

**LOCAL PLANNING AGENCY
MEETING MINUTES
MARCH 21, 2024 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wood called the Local Planning Agency to order in a workshop session on Thursday, March 21, 2024, at 5:30 p.m., due to lack of a quorum, in the Destin City Hall Boardroom; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Todd Buhr
Jay Purut
Marcie Bell in at 5:47 p.m.

Members Absent

Corey Ledbetter

Staff Members Present

Kim Montgomery City Clerk
Steven O'Connor Principal Planner
Daniel Butler Senior Planner
Ryan Scott City Engineer
Rachel Houg Planner
Tina Deater Planner

3. APPROVAL OF MINUTES: March 7, 2024

Motion by Agency member Bell, seconded by Agency member Buhr to approve the February 1, 2024, minutes as corrected, the motion passed unanimously with a 4-0 vote. *(The vote for the minutes was taken once a quorum was obtained after the discussion regarding Common Boundary Buffer)*

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. *(This item was heard once the Quorum was obtained.)*

Agency member Buhr pointed out that there are several cut & paste errors, adding in the ADU portion that erroneously was removed, and other corrections that need to be made throughout this article. Staff thanked Agency member Buhr and stated they would review the document and make the necessary corrections.

Chairman Wood opened the hearing to the public. With no one present, he closed the public and asked the members for any additional discussion or a motion. **Agency member Buhr moved to recommend sending draft Article 4 on to City Council, with Agency member Purut providing the second. The motion passed 4-0.**

B. Draft Article 5 – Subdivision Regulations for the Local Planning Agency’s consideration and recommendation to City Council.

Mr. O'Connor explained the criteria that staff proposed.

Motion by Agency member Buhr to recommend approval of the 1-6 dimensional requirements for Subdivision Regulations developed by staff.

Chairman Wood asked Agency member Buhr to explain again why he felt the need to have the sixth requirement for the waiver.

According to Agency member Buhr, the reasoning is he feels that there needs to be a level of protection for the city in any future issues that may come up. In further discussion, it was determined that staff would work on adding additional language and bring Article 5 back for further discussion and a recommendation.

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. *(This item was heard first due to there not being a quorum, and this item did not need a vote)*

➤ **Tandem Parking**

Mr. Steve O'Connor, Principal Planner explained that this article has all the information within it necessary for the development of a site for residential or nonresidential. Additionally, the language they suggested from their last meeting regarding Tandem Parking has been incorporated into Section 6.03.02.

Agency member Buhr stated that it makes sense to have tandem parking for non-residential and businesses such as restaurants, but not for single family homes.

In further discussions regarding the section for tandem parking, the decision was made to remove item one and (a) and (b) in the subsections completely and to remove the words ***“is allowed for:”*** (below).

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.

According to Mr. O'Connor, the Design manual and Article 6 go hand in hand, and once the Design Manual is ready for their review, staff will bring back both for the LPA's review and consideration.

Chairman Wood asked staff what was decided for shuttle parking and its impact on required parking.

According to Mr. O'Connor, staff received multiple calls on shuttle parking and why they're not allowed and should be to offset the deficit of parking in the city. He explained they need to discuss if shuttle service should be allowed to offset the certain amount of parking for users. He provided an example only of Livery Vessels and the parking requirements. There was a brief discussion regarding how the businesses are tracked by staff. Mr. O'Connor explained that the Code Compliance Department handles the process and spoke of the Affidavit of No Change that is required to be submitted for a Business Tax Receipt to continue to be able to operate. Additionally, he explained they could also limit the use per zones as well to be captured in a parking agreement, or the registration, or with the Development Order, or any other document that is held by the city and can be utilized when necessary, should the need arise. The decision was agreed for staff to create a document to allow them in the North and South Harbor Mixed Use and CMU zoning districts and to bring it back for further discussion at their next meeting.

Agency Member Bell entered the meeting at 5:47 PM and there is now a voting quorum.

