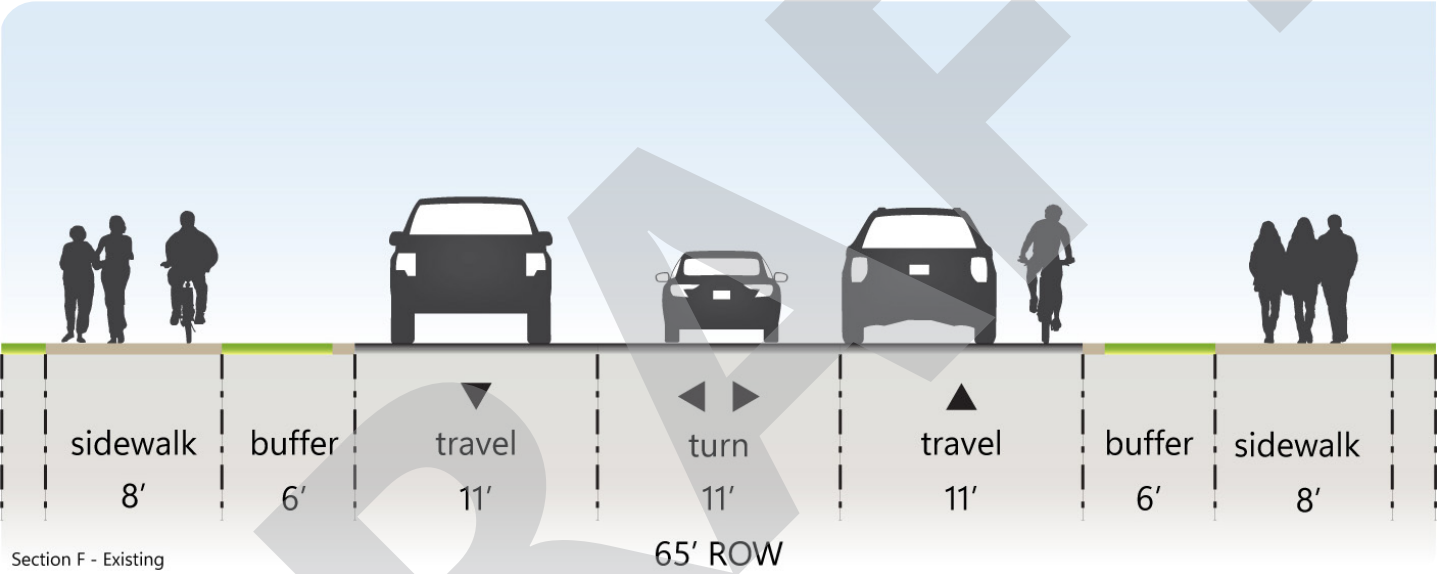
Priority

Total Score:
N/A

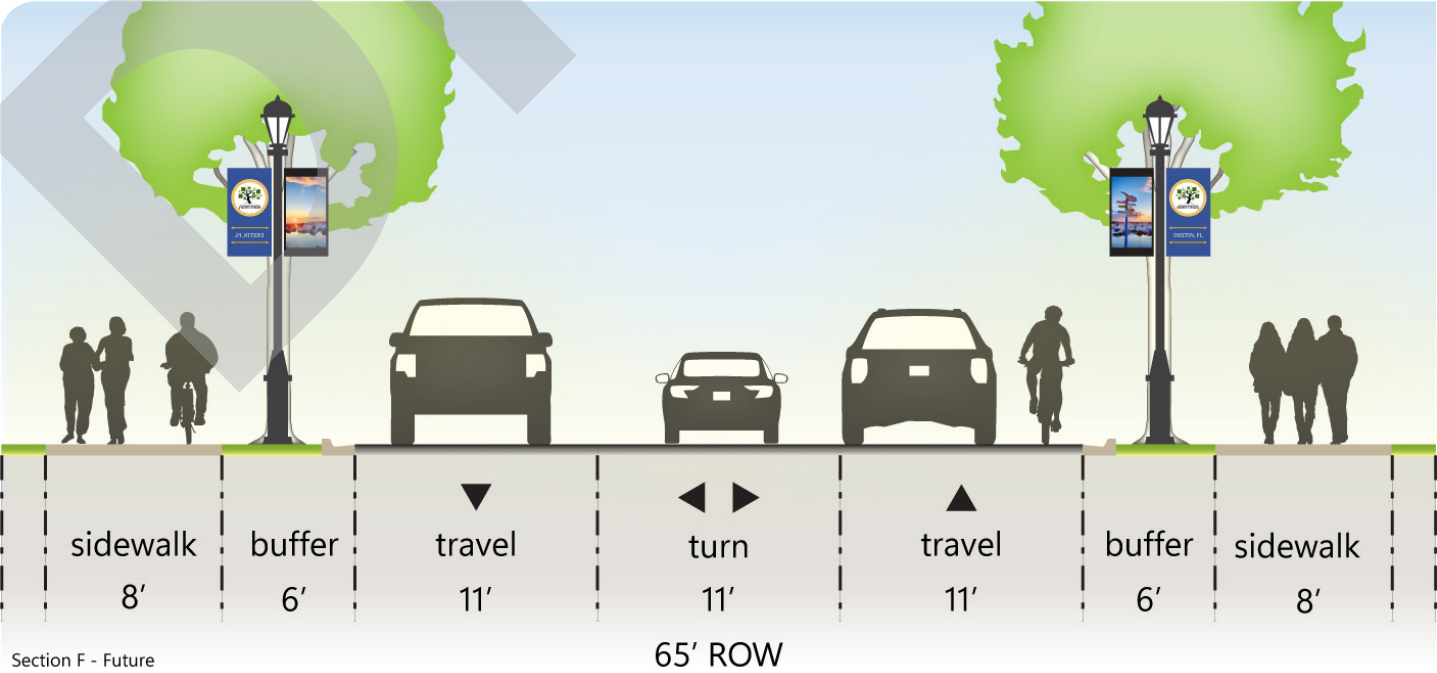
Improvements

- Reconstruct with street trees
- Add street lighting with wayfinding banners
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

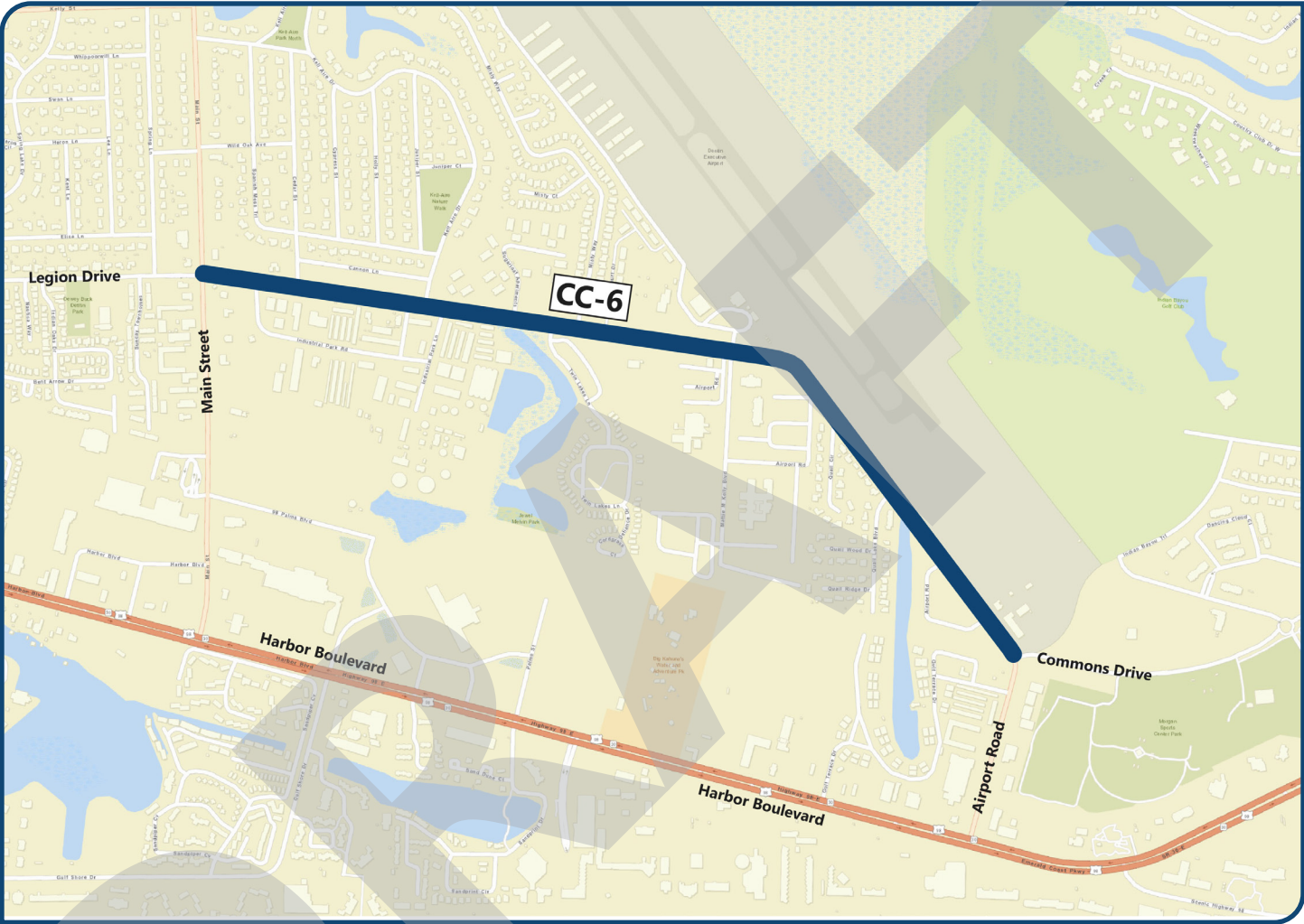
Existing:



Future:



CC-6 Airport Road



Details

Project:
CC-6

Name:
Airport Road

Location:
Main Street to Commons Drive

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$4,143,607

Priority

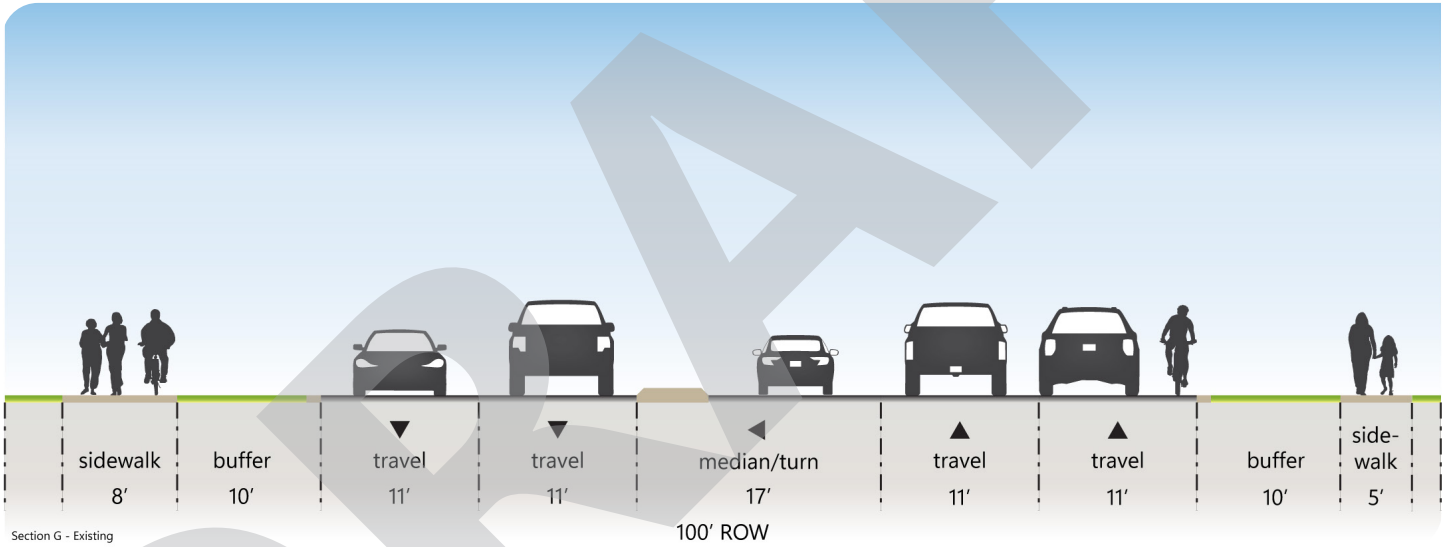
Total Score:

N/A

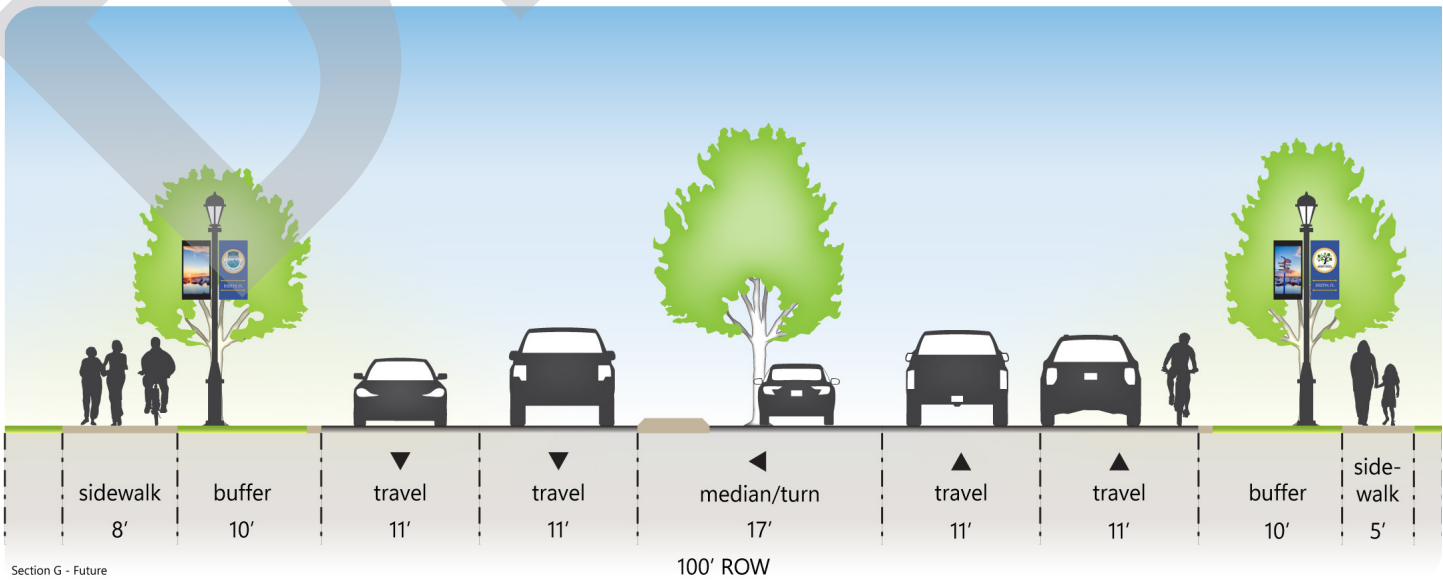
Improvements

- Reconstruct with street trees, lighting, and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



CC-7 Commons Drive



Details

Project:
CC-7

Name:
Commons Drive

Location:
Airport Road to Indian Bayou Trail

Initiative:
Cross Town Connector

Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,130,271

Priority

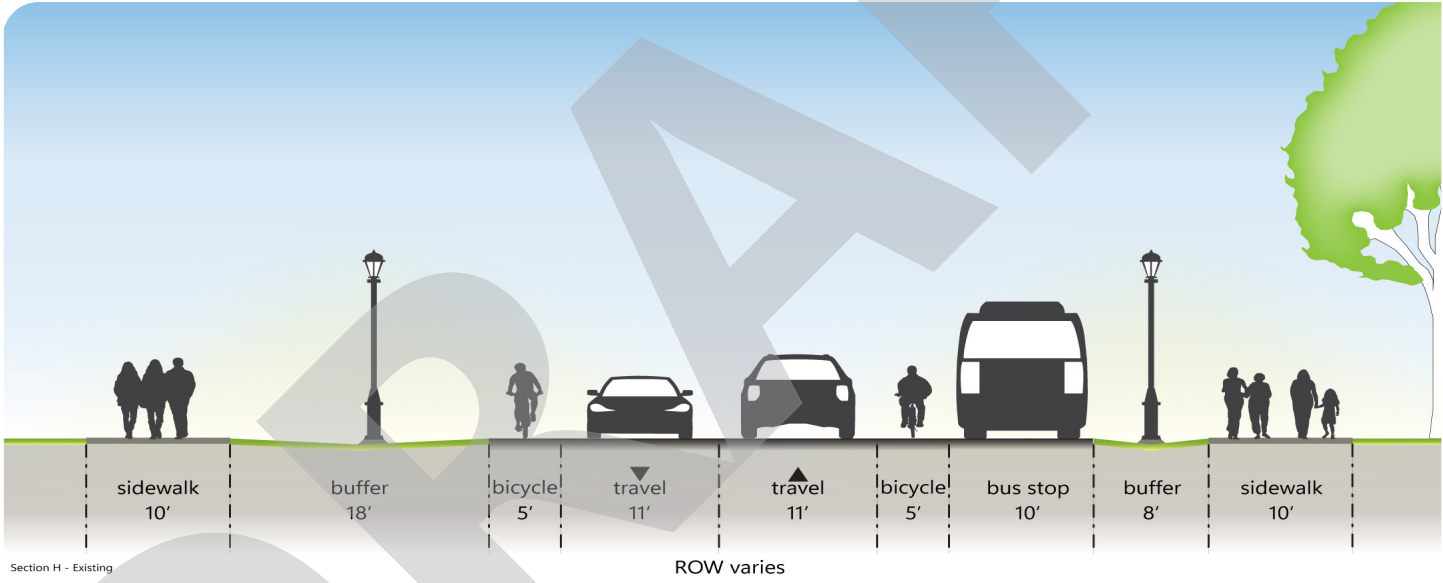
Total Score:

N/A

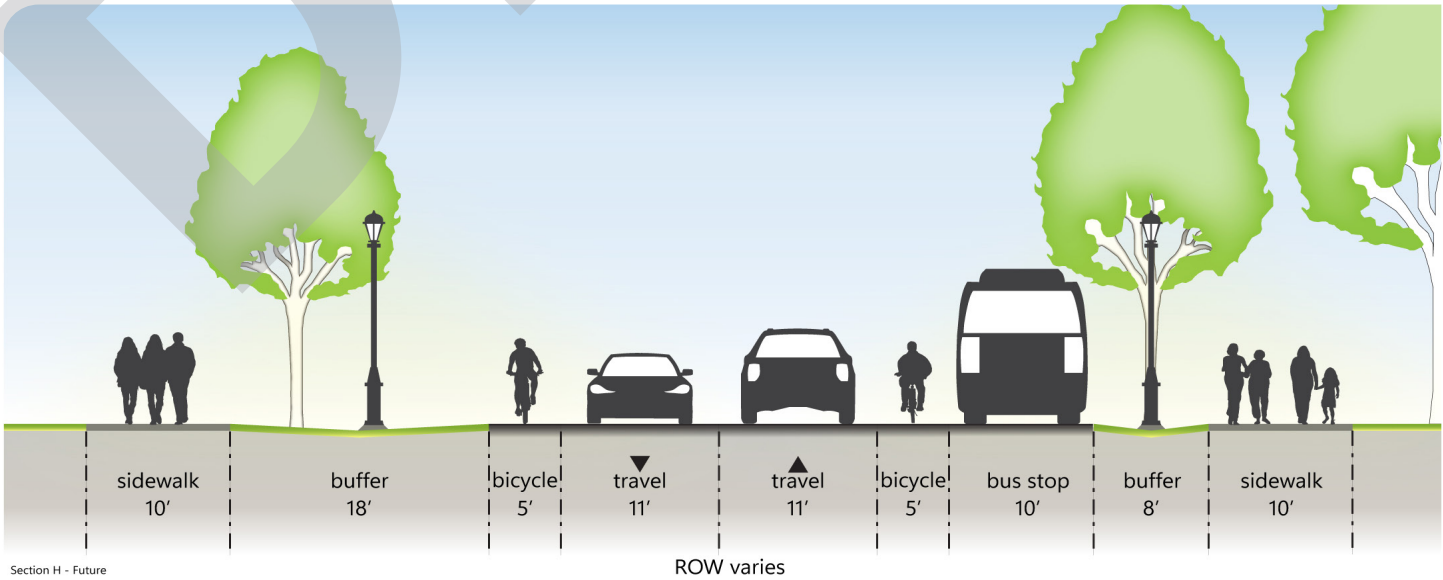
Improvements

- Reconstruct with street trees and pedestrian amenities
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Existing:



Future:



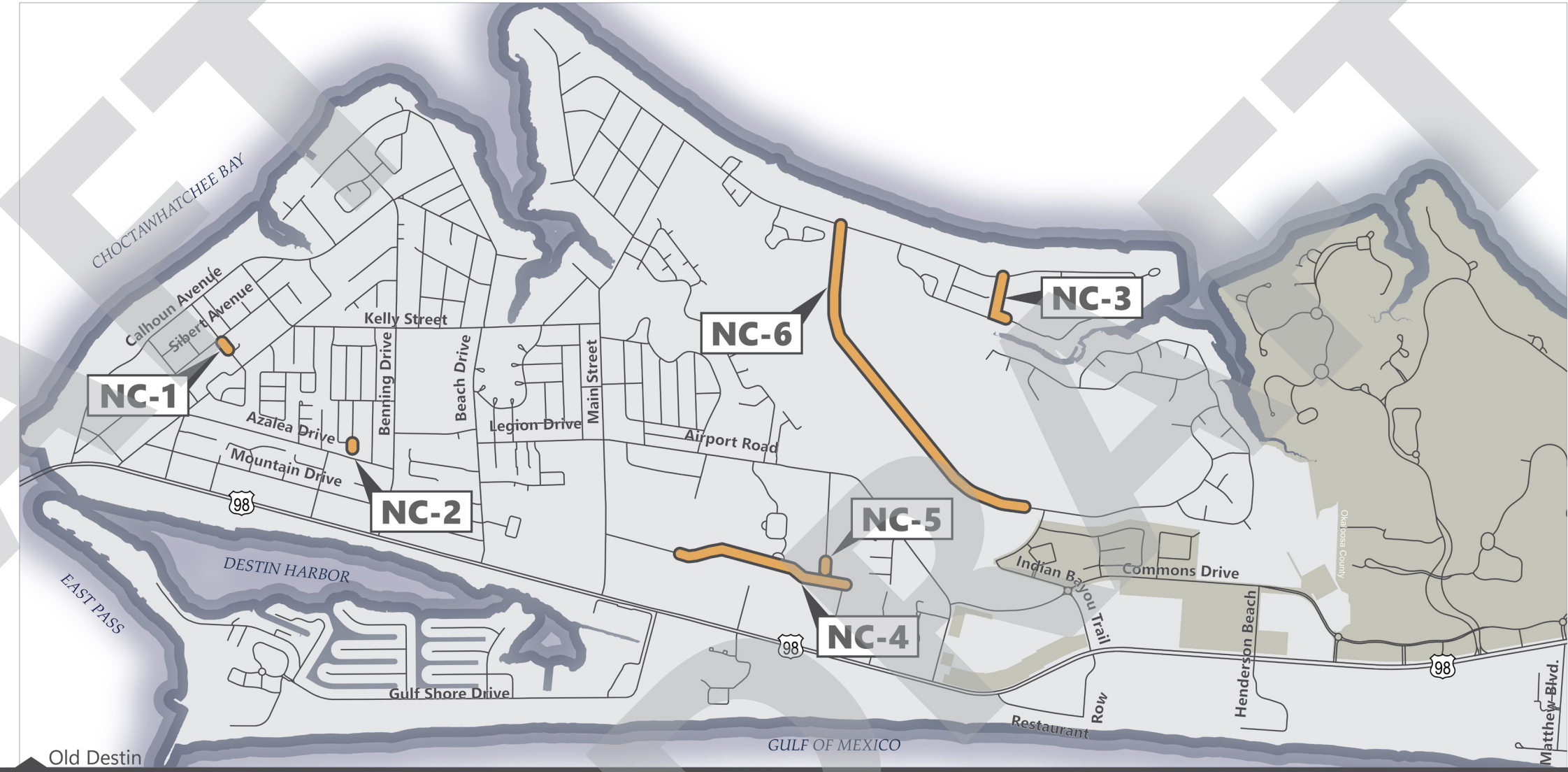
NEW STREETS

The Mobility Plan includes seven new street segments. The purpose of the new streets is to close gaps in the transportation network, which will reduce travel time and distance, and create more direct connections for bicyclists and pedestrians. These new facilities are either described in the Comprehensive Plan or the Land Development Code. The City has secured right-of-way to implement some of these projects, while others would likely need to happen in the future as development or redevelopment occurs. The projected cost for all seven new streets is 31.4 million dollars.

The new streets include short local street connections intended to reduce travel distance or alleviate pressure on the City's collector roadway network. These new streets include extending Pine Street between Sibert Avenue and Stahlman Avenue, connecting Sailfish Drive with Azalea Drive, connecting Indian Bayou North to Indian Trail, and extending John Avenue from Dolphin Street to Sunfish Street.

New streets also include projects intended to support the City's goals for creating a Town Center anchored by Main Street. These projects would result in a more connected network of streets in the Town Center Community Redevelopment Area (CRA). These new minor collectors include extending Mattie M. Kelly Boulevard to create a continuous connection between U.S. 98 and Airport Road, and extending 98 Palms Boulevard east to Mattie M. Kelly Boulevard.

Another new street would connect Indian Trail to Country Club Drive, which would allow for more direct travel from the City's northernmost neighborhoods to U.S. 98 and shopping areas in the Town Center and along Commons Drive.

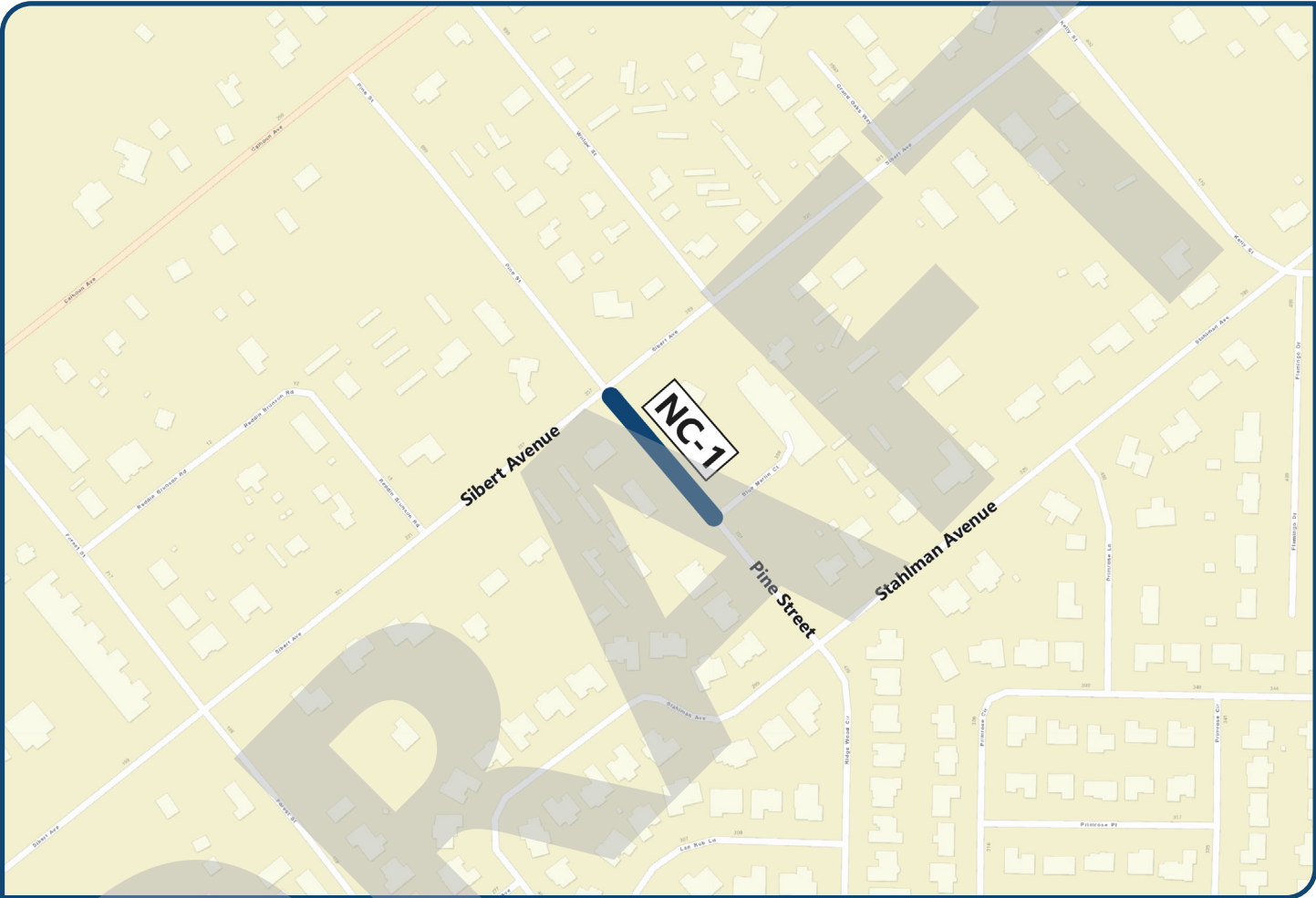


MOBILITY PLAN | New Street Projects

- | | | | |
|-------------|------------------------------|-------------|----------------------|
| NC-1 | Pine Street | NC-5 | Mattie M. Kelly Blvd |
| NC-2 | Sailfish Drive | NC-6 | Sunchase Blvd |
| NC-3 | Indian Bayou North Extension | NC-7 | John Avenue |
| NC-4 | 98 Palms Blvd | | |



NC-1 Pine Street



Details

Project:
NC-1

Name:
Pine Street

Location:
Sibert Avenue to Blue Marlin Court

Initiative:
New Street

Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by adding a new segment of Pine Street from Sibert Avenue to Blue Marlin Court
- Approximately 0.06 mile new street
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

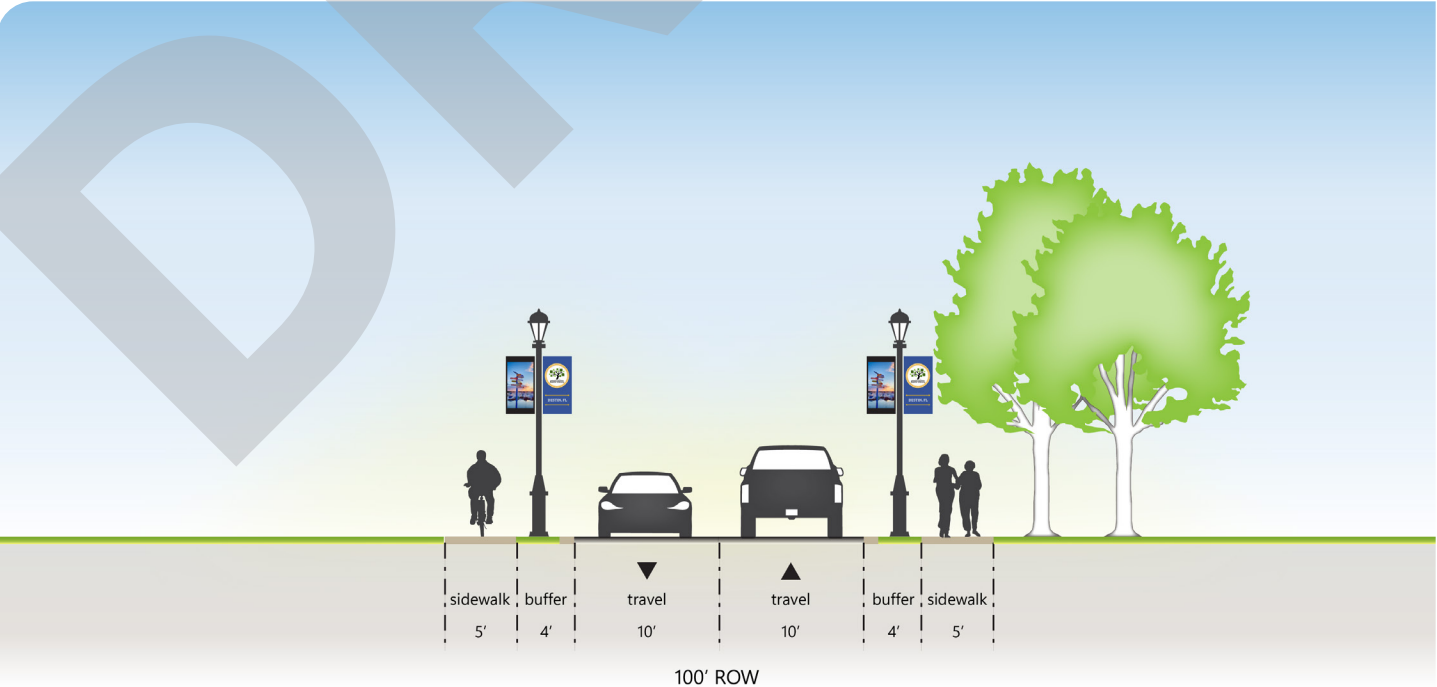
Cost

\$743,042

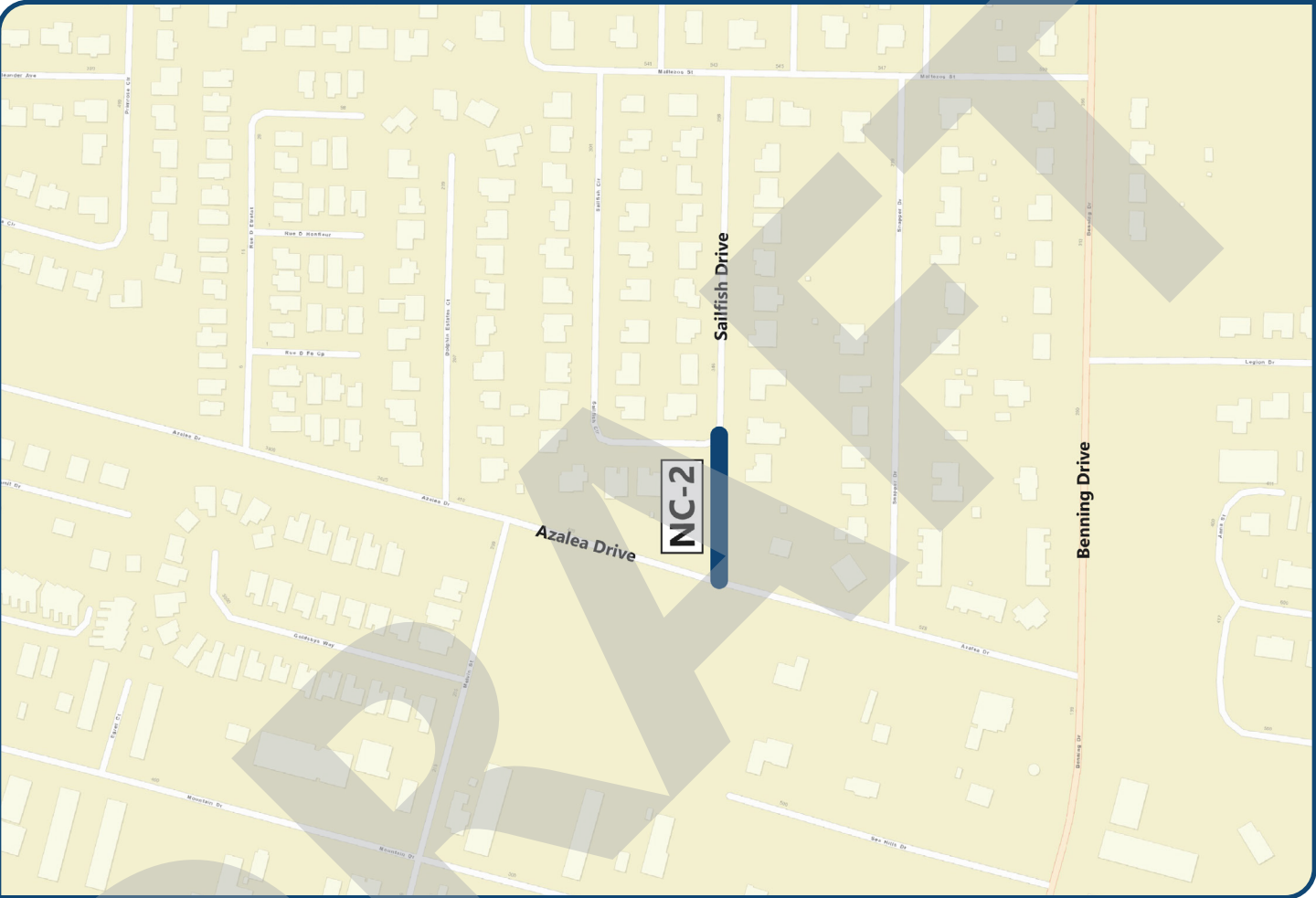
Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

Proposed:



NC-2 Sailfish Drive



Details

Project:
NC-2
Name:
Sailfish Drive
Location:
Azalea Drive to Sailfish Circle

Initiative:
New Street
Source:
Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending Sailfish Drive southward to connect to Azalea Drive
- Approximately 0.05 mile new street
- Since this new roadway connects to a residential area, it must be designed to maintain neighborhood traffic flow
- Local streets should have a speed limit of 25 mph with two 10' lanes of traffic, 7' parking, two 5' sidewalks, and a 4' buffer

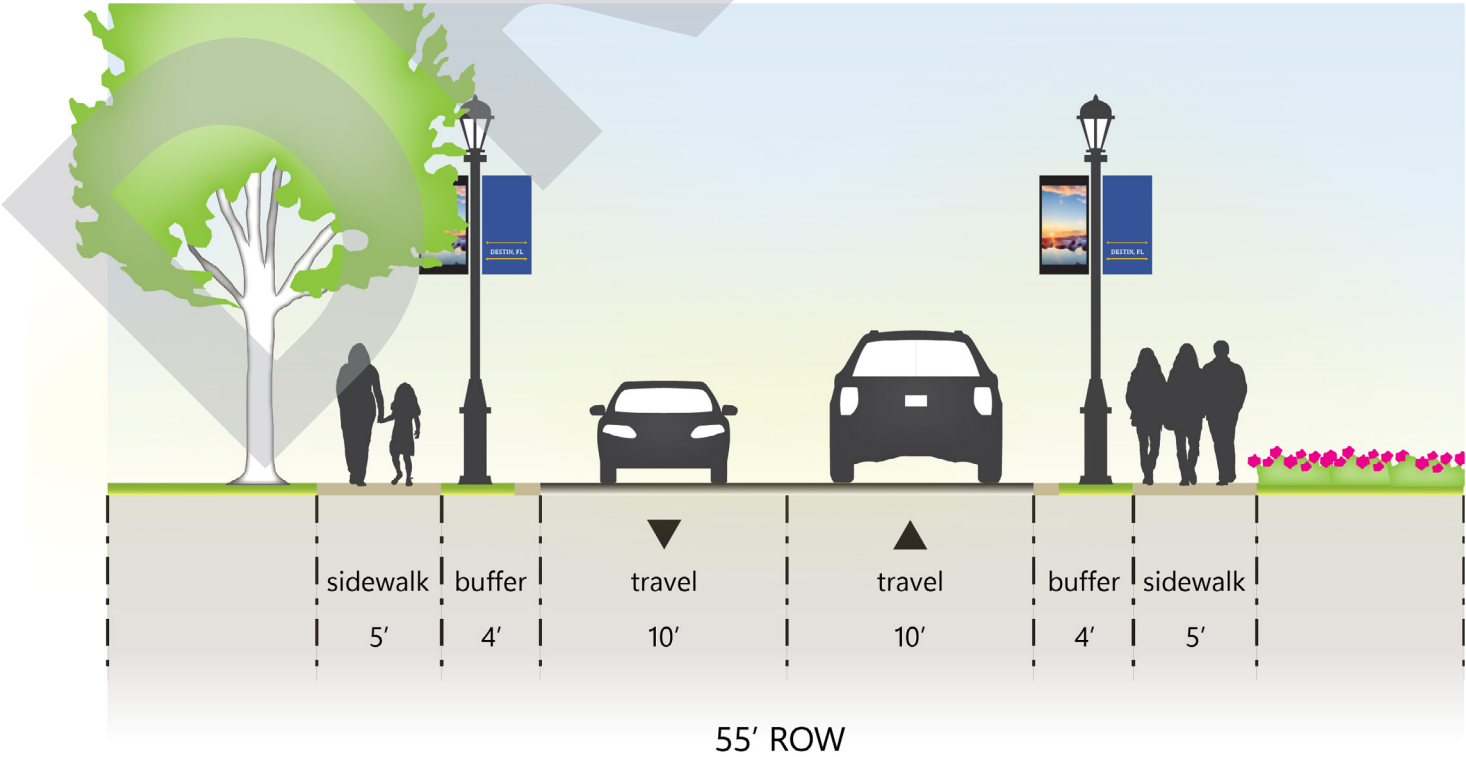
Cost

\$619,202

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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Proposed:



NC-3 Indian Bayou North Extension



Details

Project:
NC-3
Name:
Indian Bayou North Extension
Location:
Current end of Indian Bayou North to Indian Trail

Initiative:
New Street
Source:
Comp Plan Policy 2-1.3.16;
LDC 8.01.00E; LDC Table 8-1;
Pathways Plan, MUT-7; LDC
Table 8-7B Level Two Priority

Improvements

- Develop an interconnected road network by extending Indian Bayou North to connect to Indian Trail
- Approximately 0.15 mile new street
- Local streets should have a speed limit of 25 mph with two 10’ lanes of traffic, 7’ parking, two 5’ sidewalks, and a 4’ buffer

Cost

\$1,857,605

Priority

Benefit Score:

5

Policy Priority:

N/A

Total Score:

N/A

Proposed:

A cross-section diagram of a 60-foot Right-of-Way (ROW). The diagram shows a sidewalk on the left with a tree and a person walking. Next to the sidewalk is a 4-foot buffer. Then there are two 10-foot travel lanes with cars. To the right of the travel lanes is another 4-foot buffer. Finally, there is a 5-foot sidewalk on the right with a person sitting. The total width is 60 feet. The diagram also shows a street lamp and a signpost.

