



**AGENDA
LOCAL PLANNING AGENCY
THURSDAY, AUGUST 8, 2024
5:30 PM
ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER**
- 2. ROLL CALL/PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MINUTES**
- 4. NEW BUSINESS**
 - A. Draft Article 6 and the Draft Destin Design Manual**
 - B. Draft Article 7 – Resource Conservation, Protection, Resiliency, and Sustainability**
 - C. Billboard discussion - Proposed code amendment in progress**
- 5. DIRECTOR'S REPORT**
 - A. Article 10 - Impact Fee Draft Update**
- 6. NEXT MEETING DATE: September 5, 2024**

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)

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 8, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.A.

TO: Local Planning Agency

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: July 31, 2024

SUBJECT: Draft Article 6 and the Draft Destin Design Manual

I. BACKGROUND: On April 5, 2021, Staff brought the Scope of Work and Budget Request 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 our consultant, 3TP Ventures, 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: *Article 6 - General Development Regulations*

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 Articles 7, 8, 9, and 10. The Article consolidates and reorganizes all the regulations that govern the minimum requirements for all development and redevelopment. Draft Article 6 also clarifies the current regulations and updates the development regulations to reflect 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. **Updated standards based on current policy and direction**

Further, the following elements were significantly reorganized and consolidated.

1. **Landscaping:** There are multiple locations where landscaping regulations are located in the current LDC, which makes it difficult to regulate and stay consistent with reviews.
2. **Fences:** Fences are affected by several factors that impact how and where on a property they can be placed.
3. **Buffers:** Currently, there are approximately four locations in the LDC that regulate buffers. Further, there are some buffer regulations that are applicable to only certain residential lots due to their location within or outside of the Multi-Modal Transportation District (MMTD).

Below are the areas where Staff has previously sought the LPA's guidance, along with the LPA recommendations for the given issue.

Previously Discussed Items

Section 6.01.02. Applicability

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

LPA Recommendation - April 11, 2024: There was no issue from the LPA with this so it will remain as-is in the draft moving forward. Draft Article 6 will keep these changes for City Council's review and consideration.

Section 6.03.02. 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.

LPA Recommendation - April 11, 2024: Staff updated this section per the LPA's recommendation. The Draft Article 6 will keep these changes for City Council's review and consideration.

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 demands 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.

LPA Recommendation - April 11, 2024: There was no support to include a shuttle parking reduction from the discussion at the April 11th meeting. Staff will not include any parking reduction provisions for shuttle parking.

Section 6.04.02.D.2. Sewer Connections Requirement

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.

LPA Recommendation - April 11, 2024: The LPA recommended keeping the 1-year connection requirement if sewer is available. Draft Article 6 will keep these changes for City Council's review and consideration.

Section 6.06.05 Tree Removal:

Staff has 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 for the residents. Currently, neither the LDC, nor the Code of Ordinances, requires any tree removal permit for residential lots.

LPA Recommendation - April 11, 2024: The requirement for a tree removal permit on residential properties was not supported and will not be recommended in the draft moving forward.

Section 6.06.07 – Publicly Owned Property – Street and Park Trees

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

Remove Sparkleberry from the allowable tree species chart

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

Add - the Red Buckeye - *Aesculus pavia*

Remove the Bradford Pear - *Pyrus calleryana*

LPA Recommendation - April 11, 2024: There was no issue from the LPA with this so it will remain as is in the draft moving forward. Draft Article 6 will keep these changes for City Council's review and consideration.

Section 6.08.02.F. Common Boundary Buffer:

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. The traditional neighborhood 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.

LPA Recommendation - April 11, 2024 Update: The LPA endorsed the changes made and Draft Article 6 will keep these changes for City Council's review and consideration.

New Discussion Items:

Buffers & Fences

Buffers

Staff and the LPA have had previous discussions about the purpose of buffers and their application, specifically when it comes to the Common Boundary Buffer (see above). The requirement for open space and setbacks essentially eliminates the need for buffers when it comes to the common boundary buffer on residential properties. Meaning, since buildings, primary or accessory, can't be built within the setbacks, the additional buffers between properties are not necessary. In addition, the open space requirements for residential properties also help mitigate impacts between residential properties.