Agency member Bell spoke of how she feels allowing a business, that is supposed to provide a certain number of parking spaces to be offset from the parking requirements, by providing shuttle services seems like an easy out, and asked how it would impact the services that are already in place. She pointed out how the EC Rider is already set up to shuttle people who park in the Marler Parking Lot.

➤ **Sewer Connection Requirements for Septic Tanks**

Mr. O'Connor informed the members that there are still pockets in the city where people are on septic and, although State Mandated, he asked what type of enforcement they feel needs to be in place. Additionally, in contacting Destin Water Users (DWU), they want to get everyone on their sewer and although this is a requirement to be connected, it has not been enforced, and asked the members if they agree to keep it in the LDC and start enforcing it.

Agency member Buhr stated that he is not in favor of removing it from the LDC especially since it is a requirement of the State and questioned staff if there was a timeline requirement and what would happen if those individuals cannot afford the tap fee to convert to sewer. He then

asked if there is a Variance process for those individuals. According to Ms. Kopp, there is not a Variance that provides for this issue, but they could possibly add something in the code for those that may need an extension of time, per case, regarding hardships. He also spoke of needing guidance on how the ruling for connecting to sewer, that is required by the State and the city, should it be enforced.

The City Attorney, Kimberly Kopp suggested inviting DWU personnel to an upcoming meeting for further discussion and input on the topic.

➤ **Tree Removal Process**

Mr. O'Connor explained that what staff is asking, if someone wants to cut down a tree that is 24" in diameter or more, should it require a permit. The members discussed the past history for a tree ordinance, how it was highly disagreed by the public, and ultimately decided to keep the language how it currently reads.

Agency member Buhr spoke of the past where people would clear a lot for purposes of a development or a sale and then if it doesn't take place, the property sits vacant of all of the trees, which the lots would then be subject to erosion issues, and stated this is something that he is not in favor of.

Mr. O'Connor explained that process is no longer allowed and now, an approved permit or development order has to be in place before a clearing permit is issued. Additionally, any preserved trees has to be noted on their site plan and if they are within the footprint of the primary building, they have to meet the requirements to replace those tree or trees. Additionally, he informed the member that staff went before the Parks & Recreation Committee regarding allowed trees in public spaces and how they requested to remove the Bradford Pear and add the Red Buckeye Tree. Additionally, staff went before the Public Works/Public Safety Committee who agreed to remove the Sparkleberry because it tends to grow more shrublike. The Chairman asked why the Bradford Pear has been removed. Mr. O'Connor explained it is now deemed an invasive tree species.

➤ **Common Boundary Buffer**

According to Mr. O'Connor, the information they have has been implemented from the discussions they had at their last meeting, on how to reduce the mini parking lots that are happening in the Crystal Beach area in front of homes. He read the common boundary buffer requirements from the draft in their agenda item attachment. After a lengthy discussion, Mr. O'Connor stated that if the intent is the get away from the mini parking lots in the front of properties, this is staff's best recommendation, noting that any other way is basically taking away developable area and developers will not take advantage of this allowance.

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

Motion by Agency member Bell to recommend City Council adopt the Mobility Plan and Prioritization as presented, with Agency member Purut providing the second. In discussion, Agency Member Buhr referred staff to BL10 in the document with the \$9+M price tag and questioned why the bike lanes are in the plan with the multiuse path that is on the other side of the roadway, asking why is there a need for the bike lanes on both sides of the roadway. Staff explained that per State Law, bicycles are considered vehicles and are allowed to ride where vehicles travel, with the exception of limited access highways. Additionally, roadways with bike lanes on both sides has proven to slow traffic.