60' ROW

46 - DRAFT

47 - DRAFT

NC-4 98 Palms Boulevard



Details

Project:
NC-4
Name:
98 Palms Boulevard
Location:
From existing end of 98 Palms Blvd to Mattie M. Kelly Blvd

Initiative:
New Street
Source:
Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending 98 Palms Boulevard to connect to Mattie M. Kelly Blvd
- Approximately 0.65 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

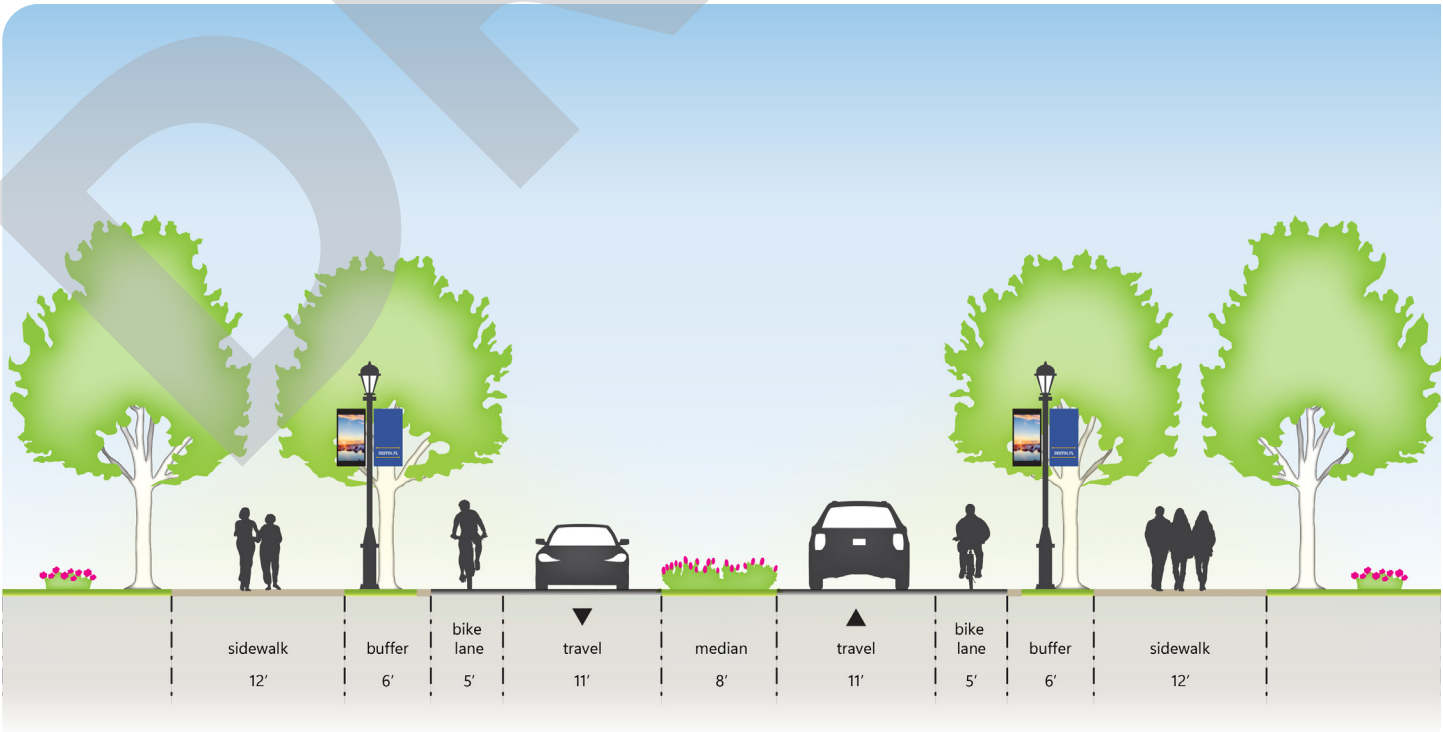
Cost

\$9,149,623

Priority

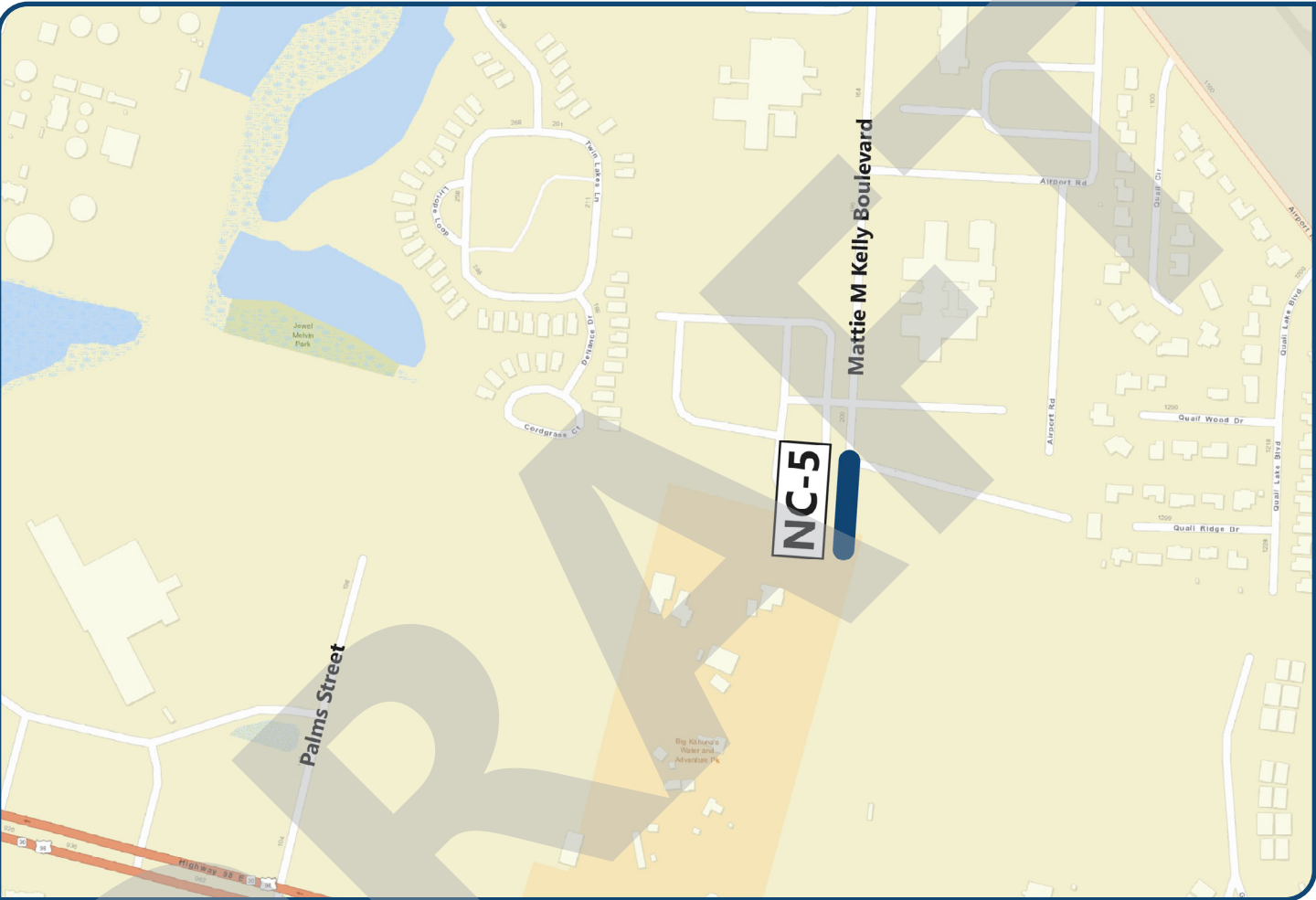
Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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Proposed:



ROW varies

NC-5 Mattie M. Kelly Boulevard



Details

Project:

NC-5

Name:

Mattie M. Kelly Boulevard

Location:

From existing ends of northern and southern roadways

Initiative:

New Street

Source:

Comp Plan Policy 2-1; LDC 8.01.00E; LDC Table 8-1

Improvements

- Develop an interconnected road network by extending the existing ends of northern and southern roadways
- Approximately 0.06 mile new street
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

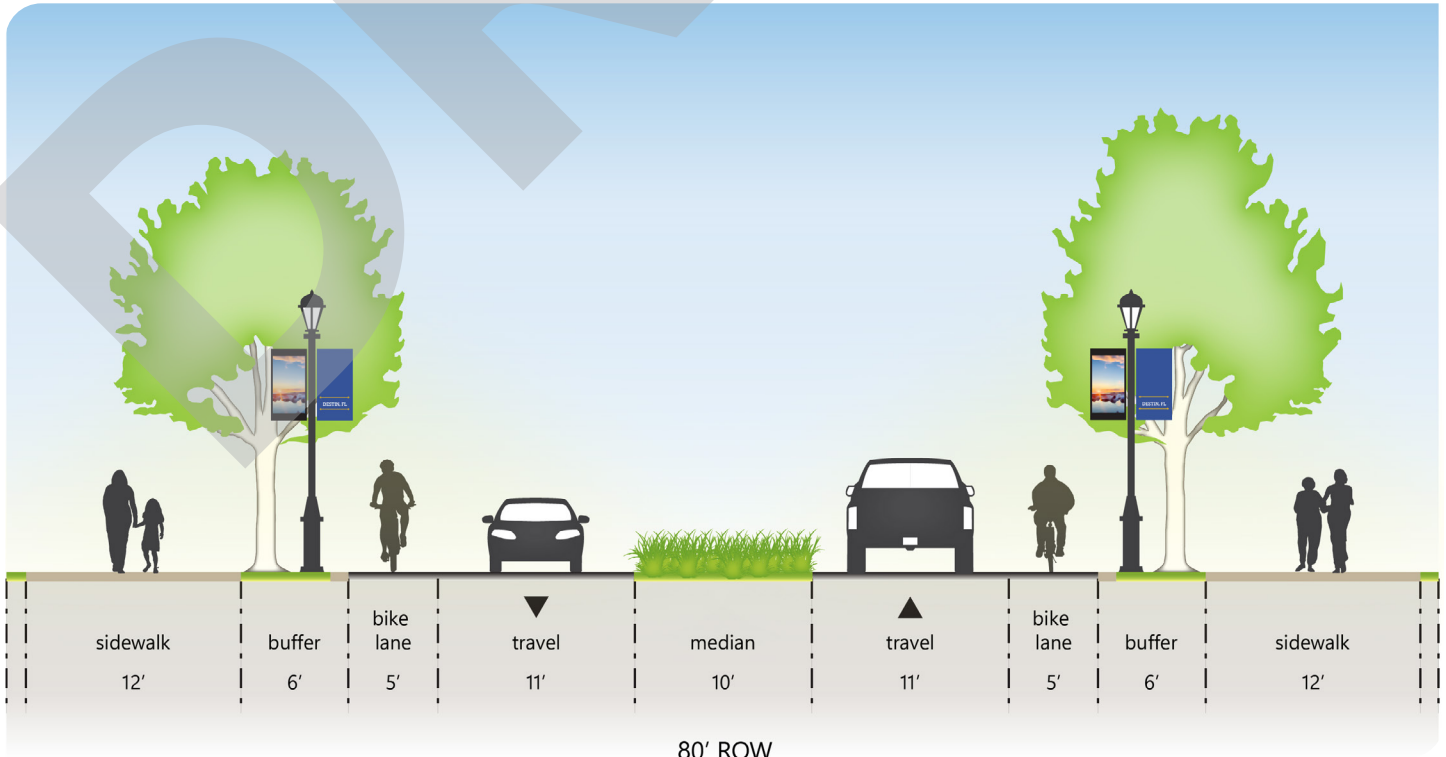
Cost

\$844,581

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

Proposed:



NC-6 Sunchase Boulevard



Details

Project:	Initiative:
NC-6	New Street
Name:	Source:
Sunchase Boulevard	Comp Plan Policy 2-1.3.16; LDC
Location:	8.01.00E; LDC Table 8-1
Indian Bayou Trail to Indian Trail	

Improvements

- Develop an interconnected road network by extending Indian Bayou Trail to Indian Trail
- New street would be approximately 1.23 miles
- Minor collectors should have a speed limit of 35 mph with two 11' lanes of traffic, a 6' to 12' median, 8' parking, 5' bike lane, 8' to 10' sidewalks on both sides, and a 6' buffer

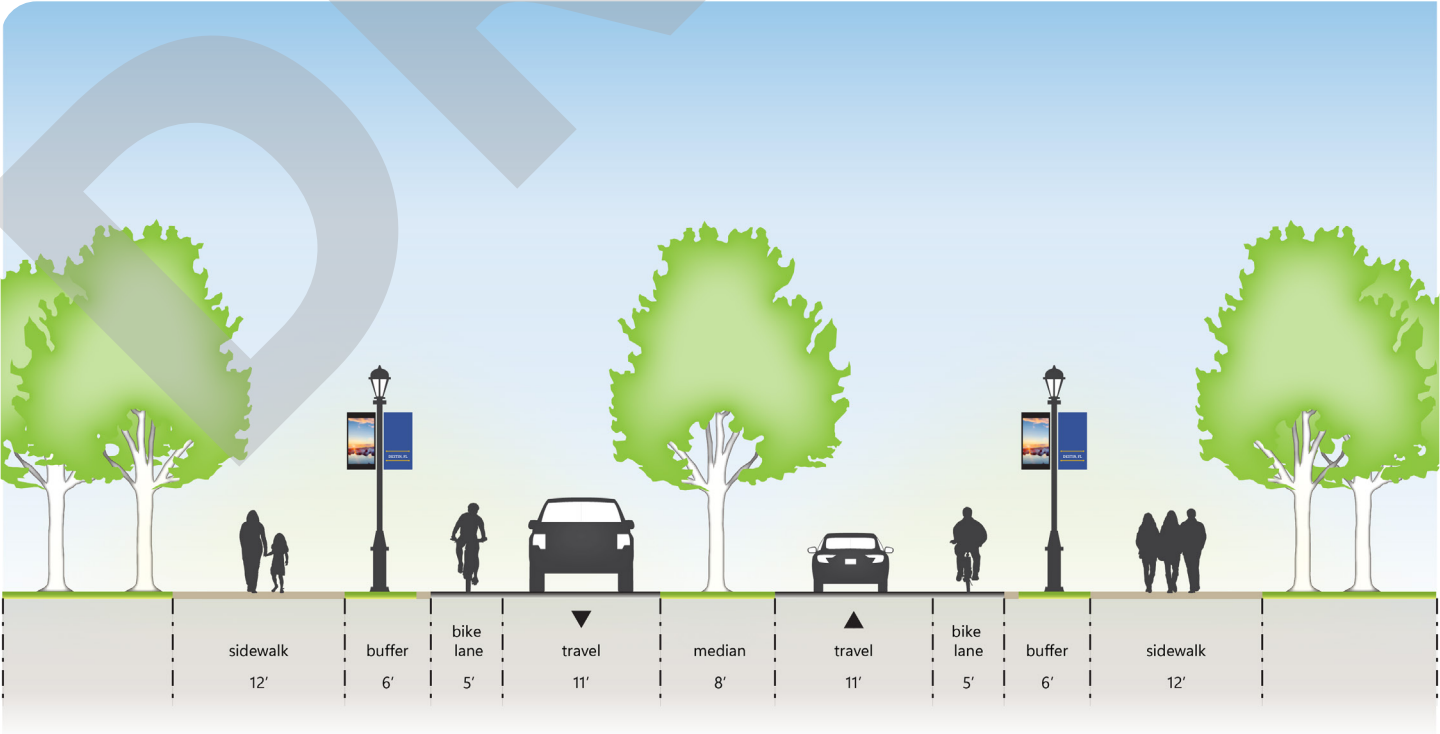
Cost

\$17,313,901

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

Proposed:



ROW varies

NC-7 John Avenue



Details

Project:	Initiative:
NC-7	New Street
Name:	Source:
John Avenue	
Location:	
Dolphin Street to Sunfish Street	

Improvements

- Develop an interconnected road network by extending John Avenue from Dolphin Street to Sunfish Street
- Approximately 0.07 mile new street
- Local streets should have a speed limit of 25 mph with two 10’ lanes of traffic, 7’ parking, two 5’ sidewalks, and a 4’ buffer

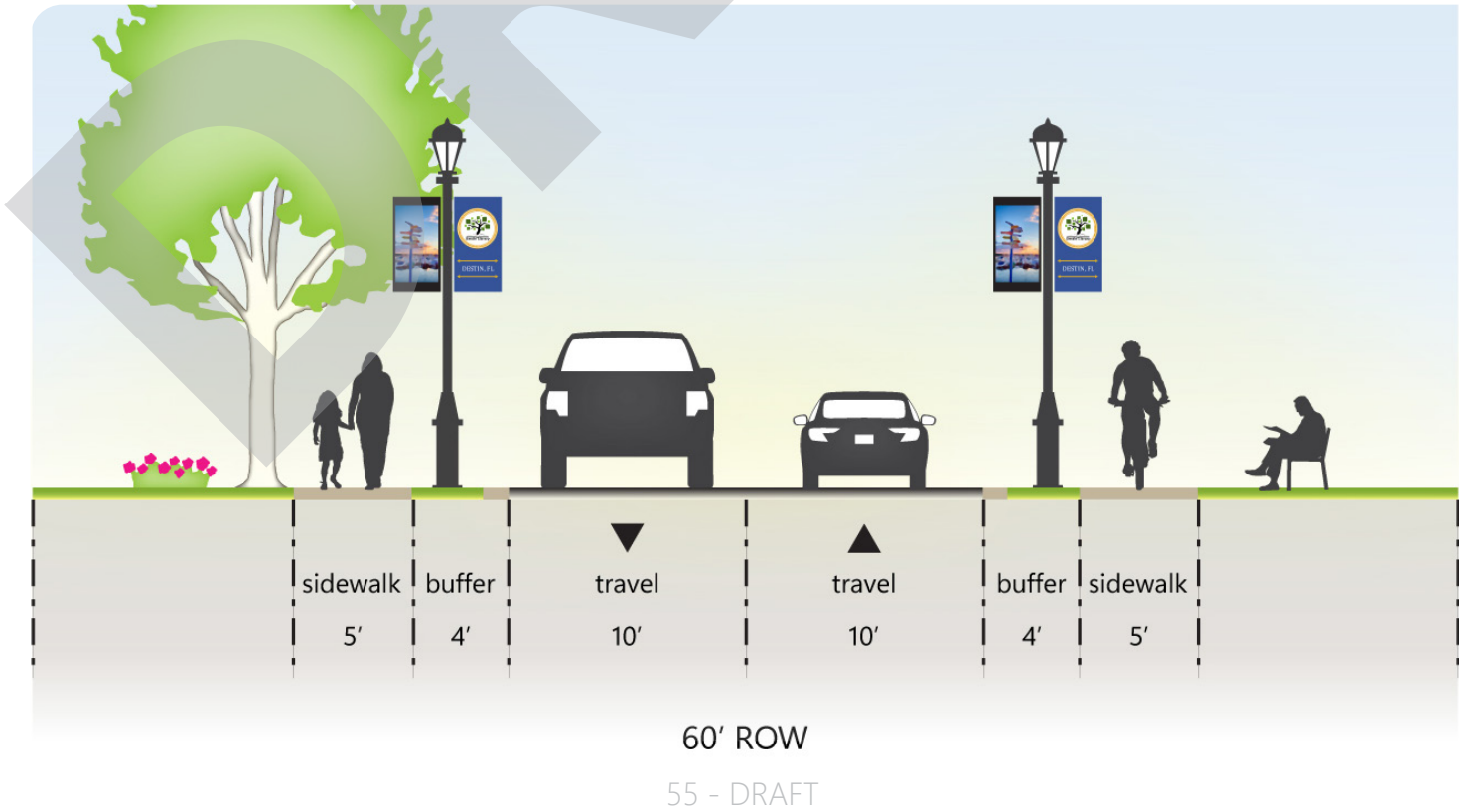
Cost

\$866,882

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

Proposed:

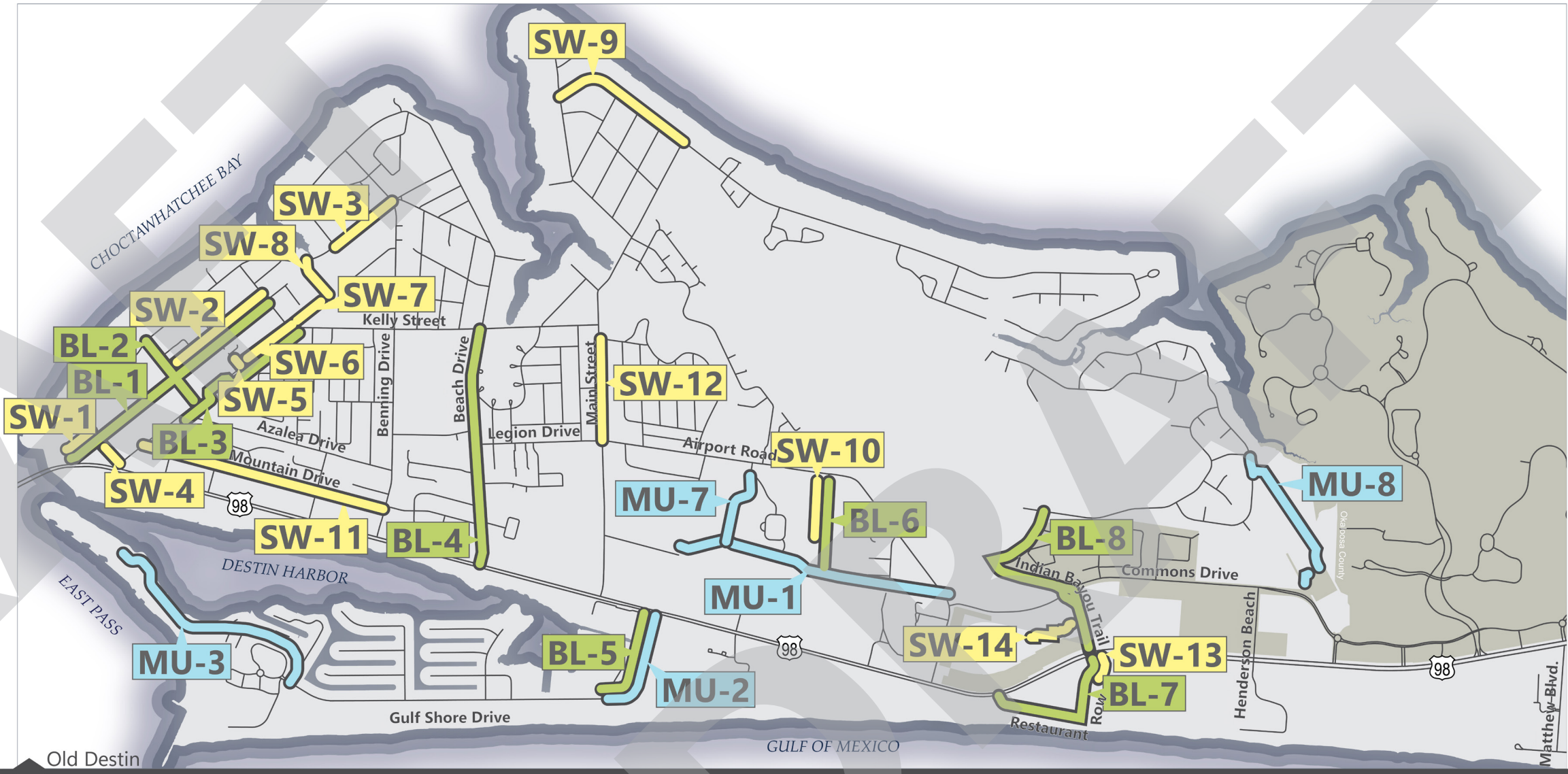


BIKE AND PEDESTRIAN

Several streets in Destin are missing sidewalks on one or both sides. Bicycle facilities are similarly disconnected. This makes it difficult for traverse the City on foot, bike, or using a mobility device such as a wheelchair. The bike and pedestrian projects in this plan include connecting existing sidewalks, adding sidewalks on streets where they currently do not exist, implementing bike lanes, and creating multi-use paths where feasible. The projected cost for all bike and pedestrian projects is 33 million dollars.

The City's Pathways Master Plan in 2009 identified improvements that would be needed to achieve Destin's goal of a "multimodal" transportation system. Destin's Comprehensive Plan and Land Development Code also discuss the need for multimodal transportation and provides standards for sidewalks, bike lanes, and streetscaping. Other improvements were discovered through public and stakeholder engagement and discussed at the Destin Mobility Plan Open House.

Prioritization for these projects mirrors the prioritization given in the Pathways Plan which involves scoring based on the following factors: fills a service gap, improves access to important destinations, reduces multimodal travel length, addresses a public desire, enhances pedestrian safety, improves linkages between higher density and housing and important destinations, satisfies MMTD mobility needs, addresses a recommendation from the 2000 Pathways Plan, and functions as a multi-use trail. Pictured to the right is an overview map of all bike and pedestrian projects.



MOBILITY PLAN | Bike/Pedestrian Projects

- Proposed Multi-Use Path
- Proposed Bike Lane
- Proposed Sidewalk



SW-1 Sibert Avenue Sidewalk



Improvements

- Create a 0.10 mile sidewalk on the east side of Sibert Avenue between Calhoun Avenue and Zerbe Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-1
Name:
Sibert Avenue Sidewalk
Location:
Calhoun Avenue to Zerbe Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

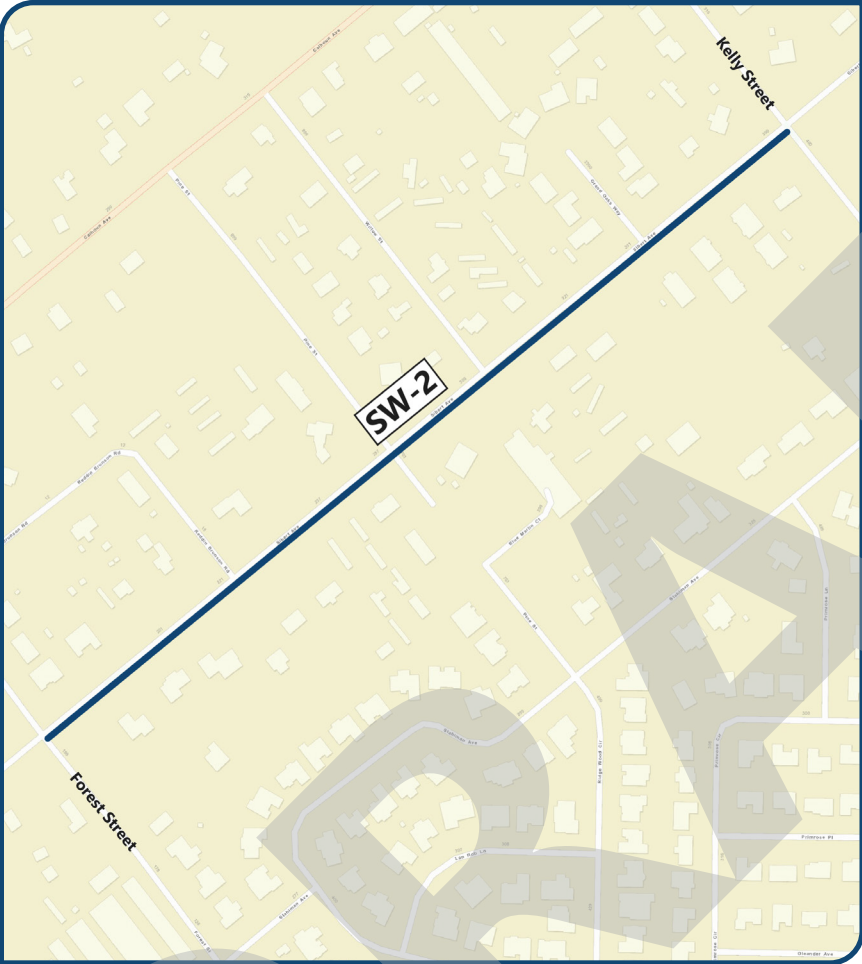
Cost

\$ 105,269

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

SW-2 Sibert Avenue Sidewalk



Improvements

- Create a 0.39 mile sidewalk on the east side of Sibert Avenue between Forest Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-2
Name:
Sibert Avenue Sidewalk
Location:
Forest Street to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

Cost

\$ 419,030

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

SW-3 Sibert Avenue Sidewalk



Improvements

- Create a 0.24 mile sidewalk on the east side of Sibert Avenue between Cross Street and Benning Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project: SW-3
Name: Sibert Avenue Sidewalk
Location: Cross Street to Benning Avenue
Initiative: Pedestrian/Bike
Source: Comp Plan Map 2-2; Pathways Plan, SW-6; LDC Table 8-7B Level Two Priority

Cost

\$ 255,506

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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SW-4 Zerbe Street Sidewalk



Improvements

- Create a 0.18 mile sidewalk on the south side of Zerbe Street between Sibert Avenue and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project: SW-4
Name: Zerbe Street Sidewalk
Location: Sibert Avenue to Stahlman Avenue
Initiative: Pedestrian/Bike
Source: Pathways Plan, SW-1; LDC Table 8-7C Level Three Priority

Cost

\$ 103,606

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-5 Pine Street Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the north side of Pine Street between Blue Marlin Court and Stahlman Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-5

Name:
Pine Street Sidewalk

Location:
Blue Marlin Court to Stahlman Avenue

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, SW-5; LDC Table 8-7C Level Three Priority

Cost

\$ 31,082

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-6 Stahlman Avenue Sidewalk



Improvements

- Create a 0.11 mile sidewalk on both sides of Stahlman Avenue between Pine Street and Kelly Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-6

Name:
Stahlman Avenue Sidewalk

Location:
Pine Street to Primrose Lane

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, SW-2; LDC Table 8-7C Level Three Priority

Cost

\$ 123,461

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-7 Stahlman Avenue Sidewalk



Improvements

- Create a 0.16 mile sidewalk on the west side of Stahlman Avenue between Kelly Street and Hickory Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-7

Name:
Stahlman Avenue Sidewalk

Location:
Kelly Street to Hickory Street

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, SW-3; LDC Table 8-7B Level Two Priority

Cost

\$ 169,656

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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SW-8 Hickory Street Sidewalk



Improvements

- Create a 0.14 mile sidewalk on the south side of Hickory Street between Stahlman Avenue and Calhoun Avenue
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-8

Name:
Hickory Street Sidewalk

Location:
Stahlman Avenue to Calhoun Avenue

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, SW-4; LDC Table 8-7C Level Three Priority

Cost

\$ 79,613

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-9 Indian Trail Sidewalk



Improvements

- Create a 0.48 mile sidewalk on the south side of Indian Trail between Bayou Drive and Main Street
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-9

Name:
Indian Trail Sidewalk

Location:
Bayou Drive to Main Street

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, SW-9; LDC Table 8-7C Level Three Priority

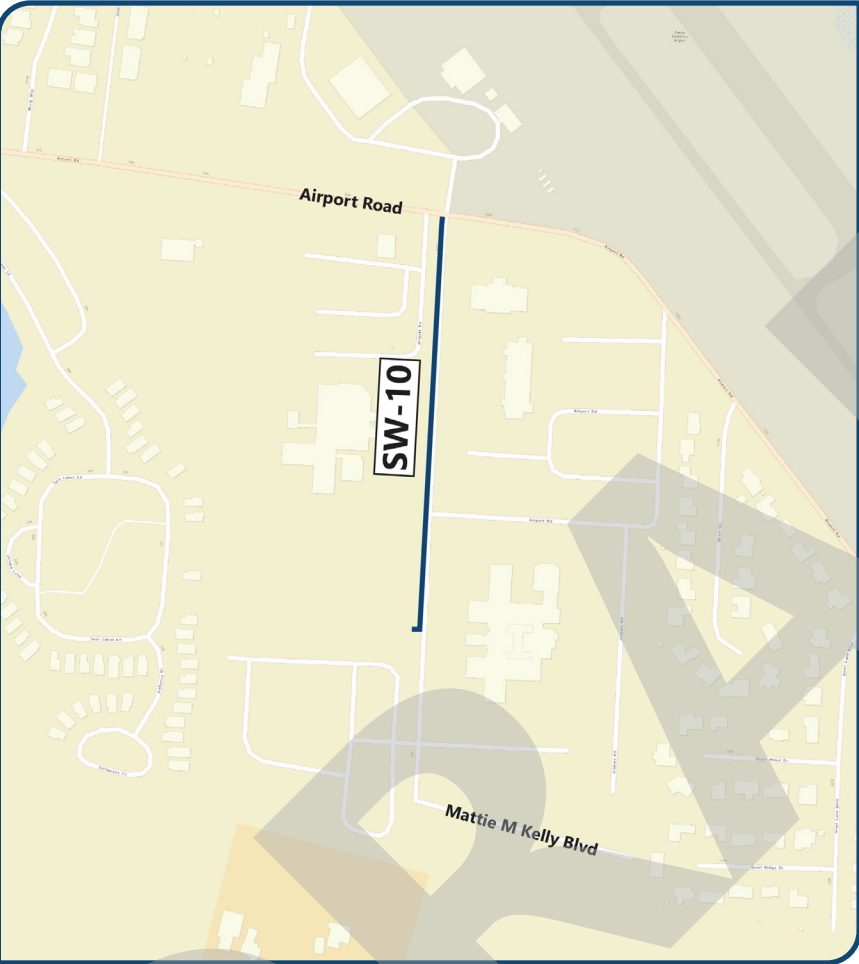
Cost

\$ 278,099

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-10 Mattie M. Kelly Boulevard (northern) sidewalk



Improvements

- Create a 0.21 mile sidewalk on the west side of Mattie M Kelly Blvd between the existing sidewalk and Airport Road
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-10

Name:
Mattie M. Kelly Boulevard (northern) Sidewalk

Location:
Existing sidewalk to Airport Road

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, SW-14; LDC Table 8-7C Level Three Priority

Cost

\$ 222,801

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-11 Mountain Drive Sidewalk



Improvements

- Create a 0.83 mile sidewalk on the north side of Mountain Drive between Stahlman Avenue and the roundabout
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-11

Name:
Mountain Drive Sidewalk

Location:
Stahlman Avenue to the roundabout

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$674,700

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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SW-12 Main Street Sidewalk



Improvements

- Create a 0.3 mile sidewalk on the east side of Main Street between Legion Drive and Kell Aire Drive
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-12

Name:
Main Street Sidewalk

Location:
Legion Drive to Kell Aire Drive

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$269,815

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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SW-13 Restaurant Row Sidewalk



Improvements

- Create a 0.05 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-13

Name:
Restaurant Row Sidewalk

Location:
Public parking lot to U.S. 98

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$58,460

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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SW-14 Town Hall Pedestrian Access



Improvements

Details

Project:
SW-14

Name:
Town Hall Pedestrian Access

Location:

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$100,763

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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BL-1 Sibert Avenue Bicycle Lanes



Improvements

- Create bike lanes along Sibert Avenue between Calhoun Avenue and Kelly Street, a length of approximately 0.81 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-1

Name:
Sibert Avenue Bicycle Lanes

Location:
Calhoun Avenue to Kelly Street

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, BL-1; LDC Table 8-7A Level One Priority

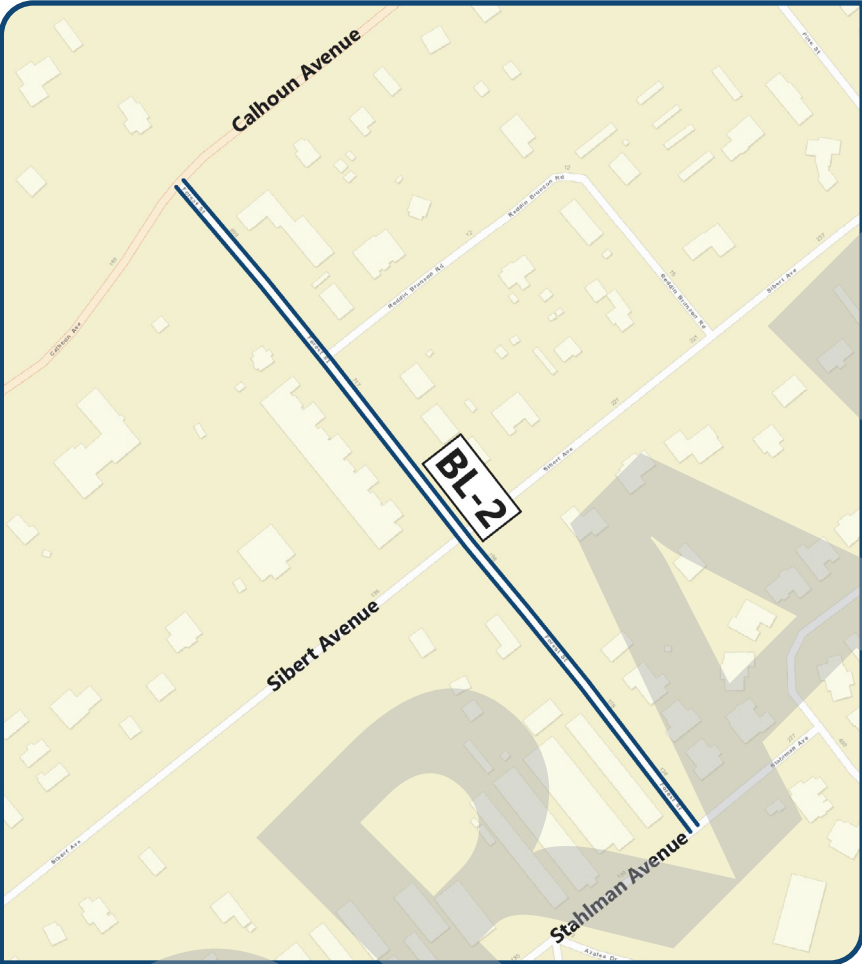
Cost

\$ 600,696

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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BL-2 Forest Street Bicycle Lanes



Improvements

- Create bike lanes along Forest Street between Calhoun Avenue and Stahlman Avenue, a length of approximately 0.12 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-2

Name:
Forest Street Bicycle Lanes

Location:
Calhoun Avenue to Stahlman Avenue

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, BL-12; LDC Table 8-7A Level One Priority

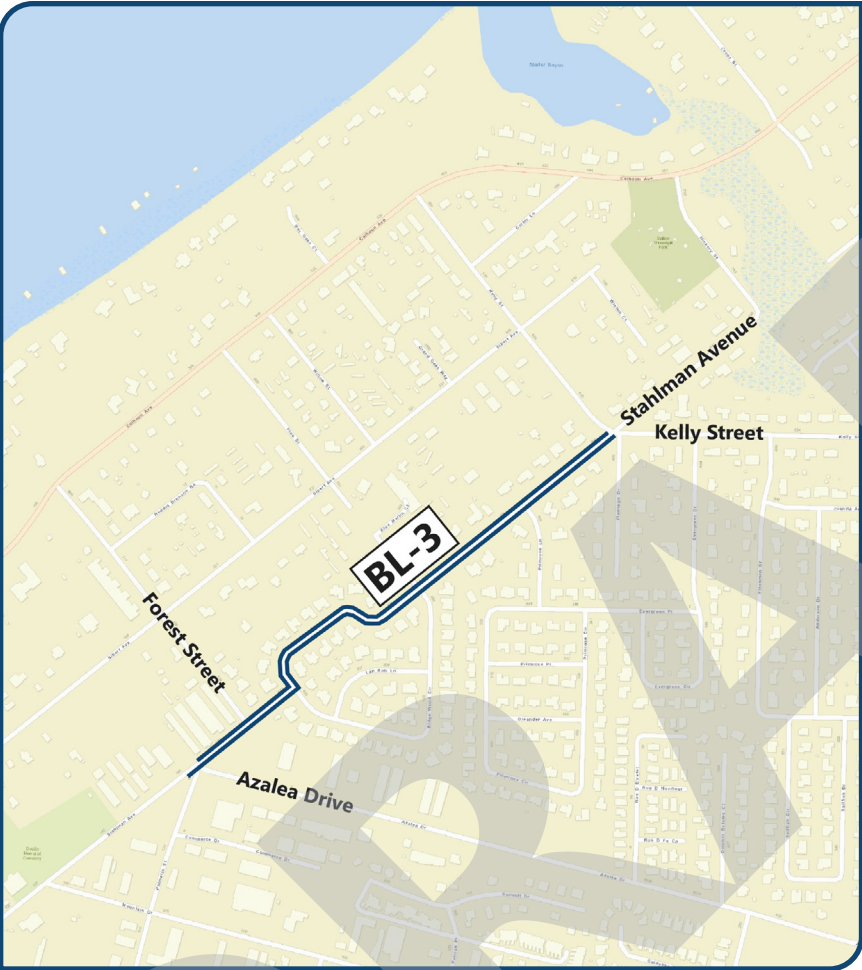
Cost

\$ 85,215

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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BL-3 Stahlman Avenue Bicycle Lanes



Improvements

- Create bike lanes along Stahlman Avenue between Azalea Drive and Kelly Street, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-3

Name:
Stahlman Avenue Bicycle Lanes

Location:
Azalea Drive to Kelly Street

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, BL-6; LDC Table 8-7C Level Three Priority

Cost

\$ 360,417

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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BL-4 Beach Drive Bicycle Lanes



Improvements

- Create bike lanes along Beach Drive between Harbor Boulevard and Kelly Street, a length of approximately 0.78 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-4

Name:
Beach Drive Bicycle Lanes

Location:
Harbor Boulevard to Kelly Street

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, BL-5; LDC Table 8-7A Level One Priority

Cost

\$ 573,455

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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BL-5 Gulf Shore Drive Bicycle Lanes



Improvements

- Create bike lanes along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd, a length of approximately 0.35 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:
BL-5

Name:
Gulf Shore Drive Bicycle Lanes

Location:
Sandpiper Cove to Harbor Boulevard

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, BL-2; LDC Table 8-7B Level Two Priority

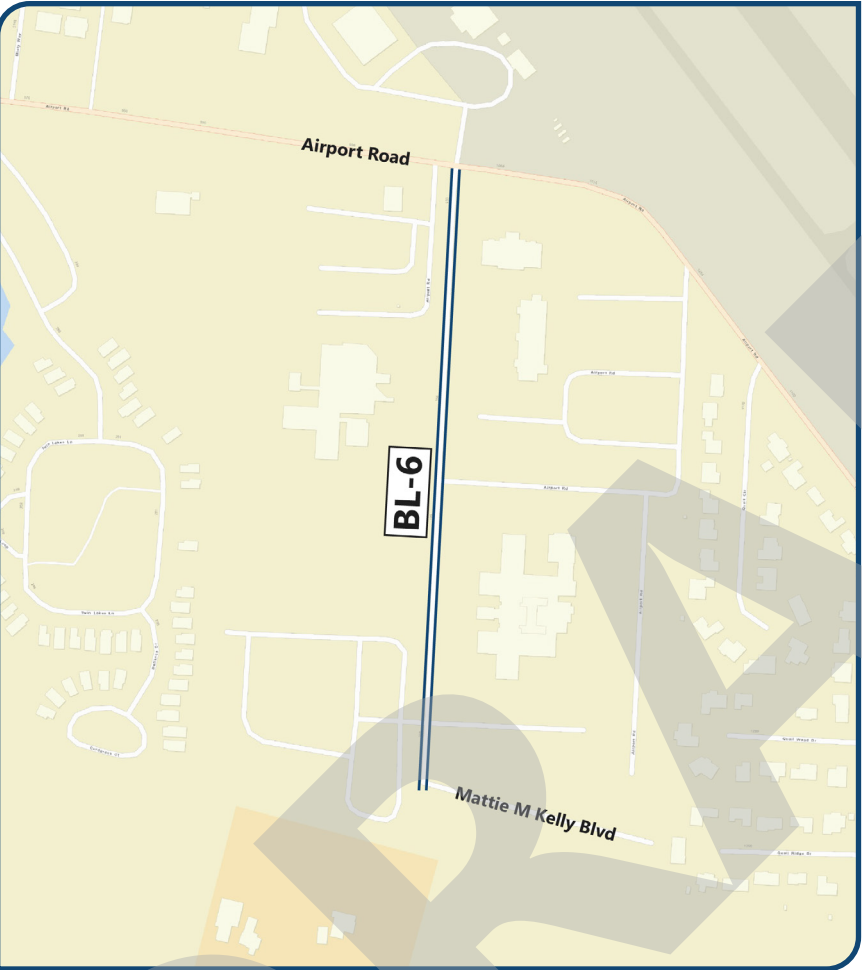
Cost

\$ 257,042

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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BL-6 Mattie M. Kelly Boulevard (northern) Bicycle Lanes



Improvements

- Create bike lanes along Mattie M Kelly Blvd between the existing roadway end and Airport Road, a length of approximately 0.25 miles
- Bike lanes must be a minimum of 4’ in width where there is no on-street parking and a minimum of 5’ in width where there is on-street parking

Details

Project:
BL-6

Name:
Mattie M. Kelly Boulevard (northern) Bicycle Lanes

Location:
Existing end roadway to Airport Road

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-1; Pathways Plan, BL-11; LDC Table 8-7B Level Two Priority

Cost

\$ 185,377

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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BL-7 Scenic 98 (west)/Restaurant Row Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98/ Restaurant Row between Emerald Coast Parkway and Emerald Coast Parkway, a length of approximately 0.49 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-7

Name:
Scenic 98 (west)/Restaurant Row Bicycle Lanes

Location:
Emerald Coast Parkway to Emerald Coast Parkway

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, BL-8; LDC Table 8-7B Level Two Priority

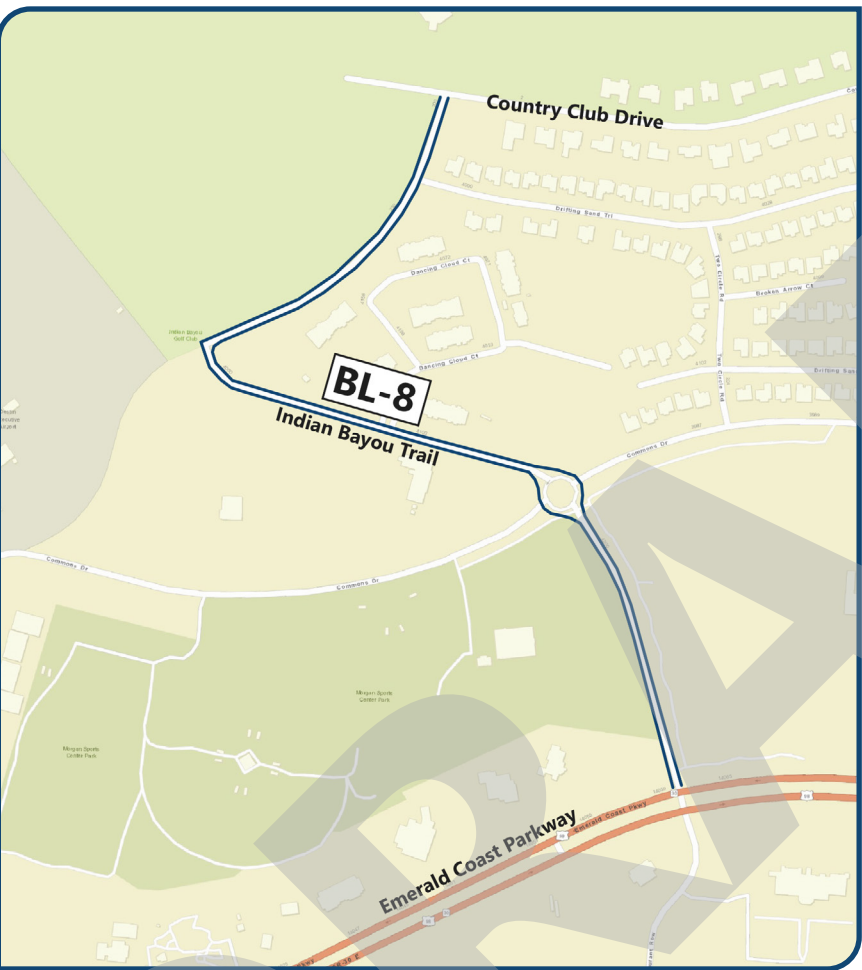
Cost

\$ 2,286,414

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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BL-8 Indian Bayou Trail Bicycle Lanes