Fences

The MMTD is proposed to be removed from the LDC but many of the design requirements remain and are included in Article 6 and the Destin Design Manual. Currently, the Old Destin MMTD specifically exempts properties in this MMTD from the requirements of the Front Perimeter Landscape Buffer (FPLB). This means a fence up to 8' can be built right up to the property line within the Old Destin MMTD. The way the current Draft Article 6 is written, the FPLB would apply to all properties in the city and therefore now restricting the properties in the MMTD from building their fences along the property if taller than three feet (3'). This could potentially result in many existing fences being made into legal non-conforming uses.

Potential Solutions:

- Exempt residential properties in the Village, Harbor, and Holiday Isle Planning areas from the three-foot (3') fence limitation.
- Create a standard fence setback for anything taller than three feet (3') that applies to all properties within the city.
- Make allowance for corner or double frontage lots to allow fences taller than 3' not along the "primary frontage"
- Any other direction discussed by the LPA.

Staff Comment or Question:

Does the LPA wish to maintain what the current draft has with the application of the FPLB and other fence limitations? Or would you like to see something developed as per the potential solutions discussed above?

View Corridors

Comp Plan ***Policy 7-1.2.5: Vertical Open Space and Scenic Vistas***, states: *Waterfront views and vistas are important to the character and quality of life for Destin residents as well as for maintaining a viable tourism economy. Site development shall occur in a manner that retains views to shoreline areas for adjacent inland properties, public places, streets, and bicycle pathways. Prior to the next Evaluation and Appraisal Review (EAR) estimated to be in 2019, the LDC shall provide standards that address site development,*

building mass and height, and fencing design that promote waterfront views and vistas.

There are no specific view corridor regulations nor identified view corridors within the city. It is difficult to establish required regulations where there are no specific area/zones identified. However, current LDC Section 8.01.00.D does not allow for the vacation of any rights-of-way that abut or are adjacent to any body of water.

Staff Question: Is this sufficient to protect view corridors?

Addition of Erosion Control & Stormwater Plan language

Staff identified missing language and lack of enforceability concerning the maintenance of Erosion Control & Stormwater Plans (ESCP). Staff updated the following section with the language below:

6.10.01.H. Maintenance of Erosion Control Devices

b. The ESCP shall be implemented, installed, and maintained at all times throughout the entire duration of the project until issuance of a Certificate of Occupancy or Certificate of Completion, whichever is applicable.

Inclusion or addition of Concurrency Management and Level of Service

Staff added section **6.13 Concurrency Management** and **6.14 Level of Service** to the Draft Article 6. Previously, they had been removed because originally, concurrency was thought to not apply at the state level for much of what the City currently monitors, specifically transportation. Once adopted, transportation will be covered through the Mobility Plan. However, concurrency for potable water, sanitary sewer, and solid waste are still requirements of the State for municipalities to track. While the City does not provide those services, we are still mandated to maintain some record of those elements. Further, this allows staff to review the Levels of Service (LOS) for drainage, recreation and open space to ensure they are maintained or mitigated if impacted. Originally, LOS was going to remain solely in the Comprehensive Plan; however, due to the Concurrency Management requirements, it is also appropriate to include it here in Article 6.

Destin Design Manual

The Destin Design Manual (DDM) intends to implement the City's policies regarding aesthetics, infrastructure, and minimum design standards, along with processes that will help the City build the community the Comprehensive Plan envisions. The DDM covers a broad range of standards and processes to facilitate and promote the safe and smart development and redevelopment of the City of Destin. The DDM also provides specific guidance for site and Right-of-Way (ROW) development from landscaping to bollards, to waste facilities, that will help foster and maintain the evolving Best Management Practices (BMPs) for the Building, Engineering, and Planning industries.

Beyond just the specifications for certain site elements and or design standards, the DDM provides approved drawings that meet the minimum LDC requirements for required development elements and can be utilized by design professionals without having to draw the details themselves. This will help save time on plan development, Staff review, and the overall permitting timeline. The DDM is not intended to live within the LDC for regulatory purposes, but rather will function as the document that shows developers the "how" of the site elements for their project(s). Think of the LDC as the document regulating "what" you must/can do, while the DDM is the "how" you must/can do it. Since the DDM details how

elements are constructed, it must also be updated and audited more regularly to ensure the details meet the current best practices.