Item CP3, Crystal Beach Parking Lot at FPL Easement, Agency member Buhr referred staff to Dolphin Street at Regatta, he spoke how this has been proposed in the past and was removed from the plan, and expressed how he is adamantly opposed to having this plan on the list for a number of reasons. One being under power lines but mostly, the large amount of area, when necessary, can collect for stormwater retention and mentioned the issues that the surrounding homes around Four Prong Lake that have continuously had and still do, have flooding issues. He also spoke of letters that were sent to City Council in 2018 urging them to remove it off any future plans. **Motion by Agency member Buhr for CP3 be removed from the Mobility Plan, with Committee member Bell providing the second for discussion.**

The City Engineer, Ryan Scott spoke of how this is almost the same type of scenario for the Linear Park and it's the same FPL easement in the Town Center. Additionally, this plan is put in for 2042-2050, and a lot could change. Agency member Buhr stated that he cannot in good conscience sit here and recommend it to go forward.

Agency member Purut stated that he would like to see a LSV path be installed along there so that they can travel from one side of Crystal Beach to the other. Agency member Buhr commented that there are plans in the document for LSV pathways in the future.

Agency member Bell asked what the likelihood of any of these changing once the Mobility Plan is approved and adopted. Mr. O'Connor stated nothing is set in stone and any project can be removed or added every two years.

Agency member Buhr spoke of how a pedestrian linear path with stormwater retention is entirely different than a paved area for a parking lot. **With no further discussion on Agency member Buhr's motion to remove CP3 from the Mobility plan, Chairman Wood called for the vote and the motion passed 3-1 with Chairman Wood dissenting.**

Agency member Buhr referred the members to the last page of the document NC7 (John

Ave) and MU5 (Dolphin Street/Regatta Bay bicycle and multiuse path), and spoke of how the upcoming beach parcel at Tarpon coming online, that end of Crystal Beach is going to have an increase in traffic, and asked if the ranking on the list is set because, he feels that Dolphin and John need to have the infrastructure improved and be moved up on the priority list to be done at the same time. The City Engineer stated that there are plans to have all of that reworked around the same timeframe of the construction for the beach parcel.

Agency member Buhr offered a substitute motion to the original motion to recommend City Council adopt the Draft Mobility Plan as presented with the removal of CP3, as already passed, from the plan. Agency member Bell provided the second. Chairman Wood opened the public portion of the hearing, with no one coming forward, he closed the public portion of the hearing and called for the vote. The motion passed 4-0.

5. PUBLIC COMMENTS: None

6. DIRECTOR'S REPORT:

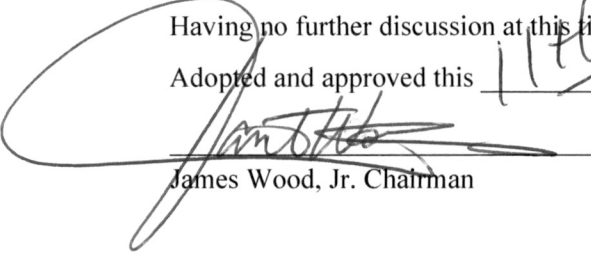
Mr. O'Connor informed the Agency members that he last drafts have come in from 3TP, with Articles 7, 9, & 10 coming to them at their next meeting, and Article 8 will follow after that as well as Articles 1 & 2.

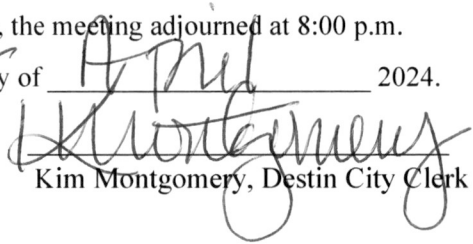
Chairman Wood encouraged staff that their packets need to be sent sooner so they will have more time to read over them. Mr. O'Connor concurred, but also reminded the members that the drafts are also available online and they don't have to wait for their packet to read the articles. As well as reaching out to staff for any questions or discussions prior to their meetings.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 8:00 p.m.

Adopted and approved this 11th day of April 2024.


James Wood, Jr. Chairman


Kim Montgomery, Destin City Clerk