Improvements

- Create bike lanes along Indian Bayou Trail between Emerald Coast Parkway and Country Club Drive, a length of approximately 0.73 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-8

Name:
Indian Bayou Trail Bicycle Lanes

Location:
Emerald Coast Parkway to Country Club Drive

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, BL-7; LDC Table 8-7C Level Three Priority

Cost

\$ 541,324

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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BL-9 Crystal Beach Drive Multiuse Path



Improvements

- Create bike lanes along Crystal Beach Drive between Scenic 98 East and Emerald Coast Parkway, a length of approximately 0.48 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-9

Name:
Crystal Beach Drive Multiuse Path

Location:
Scenic 98 East to Emerald Coast Parkway

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, BL-4; LDC Table 8-7B Level Two Priority

Cost

\$ 352,036

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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BL-10 Scenic 98 (east) Bicycle Lanes



Improvements

- Create bike lanes along Scenic 98 between Matthew Blvd and the Walton County line, a length of approximately 2.08 miles
- Bike lanes must be a minimum of 4' in width where there is no on-street parking and a minimum of 5' in width where there is on-street parking

Details

Project:
BL-10

Name:
Scenic 98 (east) Bicycle Lanes

Location:
Matthew Boulevard to Walton County Line

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2

Cost

\$ 9,673,289

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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MU-1 Powerline Easement (west) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Main Street and Airport Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-1

Name:
Powerline Easement (west) Multi-use Path

Location:
Main Street to Airport Road

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, MUT-5; LDC Table 8-7B Level Two Priority

Cost

\$10,000,000

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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MU-2 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Sandpiper Cove and Harbor Blvd
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-2

Name:
Gulf Shore Drive Multi-use Path

Location:
Sandpiper Cove to Harbor Boulevard

Initiative:
Pedestrian/Bike

Source:
Comp Plan Map 2-2; Pathways Plan, MUT-3; LDC Table 8-7B Level Two Priority

Cost

\$ 298,017

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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MU-3 Gulf Shore Drive Multi-use Path



Improvements

- Create a multi-use path along Gulf Shore Drive between Norriego Point and Durango Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-3

Name:
Gulf Shore Drive Multi-use Path

Location:
Norriego Point to Durango Road

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, MUT-4; LDC Table 8-7A Level One Priority

Cost

\$ 557,162

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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MU-4 Crystal Beach Drive Multi-use Path



Improvements

- Create a multi-use path along Crystal Beach Drive between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-4

Name:
Crystal Beach Drive Multi-use Path

Location:
Scenic 98 to Emerald Coast Parkway

Initiative:
Pedestrian/Bike

Source:
Pathways Plan, MUT-15; LDC Table 8-7A Level One Priority

Cost

\$ 408,154

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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MU-5 Dolphin Street/Regatta Bay Boulevard Multi-use Path



Improvements

- Create a multi-use path along Dolphin Street/Regatta Bay Blvd between Scenic 98 and Emerald Coast Parkway
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-5
Name:
Dolphin Street/Regatta Bay Boulevard Multi-use Path
Location:
Scenic 98 to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, MUT-16; LDC Table 8-7A Level One Priority

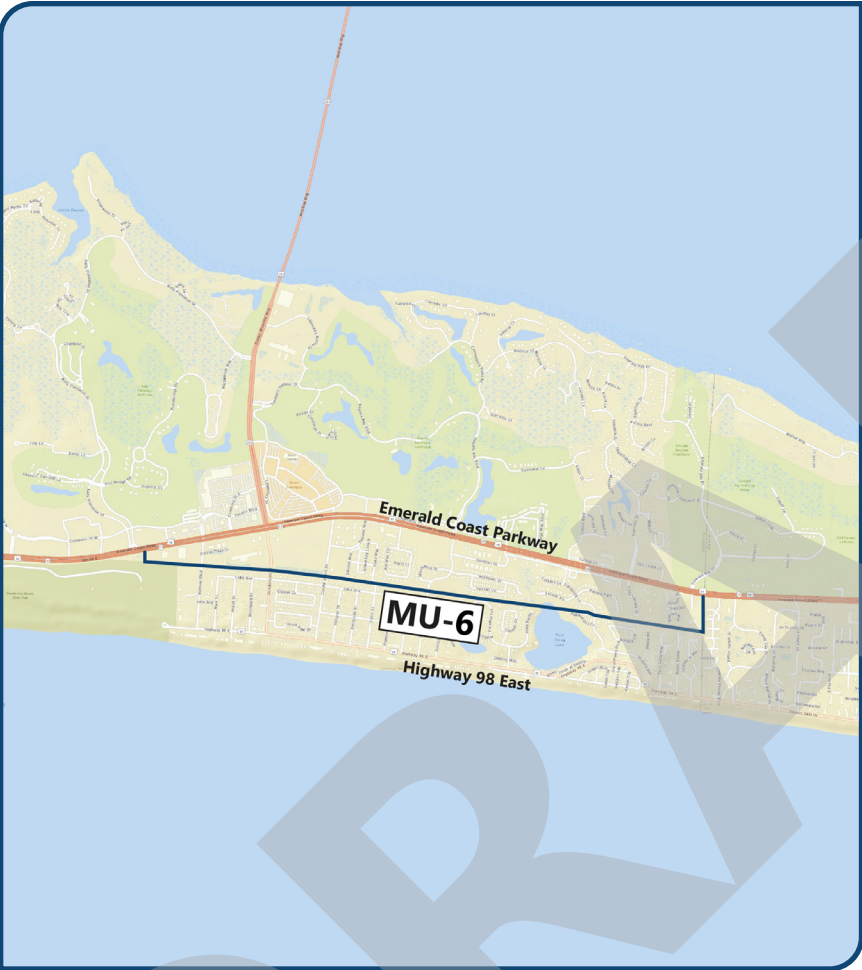
Cost

\$ 453,504

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

MU-6 Powerline easement (east) Multi-use Path



Improvements

- Create a multi-use path along the powerline easement between Emerald Coast Parkway and the Walton County line
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-6
Name:
Powerline easement (east) Multi-use Path
Location:
Emerald Coast Parkway to Walton County Line
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, MUT-13; LDC Table 8-7A Level One Priority

Cost

\$1,941,257

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

MU-7 West of Twin Lakes Multi-use Path



Improvements

- Create a multi-use path west of Twin Lakes between 98 Palms Boulevard and Airport Road
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-7

Name:
West of Twin Lakes Multi-use Path

Location:
98 Palms Blvd to Airport Road

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$286,485

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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MU-8 Indian Trail to Destin High School Multi-Use Path



Improvements

- Create a multi-use path from northern neighborhoods at Indian Trail to Destin High School along the Indian Bayou
- Multi-use pathways must be a minimum of 10' in width
- Pathway must remain unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers

Details

Project:
MU-8

Name:
Indian Trail to Destin High School Multi-Use Path

Location:
Along Indian Bayou

Initiative:
Pedestrian/Bike

Source:
Public and Stakeholder Engagement

Cost

\$1,312,697

Priority

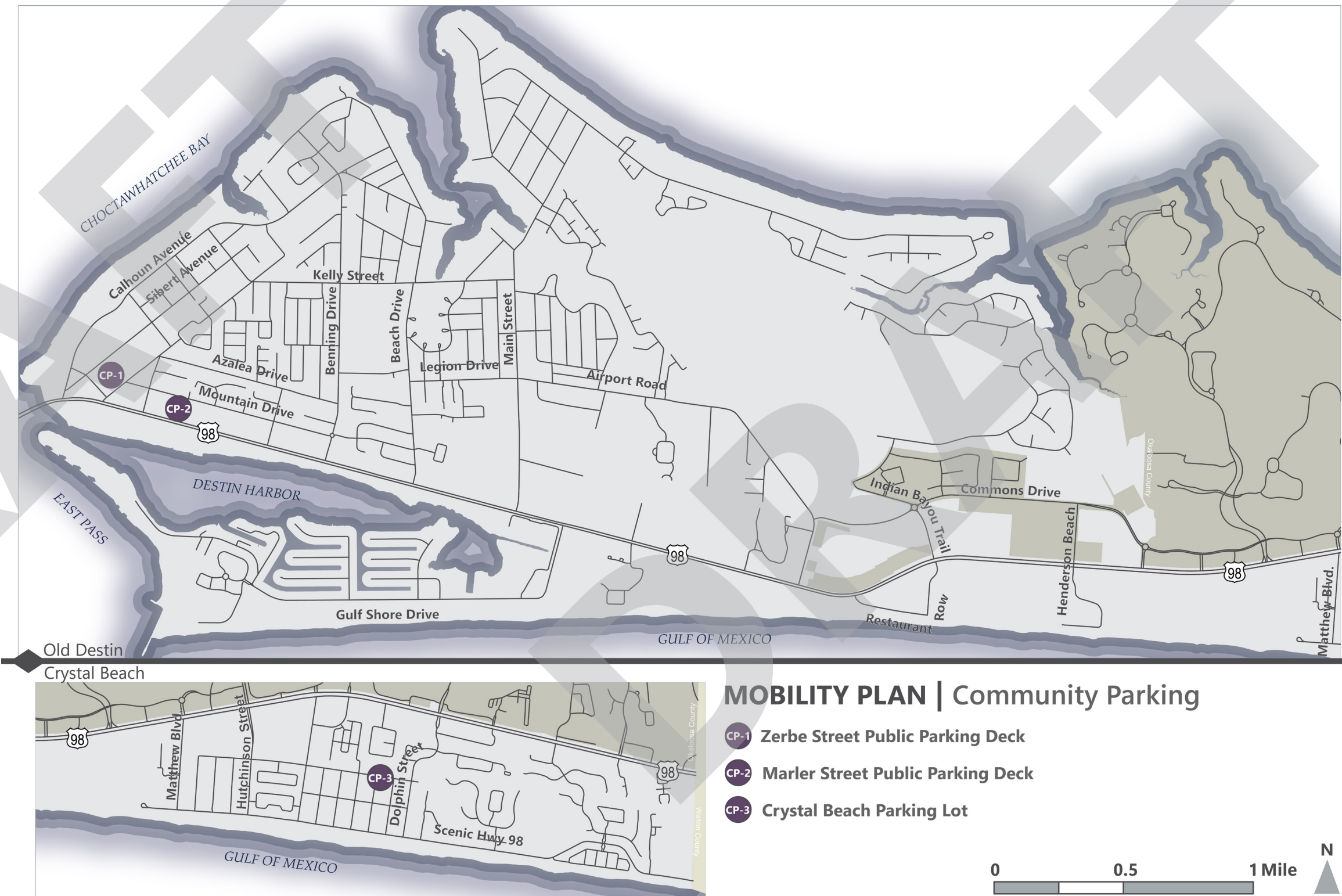
Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
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COMMUNITY PARKING

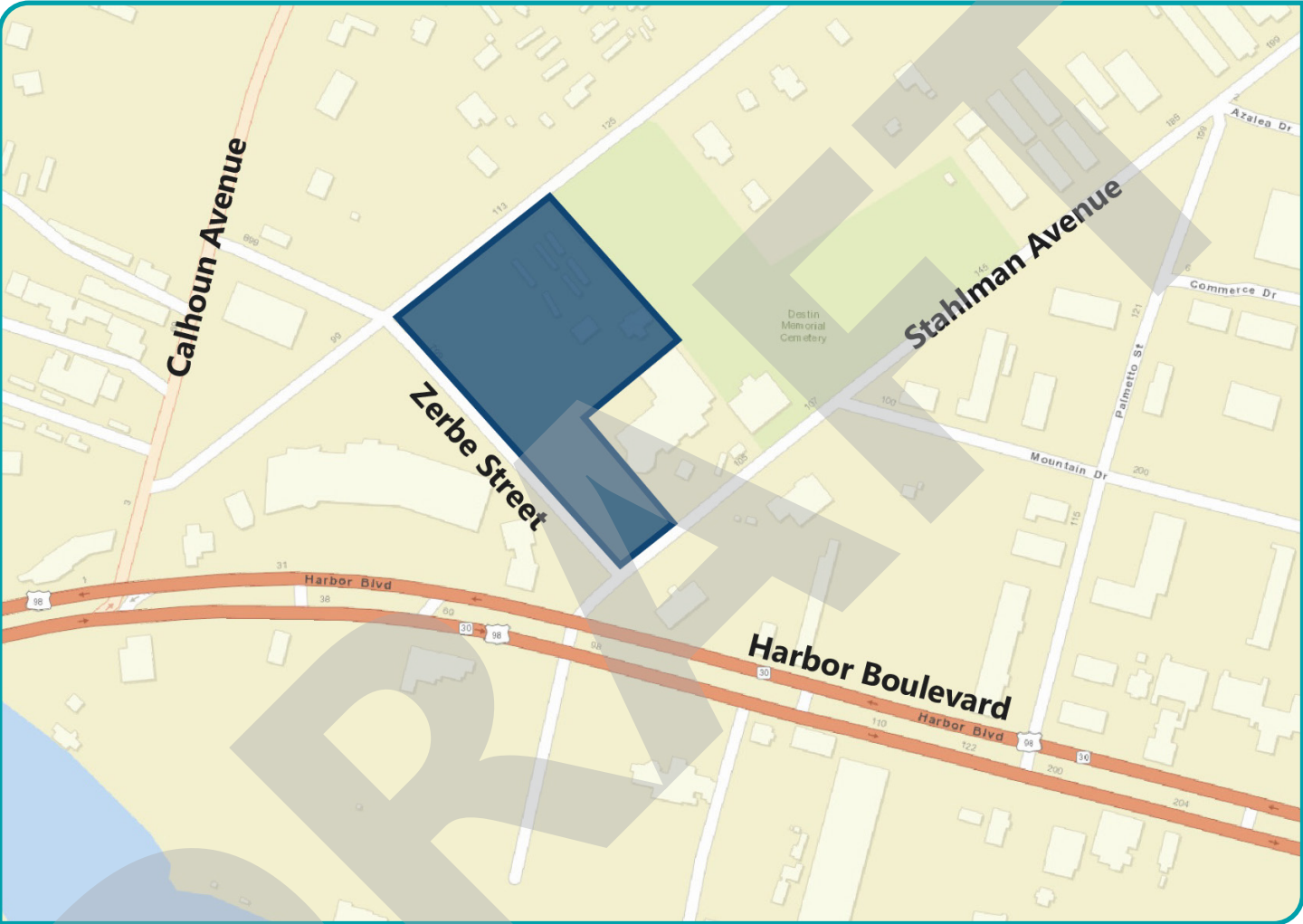
Public parking is a necessity for Destin, especially during peak months (mid-June through August). The Destin Harbor District has four public parking lots: Destin Community Center Pay-to-Park and Permit Parking, Destin Library (after business hours), Marler Street Pay-to-Park, and Zerbe Street Pay-to-Park. The City of Destin charges \$5.00 per day with the exception of handicap parking. These lots are all within a 10 minute walk to Harbor Boardwalk which makes them convenient for users.

Investing in additional public parking is a priority for the City of Destin. Potential locations for expanding public parking options within the Harbor District include the Zerbe Street Lot and Marler Street Lot. Outside of the Harbor District, there is the potential for expanding parking at Crystal Beach. The total cost for all parking projects is 51.7 million dollars.

A parking deck at the Zerbe Street lot could be anywhere from 3-4 stories with up to 625 parking spaces. A parking deck at the Marler Street lot could be 3-4 stories with up to 350 parking spaces. Since this site is 2.12 acres, there would be additional space on the site which could be utilized as a new community center or activity space for residents of Destin to enjoy year-round. Lastly, there is an opportunity to expand public parking outside of the Destin Harbor District at Crystal Beach. The Crystal Beach parking project is a proposed parking lot with 250 parking spaces.



Zerbe Street Parking Deck



Details

Project:
CP-1

Name:
Zerbe Street Parking Deck

Location:
Zerbe Street at Sibert Avenue

Initiative:
Community Parking

Number of parking spots proposed:
625

Cost

\$31,772,869

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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Marler Street Parking Deck



Details

Project:
CP-2

Name:
Marler Street Parking Deck

Location:
Marler St at Mountain Dr and Harbor Blvd

Initiative:
Community Parking

Number of parking spots proposed:
350

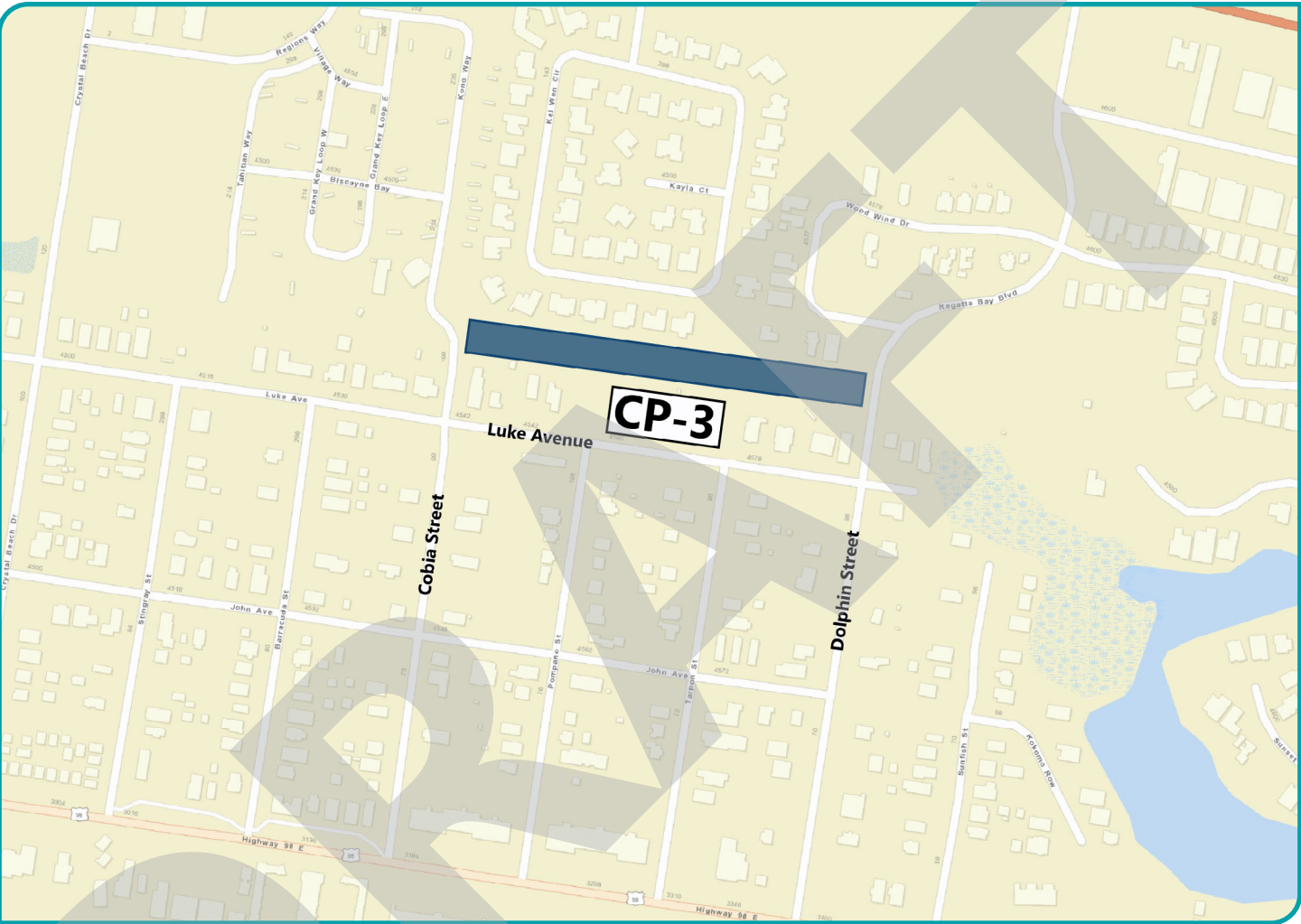
Cost

\$18,442,179

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
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Crystal Beach Parking Lot (FPL Easement)



Details

Project:
CP-3

Name:
Crystal Beach Parking Lot

Location:
Utility easement between Cobia St and Dolphin St

Initiative:
Community Parking

Number of parking spots proposed:
250

Cost

\$1,501,500

Priority

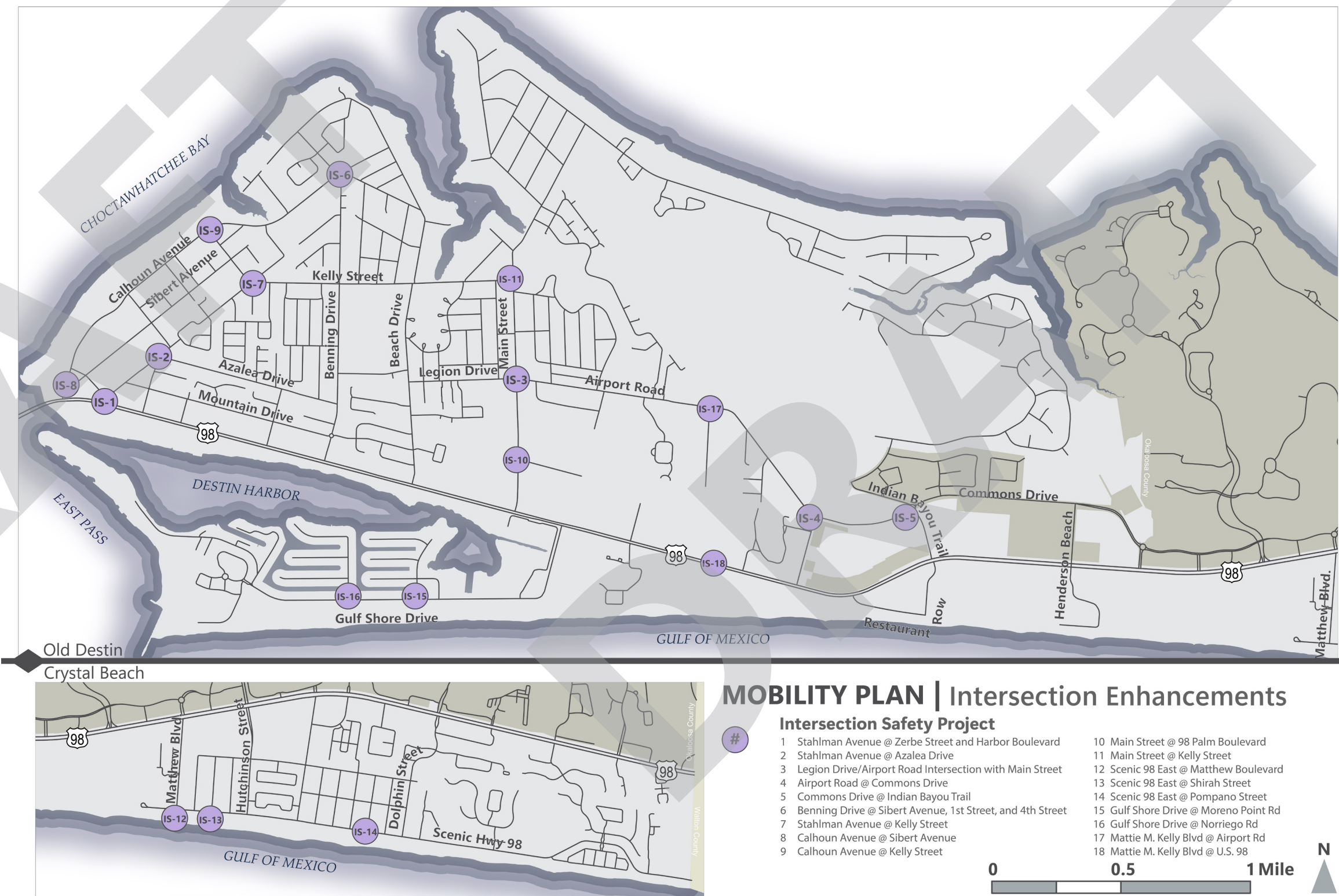
Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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INTERSECTION ENHANCEMENTS

There are numerous intersections throughout Destin that require attention due to crash rates and projected growth. Careful consideration was given to intersections with previous pedestrian and bicyclist injuries and fatalities. Potential types of improvements include extended central medians, curb radius reduction, crosswalks, pedestrian refuge islands, rapid-flashing beacons, pedestrian priority signs, roundabouts with bicycle and pedestrian accommodations, and painted crosswalks.

The intersection projects in this plan include Stahlman Avenue at Zerbe Street and Harbor Boulevard, Stahlman Avenue at Azalea Drive, Stahlman Avenue at Kelly Street, Legion Drive/Airport Road at Main Street, Airport Road at Commons Drive, Commons Drive at Indian Bayou Trail, Benning Drive at Sibert Avenue, 1st Street, and 4th Street, Calhoun Avenue at Sibert Avenue, Calhoun Avenue at Kelly Street, Main Street at 98 Palms Boulevard, Scenic 98 East at Matthew Boulevard, Scenic 98 East at Shirah Street, Scenic 98 East at Pompano Street, Gulf Shore Drive at Moreno Point Road, Gulf Shore Drive at Norriego Road, Mattie M. Kelly Blvd at Airport Road, and Mattie M. Kelly Blvd at U.S. 98. Each intersection was analyzed by the planning team to come up with efficient recommendations.

The recommendations listed in the following pages take other mobility projects, such as proposed bike and pedestrian projects, into consideration. The total estimated cost for intersection enhancements is 8 million dollars.

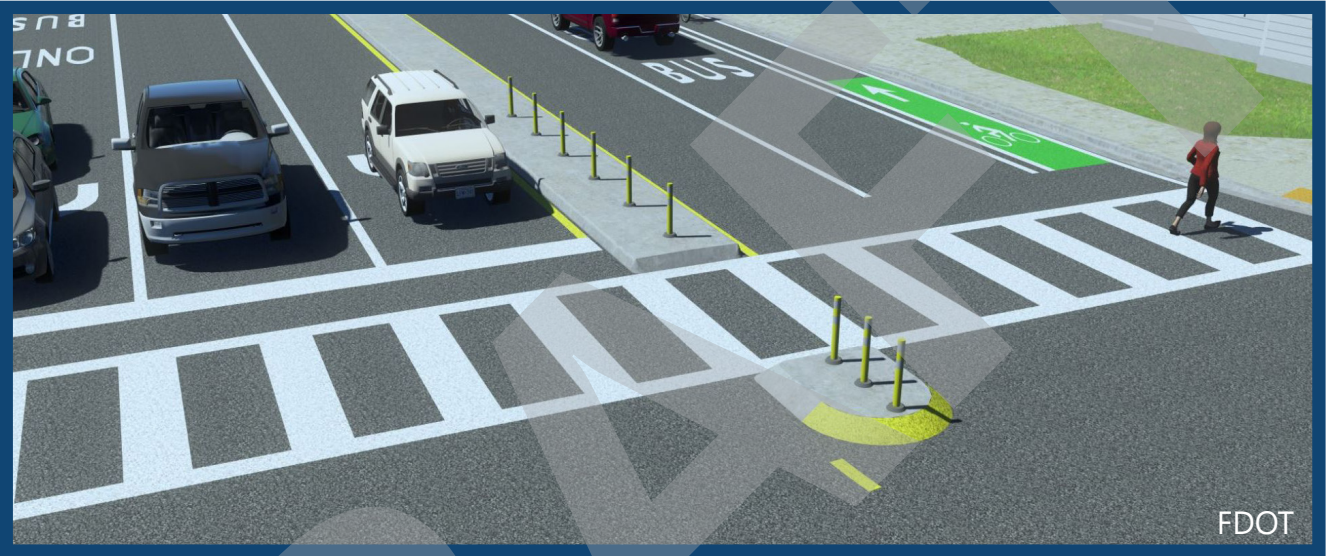


Intervention Types

1

Extended Central Medians

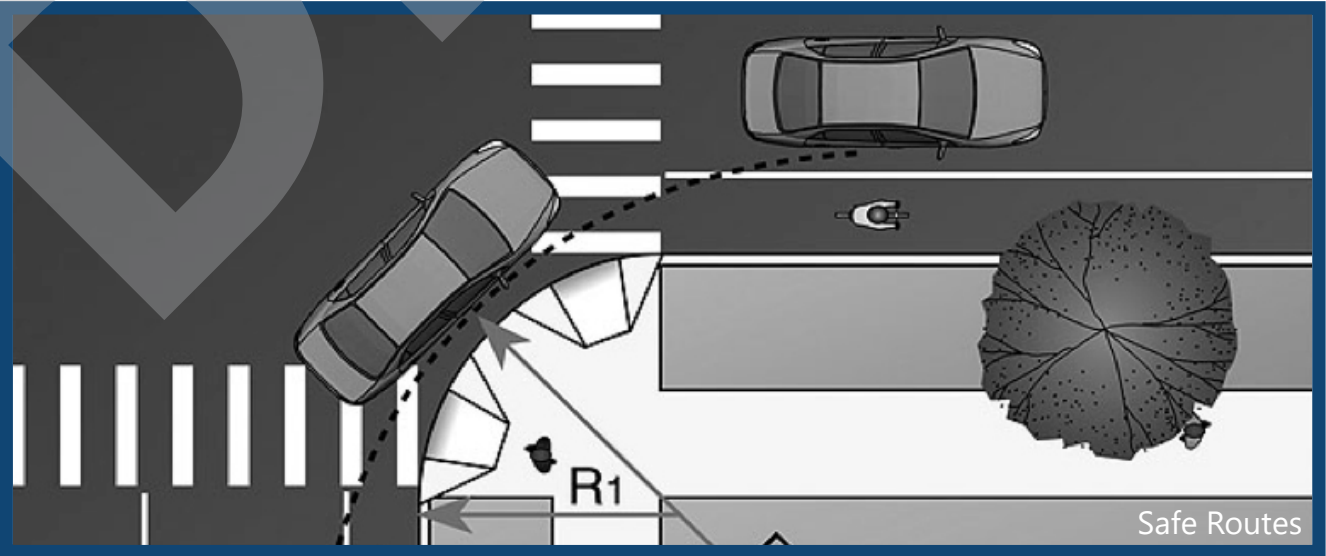
Raised medians are located between opposing lanes of traffic within a street. When the median extends through a marked crosswalk, drivers must slow down to make a sharper turn. Extended central medians are traffic calming measures which increase pedestrian visibility and safety.



2

Curb Radius Reduction

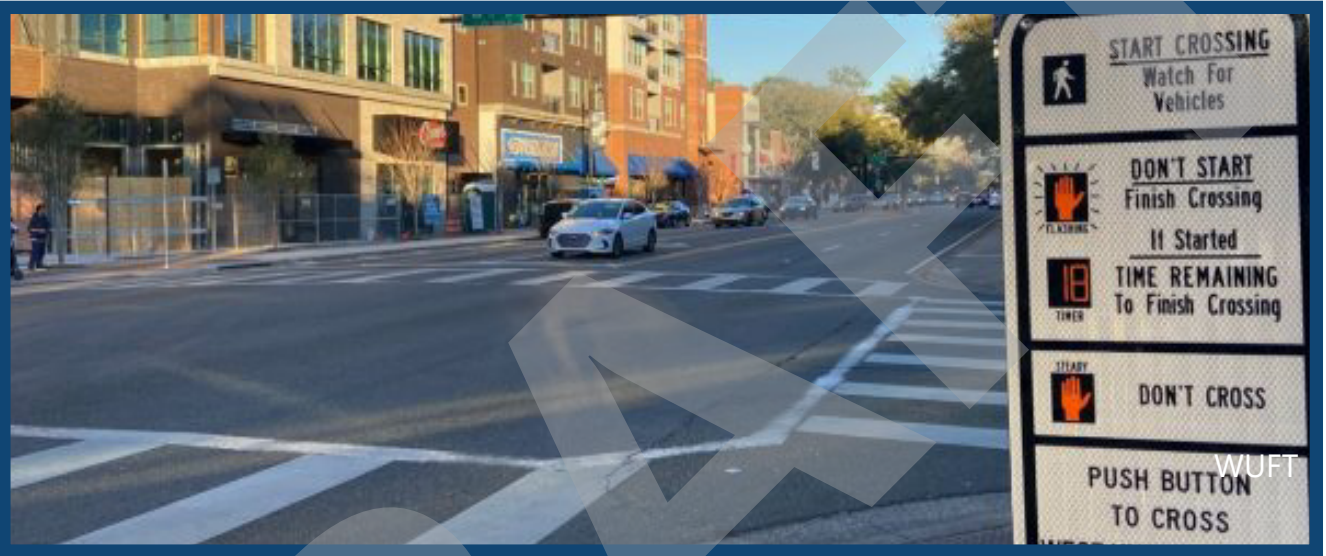
Appropriately designed curb radii account for all road users, including pedestrians and bicyclists. Tighter curb radii prevent high speed vehicular turns and increases pedestrian visibility. Intersections with tight curb radii tend to reduce crossing distances for pedestrians as well.



3

Crosswalks

Well designed roadway networks include highly visible crosswalks on all legs of signalized intersections. High-visibility design includes patterns (typically ladder) which are high contrast (asphalt/white) and visible to all road users from farther away.



4

Pedestrian Refuge Islands

Medians separating multi-lane roads require additional pedestrian safety measures. Pedestrian refuge islands allow pedestrians to cross one direction of traffic and then wait at the island until the other direction of traffic becomes clear.



5

Rapid-Flashing Beacon

Rapid-flashing beacons are pedestrian-activated LED lights. When activated, these beacons increase visibility of pedestrians and bicyclists by warning drivers to stop and allow other users to cross the road. Since the signal can be seen from farther away, it provides plenty of time for drivers to stop.



6

Pedestrian Priority Signs

Priority signs indicate which user has the right-of-way at an intersection. Drivers must always yield to pedestrians, but these signs help increase pedestrian safety by reminding drivers to share the road and to be cautious of foot traffic.



7

Roundabouts with Bicycle and Pedestrian Accommodations

Roundabouts increase safety by significantly decreasing vehicle speeds and reducing conflict. In order to further accommodate bicyclists and pedestrians, roundabouts can include marked crosswalks, extended central medians, pedestrian priority signs, and pedestrian refuge islands.



8

Painted Crosswalks

Studies show that painted crosswalks lead to decreased vehicle speeds and higher alertness of road users. Painted crosswalks increase community involvement in public art. Crosswalk design must remain high contrast and recognizable to accommodate individuals with low-visibility.



IS-1 Stahlman Avenue at Harbor Boulevard & Zerbe Street



Improvements

- Consider moving gas station access to Zerbe Street
- Add a pedestrian refuge
- Increase crosswalk visibility
- Reduce curb cuts
- Extend central medians

Cost

\$135,828

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

IS-2 Stahlman Avenue at Azalea Drive



Improvements

- Full crosswalk treatment
- Move Azalea stop line up to Stahlman Avenue
- Close Palmetto Street at the intersection
- Make the sidewalk continuous

Cost

\$123,159

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

IS-3 Legion Drive/Airport Road at Main Street



Improvements

- Reduce double left turn on Airport Rd to single turn lane and extend the curb/sidewalk straight through existing right turn lane
- Shift travel lanes south
- Rehabilitate existing crosswalks
- Extend center medians to provide pedestrian refuge
- Reduce turning radii
- Implement streetscaping

Cost

\$631,990

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

IS-4 Airport Road at Commons Drive



Improvements

- Ensure safe and comfortable transition from Linear Park
- Add crosswalks across south leg of intersection
- Add pedestrian refuge at south median
- Improve existing crosswalks
- Reduce turning radii
- Remove "merge" area from Commons Dr and replace with bike lane or multi-use path

Cost

\$66,983

Priority

Benefit Score:	Policy Priority:	Total Score:
5	N/A	N/A

IS-5 Commons Drive at Indian Bayou Trail



Improvements

- Extend bike lanes on Commons Dr through the intersection to connect to future bike lanes on Indian Bayou Trail
- Ensure all roundabout legs have well-marked crosswalks

Cost

\$38,798

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

IS-6 Benning Avenue at Sibert Ave, 1st St, & 4th St



Improvements

- Add a roundabout or alternative intersection improvements
- Support shared use path on northwest side of Sibert Avenue
- Ensure accommodations for people on foot and bike

Cost

\$1,201,471

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-7 Stahlman Avenue at Kelly Street



Improvements

- Explore the possibility of a roundabout
- Enhance pedestrian island into a more purposeful size and shape

Cost

\$1,062,945

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-8 Calhoun Avenue at Sibert Avenue



Improvements

- Enhance multimodal access between public parking and planned boardwalk under the bridge

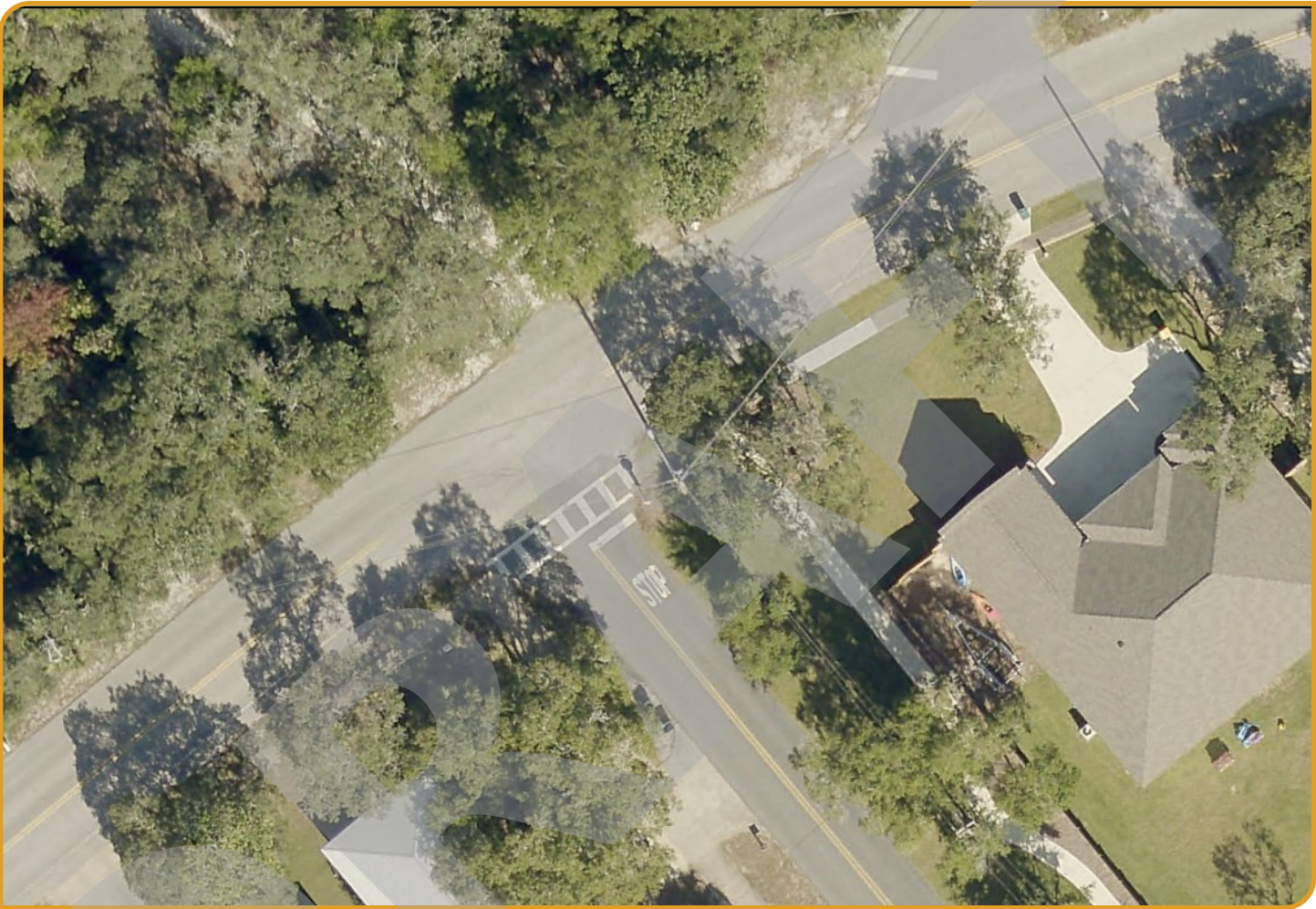
Cost

\$19,399

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-9 Calhoun Avenue at Kelly Street



Improvements

- Add crossing on Calhoun Avenue with path project (west side of Calhoun Avenue)
- Repaint and mark existing bike lanes
- Three-way stop at the intersection

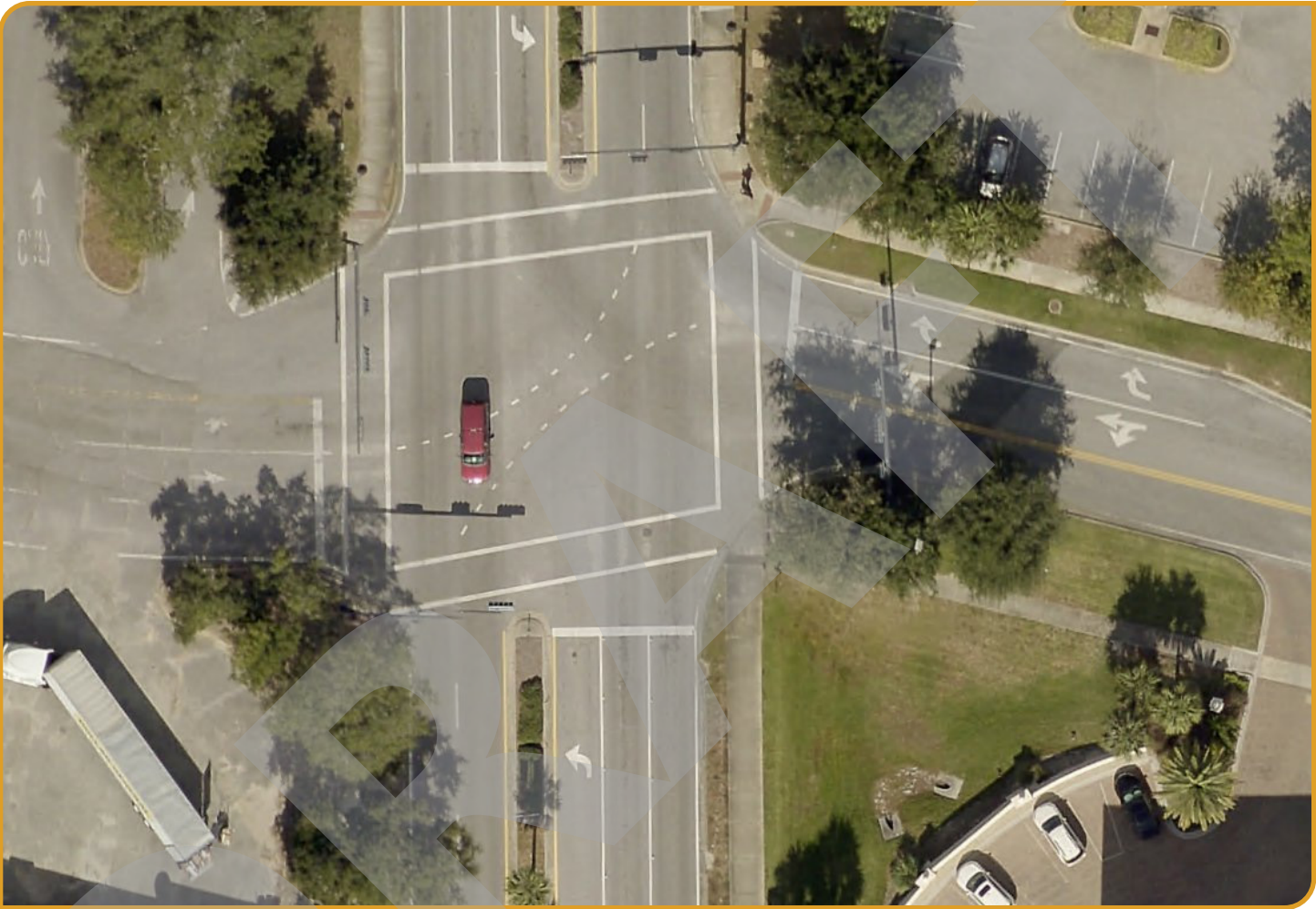
Cost

\$20,668

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-10 Main Street at 98 Palms Blvd



Improvements

- Improve crosswalks
- Reduce turning radii
- Extend center median for pedestrian refuge
- Plan for connection to powerline easement to the north
- Build median on 98 Palms west of Main to reduce crossing distance

Cost

\$566,135

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

IS-11 Main Street at Kelly Street



Improvements

- Add crosswalk to north leg
- Add pedestrian refuges
- Introduce a painted crosswalk to memorialize victim
- In-ground flashing beacons and signage at crosswalks
- Reduce turn lanes to two travel lanes in each direction
- Extend bike lanes
- Reduce curb cut at convenient store

Cost

\$240,253

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
----------------------------	--------------------------------	----------------------------

IS-12 Scenic 98 at Matthew Blvd



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

Benefit Score: 1	Policy Priority: N/A	Total Score: N/A
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IS-13 Scenic 98 at Shirah Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-14 Scenic 98 at Pompano Street



Improvements

- Reduce turning radii
- Repaint and restamp faded crosswalks
- Continue to prioritize people on foot and bike
- Add streetscaping
- Complete missing crosswalks
- Add higher visibility signage, especially at uncontrolled intersections

Cost

\$791,371

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-15 Gulf Shore Drive at Moreno Point Road



Improvements

- Straighten crosswalk
- Remove unnecessary crosswalk
- ADA compliance

Cost

\$9,217

Priority

Benefit Score:	Policy Priority:	Total Score:
3	N/A	N/A

IS-16 Gulf Shore Drive at Norriego Road



Improvements

- Remove both crosswalks to create an ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr

Cost

\$9,217

Priority

Benefit Score:	Policy Priority:	Total Score:
1	N/A	N/A

IS-17 Signalization of Mattie M. Kelly Blvd at Airport Road



Improvements

- Signalization

Cost

\$772,480

Priority

Benefit Score: 3	Policy Priority: N/A	Total Score: N/A
----------------------------	--------------------------------	----------------------------

IS-18 Signalization of Mattie M. Kelly Blvd at U.S. 98



Improvements

- Signalization

Cost

\$772,480

Priority

Benefit Score: 5	Policy Priority: N/A	Total Score: N/A
----------------------------	--------------------------------	----------------------------

3.3 Project Prioritization

Each project has a prioritization score that is intended to help the City determine the order in which the projects should be implemented. These total scores were determined by adding a 'Benefit Score' and a 'Policy Priority Score.' Benefit scores were determined based on data such as crash history, level of service (LOS), and proximity to attractions, whereas policy priority scores were determined by City Council.