Staff requests that the LPA review and provide any feedback or comments about the Design Manual or any questions regarding how it is utilized and maintained. The proposed DDM is a different way of doing development review within the City, and is a practice that is happening across the country right now as a best practice to help reduce review times, stay current with best practices and to distinguish the regulations from design minimums.

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.

The Destin Design Manual helps consolidate all the standard design criteria and the new proposed drawings into one location. Both Article 6 and the DDM work closely together to achieve the desired development patterns, while also providing industry standard safe design practices. 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 for a final recommendation at a later meeting date.

Attachments:

1. 1 - Article 6 - General Development Regulations - FINAL DRAFT 07.31.24
2. 3 - Article 6 - 06.20.24 CHANGES
3. Destin Design Manual - FINAL DRAFT - 08.01.24

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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 City Manager 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.

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3. Use roundabouts instead of signals where roundabouts:
 - a. Provide an equal or improved level of service over a traffic signal
 - 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.

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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:
 - 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. SITE TRIANGLE AND CLEAR/RECOVERY ZONE

- A. All sight triangles shall be in compliance with **Section** XXX of the Destin Design Manual.
- B. All clear/recovery zones shall be in compliance with FDOT Standard Plans (latest edition) if in the FDOT right-of-way. All other rights-of-way shall be in compliance with the Florida Greenbook (latest edition).
- C. Development Within the Clear/Recovery Zone
 1. The following developemnt types may be allowed within the clear/recovery 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 two feet (2') above the ground to no lower than fifteen feet (15') above the ground.

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- iii. It is the adjoining property owners responsibility to maintain any clear/recovery zone adjacent to their accessway(s).
- iv. The City shall require any violation of this section to be rectified, and if not taken care of within seven (7) 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/recovery zone or vision triangle.
 - a. In no circumstance shall any rope or other continous or connecting element be used within the right-of-way.
 - b. Exceptions: The following may be allowed through review of a Right-of-way permit and a Hold Harmless Agreement between the property owner and the City.
 - i. Rounded or blunt objects or structures which do not exceed eight inches above the edge of road, with six feet (6') of seperation between each object as approved by the city engineer;
 - ii. Raised curbing with or without sidewalk;
 - 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;
 - (a) The face of a frangible mailbox shall be placed 8" off the back of a raised curb. All other mailboxes shall place the face of the mailbox four feet (4') from the back of a flush curb or the roadway edge of pavement (whichever is more restrictive).
 - iv. Bicycle lanes;
 - v. Guard railing, as approved by the city engineer;
 - vi. Drive accessway, as approved by the city engineer;
 - vii. Temporary placement of garbage or trash or recyclable receptacles under one cubic yard in size. (this is allowed without a permit or hold harmless agreement)
- 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.
- B. The City Manager or designee shall use the minimum Florida Department of Transportation recommendations in determining the minimum accessway spacing required.
- C. Minimum accessway spacing from an intersection.
 - 1. 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.
 - 2. 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.

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- a. 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.
- b. 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.
- c. The City Manager or designee may allow different driveway placement based on public safety, traffic volume, geometric constraints of topography, lot shape and dimensions, or other construct ability considerations.
- d. For U.S. Highway 98, please refer to FDOT specifications.
- D. 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.
- E. 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.
- F. Adjacent traffic signals shall meet the minimum signal spacing standard as measured from centerline-to-centerline of the signalized intersections.
 1. 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.
 2. 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-dwelling 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

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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.
 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-dwelling developments shall not exceed twenty-seven feet (27') wide unless a traffic study determines otherwise.
 2. Single-dwelling 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. Sidewalks widths
 - a. Arterial and Collector roadways: shall be a minimum of eight-feet-wide.

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- 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
 - a. Owners or developers of new single-dwelling 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-dwelling 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-dwelling 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.