Since the Cross Town Connector project is already underway, each segment only received a policy priority score from the City Council which is also equivalent to the total score as no other values were considered.

New streets received a benefit score based on the difference in distance traveled before the implementation of the street versus distance traveled after implementation of the street. The benefit score was then added to City Council's policy priority score to determine the total score.

Bike and pedestrian projects received a benefit score based off the 2009 Pathways Master Plan. The benefit score was added

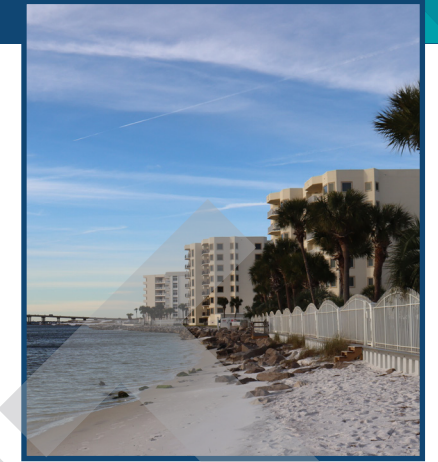
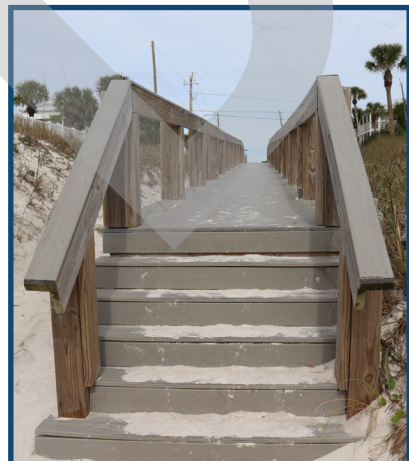
to City Council's policy priority score to determine a total score.

The benefit score for intersection enhancements was determined by averaging two values: the level of service (LOS) and the crash history. The benefit score was added to City Council's policy priority score to determine a total score.

Community parking projects received a benefit score based on demand and proximity to attractions (population/employment/activity centers). The benefit score was added to City Council's policy priority score to determine a total score.

Once all projects had a total priority score, both based on data and perceived need, they were grouped together based on priority from high to low. Having already been underway, the Cross Town Connector segments are a priority for the City but will be implemented in phases.

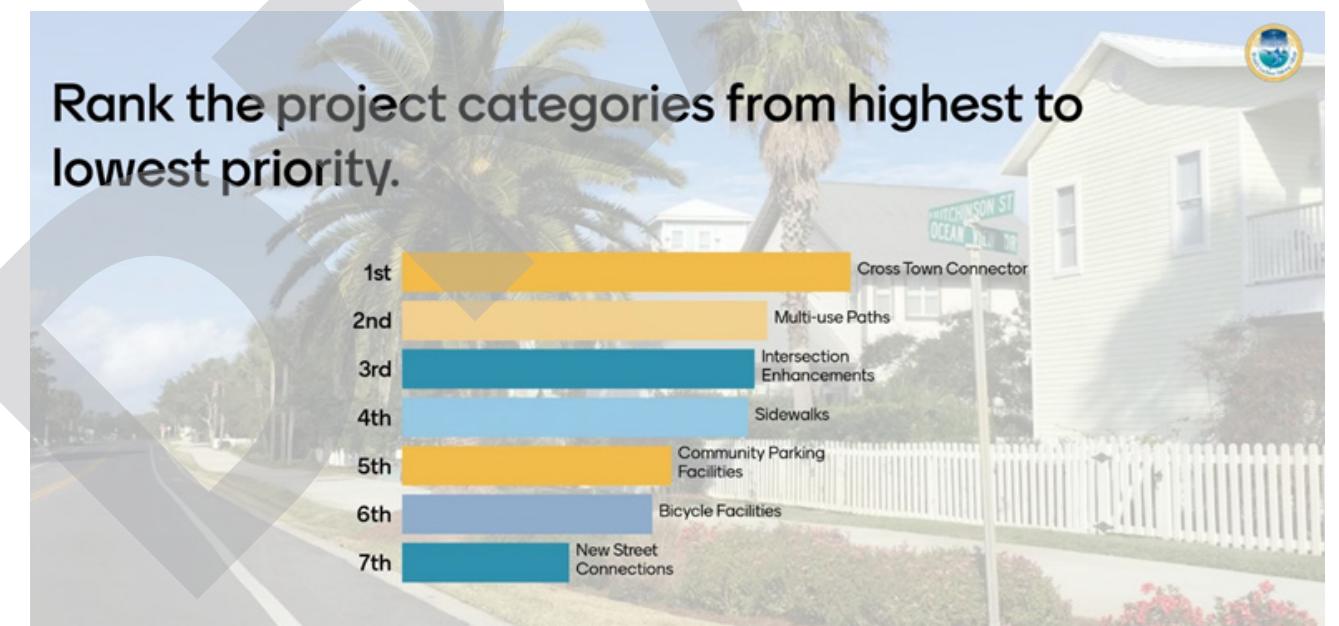
These rankings suggest an order in which to implement various mobility projects in Destin.



The City of Destin held a public open house on August 29, 2023 in the City Hall Annex to obtain public input on priorities for transportation improvements. Attendees reviewed the proposed projects, suggested additional projects, and voted to indicate which projects should be the City's highest priorities. The meeting began with an overview of the Mobility Plan and a presentation of existing conditions that informed the selection of projects to include in the Plan.

Meeting attendees first provided input on how they feel the categories of projects should be prioritized by the City. This showed four distinct tiers of priority:

- Top Priority – Cross Town Connector
- Second Tier Priorities – Multi-use paths, intersection enhancements, and sidewalks
- Third Tier Priorities – Community parking facilities and bicycle facilities
- Fourth Tier Priorities – New Streets



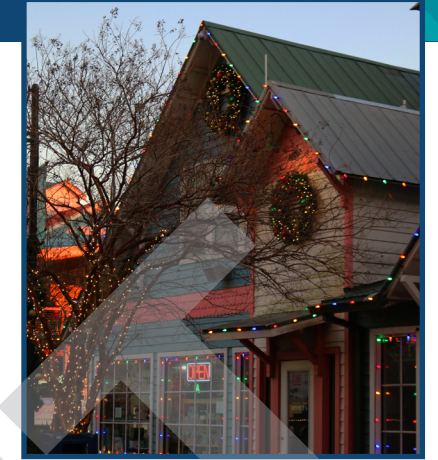
Next people gave their input on individual projects at four stations corresponding to broad project types – Connectivity, Bike/Pedestrian, Community Parking, and Intersection Enhancements. The top project priorities for each category are listed below.

- Cross Town Connector – Azalea Drive Extension
- Multi-Use Paths – Powerline easement path (west and east segments)
- Intersection Enhancements – Stahlman Avenue at Zerbe Street and Harbor Boulevard, Calhoun Avenue at Sibert Avenue, and Main Street at Kelly Street
- Sidewalks – Indian Trail, Mattie M. Kelly Boulevard, and Mountain Drive sidewalks
- Community Parking Facilities – Zerbe Street parking deck
- Bicycle Facilities – Indian Bayou Trail, Beach Drive, and Scenic 98/Restaurant Row bicycle lanes
- New Streets – 98 Palms Boulevard and Mattie M. Kelly Boulevard extensions

Meeting attendees also identified several other transportation improvements they would like to see included in the Mobility Plan, which are listed below.

- Indian Trail – New north side sidewalk from Bayou Drive to North Indian Trail
- Main Street – New sidewalk on the east side between Legion Drive and Kell Aire Drive.
- Restaurant Row – New sidewalk on the east side from public parking lot to U.S. 98.
- Indian Trail/High School Connector – New multi-use path from Indian Trail to Destin High School
- Indian Trail/Harbor Connector – New multi-use path from Indian Trail to the Harbor

The full results of the Open House meeting are included in the appendix.

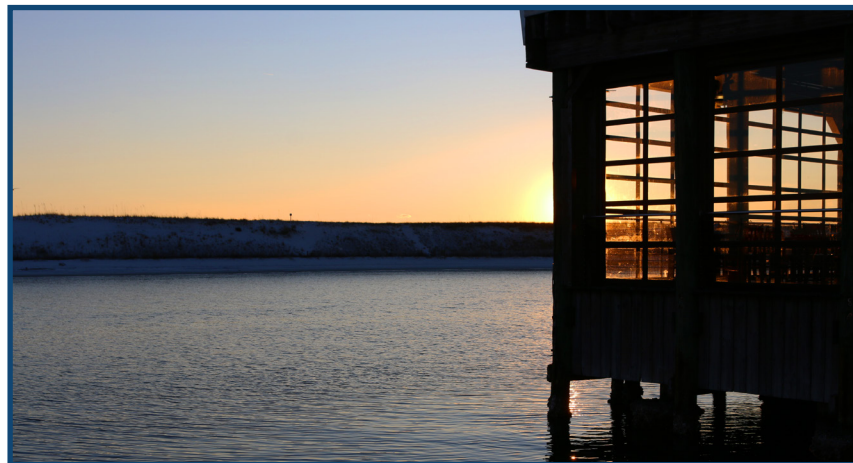
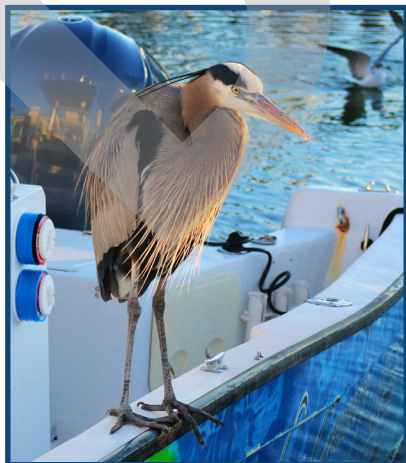


3.4 Implementation

The priority scores provide guidance for the order in which to implement mobility projects in Destin. As needs change, rankings might shift as well. It is up to discretion of the City Council to decide which projects are necessary.

These mobility projects will be implemented over time using funding from the potential future mobility fee which intends to collect a one-time charge levied by the City on new developments to support an interconnected, multimodal transportation system. Fees are expected to vary for developers depending on land use and district. This fee would replace the transportation impact fee that was passed in 2009.

With the mobility fee, City Council will reevaluate project need and allocate funding to highest priority projects annually. Since the Cross Town Connector is already in the design/engineering phase, it is seen as a separate, high priority, necessary project. The Cross Town Connector will be implemented in phases instead of all at once.



Chapter 4

Existing Conditions Report

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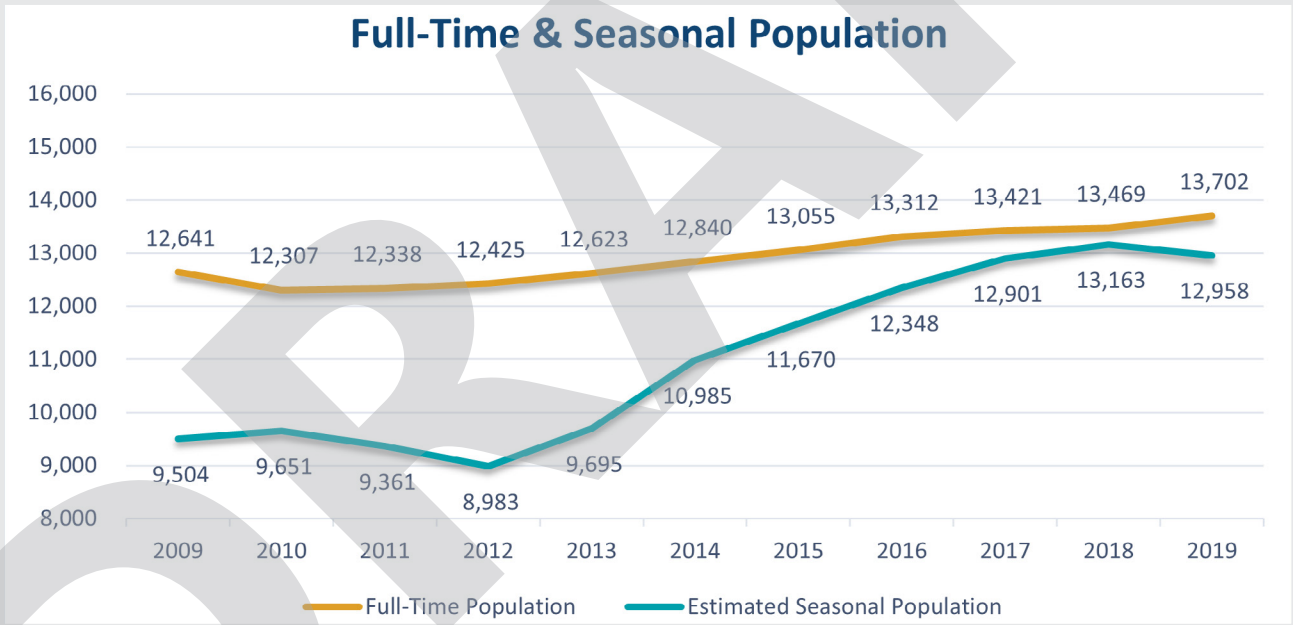
4.1 SUMMARY

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SUMMARY

The purpose of the Mobility Plan is to establish long term transportation needs and responsive projects that will facilitate safe and effective movement of people to and around the City of Destin. The City’s implementation of this plan, supported by a potential up-to-date mobility fee, will help ensure proper maintenance of transportation network capacity over the long term. This section documents the existing transportation conditions and influences that impact the functionality of motor vehicles, bicycle and pedestrian circulation, transit service, and transportation safety within Destin. The issues and opportunities described in this section of the Plan informed the development of recommended transportation improvement projects.

Population and Employment



Destin’s growth underscores the importance of the Mobility Plan. The City grew by more than 11% between 2010 and 2019. The seasonal population has grown even faster at approximately 34%. The growth in seasonal employment illustrates the increasing popularity of the City as a tourist destination.

Population and Employment Forecast

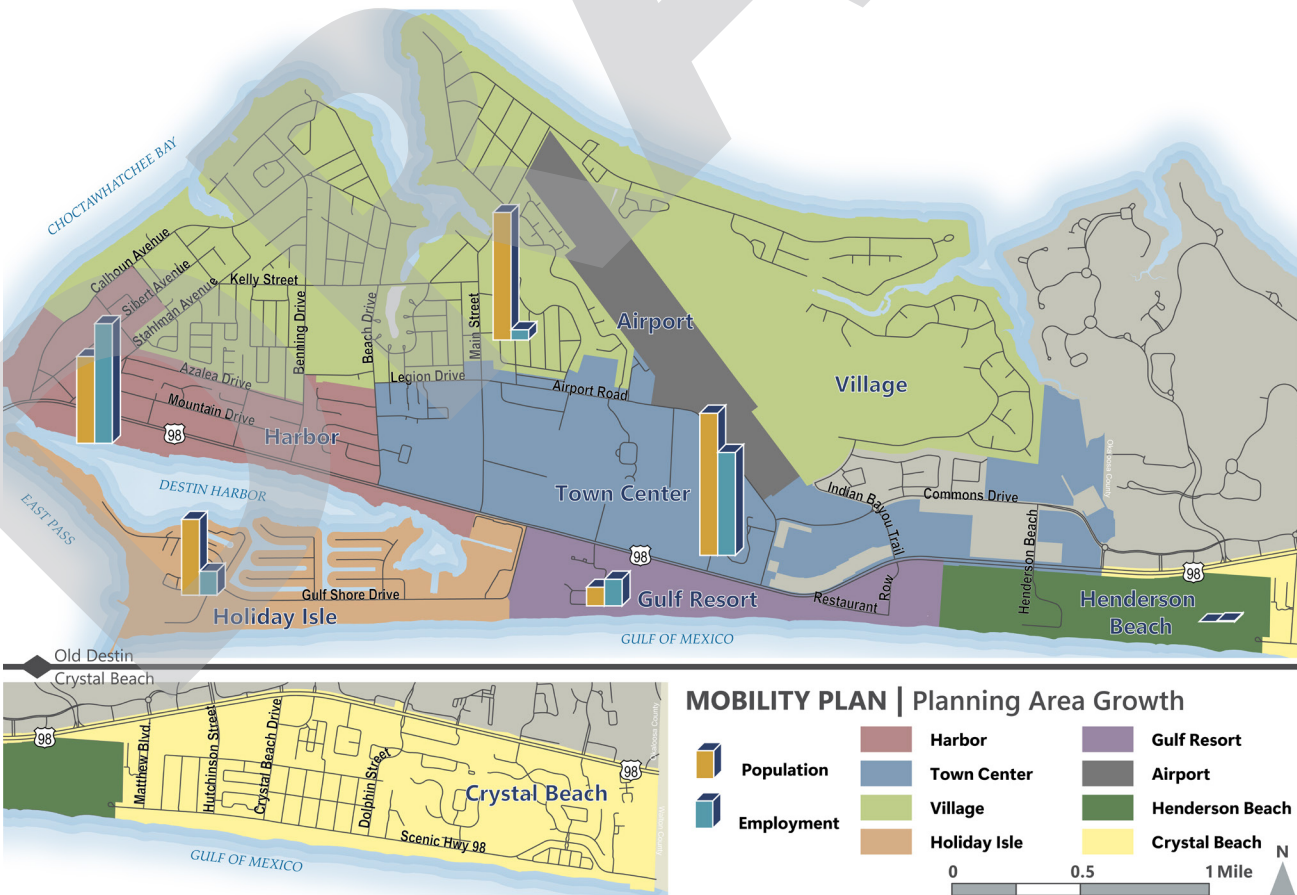
Destin is forecast to continue growing through 2050, which will affect future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. The forecast growth will in turn increase travel in the City, which the projects in this plan are intended to accommodate.

Destin Population & Employment Forecast Growth 2020 to 2050

	Full Time Population	Seasonal Population	Housing Units	Hotel/ Motel Rooms	Employment
Net Change	2,127	1,890	1,022	547	1,239



The citywide forecast was sub-allocated to 8 planning areas. Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel and motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally follows full-time population.

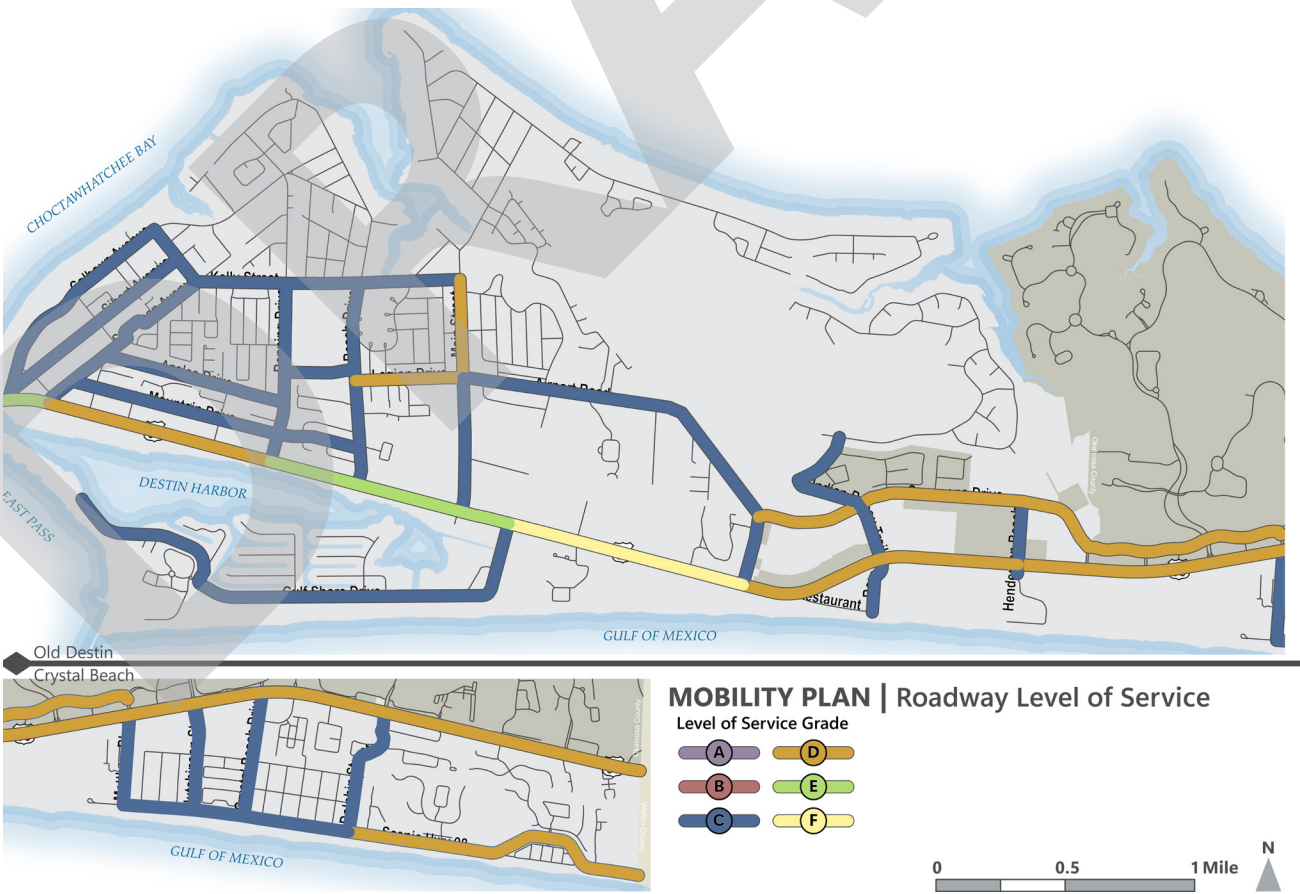


Traffic

The City's growth is a challenge because existing traffic conditions are causing significant congestion during peak travel hours. Level of service (LOS) is a measure that provides insight into a roadway's performance. LOS describes roadway performance using a letter from A to F, with A indicating the best performance and F the worst. Among the key takeaways from traffic analysis are the following:

- None of the City's collectors fall below an LOS D standard, which is generally considered to be an acceptable level of service during the peak hour of the day.
- However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. This underscores the importance of the Crosstown Connector for providing local traffic with a relief valve to U.S. 98 during the busiest periods of the day.
- The additional travel generated by population and employment growth in 2050 would cause unacceptable conditions on many roadways in the absence of transportation improvements. Among the options for improving the transportation network's performance are better connectivity, which will provide more options for travelers to avoid U.S. 98, intersection improvements to reduce delay and improve safety, and shifting people to other modes of travel, such as walking, biking, and transit.

The map below shows 2021 LOS for U.S. 98 and collector roadways in Destin.

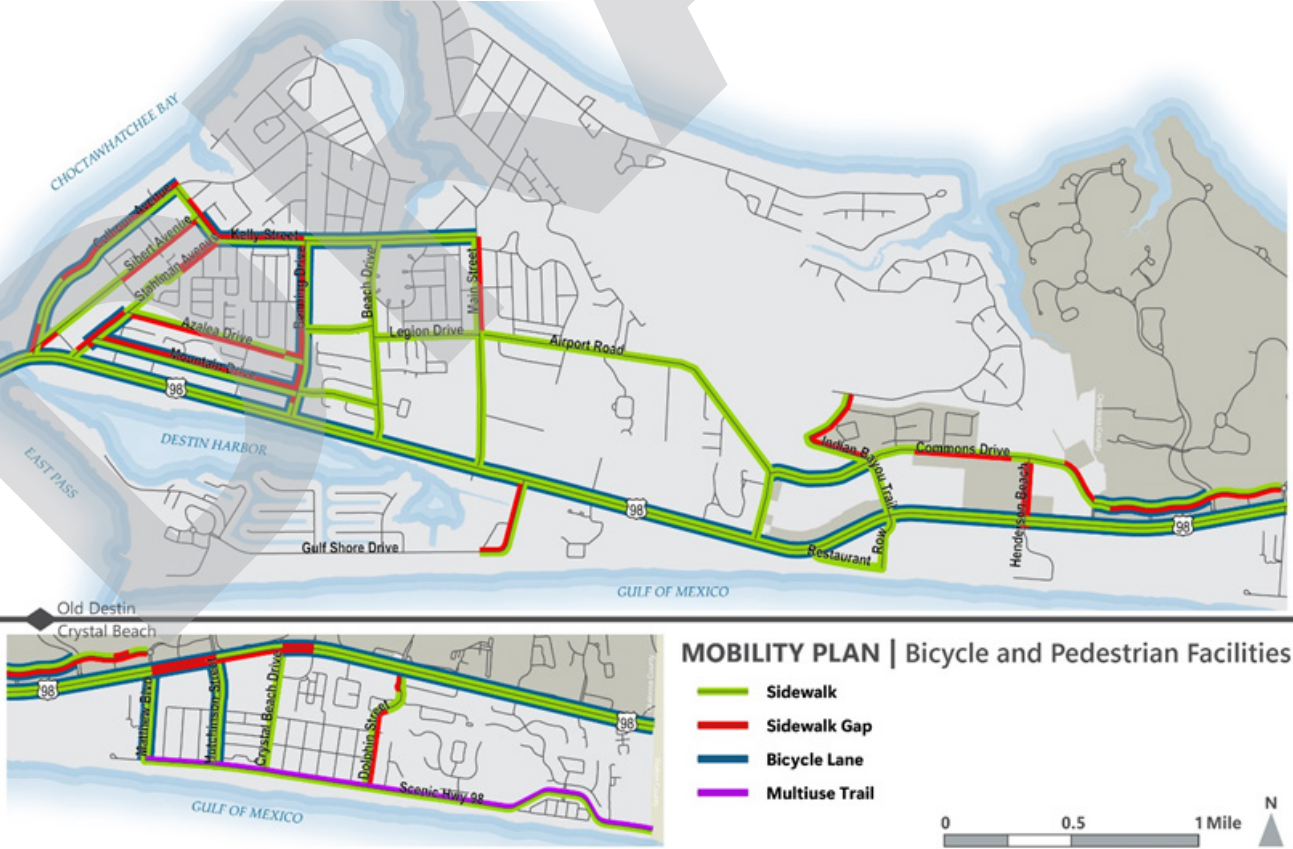


Multimodal

Vehicular LOS is only one way of considering a roadway’s performance, and a limited one at that. Many people walk, roll, bike, and use transit to reach destinations across the City. The City’s adoption of a multimodal transportation district (MMTD) in 2006 changed the game. Rather than requiring all development to support a vehicular LOS standard, the multimodal transportation district elevated the importance of bicycle, pedestrian, and transit performance. The MMTD meant that all developments located in the MMTD had to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach – that cover a large portion of the City’s collector roadway network.

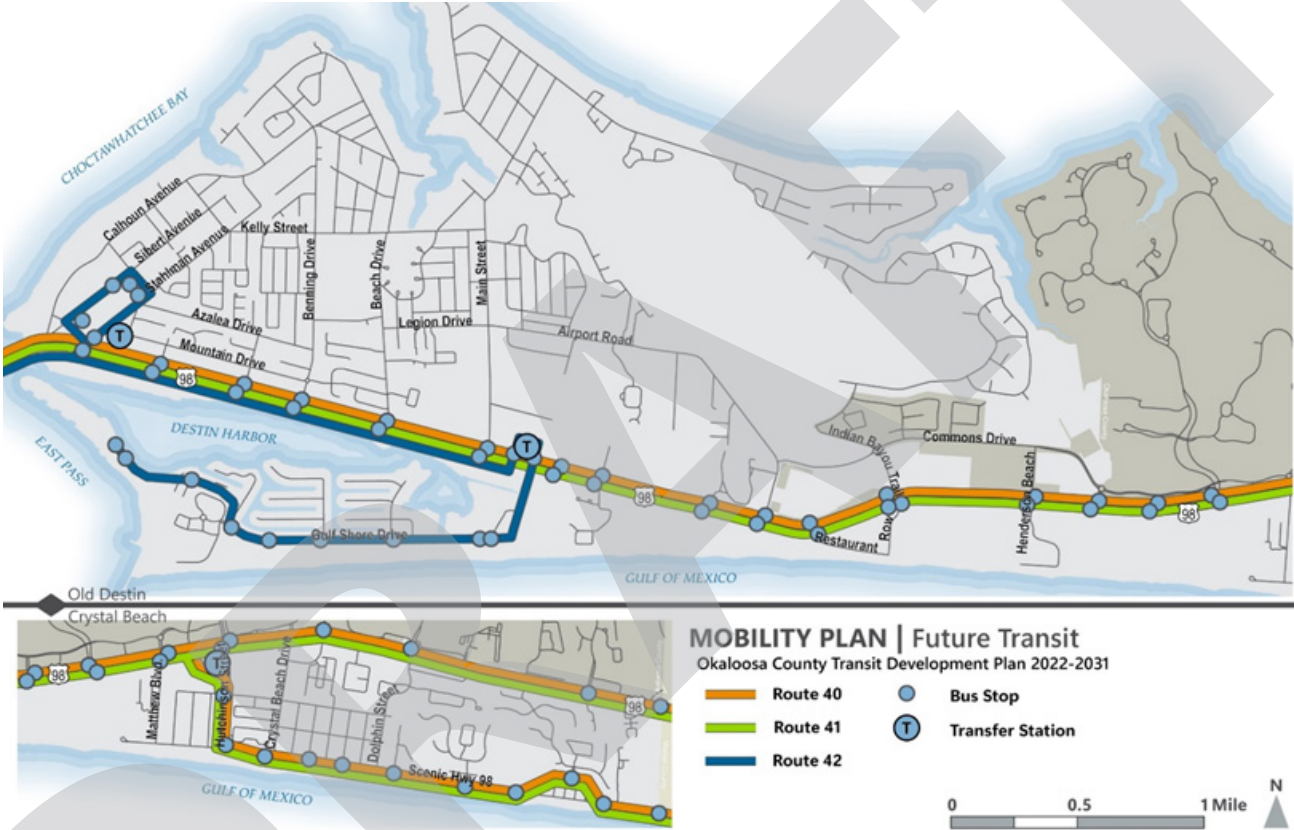
The advent of the MMTD meant that Destin began setting a standard and tracking performance for multimodal level of service (MMLOS). The standards adopted in 2020 are B for bicycle, B for pedestrian, and C for transit. While most of the network falls short of those standards, the City has made progress towards better MMLOS since 2006 by adding many new sidewalks and bicycle facilities.

The map below shows the City’s bike and pedestrian network along its collector roadways and U.S. 98. It also shows gaps for the pedestrian network. Filling these gaps through the projects included in the Mobility Plan would support achievement of the City’s MMLOS standards.



Transit

Transit is not a frequently used mode of travel in Destin. However, some workers rely on transit to get to and from jobs in the City, and transit can help people park once and traverse the City’s numerous tourist destinations on foot. But national and statewide trends in transit use point to limited opportunity to shift significant numbers of travelers from cars to transit within Destin. In fact, transit ridership on the EC Rider system that serves Destin with three fixed route services has been declining steadily since 2013, with an especially sharp decline brought since the COVID pandemic began in 2020.



Destin’s services are focused on moving commuters to and from job destinations along U.S. 98 and Gulf Shores Drive. The system is expected to continue serving commuters via routes traversing U.S. 98 and Gulf Shores Drive, but with streamlined services that are expected to attract more riders. Among planned improvements in EC Transit’s Transit Development Plan for 2022 to 2031 that will affect Destin are:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map above). This change is expected to more than double ridership by 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Upgrade Saturday service by running all routes at the same frequency and service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

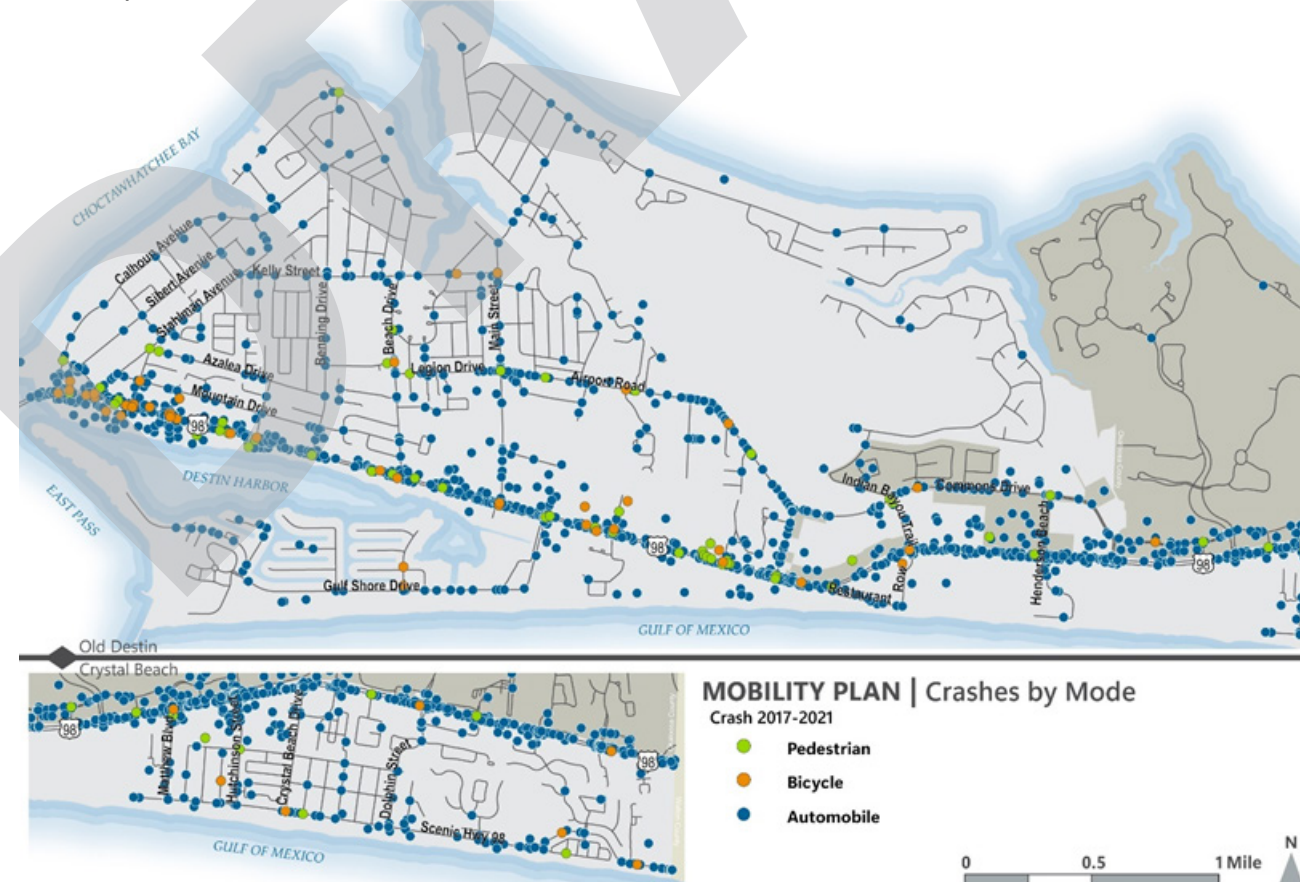
Safety

Crashes are a significant issue across Florida. The most severe crashes in Destin – resulting in a serious injury or fatality – are concentrated on U.S. 98, particularly on the western and eastern thirds. The roadways that comprise the Crosstown Connector also stand out for crashes. The upcoming projects to improve these roadways so they can function as a relief valve for U.S. 98 congestion are also an opportunity to improve safety.

Overall the crash trend in Destin has been down since 2017. This runs counter to national and regional trends, which have seen crashes grow with the exception of 2020 when travel was down due to the COVID pandemic. Time will tell if the local downward trend will continue or if it was a statistical anomaly. Regardless of the trend, the absolute number of crashes in Destin remains high, and the human and economic cost is high too. Designing roadways that are safe for users of all ages and abilities is an important strategy that would enhance quality of life and help strengthen Destin's already outstanding reputation as a home and a tourist destination.

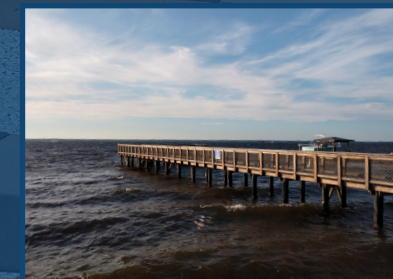
Addressing safety will require the City to collect more data on the specific causes and situations that led to crashes. The federal government's increased interest in safety planning and implementation at the local level is an opportunity. Planning and implementation grants are available from the Federal Highway Administration. Obtaining a grant can help the City dig deeper into the causes and identify viable solutions for reducing crashes citywide.

The map below shows where crashes were concentrated between 2017 and 2021.



Summary

Destin is a desirable community that is expected to keep growing, just like our neighboring communities. The addition by 2050 of more than 2,000 full-time residents, nearly 2,000 seasonal residents, and more than 1,000 jobs will cause more travel on roadways that are already congested during peak periods. The Mobility Plan is the City's strategy for keeping congestion to a manageable level by investing in roadway improvements that can provide for more route options (connectivity), improve safety and performance, and give people more options to walk, bike, and use transit. The rest of this report describes in more detail the population and employment forecasts, transportation system performance, and other key issues that the mobility plan will need to address.



DEMOGRAPHICS

The City’s demographics have had (and will have) a significant impact on the transportation system. Where, when, and how Destin’s full-time and seasonal population and employment are accommodated will have significant impacts on mobility and the infrastructure to support it.

The Destin population and employment forecast methodology is based on a thorough review of available data for a range of socioeconomic and demographic criteria. Primary data sources include two Census products, the American Community Survey (ACS) and the Longitudinal Employer-Household Dynamics (LEHD); GIS data from City, County, and statewide sources; existing parcel data; the Northwest Florida Regional Planning Model (NWFRPM) version 2.1; and others. The forecasting methodology, in general, evaluates what Destin is like now, how Destin has been changing over the past couple decades, and what are the likely drivers of future change. Population-focused forecasts utilize both a more top-down forecasting method, using Okaloosa County forecasts as a basis for determining Destin’s growth prospects, as well as a more bottom-up approach using local growth trends, occupancy patterns, land use policies, and available development and redevelopment capacity to forecast future growth.

Employment-focused forecasts were developed for three sub-categories: retail, commercial, and industrial. An analysis of existing and historical employment suggested that tying employment growth to population growth would yield the most defensible forecast, as much of Destin’s economy now rests on population and visitation. Citywide growth was then sub-allocated to eight planning areas, guided in large part by existing area characteristics, land use policies, historical change, and local knowledge about development and redevelopment potential.

This section summarizes the past, current, and expected future population and employment to document trends and estimated growth that will have an impact on citywide mobility. This includes the number of residents (full and part-time), ages, income, employment, and housing.

4.2 DEMOGRAPHICS

Findings and Implications at a Glance

Population

Full-time Population

Seasonal Population

Resident Age

Income

Employment

Housing

Short Term Rental Units

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Findings and Implications at a Glance

- Destin has experienced steady population growth during the past 30 years.
- The Town Center Commons and Village Planning Areas are expected to account for half of all full-time population growth, while the Harbor District and Town Center Commons areas are expected to be the main focus of employment growth through 2050.
- In contrast to Florida as a whole, Destin has seen a decrease in the median age of its residents.
- Growth is expected to continue, but will shift towards more infill and retrofitting of existing development rather than extensive new greenfield development.
- The implications of population and employment growth, and more infill development and redevelopment, include the potential to shift more trips to walking and biking.
- Infill development will also place strains on existing parking and require new strategies to satisfy parking demand.

Population

This section summarizes changes in population and visitors over the last few decades. Destin’s steady growth in full-time residents and visitors contributes significantly to the need for transportation improvements. The ability of the City’s residents and visitors to safely and effectively travel throughout the city depends on accommodating this development in efficient locations and serving it with a range of transportation options.

Full-time Population

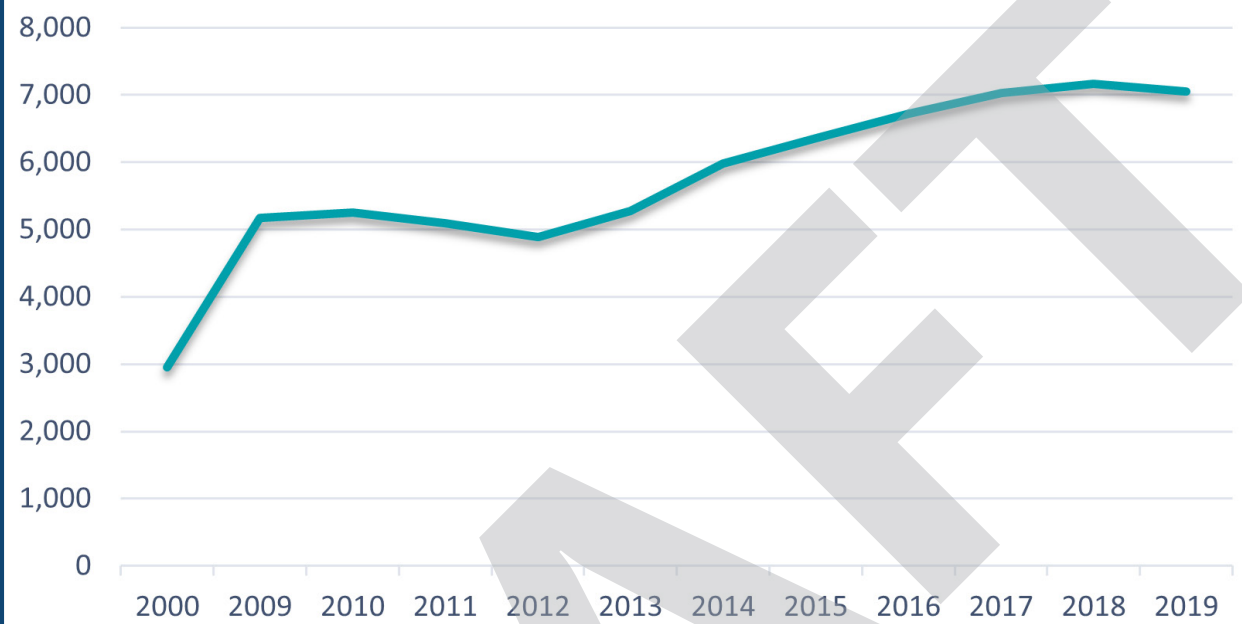
Destin has experienced steady and expansive growth over the past 30 years. The City experienced its most rapid growth in the 1990s, with lower but still steady growth since. This is reflected in the large difference in 1990-2019 population change found in Destin as opposed to Okaloosa County as a whole. Since 2010, Destin’s growth has begun to lag behind the County’s, at around 11% compared to Okaloosa at 17%.

Jurisdiction	1990	2000	2010	2019	1990-2019 % Change	2010-2019 % Change
Destin	8,064	11,213	12,305	13,702	70%	11%
Okaloosa County	143,776	170,498	180,822	210,738	47%	17%

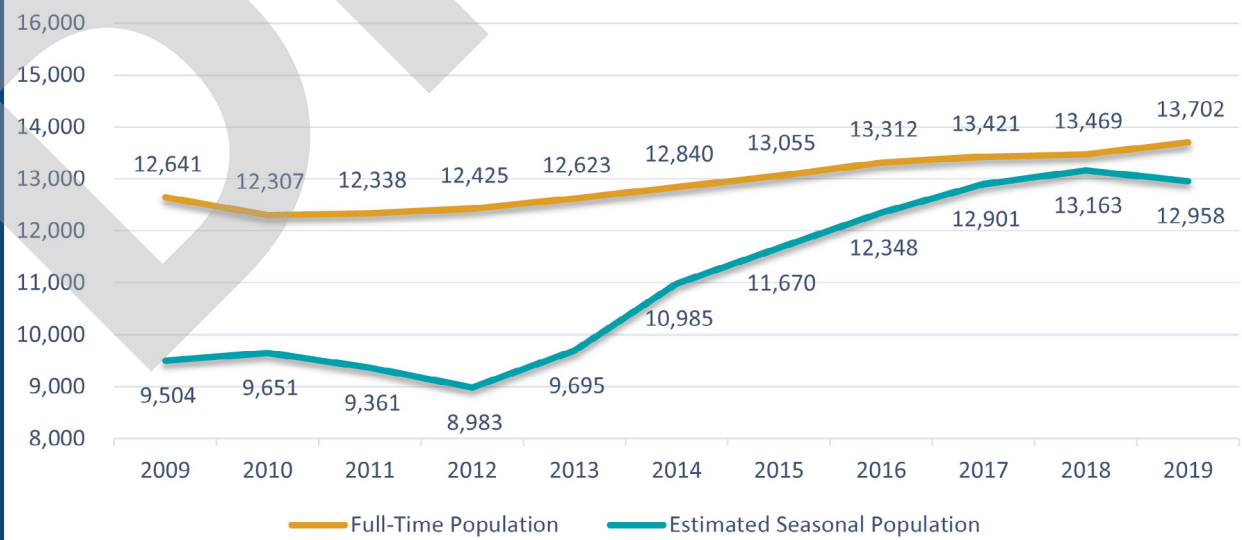
Seasonal Population

Seasonal population is an important component of Destin’s overall population profile. While seasonal population data are not explicitly provided by any data source, it can be estimated using Census data on housing unit vacancy and household size by age of the householder. The number of seasonal homes is presumed to be equal to the number of homes listed as vacant for seasonal use. The number of seasonal homes has risen from under 3,000 in 2000 to more than 7,000 in 2019. There has been a spike in seasonal homes over the last half-decade, since the end of the recession in the 2010s, mirroring the growth in seasonal homes between 2000 and 2009. Population in these homes is estimated assuming seasonal home dwellers are generally older and have smaller households, which equates to approximately 13,000 seasonal residents, up from 9,500 at the beginning of the decade.

Seasonal Homes

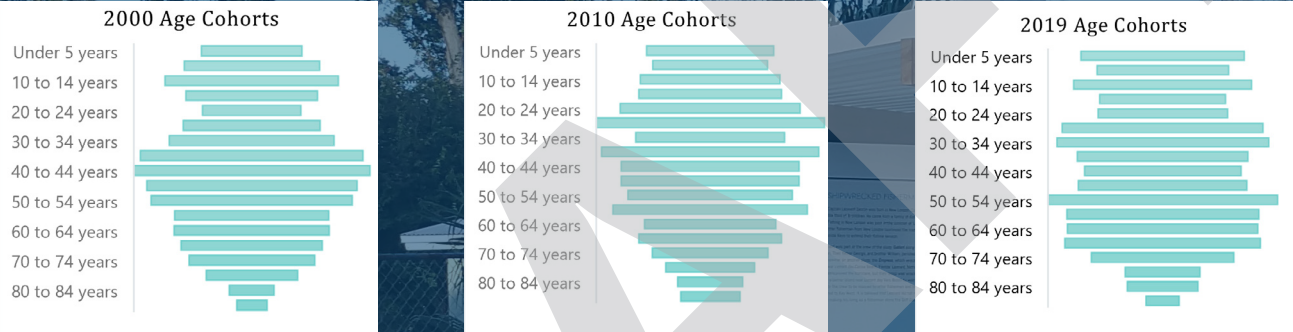


Full-Time & Seasonal Population



Resident Age

Age of population can influence future population growth patterns. Florida as a whole continues to see its median age increase, but Destin has not exhibited this same pattern. In fact, the 2020 median age estimate of 41.9 is less than the City’s 2000 median age of 42.4. Florida’s median age reported by the Census Bureau for 2020 was 42.2. A more detailed examination of population by age reveals a changing populace in Destin. In 2000, the population was decidedly older; the 40-44 age group was largest, and the population 40 and up was predominant. By 2010, there was less differentiation in the five-year age bands, with growth in both the youngest and oldest cohorts. In 2019, ages are more stratified, with 50-54 now the largest age bracket, but 25-35 brackets notably larger than prior years.



Income

Annual Median Household Income (\$)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Destin	62,857	65,650	63,716	61,903	63,750	66,324	66,148	68,078	71,407	75,486	79,000
Niceville	67,628	66,658	63,864	64,280	62,614	62,538	58,954	60,497	66,505	72,857	76,823
Miramar Beach	68,385	62,963	64,408	56,845	55,139	52,651	50,208	59,087	64,429	65,435	70,069
Valparaiso	41,814	42,841	43,798	52,063	57,765	60,591	51,082	51,563	57,269	55,882	57,316
Fort Walton Beach	47,209	46,974	47,282	47,228	47,761	49,552	47,149	50,091	52,107	50,666	54,330
Okaloosa County	49,207	51,529	49,158	52,787	55,139	57,640	55,659	60,866	61,866	63,997	64,222
Florida	47,450	44,409	44,299	45,040	46,036	47,463	49,426	50,860	52,594	55,462	59,227

Destin has higher median incomes than its neighbors, and higher than Okaloosa County or Florida as a whole. Destin has had the highest median incomes of any jurisdiction listed in the table above, and this has generally been the case since the end of the recession in 2009. The incomes in this table reflect only full-time residents. Seasonal residents may very well have higher median household incomes, but these data are not available.

While income is not a leading indicator of growth historically, high incomes are sought by the development community and this can lead to increased pressure for new construction or redevelopment if the private sector identifies Destin as having high consumer demand.



Employment

The Census’s Longitudinal Employer-Household Dynamics (LEHD) dataset has provided annual employment data since 2002. Between 2002 and 2017 Destin saw employment fluctuations, primarily associated with the recession of 2007-2009, but employment climbed steadily upward after 2011 and reached its highest level in 2017 (the final year data are available). Between 2002 and 2017, employment in Destin rose 12%, from 11,700 to 13,100. Since 2011 - the nadir following the recession - employment has risen 22%. However, this growth has not been consistent across job types. Lower paying jobs in accommodation, food service and administrative support have become increasingly predominant, while office jobs like real estate, finance, and professional services have stagnated or declined.

Destin Employment by Job Type

Job Type (NAICS)	2002	2017	% Change
Accommodation and Food Services	3,072	4,678	52%
Retail Trade	2,881	2,222	-23%
Real Estate and Rental and Leasing	1,740	831	-52%
Construction	561	522	-7%
Other Services (excluding Public Administration)	521	525	1%
Professional, Scientific, and Technical Services	496	469	-5%
Finance and Insurance	449	522	16%
Health Care and Social Assistance	417	457	10%
Administration & Support, Waste Management and Remediation	354	819	131%
Arts, Entertainment, and Recreation	260	484	86%
Transportation and Warehousing	213	171	-20%
Wholesale Trade	199	151	-24%
Public Administration	152	153	1%
Information	114	107	-6%
Manufacturing	113	91	-19%
Utilities	87	77	-11%
Educational Services	21	13	-38%
Management of Companies and Enterprises	20	45	125%
Agriculture, Forestry, Fishing and Hunting	12	4	-67%
Mining, Quarrying, and Oil and Gas Extraction	0	8	N/A
Total	11,682	12,349	6%

Summarized into retail/commercial, industrial, and office uses, a small but important shift is noticeable.

Destin Employment Mix Summary

Employment Type	2012-2017	Pre-2009
Retail/Commercial	60%	53%
Industrial	9%	11%
Office	31%	36%

Before 2009, more than one-third of jobs were office-based, and nearly half of all jobs were non-service oriented. Since the recession of a decade ago, Destin’s employment base has shifted towards retail and commercial jobs, now comprising three jobs in five. This means that much of Destin’s employment base is dependent on local residents and visitors. If this trend holds, this ties employment growth more closely to population growth, as only population increases would prompt retail and commercial employment growth.

Accompanying the change in job type is a change in the ratio of population change to employment change. Between 2003 and 2018 employment grew more slowly than population. Employment is in general more volatile than population, so there is some volatility in the ratio of employment change to population change in the three time periods listed below. The average of these three ratios is just over 0.5 (i.e. 1 new job per 2 new residents).

Destin Population and Employment Summary

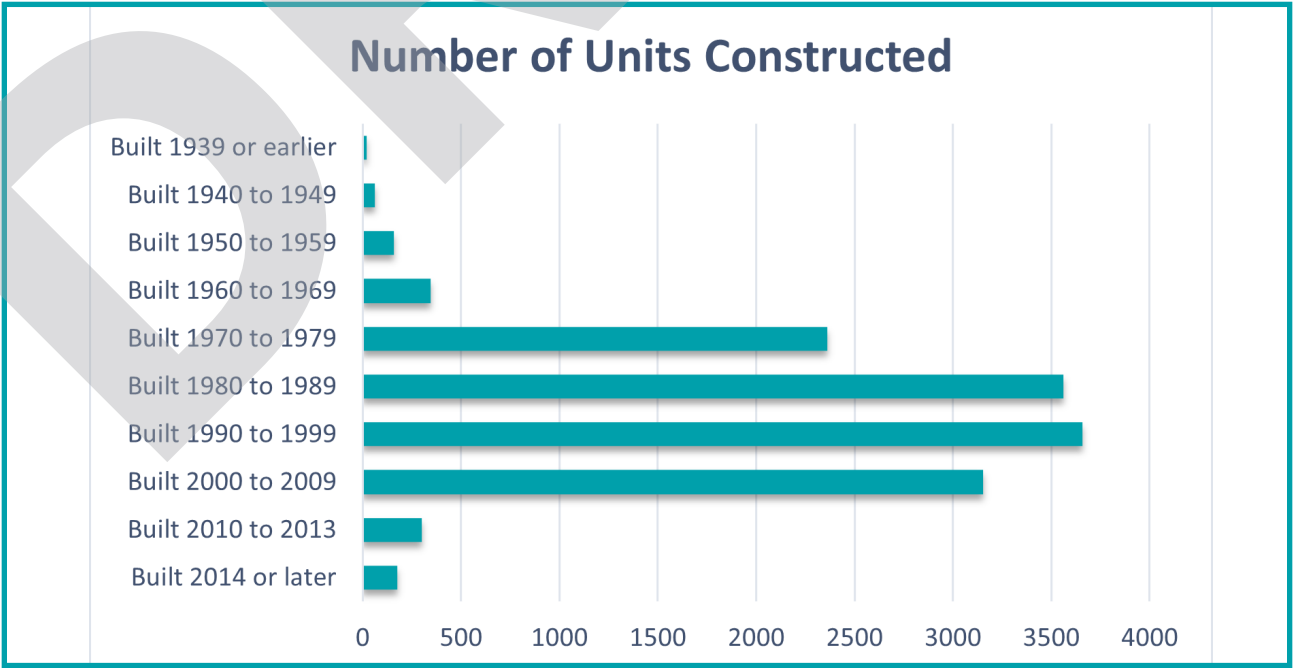
	2003-2018	2009-2018	2013-2018
Employment Change	667	733	642
Population Change	2,365	1,452	829
Emp/Pop Change Ratios	0.39	0.50	0.77

Housing

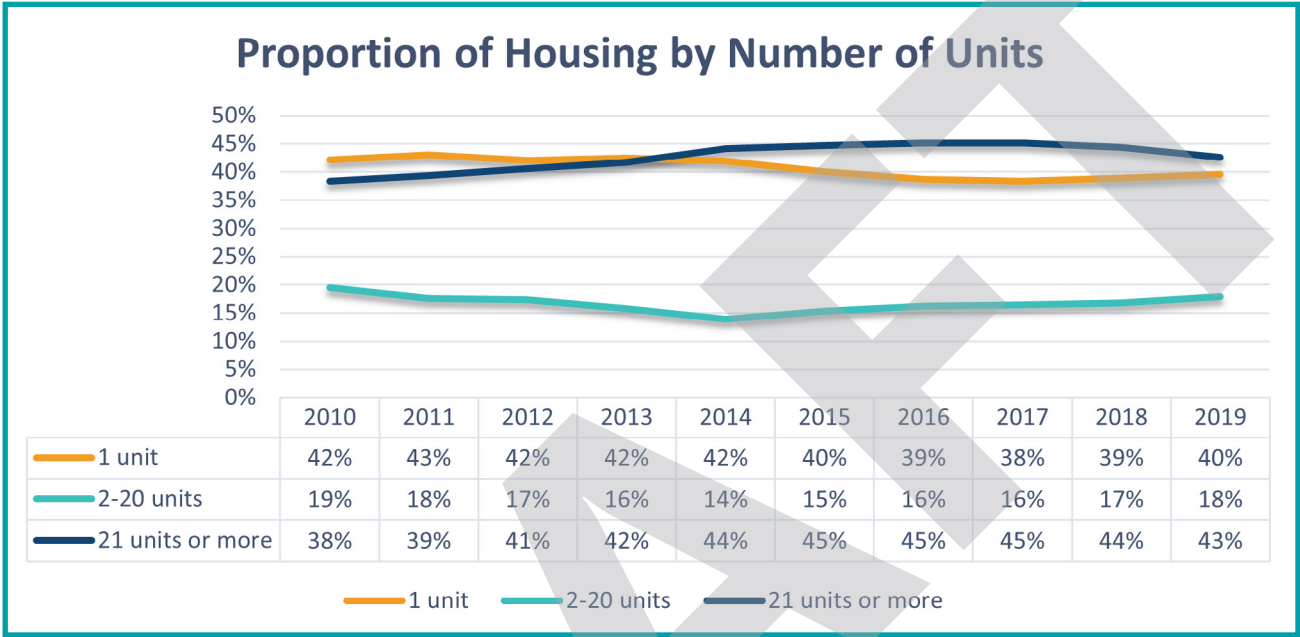
Destin is nearing full capacity of its existing housing stock. While the Census lists Destin’s vacancy rate as exceedingly high, with more than 8,000 of Destin’s 13,800 housing units classified as vacant in the 2019 American Community Survey , much of this vacancy is due to seasonal use. Extracting seasonal homes from vacancy calculations shows a more accurate vacancy rate and number of units available for new residents. In 2009, 17% of units were vacant for reasons other than seasonal use. Since 2016, that number has remained at 6 to 7%.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Housing Units	12,945	12,979	12,981	13,217	13,290	13,304	13,448	13,563	13,677	13,696	13,800
All vacant	7,409	7,831	7,955	8,023	7,850	7,760	7,746	7,673	7,792	7,972	8,022
Seasonal homes	5,174	5,254	5,096	4,890	5,278	5,980	6,353	6,722	7,023	7,166	7,054
Adjusted vacancy	2,235	2,577	2,859	3,133	2,572	1,780	1,393	951	769	806	968
Adjusted vacancy rate	17%	20%	22%	24%	19%	13%	10%	7%	6%	6%	7%

Meanwhile, Census data indicates that fewer than 500 new units were built between 2010 and 2019, while well over 3,000 were built in each of the prior three decades , showing a significant slowdown in housing construction.



Over the past decade, there has been a change in the type and intensity of housing with an increase in Destin’s housing stock in complexes of 20+ units. Between 2010 and 2017 the stock of units in large complexes rose from 38% to 45%. That dropped slightly to 43% in 2019, but this still suggests either the emergence of a new demographic type that the housing market is responding to or the market finally tapping into latent market demand.



Short Term Rental Units

Destin has a robust tourism industry supported by a large number of hotel, motel, and short-term rental properties. Data on 2016 hotel / motel units registered with the Florida Department of Business and Professional Regulation (DBPR) shows more than 3,500 units in over 160 buildings. Most of the units are in larger structures, while most structures are smaller.

Destin Hotel/Motel Rentals

Units in Structure	Total Units	Total Structures
100+	1,870	11
10 - 100	1,450	33
Under 10	187	118
Grand Total	3,507	162



No longitudinal data on hotel units was uncovered during this work, but LEHD data on accommodation jobs (NAICS 721) shows a marked increase since 2016 after nearly two decades of stable employment.



4.3 2050 GROWTH FORECAST

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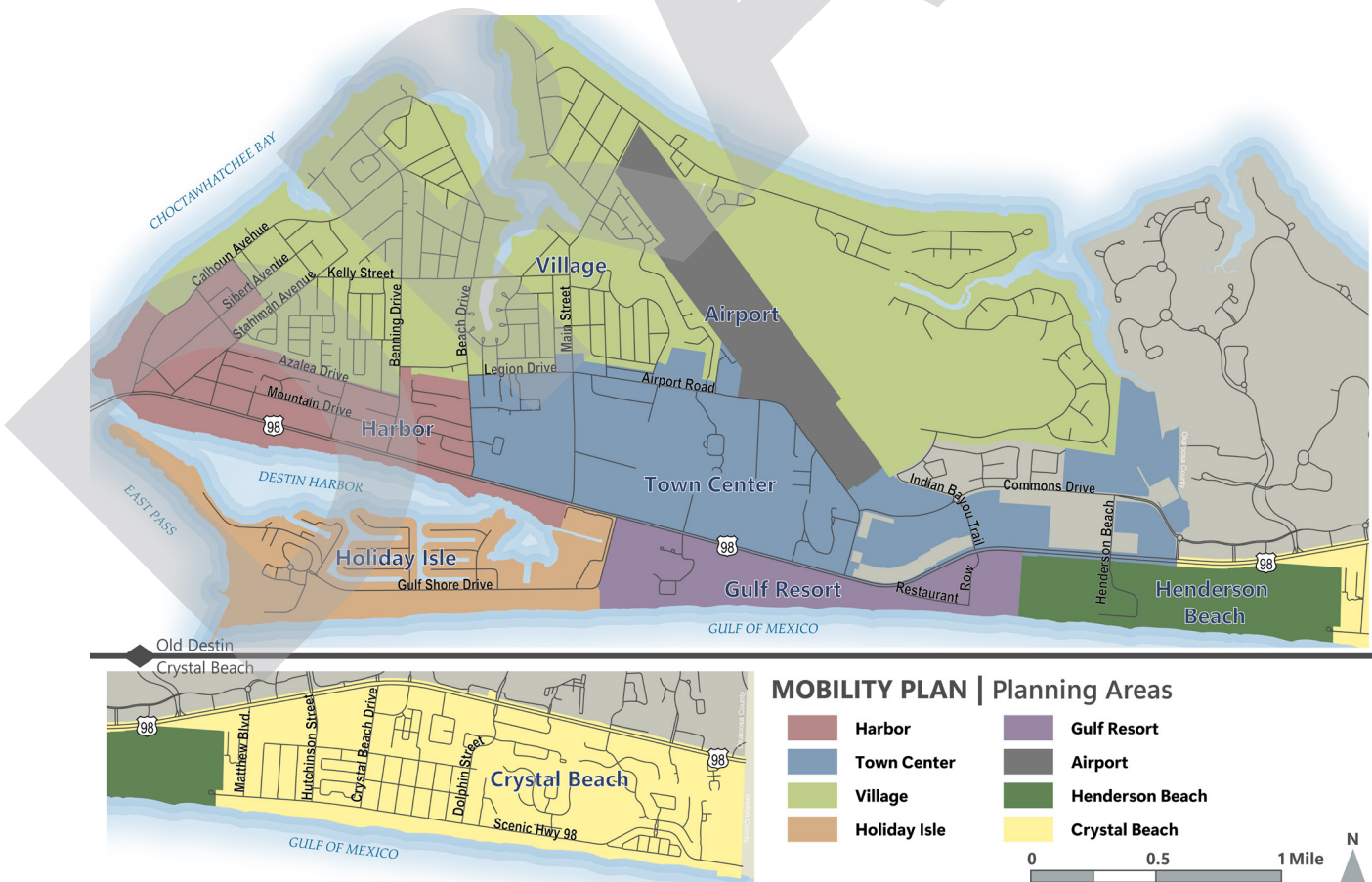
2050 GROWTH FORECAST

This section provides estimates for future population and employment growth within Destin, and describes the assumptions that underlie the estimates. Future population and employment are key drivers of future transportation performance, demand, and investment needs.

Planning Area Summary

City planning staff has developed eight (8) discrete planning areas that represent distinct land use conditions within Destin. They are shown in the map below and include:

- Airport
- Crystal Beach
- Gulf Resort
- Harbor
- Henderson Beach
- Holiday Isle
- Town Center Commons
- Village



The table below shows existing land uses based on the citywide parcel database summarized to each planning area. The planning areas have notable land use distinctions, including those without residential uses, planning areas with limited to no commercial or industrial uses, and others with varying degree of vacancy. The table shows the total number of parcels in each area.

Parcel Breakdown by Planning Area

Use	Airport	Crystal Beach	Gulf Resort	Harbor	Henderson Beach	Holiday Isle	Town Center Commons	Village
Commercial	-	86	16	175	-	1	267	1
Governmental/Institutional	23	6	2	24	2	3	21	27
Green Space	-	32	16	18	-	11	24	16
Hotel/Motel	-	4	2	6	-	-	5	-
Industrial	-	11	-	39	-	1	12	2
Mixed Use	-	-	-	15	-	-	5	-
Multi-family	-	772	2,902	562	-	2,180	1,067	195
Single Family	-	1,618	90	360	-	474	1,186	2,820
Vacant	-	253	14	127	-	89	162	153
Unlisted/Other	-	52	40	56	-	57	47	6
Planning Area Total	23	2,834	3,082	1,382	2	2,816	2,796	3,223

Countywide Population Forecasts

Florida’s Bureau of Economic and Business Research (BEBR) produces long-range population forecasts for all Florida counties through 2045. Their forecast sees Okaloosa County growing to a little over 240,000 persons by 2045, a near 40,000 person increase. Applying a trendline forecast through 2050, another 4,000 persons would be added by the end of the timeframe Destin is considering for this analysis. This level of growth would amount to a 20% increase in population over the next 30 years. As noted earlier in this report, Destin has recently been growing slower (as a percentage) than Okaloosa County as a whole. This is likely to continue since available land for building is less abundant in the City than County.

Okaloosa County Population Forecast

2020	2025	2030	2035	2040	2045	2050	% Increase
203,951	214,600	223,200	230,000	236,000	241,100	245,400	20%

Citywide Population, Employment and Accommodation Forecast

Using the existing conditions, trends, and forecast data discussed above, a citywide growth forecast from 2020 to 2050 was developed and is summarized below. The forecast includes growth in all population and employment subcategories, led by residential development.

Destin Population, Employment and Accommodation Est. Net Change 2020-2050

SF Pop	MF Pop	Total Pop	Housing Units	Hotel/Motel Rooms	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp	Total Emp
478	1,649	2,127	1,022	547	1,890	713	433	93	1,239

The forecast presumes redevelopment within city limits, as demand for new housing and commercial square footage cannot be accommodated by existing available land, meaning that identifying where within Destin redevelopment and development intensification is most probable. To that end, the citywide forecast was then sub-allocated to planning areas.

Planning Area Forecast

Suballocations to small areas like Destin’s Planning Areas generally requires using both quantitative and qualitative measures, with a blend of methods employing formulaic calculations and local knowledge and intuition.

Destin’s suballocation began with two tenets that guided the process: new growth should balance market forces and local policy; and new growth should not drastically alter the existing makeup of the Planning Areas as currently constituted unless there is some overwhelming evidence to the contrary.

- Planning area growth allocations were thus based on the following data points:
- Existing land use allocation from County parcel data and Census tract data
 - Baseline NWFRPM traffic analysis zone (TAZ) level allocations, and future TAZ level allocations
 - Historic population and employment growth
 - Known vacancies (total parcels and total acreage)
 - Destin land use policy
 - Developments planned or underway
 - Local planning area knowledge



The available data was used to determine both inter-area proportions (i.e. how much of all employment should go to each planning area) and intra-area proportions (i.e. how much of an area’s employment should go to service, commercial, and industrial jobs). Blending existing proportions from Census and NWFRPM sources, historical data from Census sources, and forecasted growth from NWFRPM led to the following forecasted growth proportions:

Planning Area Population, Employment and Hotel/Motel Unit Forecasts
% change 2020 to 2050

Planning Areas	Full-time Population	Total Employment	Hotel/Motel Units	Seasonal Population
Airport	0%	0.2%	0%	0%
Crystal Beach	16%	9%	15%	18%
Gulf Resort	3%	9%	15%	3%
Harbor	16%	38%	23%	15%
Henderson Beach	0%	0.3%	0%	0%
Holiday Isle	14%	8%	5%	12%
Town Center Commons	26%	33%	42%	24%
Village	24%	3%	0%	28%
Grand Total	100%	100%	100%	100%



Population growth is forecasted for six of the eight planning areas, with Town Center Commons and Village Planning Areas combining for half of all full-time population growth. Employment growth is expected in all eight planning areas, though very minimally in the Airport and Henderson Beach areas.

The Harbor and Town Center Commons areas are expected to be the main focus of employment growth through 2050. Hotel / motel units are concentrated most heavily in Town Center Commons, whereas seasonal population generally – but not identically – follows full-time population.

Planning Area Population by Housing Type
and Employment Type Forecasts
% change 2020 to 2050

Planning Areas	SF Pop	MF Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0%	0%	74%	16%	10%
Crystal Beach	31%	69%	53%	41%	6%
Gulf Resort	15%	85%	64%	29%	7%
Harbor	17%	83%	48%	42%	9%
Henderson Beach	0%	0%	69%	25%	6%
Holiday Isle	13%	87%	68%	24%	8%
Town Center Commons	16%	84%	52%	41%	8%
Village	34%	66%	53%	39%	9%
	22% (of pop)	78% (of pop)	58% (of emp)	35% (of emp)	8% (of emp)

Population growth is expected to be more than three-fourths accommodated in multi-family structures, with no planning area anticipated to see more than one-third of its population growth in single-family units. Service employment is expected to continue its dominance as the primary employment sector for new Destin-based jobs, while commercial and industrial jobs are still relevant in the coming decades.

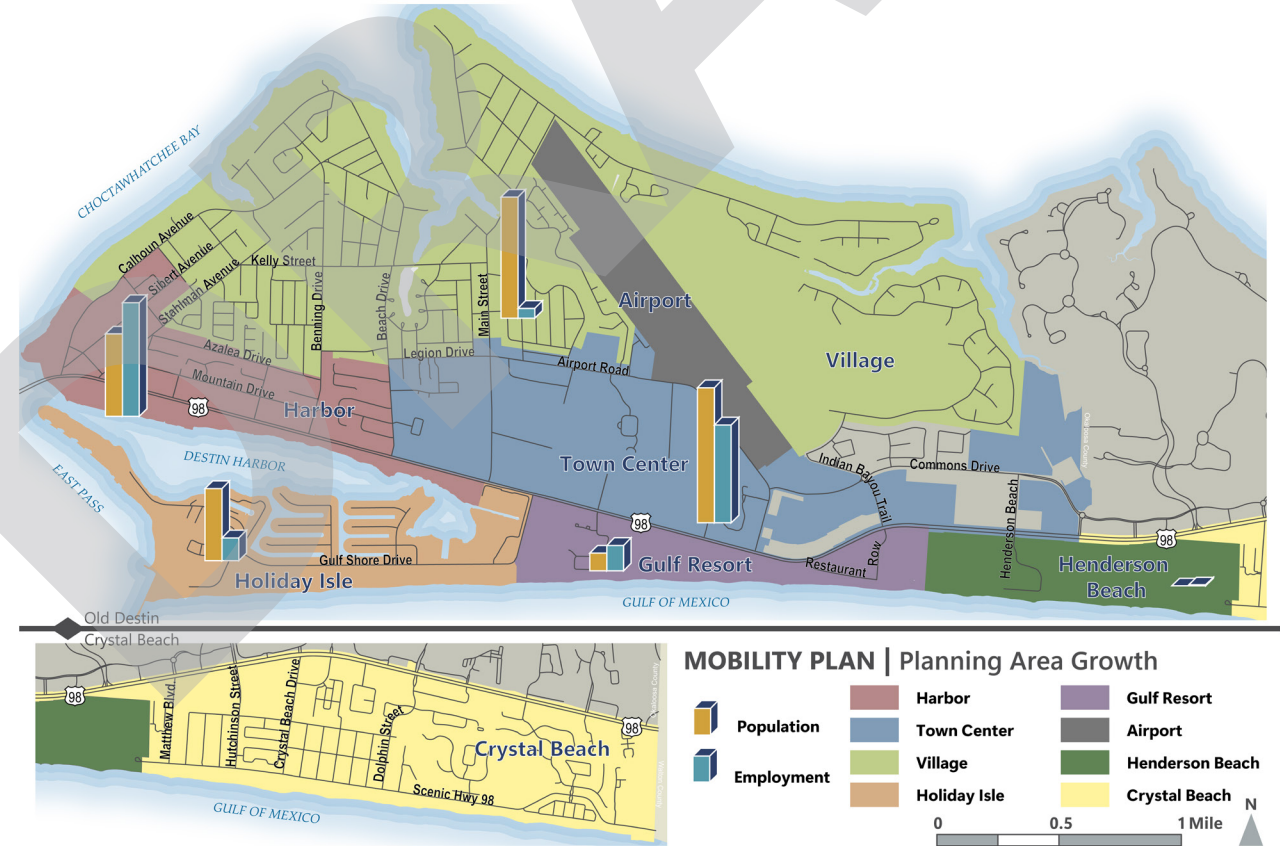
These inter- and intra-area breakdowns result in the planning area forecast provided here:

Planning Area Growth Est. Net Change 2020 to 2050

Planning Areas	SF Pop	MF Pop	Housing Units	Hotel/Motel Units	Seasonal Pop	Serv Emp	Comm Emp	Ind Emp
Airport	0	0	0	0	0	2	0	0
Crystal Beach	104	236	163	80	340	59	45	18
Gulf Resort	11	63	36	84	59	51	45	0
Harbor	59	284	165	125	280	301	138	21
Henderson Beach	0	0	0	0	0	3	1	0
Holiday Isle	38	262	144	30	225	64	23	8
Town Center Commons	90	472	270	228	449	211	165	43
Village	173	331	242	0	531	22	16	3
	475	1,648	1,020	547	1,884	713	433	93



The map below shows the net growth in population and employment by planning area.



4.4 MOBILITY

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MOBILITY

The preceding sections on population and employment are important context for this section on mobility because it's the people that live in and visit Destin that create the demand to travel and the need for improvements to make sure the transportation system functions well in future years. Destin's growth means more people traveling, however, the future growth is likely to take different forms than past growth. More infill development and redevelopment of already developed areas will put more people near popular Destin destinations. Cars will likely be a popular mode of travel well into the future, but other options – such as walking and biking - will also be viable and nurturing their use through transportation improvements will be important to ensure the system functions well for all users.

Findings and Implications at a Glance

- Driving is by far the most frequently used mode of transportation in Destin, but pedestrian activity has grown substantially during the last five years.
- U.S. 98 is the City's most congested roadway, with several segments falling below acceptable conditions during the peak travel hours. The most congested segment for vehicles was between Henderson Beach Road and Airport Road.
- Traffic volumes grew on most roadways between 2017 and 2021. Total traffic counts on the City's collector roadways grew by about 9 percent. Traffic counts on U.S. 98 increased by 17% over the same period.
- Transit ridership has declined substantially since 2013, with declines accelerating since the onset of the COVID-19 pandemic in 2020.



Motor Vehicles

Personal motor vehicles are the most common mode of transportation in Destin. The U.S. Census Bureau’s American Community Survey in 2020 estimated that more than 85% of work trips in the city are by personal vehicle. The city’s geography, being hemmed in by water on three sides, limits the number of route options in the transportation network for people to travel to or through the city by vehicle. Harbor Boulevard/U.S. 98 is the primary east-west option and as such experiences significant traffic congestion. Most other roadways in the city serve locally-oriented traffic. This section summarizes key datapoints that characterize the performance of the City’s transportation network for people using motor vehicles.

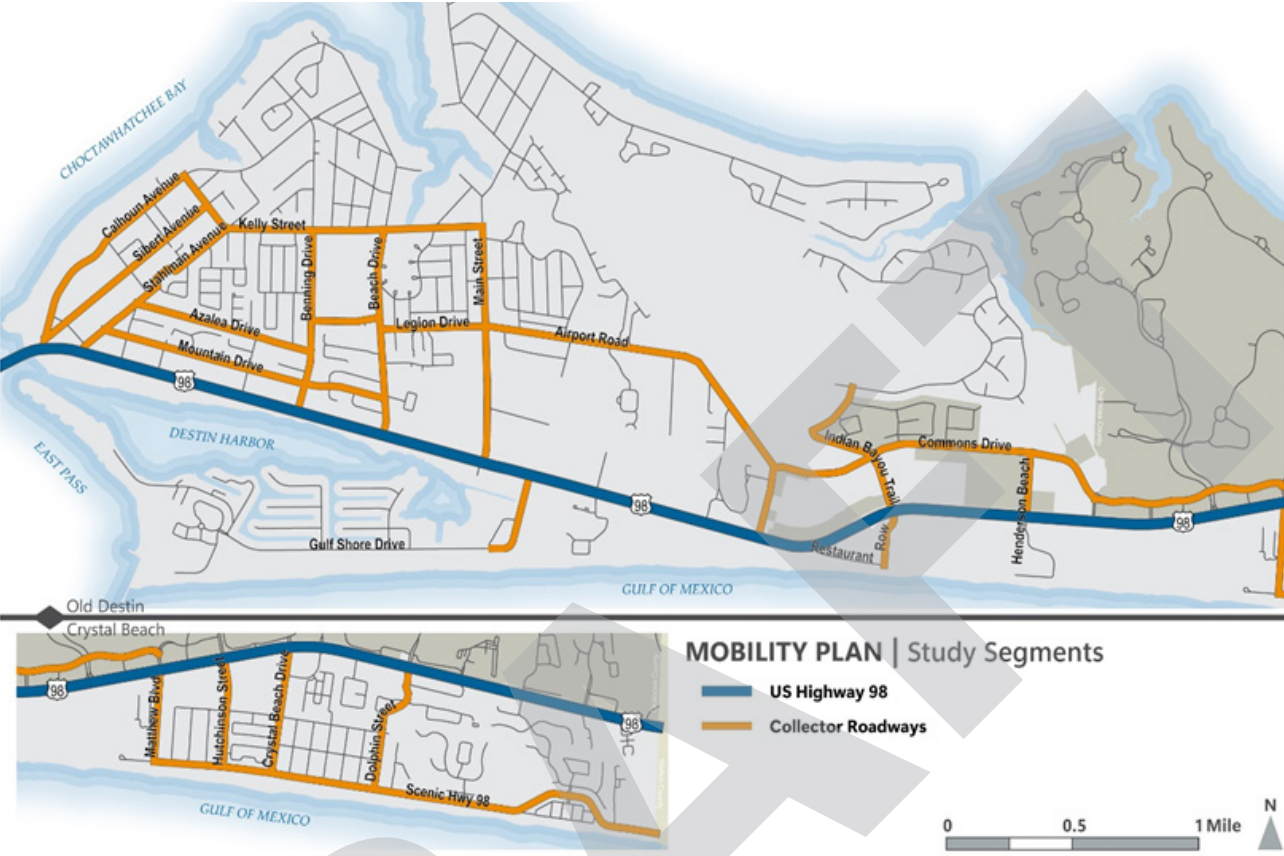


Roadways

In September 2020 there were 766 miles of county-owned paved roads and 144 unpaved roads, and nearly 64 miles of city-owned roads in Destin. The City’s street network with streets defined by their functional classification is provided in the map below. Roads not identified as either U.S. 98 or collector roadways are either minor collectors or local streets.

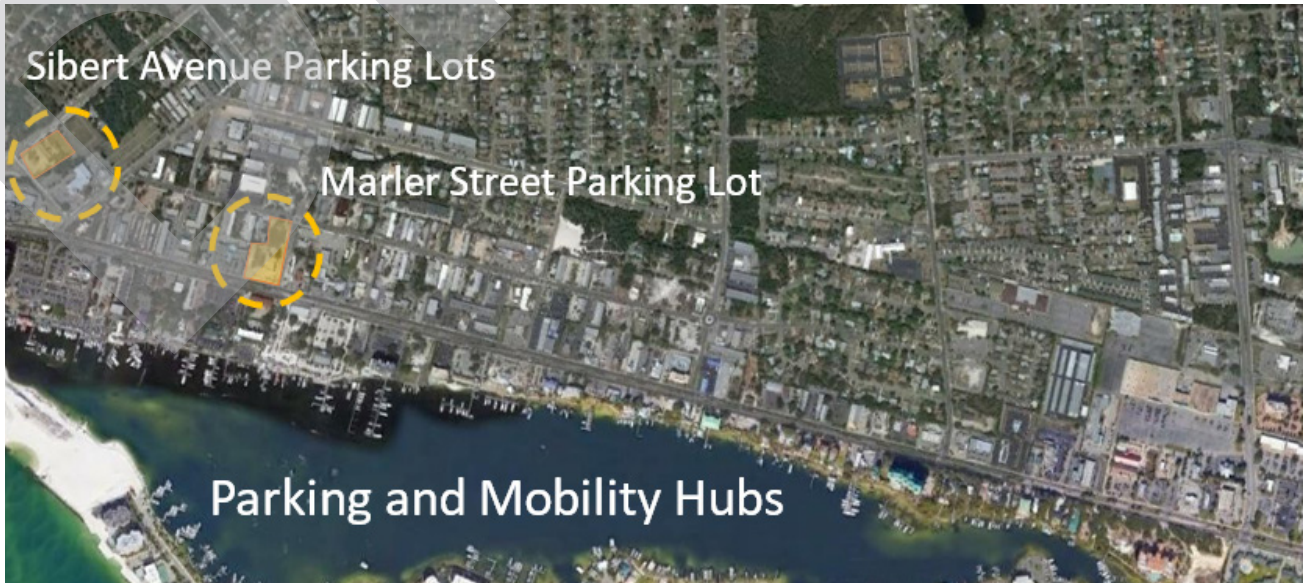
U.S. 98 is Destin’s primary facility for moving people and freight and connecting the City to adjacent communities. FDOT classifies U.S. 98 as an urban principal arterial. The department has also been working to classify roadways according to their context (i.e. their surrounding land use and building form). This approach respects the fact that U.S. 98 in the heart of Destin is serving a much different context and purpose than U.S. 98 in western Okaloosa County.

FDOT has given U.S. 98 a context classification of C-4, which is “urban general.” This classification can influence roadway design. For example, in 2020 for roadways classified as C4 FDOT eliminated the requirement for minimum pedestrian volumes to establish midblock crossings and mark unsignalized crosswalks, and for engineering studies to implement leading pedestrian intervals at traffic signals. These standards are important to consider as Destin seeks improvements to U.S. 98.



Parking

The city maintains four public parking lots in the Destin Harbor District – the Destin Library, Destin Community Center, Marler Street, and Zerbe Street. The city charges a flat fee of \$5 to park at the Marler and Zerbe lots. The library lot is only available after library hours, and the community center includes both permit and pay-to-park spaces. Destin partners with the Passport parking app to accept parking fees via their application.



Traffic Counts

The City most recently collected traffic counts in July 2021 to support the development of the Mobility Plan. Peak hour/peak direction traffic volumes are available for each of the segments of US 98 within Destin for years 2007 to 2021. The years 2018 to 2020 were estimated by interpolating between years 2017 and 2021. Similarly, peak hour/peak direction traffic volumes were available for each of the segments of the collector roadways within Destin for years 2007-2021. However, only years 2019 and 2020 were estimated by interpolating between years 2018 and 2021.

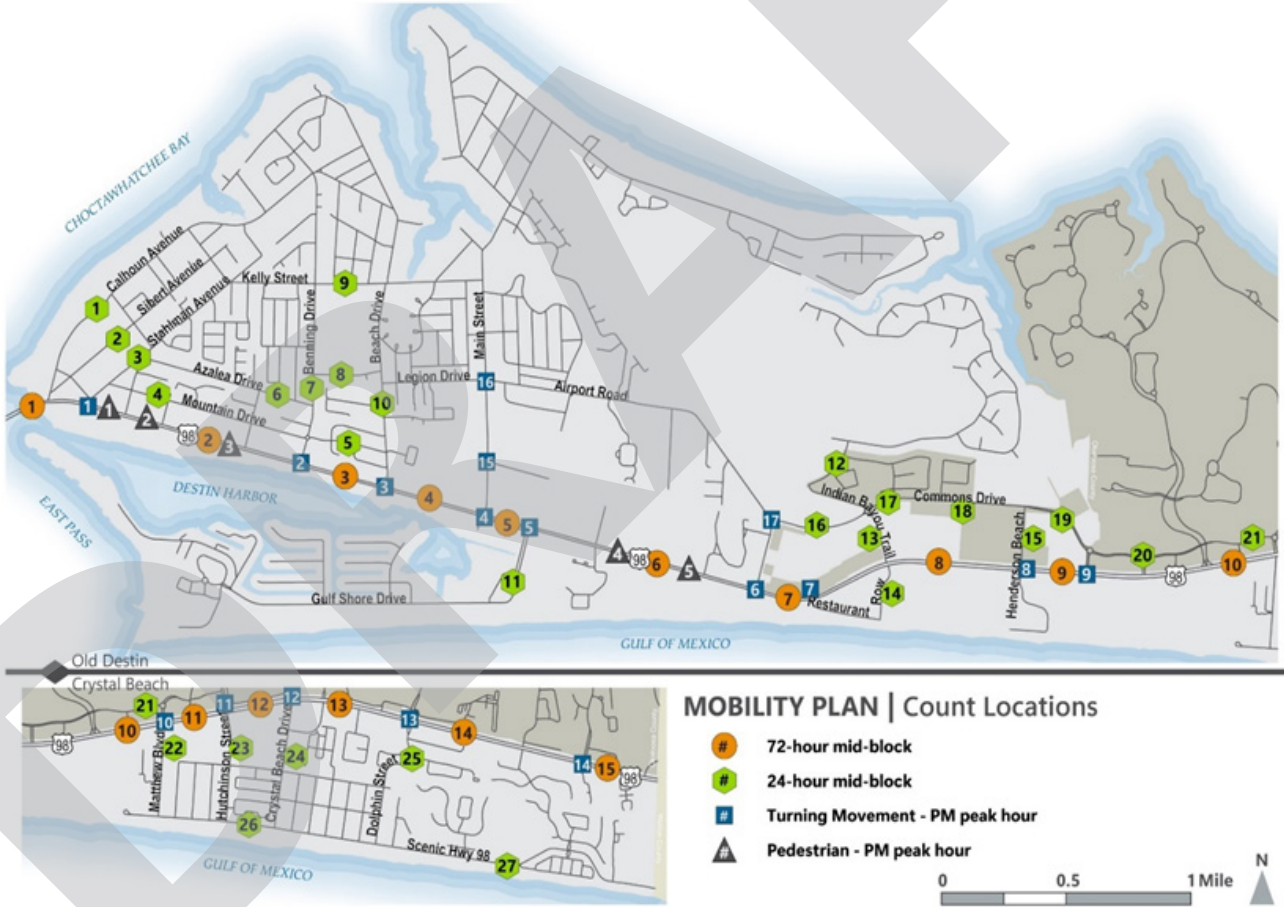
Traffic volumes changed in inconsistent ways between 2017 and 2021. Some roadways experienced significant increases in traffic volumes while others saw significant declines. The COVID-19 pandemic influenced travel behavior and it may take a few more years of data collection to get a clearer picture of the direction for traffic volume trends on the City’s major roadways. The table below lists PM peak hour traffic counts for Destin’s arterial and collector roadways.

Roadway	From	To	2021	2017	% Change
U.S. 98	Marler Bridge	Stahlman Ave	3,282	3,075	7%
	Stahlman Ave	Benning Dr	2,909	2,505	16%
	Benning Dr	Beach Dr	3,255	2,815	16%
	Beach Dr	Main St	3,279	2,841	15%
	Gulf Shores Dr	Airport Rd	3,538	3,047	16%
	Airport Rd	Scenic Highway 98	3,996	3,159	26%
	Scenic Highway 98	Henderson Beach Rd	4,184	3,431	22%
	Henderson Beach Rd	Triumph Rd	4,130	3,390	22%
	Triumph Rd	Matthew Blvd	4,144	3,848	8%
	Matthew Blvd	Danny Wuerffel Way	4,421	3,380	31%
Airport Road	Danny Wuerffel Way	Crystal Beach Dr	4,519	3,620	25%
	Regatta Way Blvd	Tequesta Dr	4,125	3,822	8%
	U.S. 98	Commons Dr	818	670	22%
	Commons Dr	Main St	1,894	1,980	-4%

Roadway	From	To	2021	2017	% Change
Azalea Drive	Stahlman Ave	Benning Dr	587	524	12%
Benning Drive	U.S. 98	Kelly St	398	269	48%
Calhoun Avenue	U.S. 98	Kelly St	501	351	43%
Commons Drive	Airport Rd	Indian Bayou Trail	1,594	1,560	2%
	Indian Bayou Trail	Diamond Cove	1,403	1,258	12%
	Diamond Cove	Henderson Beach Rd	1,272	1,254	1%
	Henderson Beach Rd	Triumph Rd	1,420	1,285	11%
	Kelly Plantation Dr	Matthew Blvd	1,367	1,007	36%
Crystal Beach Drive	Scenic Highway 98	U.S. 98	555	500	11%
Gulf Shore Drive	U.S. 98	Curve	1,145	964	19%
Henderson Beach Rd	U.S. 98	Commons Drive	404	531	-24%
Hutchinson Street	U.S. 98	Scenic Highway 98	570	822	-31%
Kelly Street	Calhoun Ave	Main St	902	562	61%
Legion Drive	Benning Dr	Beach Dr	609	509	20%
	Beach Dr	Main St	1,098	1,226	-10%
Main Street	U.S. 98	98 Palms Blvd	619	1,081	-43%
	Airport Rd	Kelly St	1,076	1,001	7%
Matthew Blvd	Scenic Highway 98	U.S. 98	776	614	26%
Mountain Drive	Stahlman Ave	Benning Dr	592	536	10%
	Benning Dr	Beach Dr	466	633	-26%
Regatta Bay Blvd	Scenic Highway 98	U.S. 98	515	298	73%

Roadway	From	To	2021	2017	% Change
Scenic Highway 98	Matthew Blvd	Dolphin St	963	742	30%
Sibert Avenue	Calhoun Ave	Kelly St	580	324	79%
Stahlman Avenue	U.S. 98	Kelly St	762	714	7%

The map below shows the locations where the City counted traffic, and the type of traffic count. Not all locations are shown in the preceding table because some locations lacked reliable count data for 2017.