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- (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 unobstructed by sidewalk furniture, street trees, planter boxes, newspaper boxes, retail displays or other barriers to pedestrian or bicycle movement.
- D. Bicycle Lanes and Facilities
 - 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.
 - 2. Developments shall be responsible for constructing the segments of planned bicycle or multi-use pathway facilities located on the property of the proposed development.
 - 3. Bicycle and multi-use pathway facilities are identified in the City's Master Pathways Plan, Comprehensive Plan, Impact Fee Study and Mobility Plan.
- 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 6.02.04 TRANSIT NETWORK

- A. All development shall contribute to the creation and/or reinforcement of a pedestrian-friendly transit system by adhering to the following requirements:
 - 1. Future transit stop locations.
 - a. The Mobility Plan and The Okaloosa County Transit Development Plans identify potential future transit stops to support Public Transit for the region.
 - i. These locations represent an ideal spacing of transit stops along the transit routes, although the precise final location will depend on a number of factors including land availability for bus bays, shelters, and other transit amenities, the demand for transit service at the location, and the provision of transit, pedestrian, and vehicular safety at the location.
 - ii. For any proposed development within 200 feet of a proposed transit stop, the applicant shall coordinate with the City Manager or their designee to determine the exact

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location of the transit stop, or alternatively, may decide that the transit stop would be more appropriately located elsewhere, in which case the applicant will be required to provide alternative multimodal mitigation.

2. Transit stop connection.
 - a. All developments located within a one-quarter-mile radius of an existing or proposed transit stop location must provide a sidewalk connection, in conformance with **Section 8.09.03(A)(6)(a)**, from the development to the transit stop if a continuous sidewalk does not exist.
 - b. If a continuous sidewalk does exist, then the development is relieved from having to meet this requirement.
 - c. For a transit stop located on or immediately adjacent to the site, the sidewalk shall directly connect the building nearest to the transit stop and the transit stop itself.
 - d. For a transit stop located off-site, the sidewalk shall connect the on-site sidewalk network to the public sidewalk that leads to the transit stop.
3. Transit Stop Amenities, Design, and Easements.
 - a. For any site that has been identified as a location for a transit stop, transit stop amenities shall be required and include:
 - i. A passenger shelter equipped with a bench that accommodates a minimum of eight people and an area to accommodate one wheelchair.
 - ii. A bike rack that accommodates at least three bikes.
 - iii. Sufficient outdoor lighting for safe pedestrian movement at night.
 - iv. A location/information sign that at a minimum shows the location of the transit stop in regard to other transit stops located in the transit system.
 - v. A sidewalk that connects the transit stop area to the internal (development site) and external (public) sidewalk system.
 - b. For any site that has been identified as a location for a transit stop, the transit stop shall be designed in accordance with the recommendations per the Okaloosa County transit authority and the following requirements.
 - i. These transit stops shall include a dedicated area for a safe and convenient bus access.
 - ii. Transit stops consist of three types:
 - (a) Curbside stops
 - (i) Curbside stops shall be located in the travel lane of the adjacent road.
 - (b) Bus bay stops
 - (i) Bus bay stops shall be located outside of the travel lanes of the adjacent road and provide enough room for a deceleration/acceleration lane and a bus loading zone that is 12 feet wide by 40 feet in length.
 - (c) Queue jumper bus bay stops.
 - (i) Queue jumper bus bay stops shall be located in an acceleration lane of the adjacent road.
 - (d) Any fff-street transit areas shall provide a circulation route and a twelve-foot (12') wide by forty-foot (40') long bus loading zone.

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- (e) The circulation route for the bus to enter and exit the subject property must contain a turning radius of 40 feet (40') to accommodate bus movement.
 - (f) The bus loading zone must be located outside of the normal parking/access circulation pattern.
 - (g) The shelter and waiting area shall provide six feet (6') of width of the adjacent sidewalk free of obstructions.
 - (h) The waiting area shall be wide enough to accommodate the bench and wheelchair with a minimum of eight feet (8') in depth.
 - (i) An unobstructed loading path with a minimum of five feet (5') in width shall be provided connecting between the waiting area to the edge of the curb to provide direct access to a stopped bus.
- c. For any site that has been identified as a potential location for a transit stop, a public ingress and egress easement shall be required to provide space for this stop.
4. Maintenance of items required by this section, including, but not limited to, sidewalks, transit shelters, benches, and lighting, shall be governed by the provisions of **Section 2.02.06** Guarantees and Sureties of this Code.

SECTION 6.02.05 STREET AND ROAD CLASSIFICATION - 8.03.01

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 City Manager or their designee.
- B. Outdoor Seating
 - 1. Any use proposing outdoor seating shall provide parking at a rate of 50% of the regular parking requirement of the primary use for any area of outdoor seating or use in addition to any indoor seating or use 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.

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- 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-dwelling, duplex, townhouse, or multi-dwelling 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.
- 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.

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- 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 their 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.
 - 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.

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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
 1. Nonresidential uses shall only be allowed through an approved and recorded parking agreement per Section 6.03.05, and shall follow all the following requirements:
 - a. Shall include valet parking for all tandem spaces serving customers and patrons.
 - b. Tandem or end-to-end vehicle parking stalls shall not exceed more than three vehicle parking spaces placed end-to-end for nonresidential uses.
 - c. Each tandem or end-to-end vehicle parking stall shall have clearly designated pavement marking.
 - d. Signs shall be posted clearly designating which spaces are tandem and what entity the spaces are designated for.
 2. Nonresidential uses without valet parking are prohibited from using tandem or end-to-end vehicle parking.

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.

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SECTION 6.03.04 STACKING AND LOADING STANDARDS

- A. Facilities that provide a drop-off or drive-through facility shall provide a minimum stacking lane capacity for five (5) vehicles before the menu board, drop-off area, or other similar facility.
- B. Loading and stacking areas shall provide clear ingress and egress.
- C. No more than thirty percent (30%) 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 ten feet (10') wide by twenty-two feet (22') deep.

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.

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- 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;
 - 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

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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:
 - (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 their 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:

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- 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
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 Magnolia	0-12"	Can be removed and do not have to be replaced
	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.

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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.
 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.

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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.
 - 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.

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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.
 - 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.

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- 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 comply with this article and also approved by the City Manager or their 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 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 their designee.
 - 6. Single-dwelling 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

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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 their 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 their 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:
 - 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.

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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.
 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. All new sewer systems shall utilize gravity mains and connections.
 1. No non gravity systems are allowed for new subdivisions.
 - a. If a gravity system is not feasible, the designer of record shall submit designs for review to the City Engineer and the sewer provider for approval during the development or permitting process which ever is applicable.
 - b. The designs shall provide the following:
 1. A narrative explaining why a gravity system is not feasible.
 2. A design showing how the proposed design will tie into the sewer system.

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3. A maintenance and operations plan for the system for each individual lot shall be recorded through Okaloosa County in the Official Public Records.
- D. All proposed grinder stations shall require a backup generator as well.
- E. Sewer and stormwater infrastructure shall not be combined within the city.
- F. 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.
- 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.

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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-dwelling 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-dwelling 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.
 - 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')

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- b. Adjacent to multifamily or non residential use five feet (5')

SECTION 6.04.06 NON-RESIDENTIAL DEVELOPMENT STORMWATER REQUIREMENTS

- 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
 - 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 6.04.07 RESIDENTIAL DEVELOPMENT STORMWATER REQUIREMENTS

- A. For single-dwelling and Duplex developments the stormwater requirements of this section apply.

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1. All residential development that is not a single-dwelling or duplex development shall follow the requirements listed in Section 6.04.01. above.
- B. Single-dwelling and Duplex Stormwater Table
 1. Use the following Single-dwelling Stormwater Table if the following criteria are applicable:
 - a. Single-dwelling/Duplex lot 1 acre or less
 - b. A percolation rate of 10"/hour or greater can be achieved with the native soils
 - c. The maximum depth of the stormwater system is 18".