Roadway Level of Service

Level of service is a quantitative measure of how well vehicle traffic flows on a roadway segment. The LOS describes roadways using a letter from A to F to describe performance, with A indicating the best performance and F the worst. It is important to note that the A to F letters do not necessarily indicate desired performance. A LOS of A is often

not feasible, cost effective, or even desirable given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, "transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas."

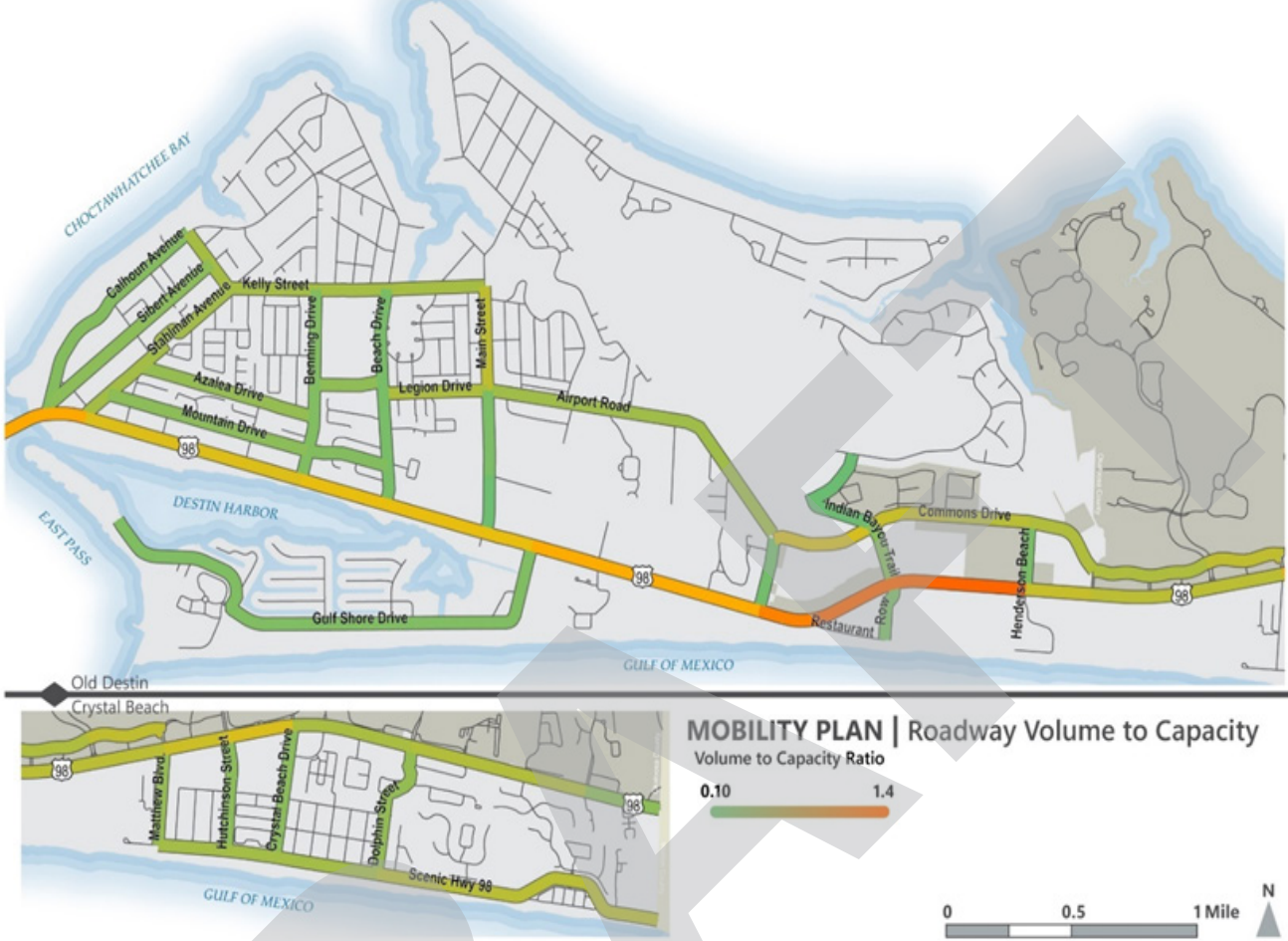
Therefore LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard. The City's policy as described in the Comprehensive Plan is also to maintain its system of collector roadways at an LOS of D or better. However, there are a different set of standards, described in the subsequent section, for collector roadways within multimodal transportation districts. Within these districts there are also LOS standards for pedestrian, bike, and transit modes using different data to quantify performance.



The vehicular level of service for an arterial roadway segment is based on the volume-to-capacity (v/c) ratio. The v/c ratios for 2011, 2016, and 2021 on Destin's only arterial roadway (U.S. 98) are shown in the table below. These tables are color coded to show how each segment has performed over time. A v/c ratio under 1.0 indicates this segment is meeting the LOS D standard. A v/c ratio of more than 1.0 indicates the segment is not meeting this standard. Green is meeting the standards, yellow is near the standard limit, and red is failing (does not meet the standards). The map below also shows the v/c ratio for the City's collectors, all of which are operating below a 1.0 v/c ratio.



U.S. 98 Segments - Volume to Capacity	2021	2016	2011
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	1.03	0.92	0.91
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	0.97	0.88	1.00
U.S. Hwy 98 between Benning Drive and Beach Drive	1.00	0.93	1.05
U.S. Hwy 98 between Beach Drive and Main Street	1.01	0.95	1.03
U.S. Hwy 98 between Main Street and Gulf Shore Drive	1.01	1.13	1.00
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	1.12	1.00	1.09
U.S. Hwy 98 between Airport Road and Scenic Highway 98	1.28	0.96	1.15
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Rd	1.39	1.05	1.08
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	0.91	0.99	1.08
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	0.89	0.73	0.80
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	0.93	0.76	0.80
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Dr.	0.96	0.74	0.80
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	0.84	1.21	1.19
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	0.87	1.11	1.19
U.S. Hwy 98 between Tequesta Drive and Walton County Line	0.78	1.06	1.22



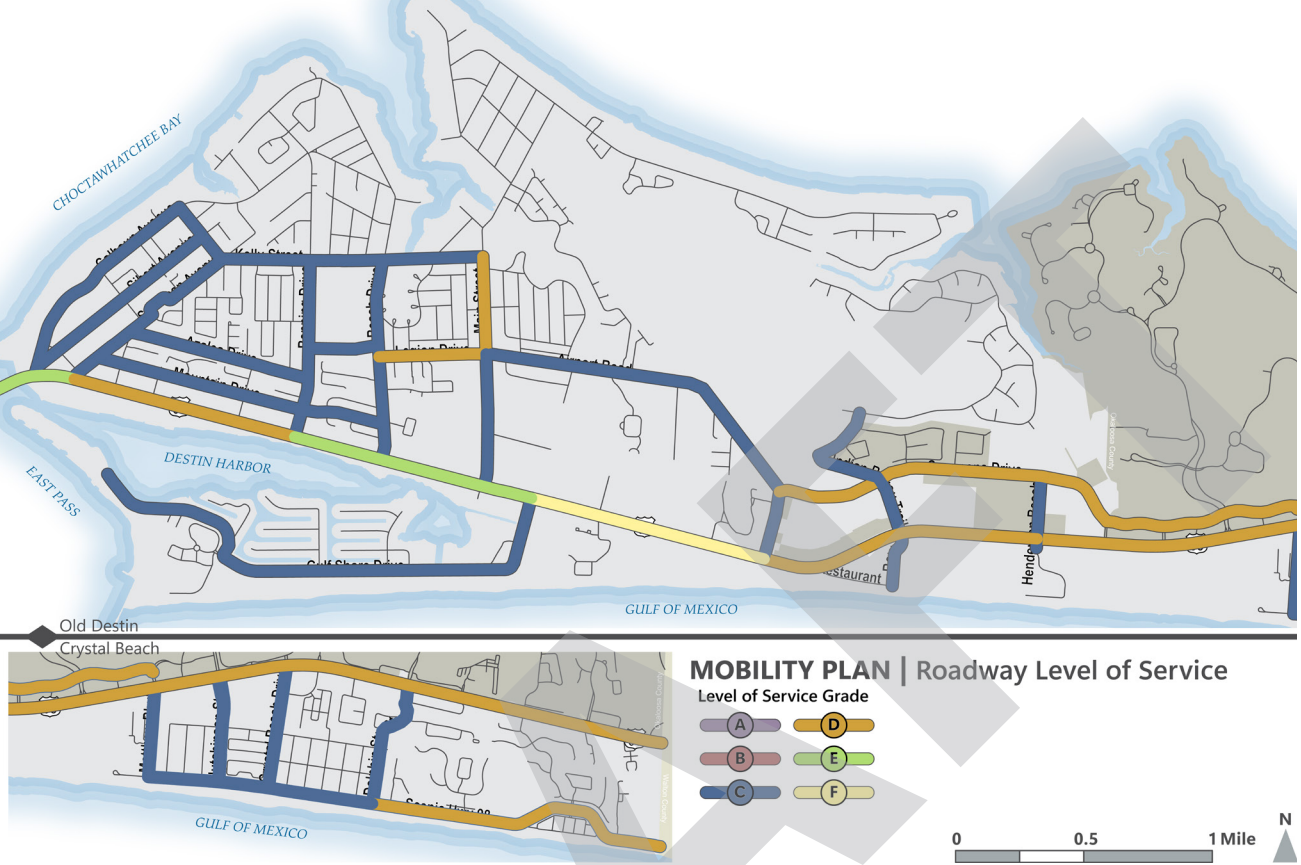
The tables below list segments of both collector roadways and U.S. 98 where the peak hour LOS is D, E, or F. None of the City’s collectors fall below an LOS D standard. However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport Road) is operating at LOS F. Following the tables is a summary of the method used to calculate the LOS.

Collector Segments	Pk Hr LOS (2021)
Commons Drive between Airport Road and Indian Bayou Trail	D
Commons Drive between Indian Bayou Trail and Diamond Cove	D
Commons Drive between Diamond Cove and Henderson Beach Road	D
Commons Drive between Henderson Beach Road and Triumph Drive	D
Commons Drive between Triumph Drive and Kelly Plantation Drive	D
Commons Drive between Kelly Plantation Drive and Matthew Boulevard	D

Collector Segments	Pk Hr LOS (2021)
Legion Drive between Beach Drive and Main Street	D
Main Street between Airport Road and Kelly Street	D
Scenic Hwy 98 between Dolphin Street and Walton County Line	D



U.S. 98 Segments	Pk Hr LOS (2021)
U.S. Hwy 98 between Marler Bridge and Stahlman Avenue	E
U.S. Hwy 98 between Stahlman Avenue and Benning Drive	D
U.S. Hwy 98 between Benning Drive and Beach Drive	E
U.S. Hwy 98 between Beach Drive and Main Street	E
U.S. Hwy 98 between Main Street and Gulf Shore Drive	E
U.S. Hwy 98 between Gulf Shore Drive and Airport Road	F
U.S. Hwy 98 between Airport Road and Scenic Highway 98	D
U.S. Hwy 98 between Scenic Highway 98 and Henderson Beach Road	D
U.S. Hwy 98 between Henderson Beach Road and Triumph Drive	D
U.S. Hwy 98 between Triumph Drive and Matthew Blvd.	D
U.S. Hwy 98 between Matthew Blvd. and Danny Wuerffel Way	D
U.S. Hwy 98 between Danny Wuerffel Way and Crystal Beach Drive	D
U.S. Hwy 98 between Crystal Beach Drive and Regatta Bay Blvd	D
U.S. Hwy 98 between Regatta Bay Blvd and Tequesta Drive	D
U.S. Hwy 98 between Tequesta Drive and Walton County Line	D



Below is a summary of the steps taken to calculate the vehicular LOS displayed in the preceding tables and maps.

- For U.S. 98, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables, the Peak Hour Peak Direction capacities were established for each segment.
- Similarly, for the Destin collector roadways, the posted speed limit, number of lanes and level of service (LOS) standard was identified for each segment. Using this information and the FDOT generalized level of service tables for non-state roadways with 35 mph or lower speeds, the Peak Hour Peak Direction capacities were established for each collector segment.
- For both the U.S. 98 segments and the collector road segments, the peak hour directional volumes were compared to the peak hour directional LOS standard capacities to calculate the volume to capacity ratio (v/c) as well as the LOS.
- Additionally, the physical capacity of the roadway was used to determine the physical v/c ratio. The physical capacity of a roadway is the capacity at LOS E (or just before LOS F). LOS F is considered failing. The v/c ratios using physical capacity are used to show the depth into a failing condition a segment is performing, versus just a letter of F.
- This process was followed for each of the years from 2007-2021.

Roadway Improvements

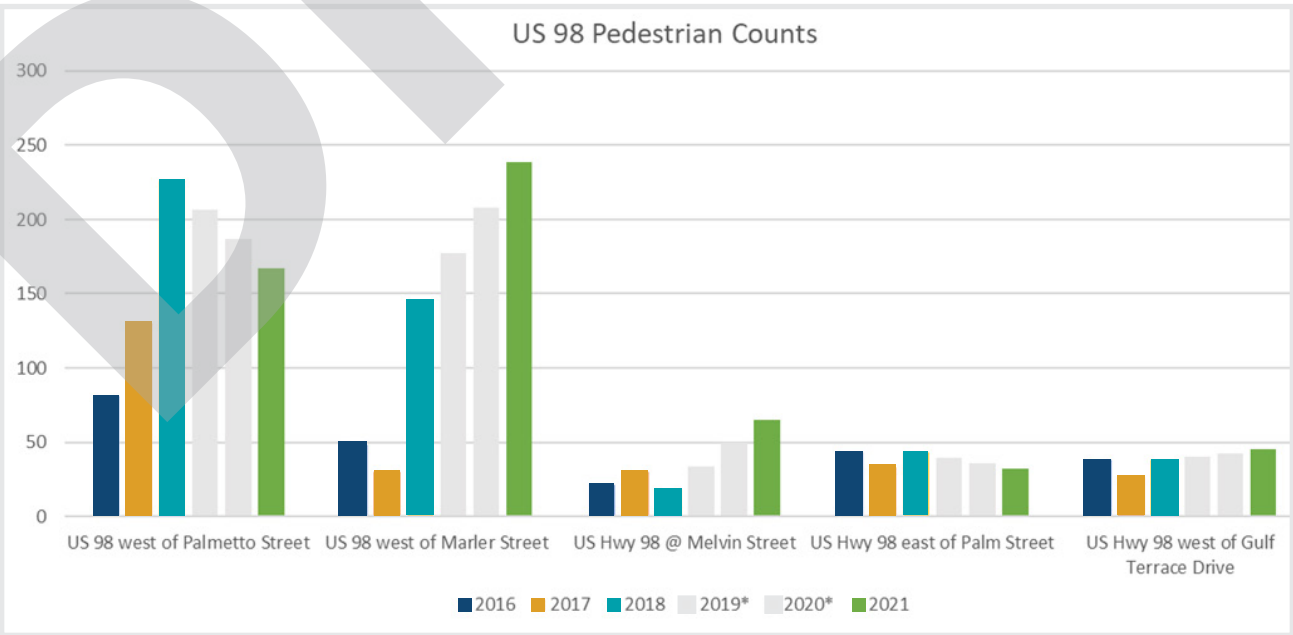
The most significant recent roadway improvement added capacity to U.S. 98 east of Airport Road. This FDOT-led project widened U.S. 98 from four to six lanes. The project also added bicycle lanes, new sidewalks, and better drainage infrastructure. The project improved level of service for this stretch of U.S. 98, although higher traffic volumes are filling up the new capacity realized by the widening.

Multimodal

Destin’s streets do much more than move vehicles. They are an important part of the public realm and it is important that they are safe and inviting for all users. This section summarizes data on the existing conditions for pedestrians, bicyclists, and bus transit riders.

Pedestrian Counts

The City last collected data for pedestrian activity on U.S. 98 in July 2021. While the counts only come from a single roadway, they are a useful indicator of the general growth of pedestrian activity in the City. U.S. 98 is also an important facility from a pedestrian safety perspective as serious and fatal crashes involving pedestrians are concentrated on this roadway, as the next section will describe. U.S. 98 also is a significant barriers for many pedestrians, especially those looking to cross from the north side of the road to the Harbor District on the south side. Many bus riders must also cross U.S. 98 each day. The graph below shows that pedestrian activity during the peak evening hour has steadily increased since 2016 on U.S. 98. The increase is especially high in the Habor District, with growth exceeding 50% since 2016. The growth of pedestrian activity is not surprising, but is an important finding. The combined growth of pedestrian and vehicle traffic on Destin’s roadways underscores the importance of incorporating pedestrian safety elements into transportation projects.



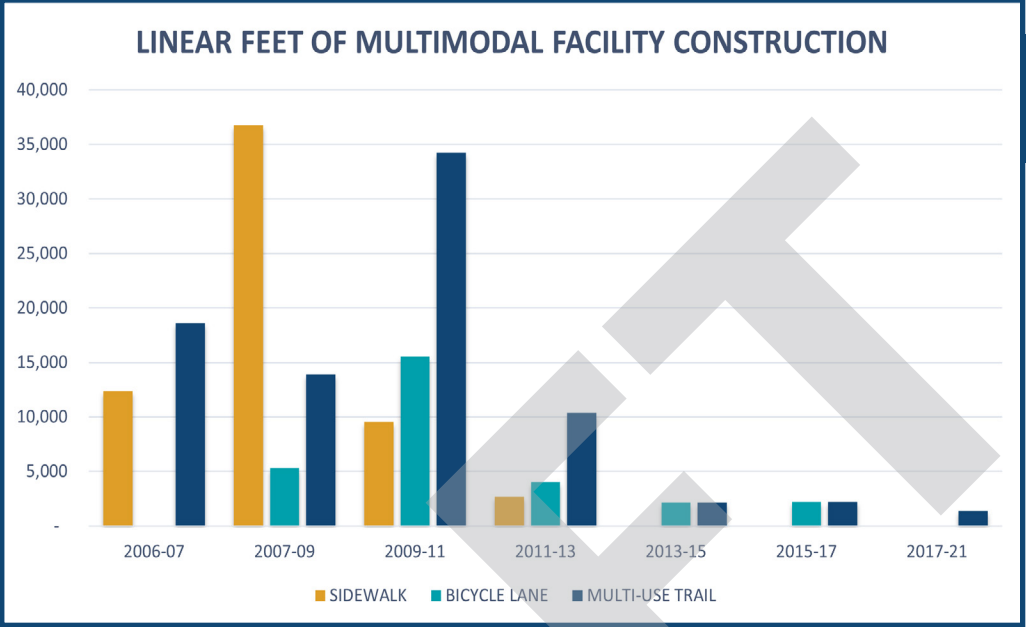
Multimodal Level of Service

Destin in 2006 was the first city in Florida to establish multimodal transportation districts (MMTD). The purpose for establishing a multimodal transportation district is to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design consistent with the City’s Comprehensive Plan. All developments located in the MMTD are required to contribute to the bicycle, pedestrian, and transit network to minimize vehicle trips and provide options for travel. Destin has two MMTDs – Old Destin and Crystal Beach. Together these districts cover much of the City’s collector roadway network.

New development within the MMTDs has been required to contribute towards achieving the adopted multimodal level of service (MMLOS) standards listed in the table below. Level of service is a concept that also applies to the other key modes of transportation. However, different measures are used to calculate LOS for each mode. The amount of mitigation that has been required corresponds to the project’s impact as calculated through application of the City’s transportation impact fee. The intent of this study is to support an update to this process.

MMLOS for Collectors

Year	Bicycle	Pedestrian	Transit
Adopted Standard 2006	C	E	F
2007	C	D	F
2009	C	D	F
Adopted Standard 2011	B	C	E
2011	B	C	F
2013	C	C	F
2015	B	B	F
2017	B	C	F
Adopted Standard 2020	B	B	C
2021	C	C	F



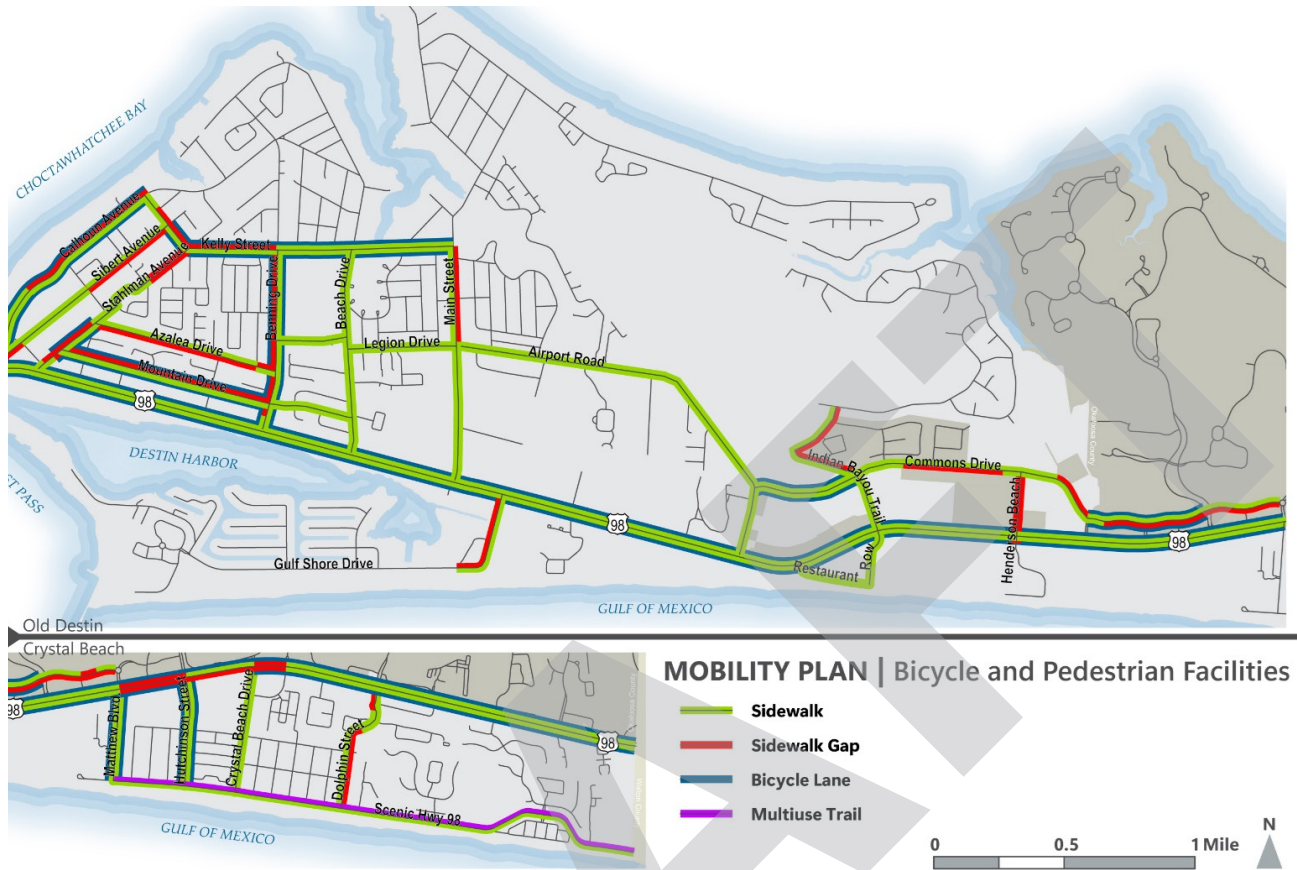
Multimodal Improvements

The City has made progress towards accommodating modes other than personal vehicles on its streets. Destin has added several linear feet to its network of sidewalks, bicycle lanes, and multi-use trails since 2006, as shown in the figure below. However, most of the network additions were built prior to 2011. Several gaps in the network remain, and the mobility plan identifies several projects for helping close them. Closing these gaps is important for achieving a truly multimodal network that gives travelers several options and reduces the amount of travel that can only be met via a personal motor vehicle trip.

Destin is well set up to support extensive bicycle and pedestrian transportation. The topography is flat and the street network is fairly well connected, allowing for more direct paths for people that are walking and biking. However, several prominent gaps exist. For example, Legion Drive and Airport Road are especially prominent gaps for bicycles, where a lack of bicycle lanes or a multi-use trail limit the opportunity to ride between the west and east sides of Destin. Sidewalk gaps are also present on Azalea Drive, Mountain Drive, and Kelly Street, which are important east-west connections; and Calhoun Avenue, which is an important north-south connection. Pedestrian and bicycle gaps in the City’s collector roadway network are summarized in the table below.

Roadway	Sidewalk Gap	Side	Length
U.S. Highway 98	Matthew Boulevard to Regions Way	South	3,400
	Matthew Boulevard to Hutchinson Street	North	1,200
Calhoun Avenue	U.S. Highway 98 north 660'; Clement Taylor Park to Kelly Street	West	3,900

Roadway	Sidewalk Gap	Side	Length
Sibert Avenue	Calhoun Avenue to Zerbe Street and Forest Street to Kelly Street	East	2,500
Stahlman Avenue	Pine Street to Kelly Street	Both	2,000
Mountain Drive	Stahlman Avenue to Benning Drive	North	4,250
Azalea Drive	Stahlman Avenue to 400' west of Benning Drive	South	3,300
	400' west of Benning Drive	North	400
Kelly Street	360' east of Calhoun Avenue to Benning Drive	North	2,750
Benning Drive	Mountain Drive to Kelly Street	West	3,000
Main Street	Airport Road to Kelly Street	East	1,800
Gulf Shore Drive	U.S. Highway 98 to Sandpiper Cover Drive	West	1,850
Indian Bayou Trail	Country Club Drive to Commons Drive	East	2,600
Commons Drive	900' east of Indian Bayou Trail to 400' west of Henderson Beach Road	South	2,100
	750' east of Henderson Beach Road to Triumph Road	North	1,000
	200' east of Triumph Road to Matthew Boulevard	South	3,700
Henderson Beach Road	U.S. Highway 98 to Commons Boulevard	Both	2,000
Regatta Bay Blvd	U.S. Highway 98 south 530'	West	530
Dolphin Street	250' north of Scenic Highway 98 to 850' south of U.S. Highway 98	East	1,650



Transit

Transit is an important part of the transportation mix in Destin, especially for people working in the City's service industries and commuting from outside Destin. However, transit ridership has been declining steadily in the region since 2013, and dropped massively during the COVID pandemic. There are several potential causes for this decline, described later in this section. Transit in Destin is unlikely to peel away many travelers from other modes. The City does not have the type of urban form – mix of uses at a high density - that is conducive to extensive transit use. But the travel mode will continue to play an important role, particularly for lower to middle wage workers that lack other reliable forms of transportation and are commuting in from neighboring communities.

Bus transit can also help the City optimize its parking supply by bringing in workers that do not require a parking space, and helping people park once and explore the community by a combination of foot and transit, using a trolley-like service. But generally speaking the number of people that use transit is likely to remain small unless unforeseen circumstances cause people to choose it more often for their trips.

Governance

The Okaloosa County Board of County Commissioners (BCC) serves as the Community Transportation Coordinator (CTC) for the County and operates fixed and demand response services as Emerald Coast (EC) Rider through the Okaloosa County Transit Cooperative. EC Rider provides services for Fort Walton Beach, Crestview, Okaloosa Island, and Destin/South Walton and is operated by MV Transportation, Inc.

The Okaloosa Transit Cooperative (Co-op) was created under a Memorandum of Agreement (MOA) between Okaloosa County and participating jurisdictions, including Cinco Bayou, Crestview, Destin, Fort Walton Beach, and Niceville. Its purpose is to foster cooperation among the County and participating municipalities in the coordination of fixed-route transit service and formulate and implement consistent plans, programs, policies, and procedures in the operation, maintenance, and development of transit service throughout the legal service areas of the participating jurisdictions.

The Co-op is responsible for the operation of the public transit system and recommends changes to the BCC regarding routes, stops, or other components of the fixed-route system. The Okaloosa County Local Coordinating Board was created in 1989 and includes 18 state agencies and community representatives of the transportation disadvantaged population. Its role is to identify local service needs and to provide information, advice, and direction to the CTC.



Fare Structure

EC Rider offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. If not approved, riders must pay the standard fare. Children 36" or shorter ride free with a paying adult.

For riders that use EC Rider at least three days per week, the agency will provide up to four free rides from work to home per year in the event of an emergency.

Fixed Route Fares

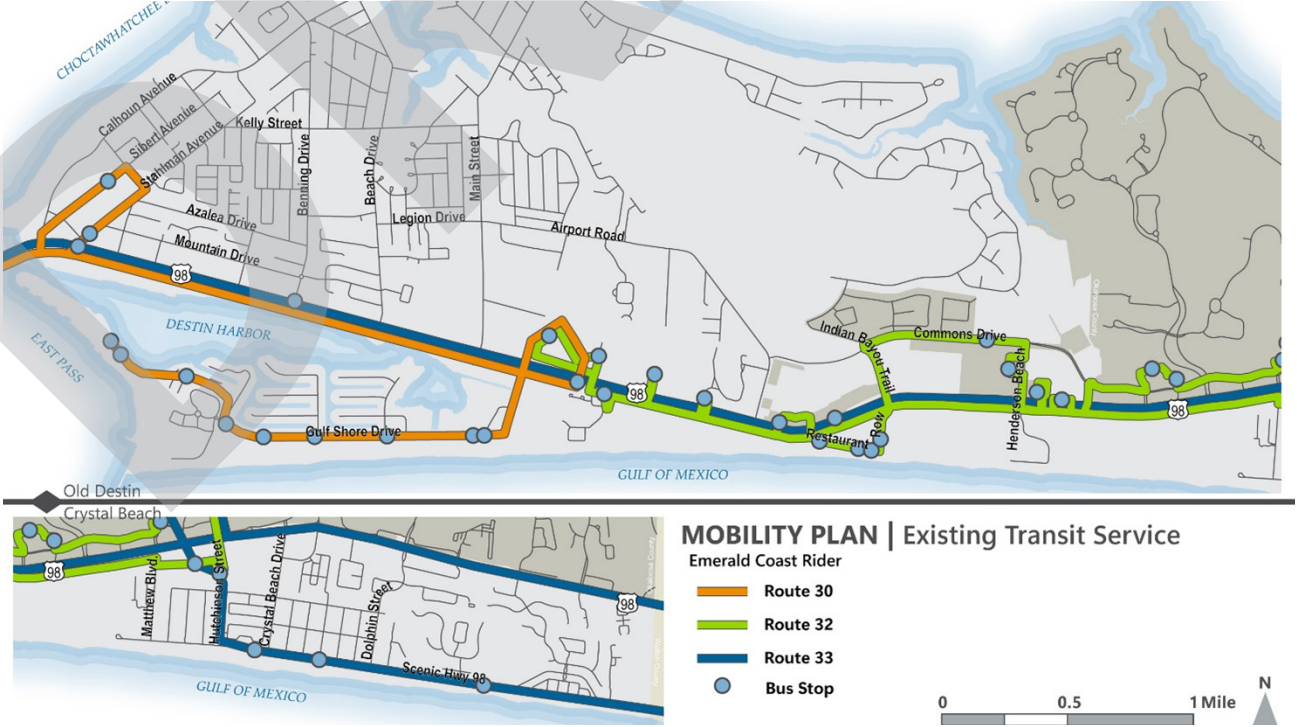
31 Day Pass	\$40.00
31 Day Reduced Pass*	\$20.00
31 Day Express'	\$50.00
31 Day Reduced Express* '	\$25.00
15 Day Pass	\$20.00
15 Day Reduced*	\$10.00
All Day Pass	\$4.00
All Day Reduced*	\$2.00
Single Ride	\$2.00
Single Reduced Ride*	\$1.00
Single Express Ride'	\$3.00
Single Reduced Express*'	\$2.00
Transfer	Free
Paratransit to Fixed Route	\$1.00
* Disabled riders are eligible for a Reduced Fare with a valid EC Rider Reduced Fare ID card. MEDICARE cards will also be accepted as proof of eligibility for Reduced Fare.	
' Currently, there is no express bus service to/from Destin	

Fixed Routes

There are currently three fixed routes that serve the City of Destin.

- **Route 30: Destin Connector (Okaloosa Island—Destin):** Connects Destin with Okaloosa Island via U.S. 98. The route has 15 stops, 13 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 20 from Okaloosa Island to Fort Walton Beach at its western terminus and Route 32 in Destin.
- **Route 32: Destin East (Local):** Provides local service within the City of Destin primarily via U.S. 98 between Gulf Shore Drive and Mid-Bay Bridge Road. The route has 25 stops, all within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides connections to Route 30 at the west end of the route and Route 33 at the east end.
- **Route 33: Crystal Beach (Destin—Miramar Beach):** Connects Destin with Miramar Beach via U.S. 98 and Scenic Highway 98. The route has 8 stops, 7 of which are within the City of Destin. The route has a scheduled service frequency of 20 minutes in the summer and 45 minutes in the winter and provides a connection with Route 32 in Destin.

These three routes connect at designated stops and transfers are included in a trip's fare. EC Rider has three transfer locations within Destin – 98 Palms Plaza, Crystal Beach Plaza, and Holiday Inn Express & Suites. There is also one transfer location just outside of the City limits – The Shoppes at Paradise Key. Service is generally available Monday through Friday 8:00 am to 7:00 pm year-round (excluding major holidays). The frequency of service differs, with more frequent service (20-minute headways) in the summer (Memorial Day through Labor Day) than the winter (45-minute headways).



Demand Response Service

EC Rider provides door-to-door Dial-A-Ride paratransit service to Okaloosa County residents unable to access the system’s fixed-route service. The cost of this service is based on distance traveled. Reservations are required, and can be made up to seven days in advance but no later than 1:00 PM the day before requested travel. This demand response service operates Monday through Friday from 4:00 AM to 8:00 PM, Saturday from 4:00 AM to 7:00 PM, and Sunday from 5:00 AM to noon.

Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost-sharing assistance for individuals who are not sponsored and meet eligibility criteria. EC Rider also offers reduced fare options for elderly and disabled riders. Riders must apply and be approved for these reduced fares. Otherwise the fares vary between \$2 and \$3 per ride. The private pay rate is \$2.40 per mile.

Planned Future Fixed Route Service Improvements

Recommended transit improvements are included in the most recent Transit Development Plan adopted by Okaloosa County in July 2022. The TDP articulates goals and objectives that set the framework for EC Transit to meet community needs by: documenting the existing conditions as they relate to transit ridership and operations; identifying transit demand, mobility needs, and service and capital requirements, and; providing an estimate of operating/ capital expenditures and revenue sources to facilitate implementation. The improvements support EC Transit’s five goals for transit service:

- 1. Effectively improve transit awareness and support
- 2. Maximize the performance and quality of the EC Rider system
- 3. Forge relationships with key regional partners and stakeholders
- 4. Expand the EC Rider system to provide new connections
- 5. Pursue capital improvements and innovative technology

EC Rider studied several factors that indicate a propensity for people to use transit. The data indicate that Destin has low to moderate propensity for transit use, lagging places such as Fort Walton Beach and Crestview. However, the City also has many service industry jobs, some of which are filled by people living outside of Destin. The transit services along U.S. 98 help some of these workers reach their jobs. One of the challenges identified



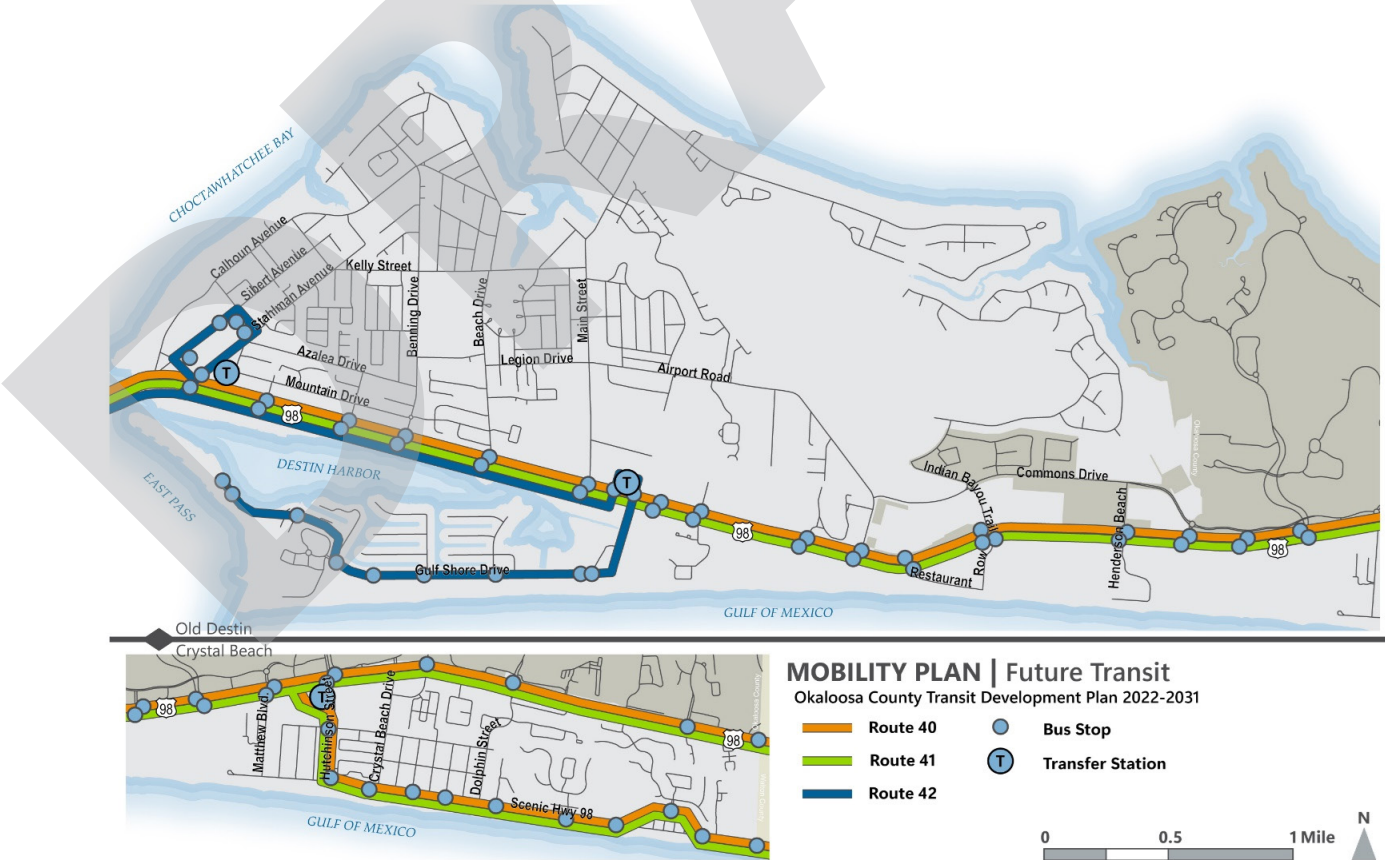
Figure 1 - Existing Transit Service and 1/4 Mile Walkshed

in the plan for these transit riders is “first mile/last mile connectivity.” Using transit in Destin is likely to require riders to cross U.S. 98 on foot once per day, which can be difficult due to the traffic volumes and speeds.

EC Rider’s 10-year Transit Development Plan includes the following proposals that would affect transit service in Destin:

- Replace the “Beach Routes” 20, 30, 32, and 33 with new Routes 40, 41, and 42, which will reduce the number of transfers required to traverse U.S. 98, increase bus stops, and streamline routing (see the map below). This change is expected to more than double ridership in 2031 relative to a “no-build” scenario where the routes are unchanged. This improvement is scheduled for 2024.
- Add a new Crestview to Destin Commons route via the FL-293 bridge. The northern terminus would be where FL-85 meets Airport Road, and the route would serve Crestview’s Main Street, City Hall, and Northwest Florida State College (NWFSC) following the path of Route 14.
- Upgrade Saturday service by running all routes at the same frequency as the same service levels as weekdays. The proposed implementation year is 2027.
- Increase evening service by adding one full cycle to the existing span on weekdays for all routes.

The plan also recommends land use and urban design strategies to support more transit use, such as mixed use development in close proximity to bus stations

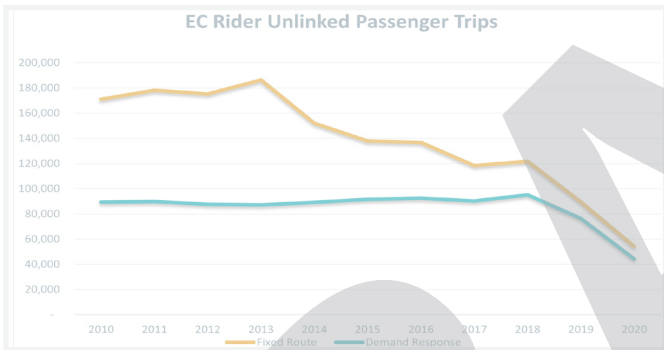


Park and Ride

There is one designated park and ride lot within the City of Destin on Legendary Drive at the Destin Commons shopping center. Destin has four other park and ride lots in the Harbor District where people can park and access an EC Transit service. These are the Destin Community Center, Destin Library, Marler Street, and Zerbe Street.

Performance

In 2020, EC Rider operated 32 demand response and 10 fixed transit vehicles during peak periods. Within the calendar year the service provided 54,130 fixed route passenger trips and 44,430 demand response trips, with 350,560 fixed route revenue miles and 560,710 demand response revenue miles.

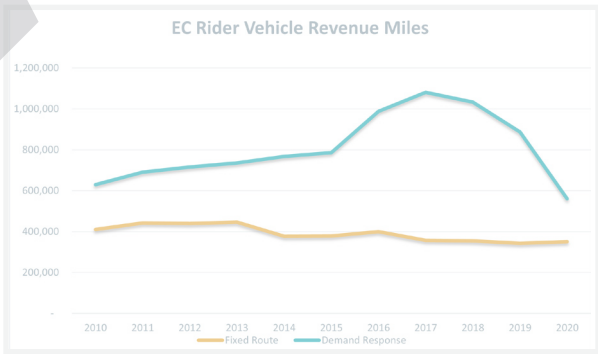


Unlinked Passenger Trips

Throughout the past decade, passenger trips have declined with annual fixed-route trips peaking in 2013 (~186,000) to a low in 2020 (~54,000). Annual demand response ridership remained steady up to 2018 (~95,000) when it began to decline in 2019 (~76,000) and 2020 (~44,000).

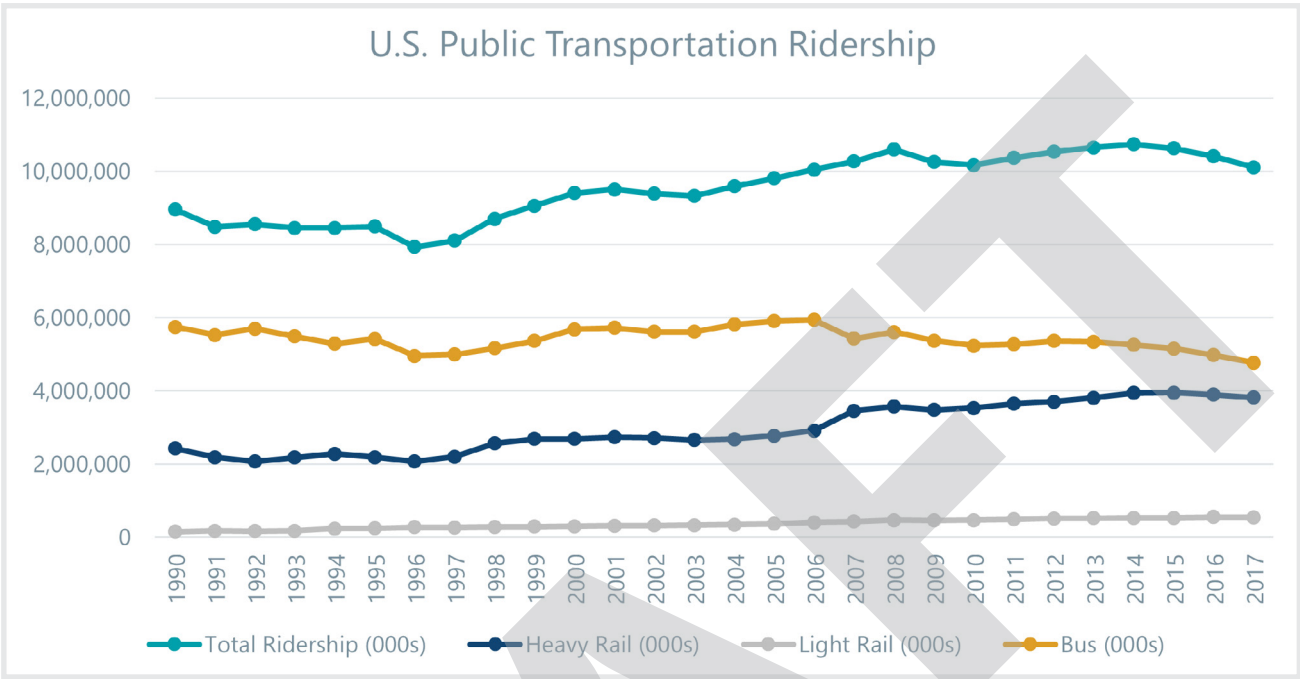
Vehicle Revenue Miles

Fixed route vehicle revenue miles remained relatively consistent throughout the decade between 2010 and 2020, with demand response vehicle revenue miles dropping in response to decreased ridership.