<i>Stormwater percentage capture requirement</i>	
55% or less Impervious	1.6" over the site
55.1 - 65% Impervious	1.8" over the site
65.1 - 75% Impervious	2.0" over the site

- C. A professional engineer can be used in-lieu of the table using one of the following minimum requirements, whichever is greater:
 1. 1" over the entire site
 2. 25yr/24hr storm event
- D. A professional engineer is required to design residential stormwater systems if any of the following conditions exist or apply:
 1. Native soil has a lower percolation rate than the minimum required
 2. A sub-surface stormwater system is proposed
 3. The groundwater table needs to be verified via a geotechnical report
 4. The overall site/development contains minimal impervious
 5. Maximize efficiency in design to maximize development potential
 6. The site is over one acre in size

SECTION 6.05 LIGHTING

SECTION 6.05.01 SITE LIGHTING STANDARDS

- A. General standards for non-residential and multi-dwelling site lighting
 1. All parking areas serving the public or users of a non-residential and multi-dwelling developments shall provide site lighting across all parking and pedestrian areas.
 - a. Maximum fc:
 - i. Non-residential no brighter than 3.2fc
 - ii. Residential no brither than 1.8fc
 - iii. Fueling stations no brighter than 22fc
 - (a) Lighting shall be shileded in a way that the light source is not visible while standing at the property line.
 - 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

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- 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. No site lighting shall exceed 5,000K temperature to minimize short-wavelength (bluish) light in the nighttime environment.
- 4. Directional fixtures (such as flood lights) may be used provided they shall be aimed and shielded in accordance with this ordinance.
 - 5. 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.
 - 6. 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.
 - 7. Electrical service for all new outdoor lighting shall be installed underground.
 - 8. 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-dwelling, duplex, or multi-dwelling, 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 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.
 - 9. 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.

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- 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.
- v. Lighting for sports fields
- vi. Approved special events

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.

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

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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.
 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

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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;
 - 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

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- 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.E**.
 - 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-dwelling 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 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-dwelling 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.

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- 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 be 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).
 - 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 of 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.

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- 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 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

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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 City Manager or their designee 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 City Manager or their designee 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
 - 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 City Manager or designee approve, approve with conditions, or deny the application within sixty (60) days from the date of submission of the application.

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- i. The City Manager or their designee 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 City Manager 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.
- 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.

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- 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)
- 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 Botany 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, Georgia, 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 contained and controlled to not spread, multiply, or otherwise threaten the local native vegetative 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.

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

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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
- 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.

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- 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.
 - a. The number of required trees shall be increased by 20 percent above the minimum requirements for trees set forth in Paragraph A above
 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. 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:

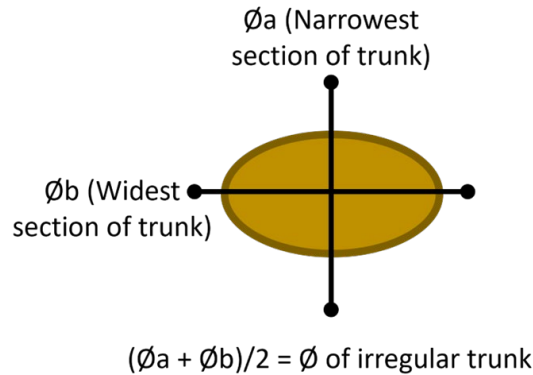
Diameter of Existing Tree	Number of Trees Credited
20" or more	5
13" -19.9"	4
7" – 12.9"	3
2" – 6.9"	2

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.

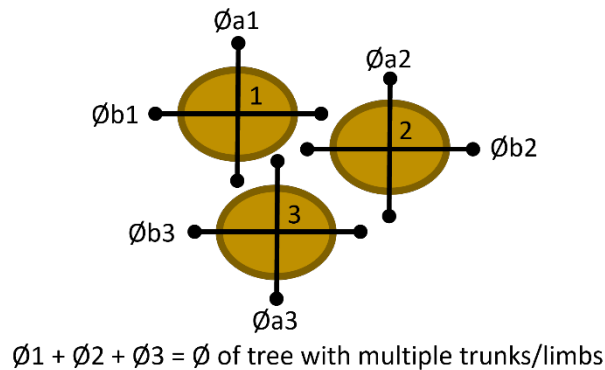
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- i. The average of the the widest and the most narrow diameter of the tree at DBH (see example below).



- 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

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1. The removal of any tree on private property requires a Clearing and Grading Permit approval from the Community Development Department.
2. Exemptions
 - a. Any tree on any Single-dwelling or duplex lot
 - b. Any tree on a platted townhome lot (Single-dwelling unit)
 - c. These exemptions are not intended to exempt any apartment complex, condominium complex, or other multi-dwelling complex, or commonly owned property within a Single-dwelling 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 City Manager or their designee shall require immediate removal of the tree.
 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 City Manager 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 City Manager for the removal of the tree that poses a hazardous or dangerous condition.
 3. The City Manager or their designee shall make a final determination upon receiving the recommendation from the licensed arborist or licensed landscape architect.
 - a. Any determination made by the City Manager shall become effective five (5) days after the determination is rendered.
 - b. An aggrieved party, withstanding the final determination of the City Manager 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 retoractivley 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.
 2. All required plantings shall be living or natural.

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- 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 (Myrica cerifera)	Dahoon Holly (Ilex cassine)	Maple (Acer rubrum)
Fringe Tree (Chionanthus virginicus)	Turkey Oak (Quercus laevis)	Southern Live Oak (Quercus virginiana)
Pindo Palm (Butia capitata)	Cabbage Palm (Sabal palmetto) *State Tree	Majesty Palm (Ravenea rivularis)
	Washington Palm (Washingtonia robusta)	Canary Island Date Palm (Phoenix canariensis)
		Wild Date Palm (Phoenix sylvestris)

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

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Ginkgo (Ginkgo biloba)	Persimmon (Diospyros virginiana)	Oak (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)
Red Buckeye (Aesculus pavia)	Tulip Magnolia (Liriodendron tulipifera)	Walnut (Juelans nigra)
Sparkleberry (Vaccinium arboreum)		
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 City Manager or their designee 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.

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- 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.
- 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-dwelling 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.

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- D. No fence or hedge shall be constructed or installed in such a manner as to interfere with drainage on the site.
- E. Any fence containing barbed wire or razor wire material shall be prohibited from being erected or maintained on any lot that contains single-dwelling 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 or their designee may not be subject to height limitations.
 - 1. Approval to exceed maximum height standards may be given by the City Manager or their 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-dwelling, 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-dwelling 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.

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1. All non-residential development or use shall provide supplemental setbacks or buffers when abutting or adjacent to any residential development or use as detailed in this section.
 2. All non-residential development or use shall provide the following supplemental setbacks or buffers when abutting or adjacent to any residential zoning district as detailed in this section.
 3. Multi-dwelling, condominium, or apartment style development shall provide the same buffer and supplemental setbacks as non-residential when adjacent to or abutting single-dwelling, duplex, or townhome development or residential zoning district as detailed in this section.
 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-dwelling, 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 a 75-foot setback).
- E. Front Property Boundary Buffer
1. All nonresidential and multi-dwelling 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-dwelling 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 may be included within the Front Property Boundary Buffer if the sidewalk is placed within private property.
 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. Wall Requirement
 - a. 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:
 - i. The development is adjacent to existing single-dwelling, duplex, or multi-dwelling development
 - ii. The development is adjacent to a residential zoning district

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- b. 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
 - 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 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 where allowed. All materials shall be organic materials.
 - 3. Tree Requirement:
 - a. One (1) small tree shall be planted for every twenty-five linear feet (25') 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.
 - 7. Exceptions:
 - a. The Front Property Perimeter Buffer only requires vegetated ground cover to be installed and maintained.

SECTION 6.08.02 RESIDENTIAL BUFFERS

- A. The following buffers are required for all single-dwelling, duplex developments.
- B. Multi-dwelling developments, when abutting or adjacent to single-dwelling or duplex development shall provide the buffer and setback requirements as required in Section 6.08.01.