Factors Affecting Transit Ridership

Transit ridership in Destin and the communities serviced by EC Transit reflect broader trends in transit use across the country. The COVID pandemic exacerbated these trends, causing ridership levels to plummet. Transit use is far shy of its pre-COVID levels, even while other modes of transportation have bounced back. This points to a potentially bleak future for transit outside of the major metropolitan areas where it is essential. But transit remains an important part of the transportation mix in Destin and elsewhere. Many people rely on it for travel to and from work. This section outlines some of the causes of ridership decline, looking at data from across the country in the absence of local research on the topic.



Since 1990 (according to the American Public Transportation Association - APTA), nationwide transit ridership peaked in 2014 and has declined every year since. This downturn looks to have different root causes than previous downturns, which coincided with major national economic downturns. Among the most discussed root causes are income improvements and the emergence of ride-hailing services. If transit ridership in Destin is to improve, addressing these causes must be part of the discussion.

Real Income

Real per capita disposable income (inflation adjusted) rose nearly \$4,000 from 2013 to 2017 after a half-decade of stagnation. This is a more robust growth rate than any time in the previous 30 years. There have been improvements in employment rates over the same period, which are generally associated with ridership improvements. However, improvements in real per capita income are allowing former transit riders to have increased access to non-transit modes, which is mitigating to some extent the transit ridership boost from economic activity. Trends in vehicle miles of travel (VMT) support this hypothesis, as after nearly a decade of declining or steady total VMT, travel has been increasing again since 2013 .

Ride-Hailing Services

Ride-hailing services such as Uber, Lyft, and others are transforming transportation throughout the United States. With ride-hailing's surge in availability and ridership being a relatively recent phenomenon, there is little information on the impacts ride-hailing has on public transportation. The largest study to date on ride-hailing's impact on transportation behavior

found the majority of ride-hailing service users did not have any change in transit use after adopting ride-hailing as a mode choice . A minority of respondents reported change in transit use after adopting ride-hailing. The overall change in behavior was limited but showed declines for the primary transit modes and technologies. For those with a change in transit use, bus use declined 6% and light rail use declined 3% while commuter rail increased by 3%. These findings, along with demographic data on ride-hailers (who are generally more affluent and own more cars than transit users as a whole) suggest ride-hailing users and transit users have only modest overlaps, and ride-hailing replaces transit in only certain circumstances. Results from the same research showed ride-hailing is a substitute for travel for all the primary modes of surface transportation, including for local and regional trips (see graphic on the right). Other surveys of ride-hailing customers have found one-quarter to one-half of riders would have otherwise traveled via public transportation for their trip and understanding this dynamic within each region would require additional study.



Other studies pertaining to ride-hailing and public transportation found more mixed results. A Pew Research Center study found frequent ride-hailing users are less likely than other Americans to own a car – but also rely heavily on a range of other transportation options, suggesting ride-hailing and transit are mutually beneficial as ride-hailers abandon cars and add transit as a travel mode . This is corroborated by an APTA report noting ride-hailing services often see service demand in the 10 PM – 4 AM time period when public transit is infrequent or unavailable, furthering the complementary nature of the service . Conversely, a study focused on mobility in New York City noted during 2015 and 2016 when ride-hailing services expanded substantially in New York, bus ridership declined both years while subway ridership declined sharply from 2015 to 2016 . Looking more closely at the types of trips taken via ride-hailing services, the number of trips under 3 miles were effectively unchanged from 2013 to 2016, while the number of trips above 3 miles and particularly longer than 5 miles grew exponentially.



Other Possible Causes of Transit Ridership Decline

There is less research on other root causes of ridership decline, but other possibilities have been discussed.

Regional growth and urban settlement patterns

Regional growth patterns and low-income household settlement patterns have changed significantly over the past several decades. All of the major regions of the country have seen urban footprints grow significantly, even those not seeing significant increases in population. Transit coverage has not been able to keep up with the expanding geography of urban areas. Transit systems for the most part have not expanded, changed their service delivery model, or added routes to adequately serve developing areas. Many systems cover areas substantially the same as they have been for decades. The reasons for this are complex, but the limitations can mostly be explained by lack of funding, lack of understanding of benefits of different service delivery models, lack of ability or regional will to expand transit systems across jurisdictional lines, and lack of rationale for serving suburban and exurban areas not designed to support transit – either in transportation infrastructure or physical development. In addition to the challenges of serving most newly developed areas with transit, there is the challenge of serving the older, inner ring suburbs first built in the 1950s, 1960s and 1970s. Some of these neighborhoods have transitioned from lower-middle to middle income neighborhoods into low-income neighborhoods where a higher percentage of the population have transit needs or a propensity to ride transit. This same demographic shift has been seen in the mill villages and industry-oriented neighborhoods of North Carolina. These were designed around walking to work and getting goods and services in the neighborhood or nearby downtowns. The current day residents of these neighborhoods seek employment and services outside of the neighborhood. They are potential transit riders, but the design of their communities, and lack of transit therein, is not helping to grow transit ridership.



Demographics

Some have suggested changing demographics have been a part of ridership decline. For instance, per Census data, immigrant workers are more likely to commute via transit than native-born workers, and the longer an immigrant stays in the U.S., the less likely they are to use transit. As immigration rates decline, so too would transit ridership . Similarly, there might be transit commuter ridership losses due to baby-boomers aging out of the workforce.

Housing Displacement of Lower Income Transit Riders

America’s cities are getting more expensive, and it may be lower income transit riders are being priced out of neighborhoods with transit. The following table shows growth in rent from 2010-2016 for three types of areas within North Carolina: Census tracts in counties without fixed route transit, tracts adjacent to fixed route transit, and tracts in counties served by fixed route transit, not adjacent to transit.

Areas	Counts of Tracts	Average of 2010 rent	Average of 2016 rent	Average Percent Change in Rent
No Fixed Route Transit in County	880	\$476.95	\$546.79	14.6%
Counties with Fixed Route Transit	1214	\$639.24	\$737.43	15.4%
Adjacent to Transit	753	\$661.99	\$769.79	16.3%
Not Adjacent to Transit	461	\$602.08	\$684.56	13.7%
Grand Total	2094	\$571.04	\$657.31	15.1%



Retail Trends

Electronic commerce is likely influencing transit ridership, especially among transit-dependent populations. E-commerce retail sales have grown from approximately \$40 billion per quarter in 2010 to over \$120 billion per quarter in 2018 . Shoppers are likely making fewer trips to brick and mortar establishments. There has also been a notable decline in the growth rate of retail employment starting in 2016 after several years of strong growth in the wake of the Great Recession’s peak effect .

Other

Additionally, changes in congestion levels, lack of planning for faster transit in congested corridors, cross jurisdictional travel required due to lack of affordable housing closer to the jobs, changes in fuel prices, slowdowns in transit service expansions, changes in car ownership rates, increases in telecommuting, and new bicycle and pedestrian infrastructure also play roles in the level of transit ridership.

4.5 SAFETY

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 Crash Type and Crash Severity.....XX

SAFETY

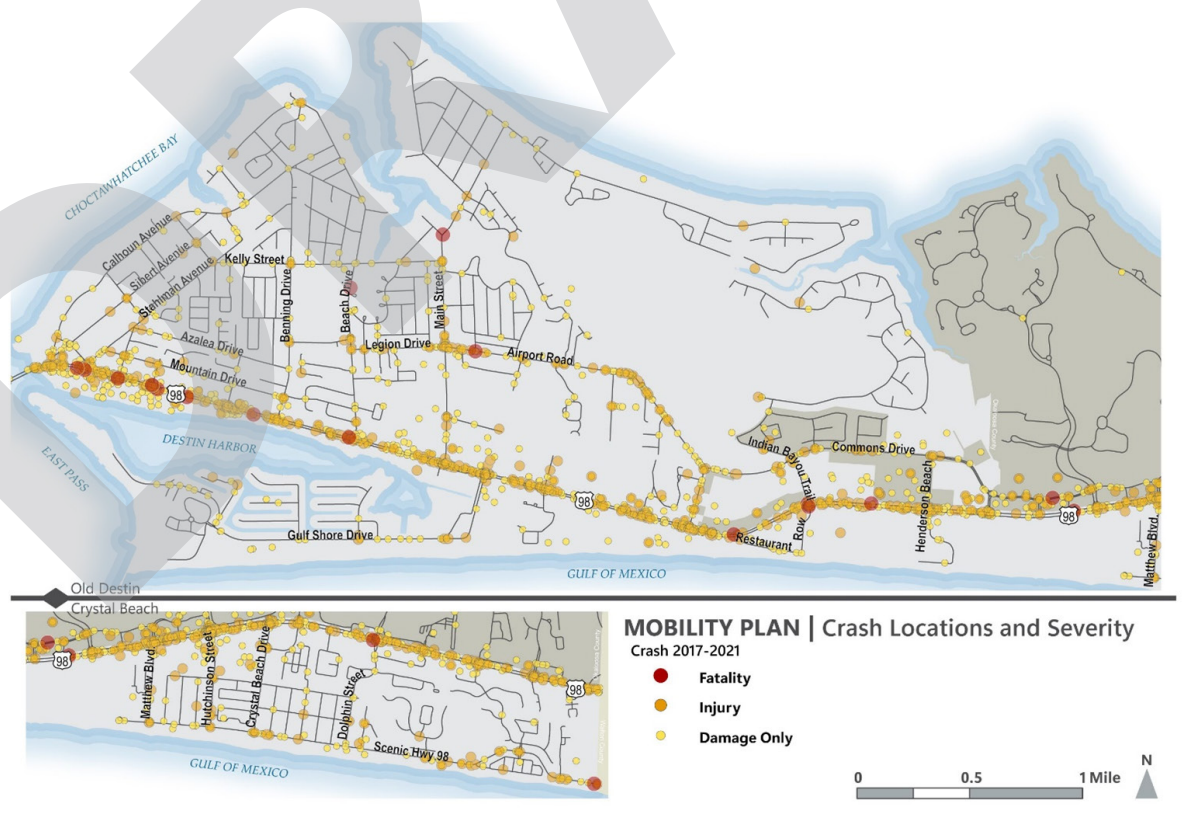
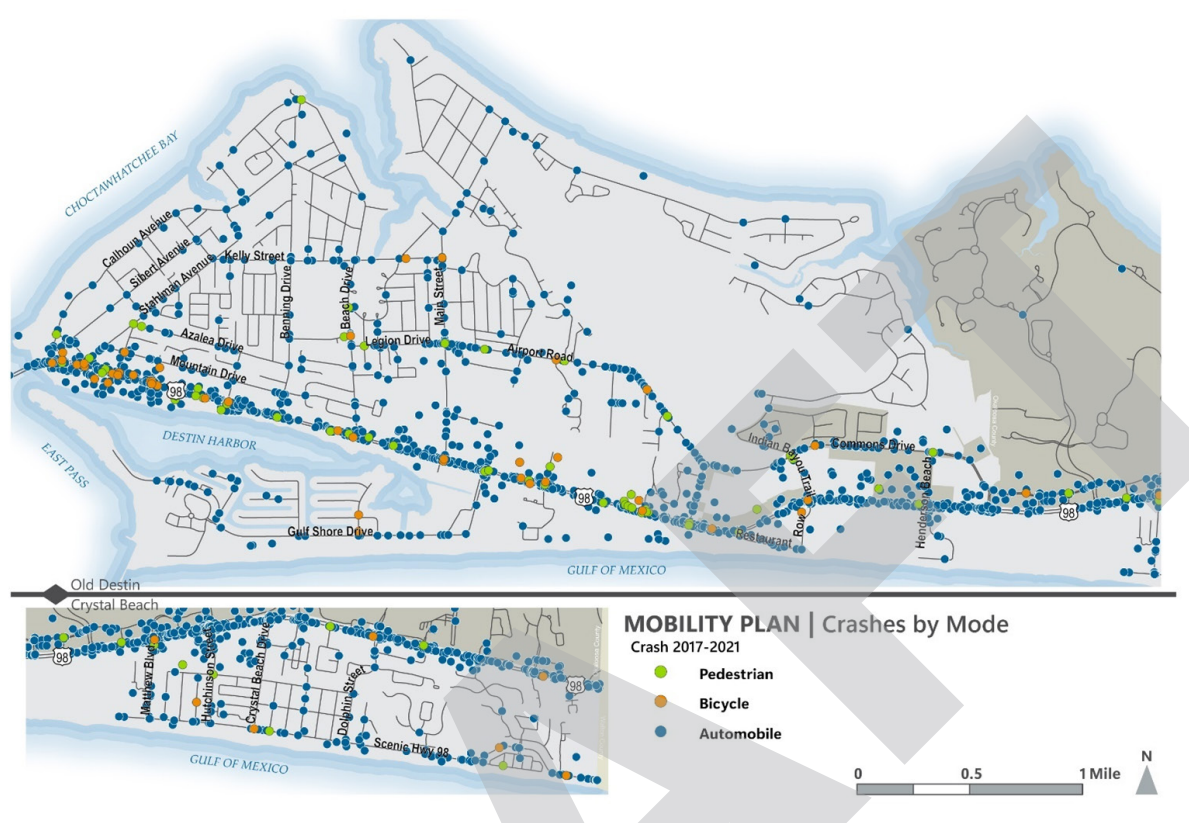
The COVID pandemic brought a brief reduction in crashes in Destin and statewide related to the drop in vehicle miles traveled during the pandemic. Crashes increased in 2021 and continue to be a significant issue in the region. Serious crashes in Destin involving a fatality or serious injury are heavily concentrated on the U.S. 98 corridor. The roughly one mile stretch from the bridge to Beach Drive especially stands out. U.S. 98 also has many of the City’s crashes involving pedestrian and bicyclists. Creating safer crossings of this major arterial for residents and tourists that want to access the destinations south of U.S. 98 is an important priority. The streets that will comprise the crosstown connector also have significant clusters of serious crashes, which should be considered as the connector is designed and improved. While the location of crashes is known and mapped on the following pages, more data is needed to identify and prioritize interventions. Safety is increasingly a top concern and priority of the U.S. DOT, creating an opportunity for the City to plan and set itself up for federal funds to address safety issues.

Findings and Implications at a Glance

- This section presents safety and crash data that point to several key issues that will inform the recommendations of the mobility plan:
- U.S. 98 has several areas with crash clusters that are related to conflicts among the various users of the roadway; roadway design can help improve this situation.
 - Collector roadways serving neighborhoods also have concentrations of crashes related to speed and design.
 - Data driven assessment is needed to identify and prioritize interventions for safety.
 - It is important that the assessment result in attainable goals that can be tracked and actively implemented.
 - New federal planning and implementation programs provide funds directly to local governments to address roadway safety issues; this is something for Destin to consider as a way of identifying and implementing safety projects.

Crashes

The maps below show the locations for crashes between 2017 and 2021. U.S. 98 and some of the facilities that comprise the Crosstown Connector - specifically Legion Drive and Airport Road – have high numbers of crashes. Fatalities were especially concentrated on the western and eastern ends of U.S. 98. The speed and amount of travel likely contributed to these areas having concentrations of crashes resulting in a serious injury or fatality.



Crash Trends

State and County Trends

The COVID pandemic briefly reduced crashes as many people stayed home for significant portions of 2020. However, recent data show that crashes have picked back up since 2021. The national trend in crashes is upward, with fatalities reaching new highs in recent years. The data below show the trends in Florida, which mirror national trends. Especially disconcerting has been the significant increase in pedestrian and bicyclist fatalities.

- Total crashes decreased from 2019 to 2020 as did Vehicle Miles Traveled (VMT) within the County.
- Total crashes decreased 15% statewide and 14% within the county, while countywide VMT decreased 7.3% from 2019 to 2020.
- Total crashes increased 4.3% statewide and 1.9% countywide in 2021 as of 11/30/2021.



Crashes in Florida

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	395,785	3,176	515	653	140	901
2017	402,385	3,116	515	654	128	834
2018	403,626	3,135	531	720	160	1,020
2019	401,867	3,185	550	734	156	1,101
2020	341,399	3,332	552	715	169	1,096
2021	401,496	3,731	620	831	195	1,179

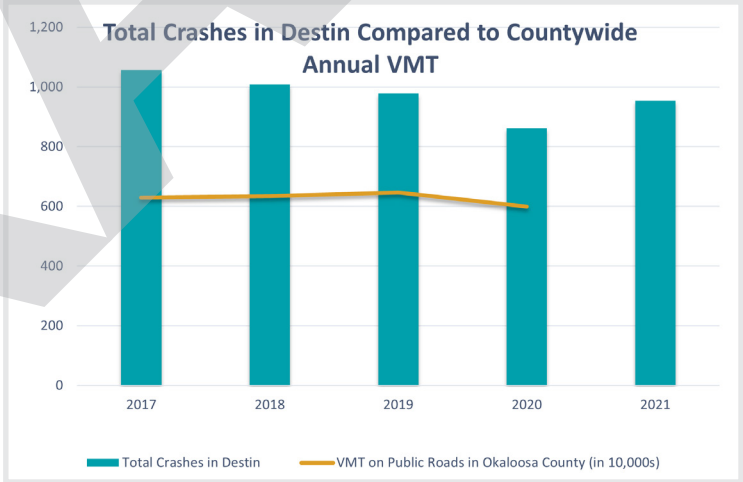
Crashes in Okaloosa County

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	3,214	21	1	8	-	4
2017	3,527	32	6	7	2	6
2018	3,532	27	4	6	1	11
2019	3,576	39	9	3	2	8
2020	3,075	45	6	13	2	5
2021	3,716	42	13	9	2	5

Destin Trends

The trendline for Destin has bucked the state and national trends, with crashes declining heading into the 2020 pandemic. The 2020 and 2021 data must be taken with a grain of salt, as VMT and travel behavior changed substantially during the pandemic and coming out of it in 2021. It will be important to carefully study 2022 data as it becomes available to decipher whether the 2017-2019 trendline has continued its downward trajectory or increased similar to other parts of the state and country.

- Destin crashes had been declining but increased in 2021 (compared to 2020).
- Total 2021 crashes (954) was a reduction from (pre-pandemic) 2019 crashes (978).

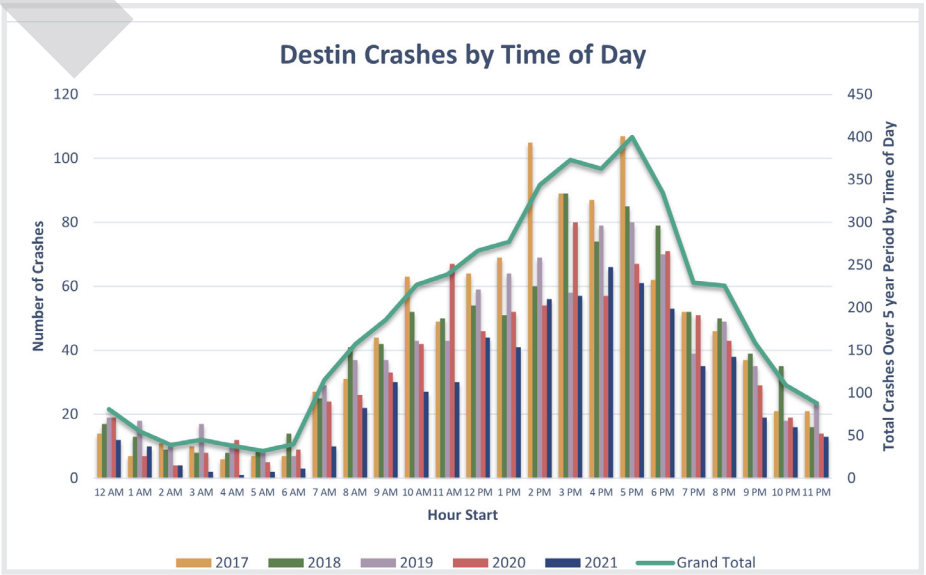


Crashes in Okaloosa County

Year	Annual VMT in County	% VMT Change	Total Crashes in Destin	% Crash Change
2016	6,104,353			
2017	6,294,202	3.1%	1,057	
2018	6,344,696	0.8%	1,009	-4.5%
2019	6,464,132	1.9%	978	-3.1%
2020	5,990,682	-7.3%	862	-11.9%
2021			954	10.7%

Prior to 2020, the number of crashes was decreasing while VMT was increasing. This is a counterintuitive trend that has several potential explanations. First, the project to widen U.S. 98 east of Airport Road had the effect of calming traffic temporarily and may have contributed to a reduction in crashes. Congestion in general can have the effect of slowing traffic and reducing the severity of crashes. Vehicle technology may also be a contributing factor. Newer vehicles typically come with technologies aimed at improving safety such as automatic emergency braking, blind spot detection, and driver monitoring systems. Whatever the causes for this trend, it is not safe to assume travel and crashes will diverge. Roadways across the country still have an unacceptable level of severe and fatal crashes. Technology can help improve the situation, but so can community and roadway design. As the projects recommended in this plan are implemented it is important to view each as an opportunity to enhance safety and continue to trend of fewer crashes.

Destin’s daily crash pattern remained fairly steady between 2017 and 2021. Crashes most frequently occur during the afternoon and early evening before dropping after 7:00 PM.



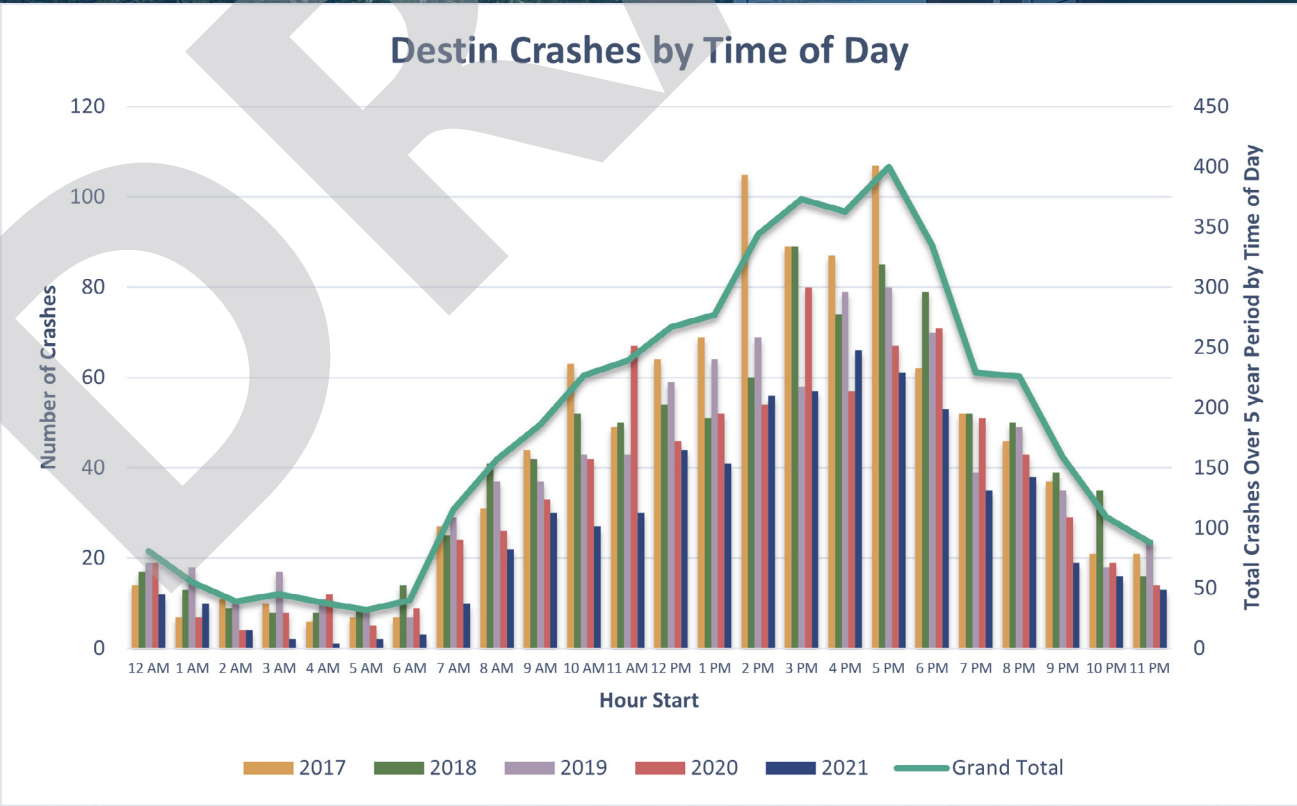
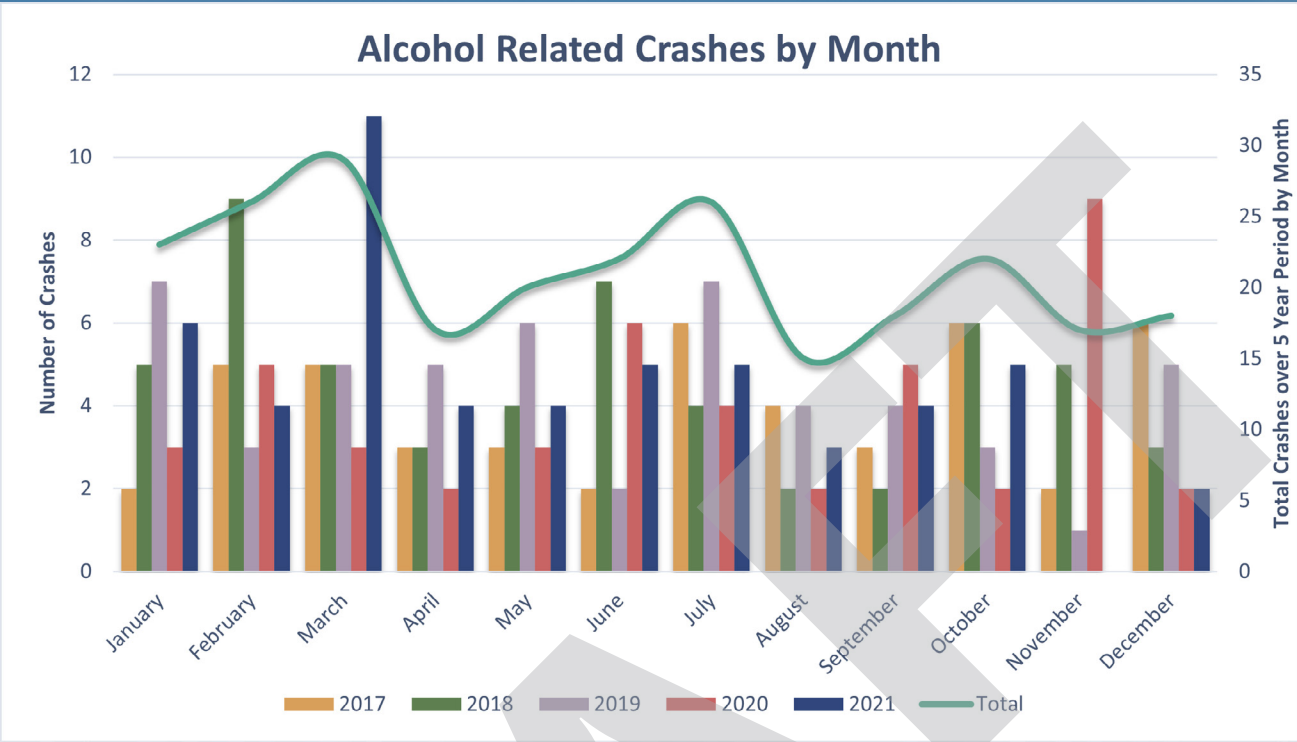
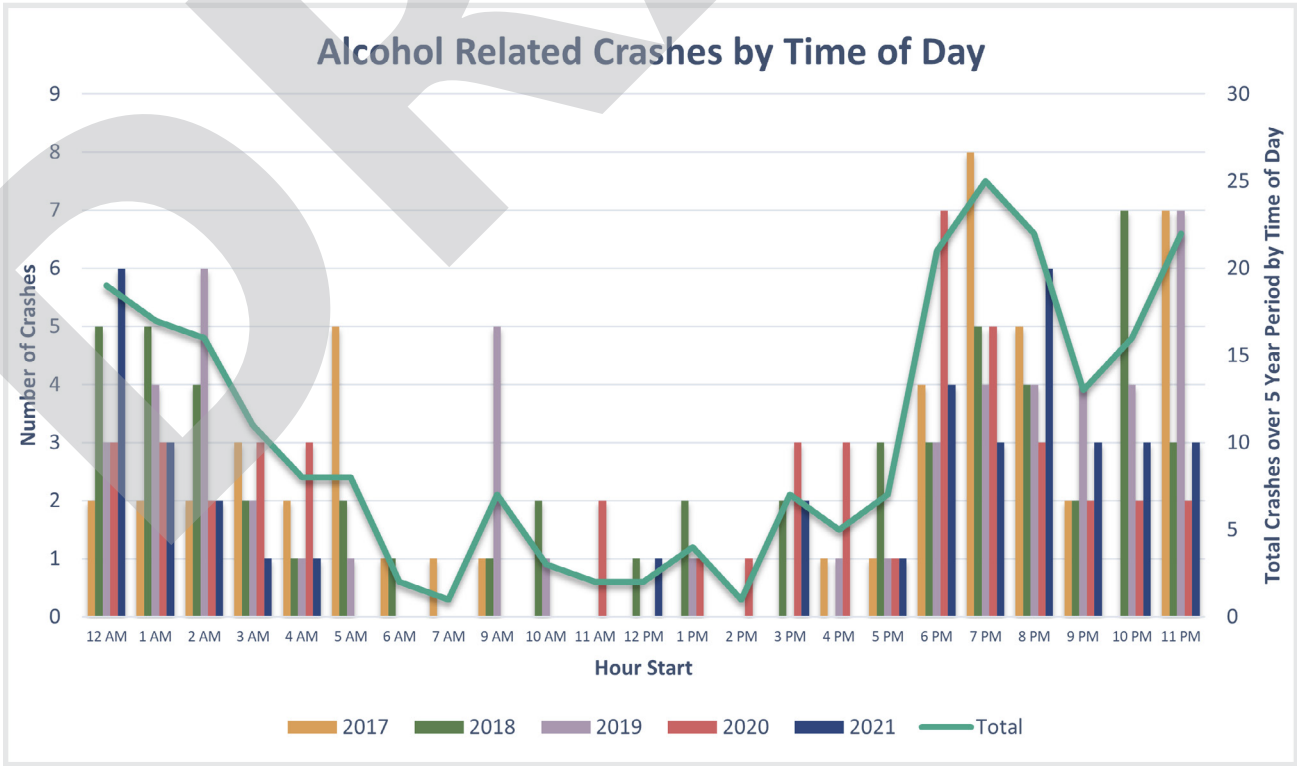


Alcohol-Related and Distracted Driver Crashes

Alcohol is a significant factor in many crashes and especially serious crashes resulting in a fatality or serious injury. These crashes peak between between 6 and 8 PM and in the overnight hours (11 PM to 1 AM). Very few alcohol-related crashes occur between 6 AM and 4 PM. Destin also shows a seasonality to these types of crashes; they have typically peaked in March, July, and October over the past 5 years.

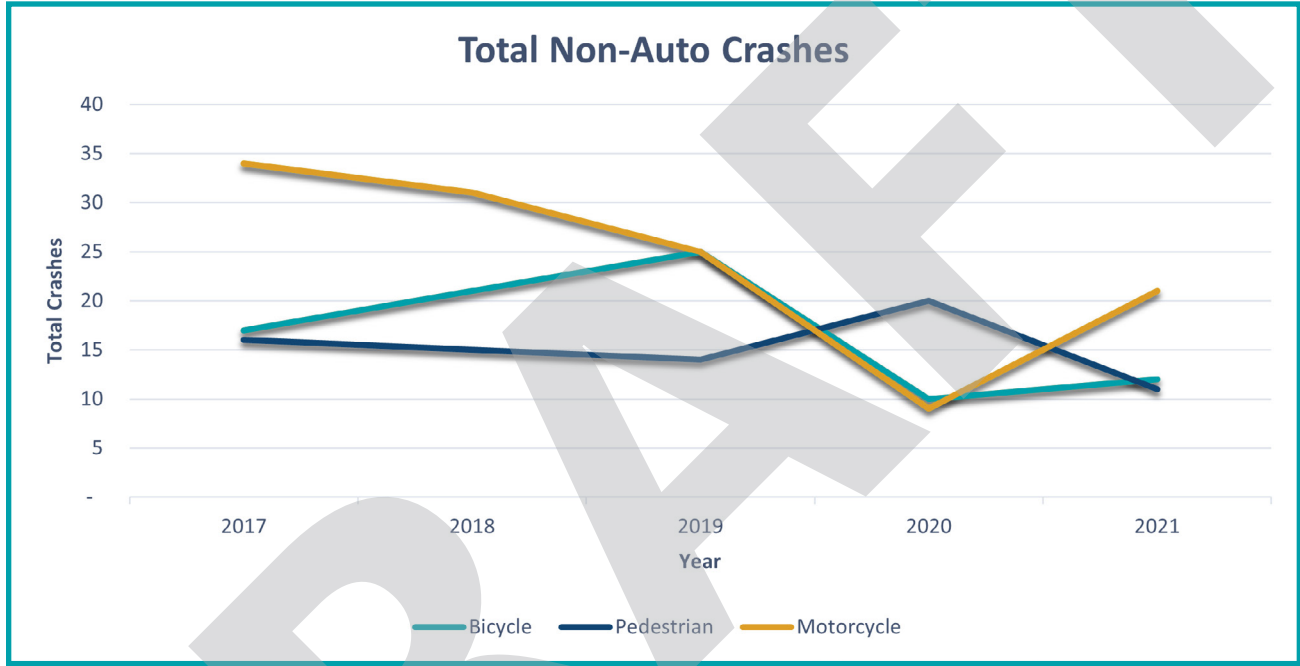
Distracted driving has become an urgent concern in recent years. These crashes occur with the greatest frequency in the early afternoon to evening hours (2 to 6 PM) with fewer occurring overnight or in the morning.

Data for Okaloosa County show an increase in alcohol-related crashes between 2019 and 2021. Countywide there were 55 alcohol-related crashes in 2019, 77 in 2020, and 83 in 2021. Serious injuries resulting from alcohol-related crashes doubled between 2019 and 2021.

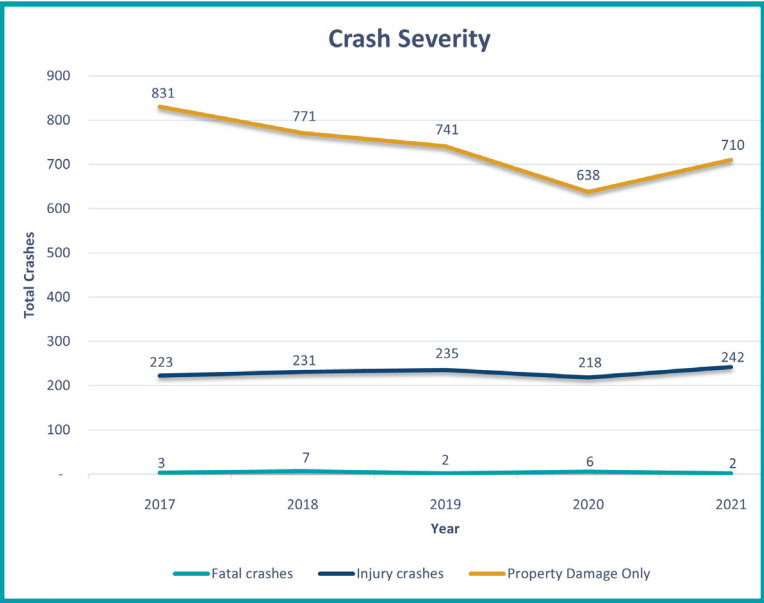


Crash Type and Crash Severity

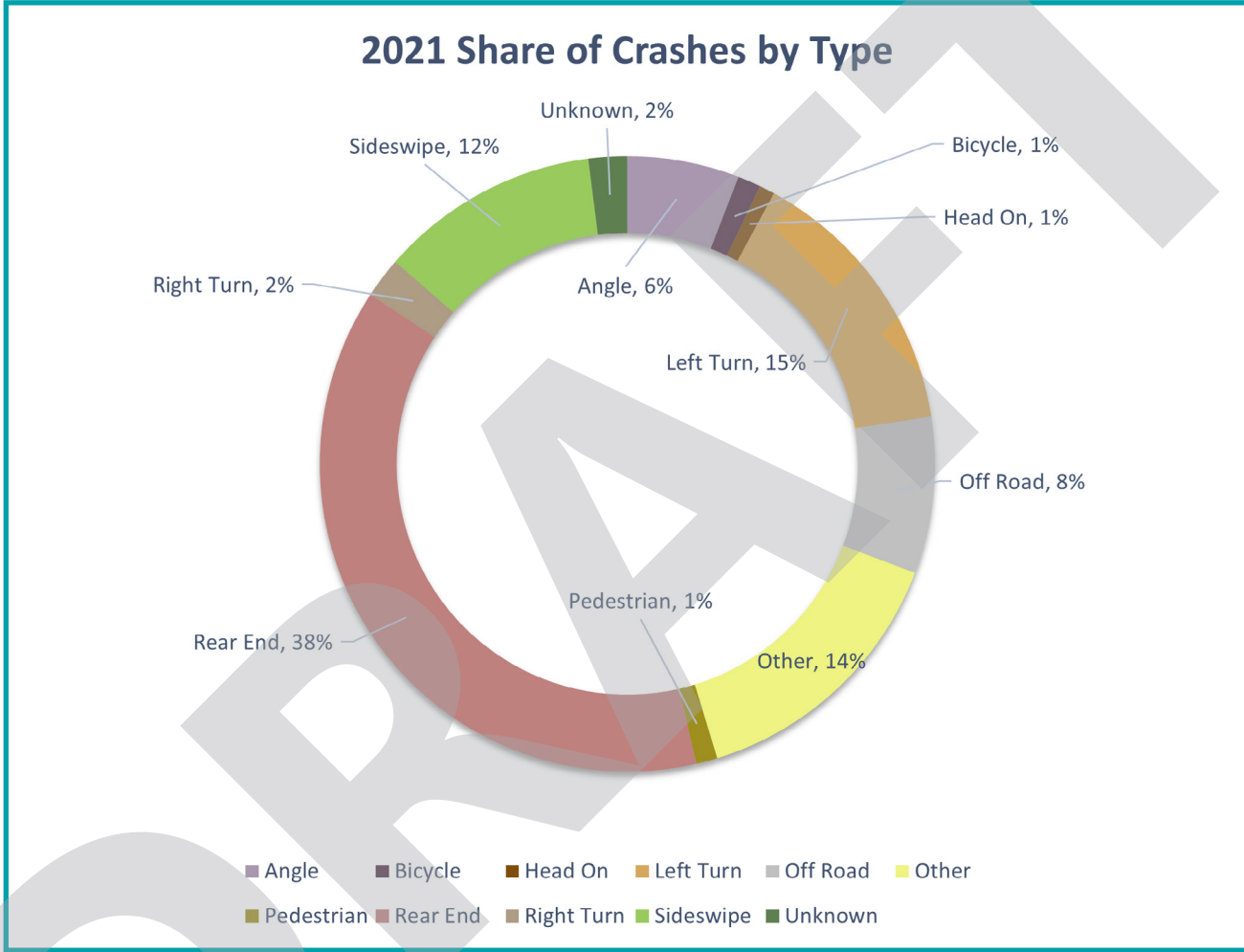
Non-auto crashes happen with greater frequency in Florida than much of the nation. This may be due in part to the climate, tourism, relatively flat terrain, and high concentration of older retirees in the state. Roadway design is also an important factor. Destin, like most Florida cities, has experienced many crashes involving pedestrians, bicyclists, and motorcycles. While these crashes have declined in absolute numbers since 2017, the pandemic is a confounding event that makes it difficult to know the true trend. As with auto crashes, it will be important to closely study the 2022 data to see if these crash types are truly declining.



The chart below shows the total number of crashes in Destin and if they involved fatalities, injuries, or property damage only. In some instances, a crash may have more than one fatality or injury. The overall trend line has been downward to crashes. However both injury crashes and property damage only crashes have increased since their 2020 pandemic-induced lull. Fatal crashes are too infrequent to draw any significant conclusions; they have been fairly flat since 2017 with upticks in 2018 and 2020. Overall bicycle and pedestrian crashes each comprise only about 1% of total crashes.



The most common type of crash is Rear end crash. These made up about 38% of crashes in 2021. Left turns and sideswipes were the other two largest crash types at 15% and 12% respectively.



In conclusion, crashes are a significant issue in Destin. Not only do residents need to reach their destinations in a reasonable amount of time and by the mode of their choosing, they must also feel safe and comfortable in doing so. The emphasis in pedestrian and bicycle planning in recent years has been on creating streets that are safe and comfortable for people of all ages and abilities. Given the City's strong tourism industry and range of people from kids to retirees that visit or live here, designing future facilities for people of all ages and abilities is a suitable goal for Destin. This goal will help to make the transportation network better for all users.

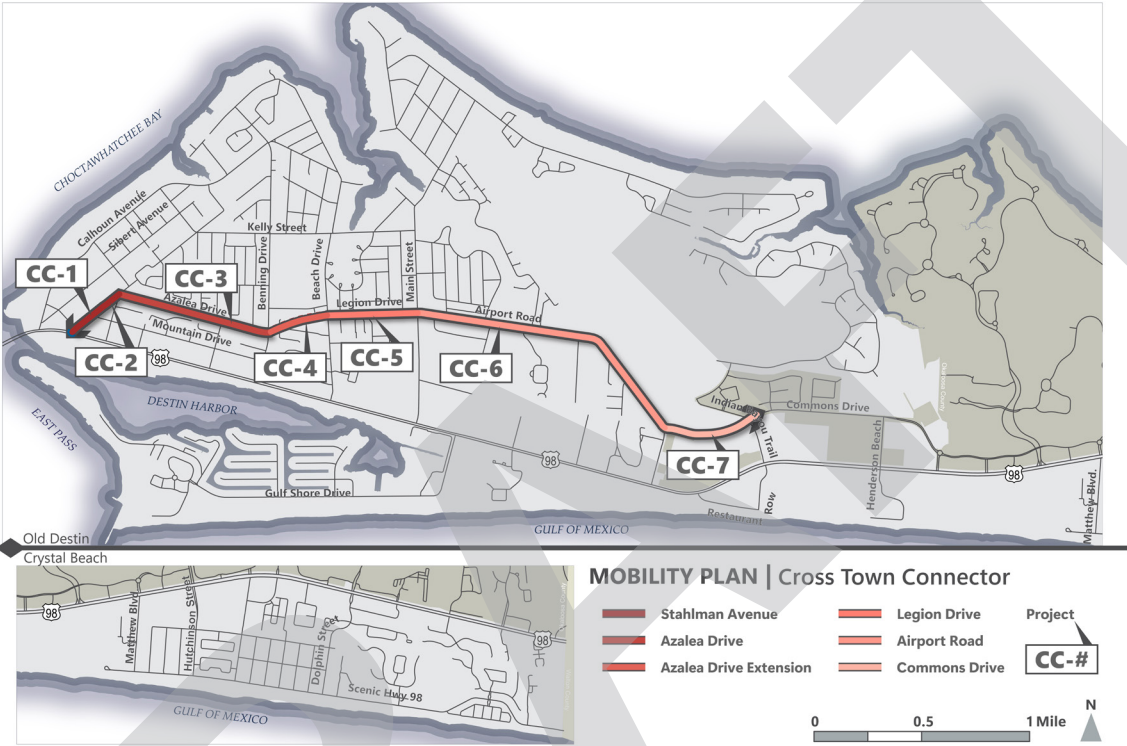


DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



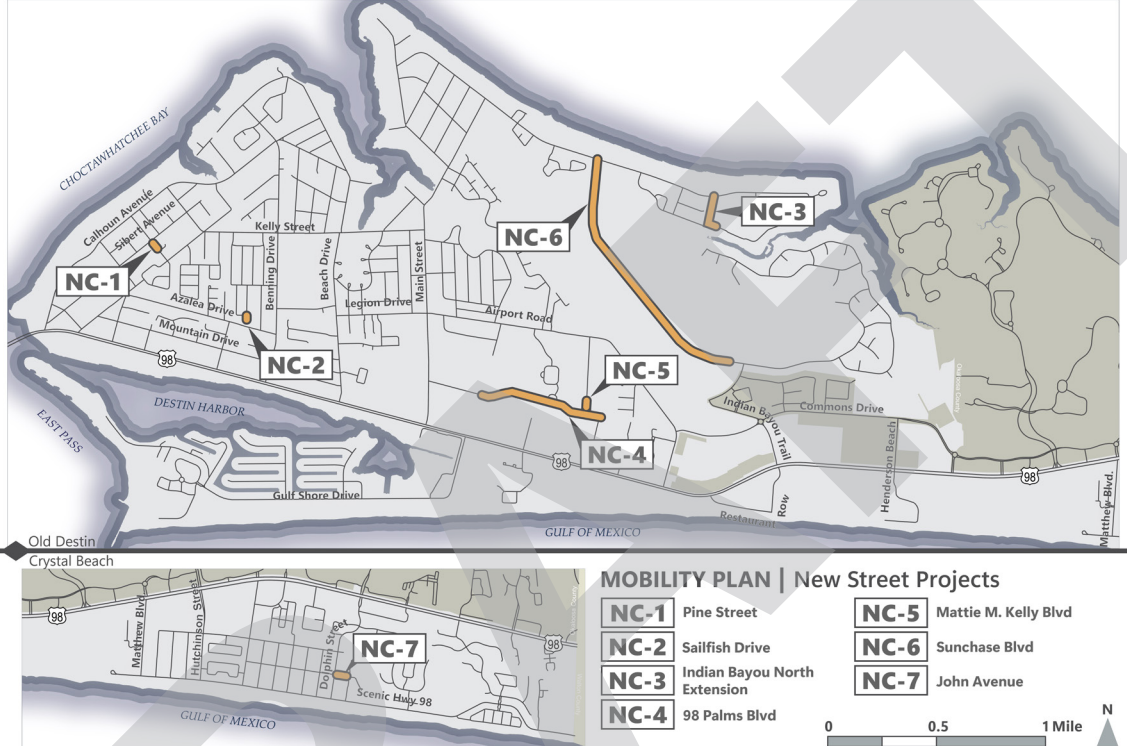
DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Cross Town Connector



Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Azalea Drive Extension	CC-4	\$9,632,529	Azalea Drive to Legion Drive	New street connection to close gap in Cross Town Connector	●●●●●●●● (8)
2	Commons Drive	CC-7	\$1,130,271	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	●●●●● (5)
3	Stahlman Avenue	CC-2	\$2,327,859	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	●●●●● (4)
4	Stahlman Avenue	CC-1	\$276,915	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	●●● (3)
4	Legion Drive	CC-5	\$1,116,415	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	●●● (3)
4	Airport Road	CC-6	\$4,143,607	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	●●● (3)
5	Azalea Drive	CC-3	\$8,725,686	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	●● (2)

New Streets

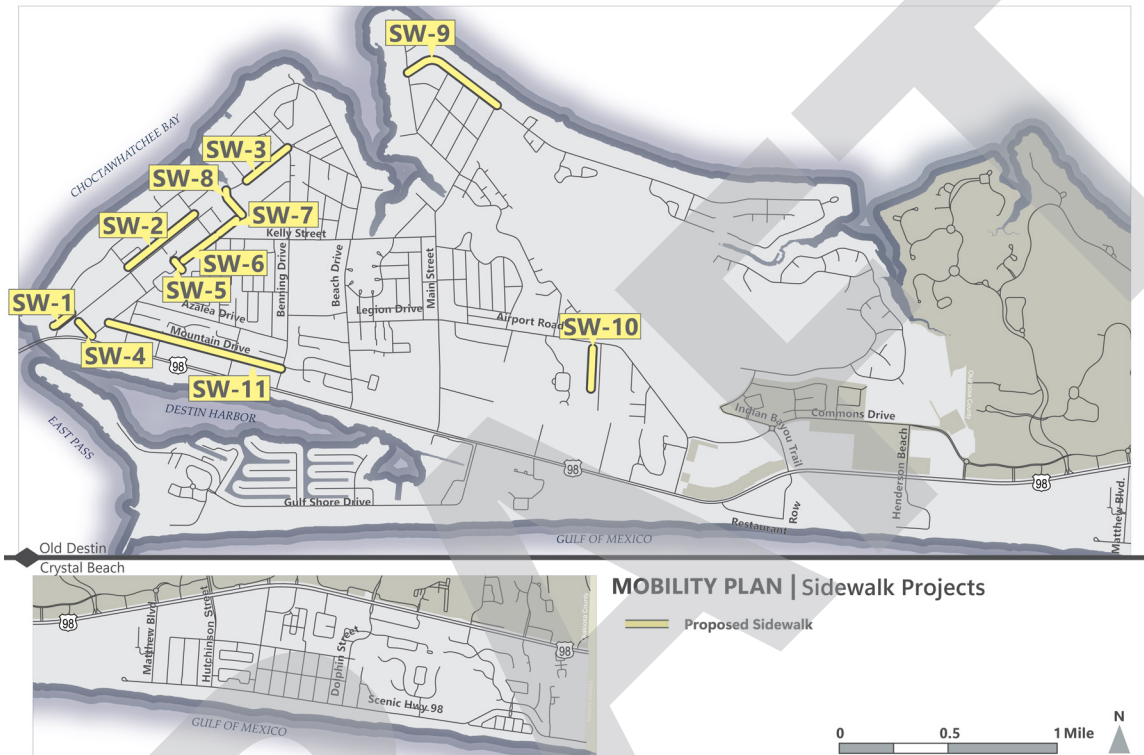


Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	98 Palms Boulevard	NC-4	\$9,149,623	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	●●●●●●●●●● (16)
2	Mattie M. Kelly Boulevard	NC-5	\$844,581	From existing ends of northern and southern roadways	New minor collector	●●●●●●●● (12)
3	Sunchase Boulevard	NC-6	\$17,313,901	Indian Bayou Trail to Indian Trail	New minor collector	●●●●● (5)
4	Indian Bayou North Extension	NC-3	\$1,857,605	Current end of Indian Bayou North to Indian Trail	New local street (residential)	●●● (3)
4	John Avenue	NC-7	\$866,882	Dolphin Street to Sunfish Street	New local street (residential)	●●● (3)
5	Pine Street	NC-1	\$743,042	Sibert Avenue to Blue Marlin Court	New local street (residential)	(0)
5	Sailfish Drive	NC-2	\$619,202	Azalea Drive to Sailfish Circle	New local street (residential)	(0)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Sidewalks

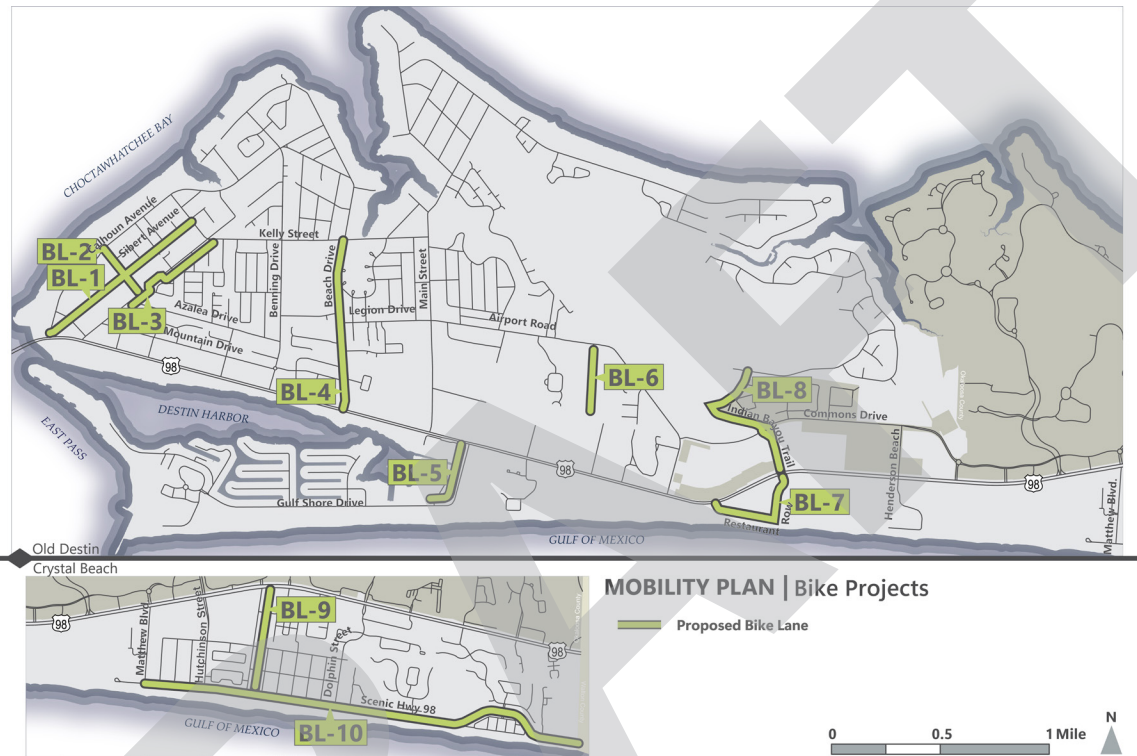


Projects ranked in order of priority						
	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Trail Sidewalk	SW-9	\$278,099	Bayou Drive to Main Street	South side sidewalk	●●●●●●●● (9)
2	Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	\$222,801	Existing sidewalk to Airport Road	West side sidewalk	●●●●●● (6)
2	Mountain Drive Sidewalk	SW-11	\$674,700	Stahlman Avenue to roundabout	North side sidewalk	●●●●●● (6)
3	Sibert Avenue Sidewalk	SW-2	\$419,030	Forest Street to Kelly Street	East side sidewalk	●●●● (4)
3	Zerbe Street Sidewalk	SW-4	\$103,606	Sibert Avenue to Stahlman Avenue	South side sidewalks	●●●● (4)
4	Sibert Avenue Sidewalk	SW-1	\$105,269	Calhoun Avenue to Zerbe Street	East side sidewalk	●●● (3)
5	Hickory Street Sidewalk	SW-8	\$79,613	Stahlman Avenue to Sibert Avenue	South side sidewalk	●● (2)
6	Stahlman Avenue Sidewalk	SW-6	\$123,461	Pine Street to Primrose Lane	Sidewalk	● (1)
7	Sibert Avenue Sidewalk	SW-3	\$255,506	Cross Street to Benning Avenue	East side sidewalk	(0)
7	Pine Street Sidewalk	SW-5	\$31,082	Blue Marlin Court to Stahlman Avenue	North side sidewalk	(0)
7	Stahlman Avenue Sidewalk	SW-7	\$169,656	Kelly Street to Hickory Street	West side sidewalk	(0)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Bike Lanes

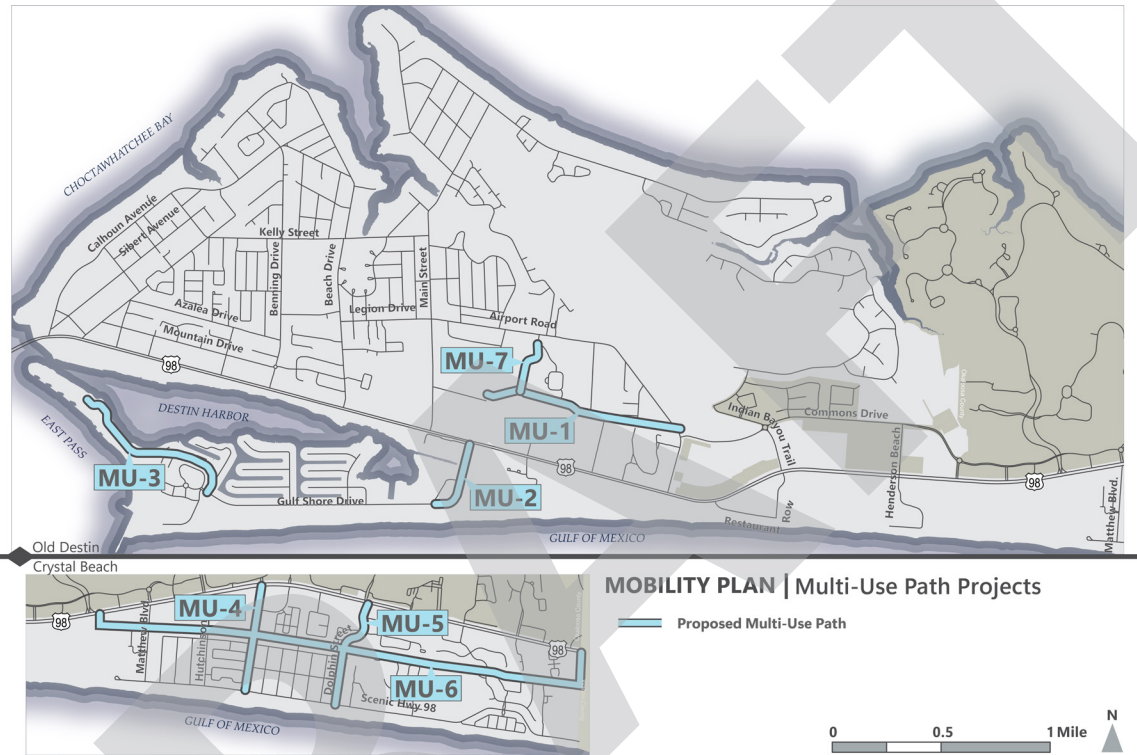


Projects ranked in order of priority						
	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Bayou Trail Bicycle Lanes	BL-8	\$541,324	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	●●●●●●● (7)
2	Beach Drive Bicycle Lanes	BL-4	\$573,455	Harbor Boulevard to Kelly Street	Bicycle lanes	●●●●●● (6)
2	Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	\$2,286,414	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	●●●●●● (6)
3	Sibert Avenue Bicycle Lanes	BL-1	\$600,696	Calhoun Avenue to Kelly Street	Bicycle Lanes	●●●●● (5)
4	Gulf Shore Drive Bicycle Lanes	BL-5	\$257,042	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	●●●● (4)
4	Crystal Beach Drive Bicycle Lanes	BL-9	\$352,036	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	●●●● (4)
4	Scenic 98 (east) Bicycle Lanes	BL-10	\$9,673,289	Matthew Boulevard to Walton County Line	Bicycle Lanes	●●●● (4)
5	Stahlman Avenue Bicycle Lanes	BL-3	\$360,417	Azalea Drive to Kelly Street	Bicycle lanes	●●● (3)
5	Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	\$185,377	Existing end roadway to Airport Road	Bicycle lanes	●●● (3)
6	Forest Street Bicycle Lanes	BL-2	\$85,215	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	●● (2)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Multi-Use Paths

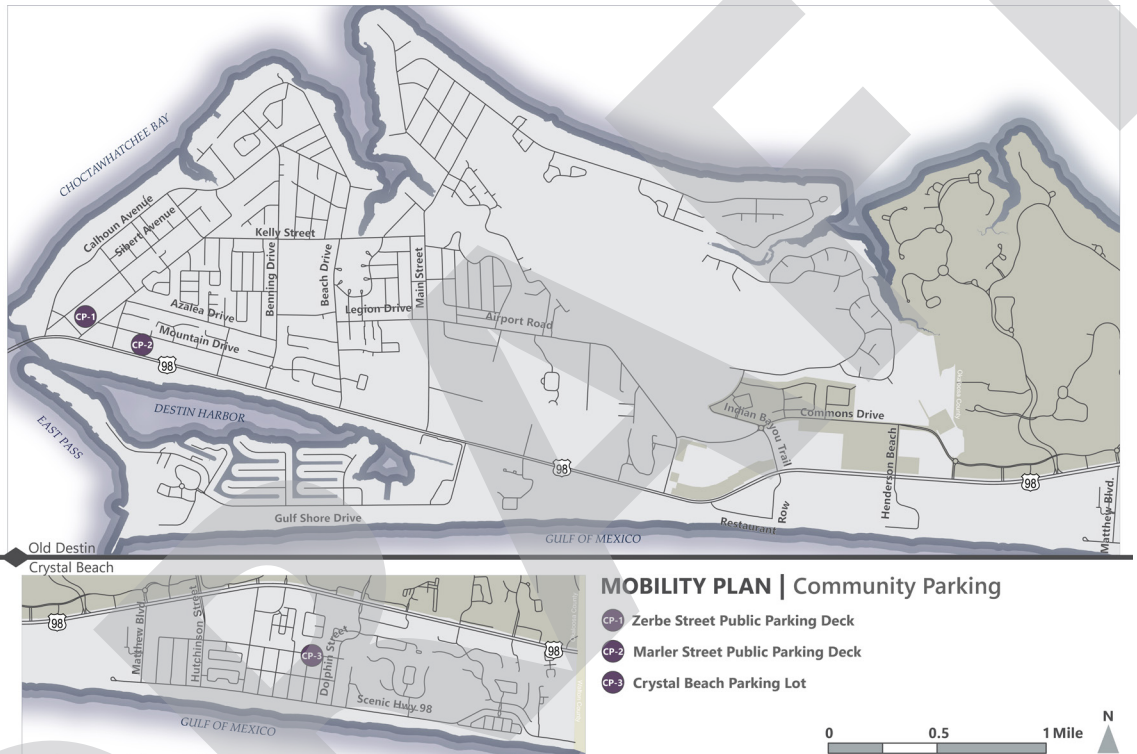


Projects ranked in order of priority	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Powerline easement (west) Multi-use Path	MU-1	\$10,000,000	Main Street to Airport Road	Multi-use path	</



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Community Parking

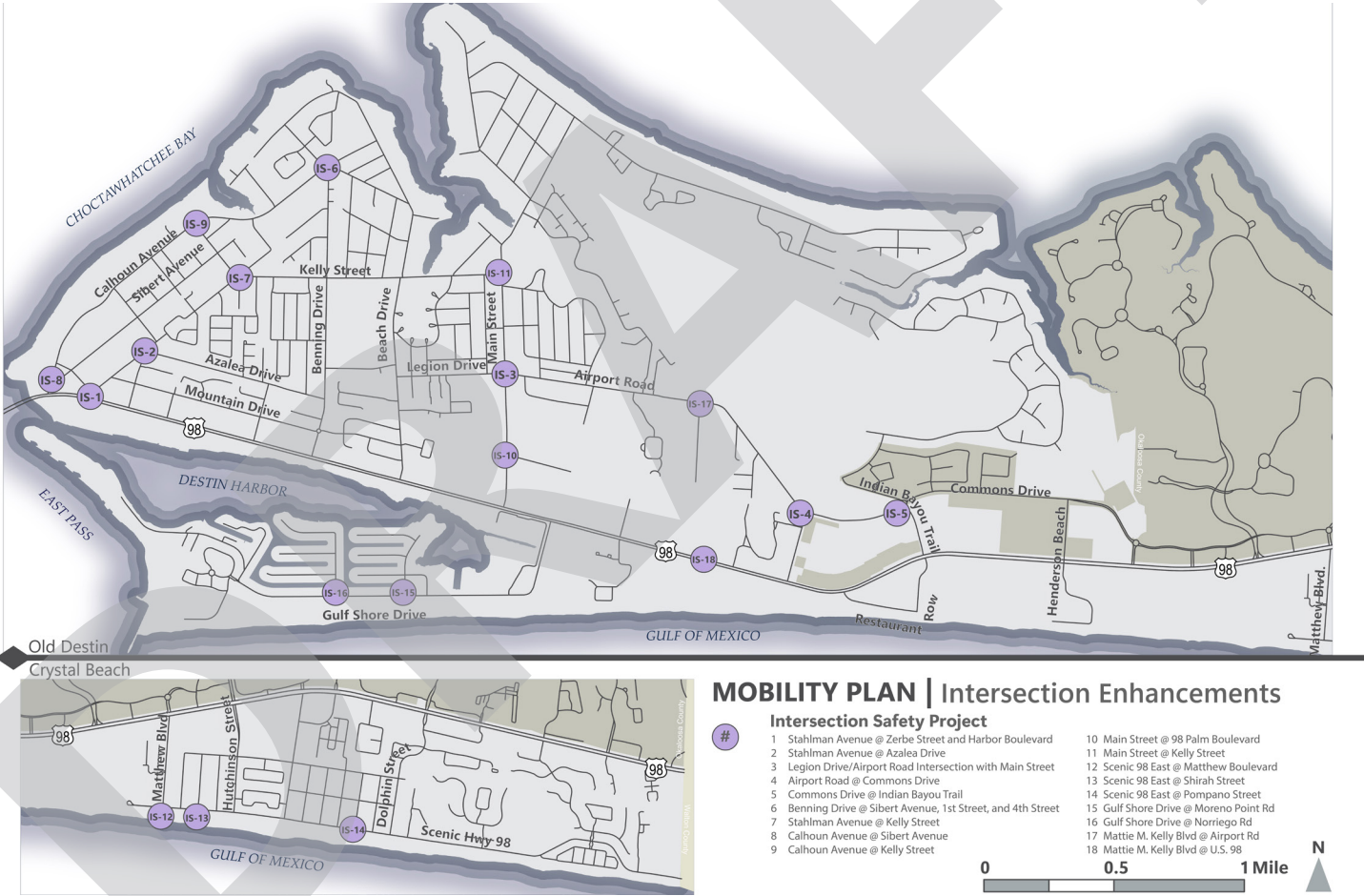


Projects ranked in order of priority						
	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Zerbe Street Public Parking Lot	CP-1	\$31,772,869	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	<



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Intersection Enhancements



Projects ranked
in order of
priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	\$135,828	Intersection with Zerbe Street and Harbor Blvd	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	(10)
2	Calhoun Avenue at Sibert Ave	IS-8	\$19,399	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	(8)
3	Main Street at Kelly Street	IS-11	\$240,253	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	(7)
4	Legion Drive/ Airport Road at Main Street	IS-3	\$631,990	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	(6)
5	Airport Road at Commons Drive	IS-4	\$66,983	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	(5)
6	Benning Drive at Sibert Ave, 1st St, and 4th St	IS-6	\$1,201,471	Intersection with Sibert Avenue, 1st St, and 4th St	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	(4)
7	Stahlman Avenue at Azalea Drive	IS-2	\$123,159	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop	(3)
7	Commons Drive at Indian Bayou Trail	IS-5	\$38,798	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	(3)
8	Stahlman Avenue at Kelly Street	IS-7	\$1,062,945	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	(2)
9	Calhoun Avenue at Kelly St	IS-9	\$20,668	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	(1)
9	Main Street at 98 Palms Blvd	IS-10	\$566,135	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	(1)
9	Scenic 98 East at Matthew Blvd	IS-12	\$791,371	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	(1)
9	Gulf Shore Drive at Moreno Point Rd	IS-15	\$9,217	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	(1)
9	Gulf Shore Drive at Norriego Rd	IS-16	\$9,217	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	(1)
10	Scenic 98 East at Shirah St	IS-13	\$791,371	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	(0)
10	Scenic 98 East at Pompano St	IS-14	\$791,371	Intersection with Pompano Street	Mid-block crossing links to beach access	(0)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Questions/Comments

Cross Town Connector

No comments

New Streets

Concerns regarding the impact of Sunchase Boulevard and Indian Bayou subdivision

Preference for sidewalks on Indian Bayou North before NC-3

Concerns about traffic noise, light pollution, installation of speed tables, and homeowner landscaping if NC-3 moves forward

Sidewalks

Suggestion for a sidewalk from Bayou Dr/Indian Trail to turn north at North Indian Trail (along SW-9)

Bike Lanes

Concerns regarding safety of BL-7 and BL-8 left turns at US Highway 98

Multi-Use Paths

Suggestion for a multi-use path getting kids from Indian Trail to Destin High School

Suggestion for a multi-use path from Indian Trail to Harbor

Community Parking

Concerns about pedestrian access and overall accessibility regarding parking projects

Intersection Enhancements

No comments

New Mobility Project Suggestions

Name	Location	Improvement
Indian Trail	Bayou Drive to North Indian Trail	New north side sidewalk
Main Street	Legion Drive to Kell Aire Dr	New east side sidewalk
Restaurant Row	From public parking lot to US Hwy 98	New east side sidewalk
Indian Trail	Starts alongside NC-3 and ends at Destin High School	New multi-use path
Indian Trail	Indian Trail to Destin Harbor	New multi-use path



Destin Draft Mobility Plan and Next Steps

December 5, 2023

Overview

The draft Destin Mobility Plan includes more than 60 distinct transportation improvements that are estimated to cost approximately \$150 million (in present 2023 dollars). Each project would bring benefits to people that use the transportation system. However, the number and cost of the projects exceeds the City's capacity to implement them in the near term, making prioritization important.

Prioritization benefits the City in several ways:

- Prioritization helps make it clear to City officials and staff where to focus limited resources.
- Prioritization helps the City calculate a reasonable mobility fee.
- Prioritization helps the City make its case for funding from regional, state, and federal sources.
- Prioritization sets expectations with the public and decision-makers for what transportation improvements are likely to happen in the near, medium, and long terms.

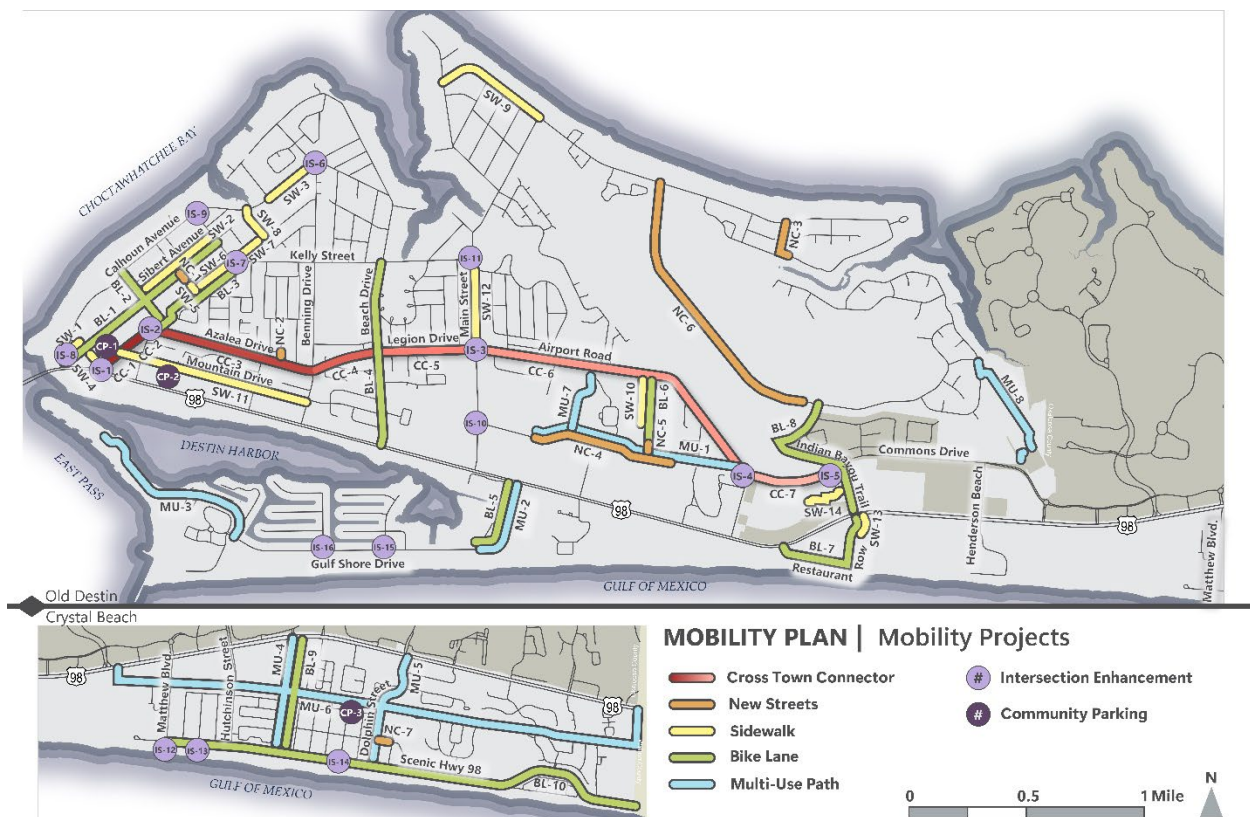


Figure 1 - Projects Included in the Draft Mobility Plan

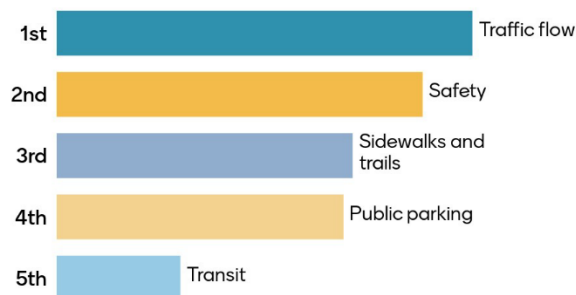
Engagement Summary

Public and stakeholder input played an important role in shaping the prioritization process and recommendation described in this memorandum. In February 2022 the City held a public meeting to obtain early input for the Mobility Plan. Attendees participated in a series of real-time polling questions. People were also asked how they would allocate \$100 towards the City's infrastructure. Parks and recreation and the transportation network tied as the clear leaders using a service called Mentimeter. Residents were asked to rank "transportation emphasis areas" in order of importance. More than 180 people provided input and traffic flow was the clear leader.

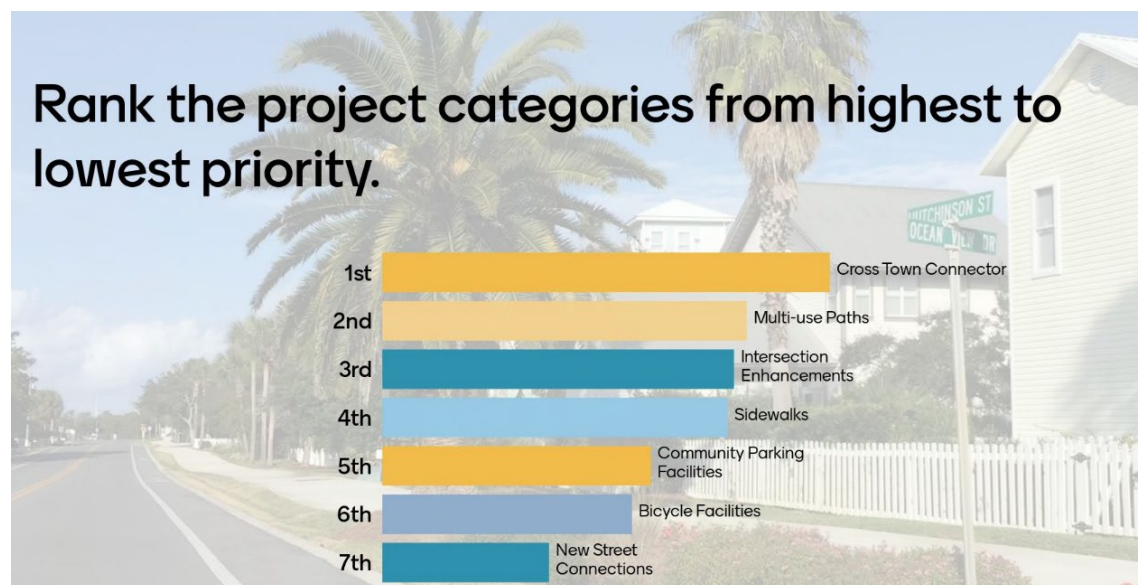


FACILITIES, SERVICES, AND INFRASTRUCTURE

Rank the following transportation emphasis areas in order of importance to you



The City held a second public meeting in August 2023 to obtain input on specific projects. Using Mentimeter again attendees ranked project types in order of priority, which yielded the following results:



The City also engaged with the Parks and Recreation Committee, Local Planning Agency, and Public Works/Public Safety Committees in October and November of 2023 to obtain input on project prioritization. The input received during these meetings is described in the following sections.

Prioritization Process

Project priorities should reflect several key inputs:

1. **Data** on how the project will benefit the City's transportation system performance.
2. **Public input** on which projects are most important to the City's future.
3. **City officials' input** on which projects are most important to the City's future.

Each of these elements is important. Performance data can be used to objectively compare projects. Public input captures the experience of the user. And City officials – elected, appointed, and staff - have insights stemming from their responsibility of balancing many competing priorities. The approach for gathering input from each perspective is described in this section.

Benefit Score

The first step towards establishing priorities was defining how benefits would be calculated for each type of project. Keeping this step both simple and meaningful is key. Overly complicated methods are confusing, which make them time intensive and costly. However, the data and method must also yield meaningful results that can help the public and decision-makers compare projects on their merits. The methods for calculating benefits for each type of project are described in the table below.

	<i>Data Inputs</i>	<i>Score Range</i>
Network Connectivity Projects	• New Streets: Distance of the gap in the network that is closed by the project • Bike/Pedestrian: Prioritization method of the Pathways Plan applied to new projects	High (5) Medium (3) Low (1)
Intersection Enhancements	<i>Crash Rate & Congestion</i> • Crash Rate: Based on FDOT open data hub for crashes between 2015 and 2023 • Congestion: Level of service as calculated for the Mobility Plan in 2022	High (5) Medium (3) Low (1)
Community Parking Projects	<i>Estimated Demand</i> • Estimated Demand: Based on proximity to jobs, households, and destinations	High (5) Medium (3) Low (1)

Public Input Score

The City of Destin held a public open house on August 29, 2023 in the City Hall Annex to obtain public input on priorities for transportation improvements. Attendees reviewed the proposed projects, suggested additional projects, and dot voted to indicate which projects should be the City's highest priorities. People gave their input on individual projects at four stations corresponding to broad project types – Connectivity, Bike/Pedestrian, Community Parking, and Intersection Enhancements. The top project priorities for each category, as indicated by the public, are listed below:

- **Cross Town Connector** – Azalea Drive Extension (Input was not requested because the Cross Town Connector is already considered to be a top priority; however, members of the public indicated the Azalea Drive Extension should be called out as a priority).
- **Multi-Use Paths** – Powerline easement path (west and east segments).
- **Intersection Enhancements** – Stahlman Avenue at Zerbe Street and Harbor Boulevard, Calhoun Avenue at Sibert Avenue, and Main Street at Kelly Street.
- **Sidewalks** – Indian Trail, Mattie M. Kelly Boulevard, and Mountain Drive sidewalks.
- **Community Parking Facilities** – Zerbe Street parking deck.
- **Bicycle Facilities** – Indian Bayou Trail, Beach Drive, and Scenic 98/Restaurant Row bicycle lanes.
- **New Streets** – 98 Palms Boulevard and Mattie M. Kelly Boulevard extensions.

City Officials' Input

City officials with the Parks & Recreation Committee, Local Planning Agency, and Public Works/Public Safety Committee provided their "top 14" priorities in November 2023. Each group indicated which of the 60 plus projects should be considered a top priority. Any project that a majority of the members of a committee indicated should be "top 14" was assigned a high priority rating for that committee. The following projects were indicated as top priorities by at least 2 of the 3 committees:

- **Cross Town Connector** – None (Already a top priority and input was not requested).
- **Multi-Use Paths** – Powerline easement path (west segment).
- **Intersection Enhancements** – None.
- **Sidewalks** – Indian Trail sidewalk.
- **Community Parking Facilities** – Marler Street public parking.
- **Bicycle Facilities** – Beach Drive bicycle lanes.
- **New Streets** – 98 Palms Boulevard, Mattie M. Kelly Boulevard extension, and Sunchase Blvd.

The final step in obtaining the input of City officials is to present the draft proposed prioritization to the City Council and make adjustments based on their feedback and direction.

Proposed Prioritization

Based on the technical analysis, public input, and committee input, staff worked with the City's consulting team to draft a proposed prioritization. The prioritization divides the projects into three phases of 8 years each. Within each phase there is at least 1 of each type of project. The projects for each phase are presented in a series of tables below. The tables include the benefit score (5 is highest),

public input score (5 is highest), and the input of the three committees that reviewed the projects. A capital and bold “Y” indicates that most people in the respective committee thought the project should be a high priority. A lowercase “y” indicates that some, but not a majority, of committee members felt the project should be a top priority. The project name, cost estimate, and proposed phase are also included in each table.

The table below shows the breakdown of project types by phase and the estimated cost of each phase.

Table 1 - Proposed Prioritization Overview

Phase	Estimated Total Cost	Project Types			
		Sidewalk/Bike/Path	New Street Connection	Community Parking	Intersection Enhancement
Phase 1 2024 – 2032	\$61.8 million	2	3	1	2
Phase 2 2033 – 2041	\$40.2 million	21	7	1	6
Phase 3 2042 – 2050	\$48.0 million	9	4	1	8
Total	\$150 million	32	14	3	16

Proposed Phase 1

Phase 1 consists of 8 projects that the public, staff, and City officials have consistently highlighted as top priorities. These projects are proposed to advance to construction by 2032. One of the difficult decisions in crafting a Phase 1 recommendation was whether to include either the proposed parking structure at Marler Street or Zerbe Street. The proposed deck at Zerbe Street was elevated as a slightly higher priority due to its proximity to the Harbor Boardwalk, parks, and the proposed City investment in extending the Harbor Boardwalk north under the Marler Bridge towards Clement Taylor Park.

 CITY OF DESTIN FLORIDA Recommended Mobility Projects by Phase								
PRIORITIZATION INPUTS					PROJECT DESCRIPTIONS		PROJECT DETAILS	
Benefit Score	Public Input Score	Committee Input - Top Projects			ID	Project	Cost Estimate	Phase
		LPA	PW/PS	Parks				
5	5	Y	Y		NC-4	98 Palms Boulevard	\$ 9,149,623	1
3	5	Y	Y		MU-1	Powerline easement (west) Multi-use Path	\$ 10,000,000	1
1	5	Y	Y		NC-5	Mattie M. Kelly Boulevard	\$ 844,581	1
5	5		Y		IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	\$ 135,828	1
N	5				CC-4	Azalea Drive Extension	\$ 9,632,529	1
1	5	y	y		IS-8	Calhoun Avenue at Sibert Ave	\$ 19,399	1
5	5	y	y		CP-1	Zerbe Street Public Parking Lot	\$ 31,772,869	1
1	5	Y	Y	Y	SW-9	Indian Trail Sidewalk	\$ 278,099	1

Proposed Phase 2

Phase 2 consists of 35 projects proposed to be under construction by 2041. This phase includes more sidewalk, bicycle lane, and multi-use path projects (21) than any other phase. It also includes three projects that were proposed during the August Open House - Town Hall Pedestrian Access (SW-14), Indian Trail to Destin High School Multi-Use Path (MU-8), and Restaurant Row Sidewalk (SW-13). Several projects in proposed Phase 2 were considered for Phase 1 based on their benefits, public input and committee input, but are in proposed Phase 2 due to the need to balance costs across the three phases.

 CITY OF DESTIN FLORIDA Recommended Mobility Projects by Phase								
PRIORITIZATION INPUTS					PROJECT DESCRIPTIONS		PROJECT DETAILS	
Benefit Score	Public Input Score	Committee Input - Top Projects			ID	Project	Cost Estimate	Phase
		LPA	PW/PS	Parks				
5	3	y	Y	Y	CP-2	Marler Street Public Parking Lot	\$ 18,442,179	2
5	5		y	Y	MU-3	Gulf Shore Drive Multi-use Path	\$ 557,162	2
1	5		y	Y	BL-8	Indian Bayou Trail Bicycle Lanes	\$ 541,324	2
3	5	Y	y		IS-11	Main Street at Kelly Street	\$ 240,253	2
1	5				SW-12	Main Street Sidewalk	\$ 269,815	2
3	5				SW-13	Restaurant Row Sidewalk	\$ 58,460	2
5	5	y	y		MU-6	Powerline easement (east) Multi-use Path	\$ 1,941,257	2
3	3		y		MU-2	Gulf Shore Drive Multi-Use Path	\$ 298,017	2
1	1		y		SW-10	Mattie M. Kelly Boulevard (northern) Sidewalk	\$ 222,801	2
3	1	y		Y	SW-11	Mountain Drive Sidewalk	\$ 674,700	2
5	1		Y	Y	BL-4	Beach Drive Bicycle Lanes	\$ 573,455	2
3	1		y	Y	BL-7	Scenic 98 (west)/Restaurant Row Bicycle Lanes	\$ 2,286,414	2
1	1	y	y		MU-7	West of Twin Lakes	\$ 286,485	2
5	1	y	Y		IS-3	Legion Drive/Airport Road at Main Street	\$ 631,990	2
N	3				CC-7	Commons Drive	\$ 1,130,271	2
5	1		y	Y	BL-1	Sibert Avenue Bicycle Lanes	\$ 600,696	2
5	1	y	y		IS-4	Airport Road at Commons Drive	\$ 66,983	2
N	3				CC-2	Stahlman Avenue	\$ 2,327,859	2
3	1			Y	SW-2	Sibert Avenue Sidewalk	\$ 419,030	2
1	1		y		SW-4	Zerbe Street Sidewalk	\$ 103,606	2
3	1			Y	BL-5	Gulf Shore Drive Bicycle Lanes	\$ 257,042	2
1	1		y		IS-6	Benning Drive at Sibert Ave, 1st St, and 4th St	\$ 1,201,471	2
N	3				CC-1	Stahlman Avenue	\$ 276,915	2
N	3				CC-5	Legion Drive	\$ 1,116,415	2
5	1	y		Y	NC-3	Indian Bayou North Extension	\$ 1,857,605	2
1	1	y	y	Y	NC-7	John Avenue	\$ 866,882	2
3	1		y		SW-1	Sibert Avenue Sidewalk	\$ 105,269	2
3	1	y	y		IS-2	Stahlman Avenue at Azalea Dr	\$ 123,159	2
3	1	y			IS-5	Commons Drive at Indian Bayou Trail	\$ 38,798	2
1	1				SW-8	Hickory Street Sidewalk	\$ 79,613	2
1	N/A				SW-14	Town Hall Pedestrian Access	\$ 100,763	2
3	N/A				MU-8	Indian Trail - Destin High School Multi-Use Path	\$ 1,312,697	2
5	1		y	Y	MU-5	Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	\$ 453,504	2
3	1				NC-1	Pine Street	\$ 743,042	2
1	1				SW-5	Pine Street Sidewalk	\$ 31,082	2

Proposed Phase 3

Phase 3 consists of 22 projects proposed to be under construction by 2050. This phase includes more intersection enhancements (8) than any other phase. Each committee indicated that Sunchase Boulevard should be a top priority. However, this project remains in Phase 3 due to implementation challenges caused by environmental conditions.

 CITY OF DESTIN FLORIDA Recommended Mobility Projects by Phase								
PRIORITIZATION INPUTS					PROJECT DESCRIPTIONS		PROJECT DETAILS	
Benefit Score	Public Input Score	Committee Input - Top Projects			ID	Project	Cost Estimate	Phase
		LPA	PW/PS	Parks				
1	1	y	y		CP-3	Crystal Beach Parking Lot (FPL easement)	\$ 1,501,500	3
5	1	Y	Y	Y	NC-6	Sunchase Boulevard	\$ 17,313,901	3
3	1				BL-9	Crystal Beach Drive Bicycle Lanes	\$ 352,036	3
3	1		y		BL-10	Scenic 98 (east) Bicycle Lanes	\$ 9,673,289	3
5	1		y	Y	MU-4	Crystal Beach Drive Multi-use Path	\$ 408,154	3
N	3				CC-6	Airport Road	\$ 4,143,607	3
1	1				BL-3	Stahlman Avenue Bicycle Lanes	\$ 360,417	3
3	1		y		BL-6	Mattie M. Kelly Boulevard (N) Bicycle Lanes	\$ 185,377	3
N	3				CC-3	Azalea Drive	\$ 8,725,686	3
5	1				BL-2	Forest Street Bicycle Lanes	\$ 85,215	3
1	1		y		IS-7	Stahlman Avenue at Kelly Street	\$ 1,062,945	3
1	1		y		SW-6	Stahlman Avenue Sidewalk	\$ 123,461	3
1	1	y	y		IS-9	Calhoun Avenue at Kelly St	\$ 20,668	3
3	1	y	y		IS-10	Main Street at 98 Palms Blvd	\$ 566,135	3
1	1		y		IS-12	Scenic 98 East at Matthew Blvd	\$ 791,371	3
3	1				IS-15	Gulf Shore Drive at Moreno Point Rd	\$ 9,217	3
1	1				IS-16	Gulf Shore Drive at Norriego Rd	\$ 9,217	3
3	1	y	y		NC-2	Sailfish Drive	\$ 619,202	3
3	1				SW-3	Sibert Avenue Sidewalk	\$ 255,506	3
3	1				SW-7	Stahlman Avenue Sidewalk	\$ 169,656	3
1	1				IS-13	Scenic 98 East at Shirah St	\$ 791,371	3
1	1		y		IS-14	Scenic 98 East at Pompano St	\$ 791,371	3

Next Steps

The final step in prioritization is to obtain the input of the City Council. The key questions for City Council to provide input on are:

- Which projects should be moved up to a higher level of priority?
- Which projects should be moved down to a lower level of priority?

Once the priorities are set, staff and its consulting team will finalize the Mobility Plan and bring it back for the City Council to consider adopting. Staff and its consulting team will also move forward with calculating a draft proposed Mobility Fee for the City Council to consider in early 2024.