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- 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.
 - 1. The list below are examples of landscape elements or materials not allowed in buffer areas but it is not limited to this list.
 - a. Rocks or pebbles
 - b. Hardscaping such as concrete or asphalt
 - c. Pavers or stepping stones
 - d. Materials similar in make-up or character as listed above
- E. Front Property Boundary Buffer
 - 1. All residential and multi-dwelling properties shall provide a minimum five-foot (5') wide buffer within the front yard abutting the right-of-way.
 - 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-dwelling 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-dwelling, duplex, or multi-dwelling 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. Only one side of the property may be utilized for a driveway in the common boundary buffer
 - ii. Open space banking
 - (a) The area (square footage) where the Common Boundary Buffer open space would have been shall be transferred (banked) to the front yard at a 1:1 ratio and shall not contain any structure, vehicular use area, or hardscaping except for what is allowed in subparagraph (b) below.
 - (b) A walkway from the accessway to the front patio or door of a structure, at no wider than five feet (5') is permitted in this open space banking area.
 - (c) The area of the required front perimeter buffer and opposite common boundary buffer shall not be utilized to count towards the open space banking calculation.
 - iii. No structure or vehicular use area is permitted between the main façade of the primary structure and the public right-of-way, except as allowed in Paragraph iv. below.

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- iv. No more than two vehicles may be allowed to park side by side 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:
 - 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

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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.
 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

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- 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.
 - 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

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- 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.
 - 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. The ESCP shall be installed, implemented, and maintained at all times throughout the entire duration of the project until issuance of Certificate of Occupancy or Certificate of Completion, whichever is applicable.
 - c. ESC shall be maintained and inspected in accordance with all FDEP/NPDES requirements.

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- d. The ESC supervisor must be available, 24 hours, for rapid response to ESC problems and emergencies.
 - e. 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 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.

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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. 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.
- C. 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.
- D. Dust Control Plan requirements
 1. How grading operations will be handled/suspended when winds exceed 30 miles per hour.
 2. How water will be applied to all surfaces prior to, and if necessary during, excavation.
 3. How water or a covering will be applied to all particulate materials contained in open-bodied trucks, trailers or other vehicles transporting particulate matter prior to operation of the vehicle, in order to prevent as much dust as possible from becoming airborne during transportation.
 4. How water or a covering will be applied to all stockpiles of particulate material to prevent as much dust as possible dust from becoming airborne during high wind conditions.
 5. How transfer processes involving free fall of soil or other particulate matter will be performed in order to minimize free fall distance and thus reduce dust emissions.
 6. How and when water will be applied to unpaved surfaces, including adjacent rights-of-way, or any other surface that can create airborne dust in order adequately to control dust emissions.
 7. How and when ground cover on the development site will be reestablished prior to final occupancy.
 8. The designated routes within the job site that will be used by vehicles transporting soil or other materials to and from the site.
 9. How soil, sand, dirt and any other particulate matter will be removed from vehicle tires and undercarriages prior to leaving the development site, in order to prevent the tracking out of said soil, sand, dirt, etc., onto the adjacent rights-of-way.
 10. The maximum speed limit on unpaved roads through the construction site and how and where speed limit signs will be posted along the haul road routes so that they are visible to vehicles entering and leaving the development site.

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11. How and when soil, sand and other particulate material deposited or emitted onto any right-of-way near the development site will be removed.
 12. How dust control systems and/or devices, including but not limited to water application systems, filter replacement, or daily removal of excess dust from containment areas, will be maintained.
 13. How and when opacity monitoring will be performed by a properly trained and certified individual in order to make sure that dust emissions do not exceed 30 percent over a six-minute period; and how remedial actions to address excess opacity will be immediately managed and documented.
- E. In addition to providing the dust control plan, the contractor shall provide to the City a copy of the daily dust control checklist on which the contractor will document the compliance of the mitigation activities detailed in the dust control plan.
- F. The contractor shall make the dust control plan and the daily dust control checklist available at the job site for periodic review, inspection and copying by the City's representatives.

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-dwelling development.
1. Single-dwelling 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
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.

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- 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.
 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.

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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 HARBOR BOARDWALK AND AMENITIES

SECTION 6.11.01 REQUIRED HARBOR BOARDWALK DEVELOPMENT

- A. The following requirements only apply to development projects located in the SHMU zoning district:
1. Pedestrian easements dedicated to the public for access from Harbor Boulevard to the Harbor waterfront and between adjoining properties along the Harbor waterfront are required.
 2. For the north-south access, developments have the option to provide either an exclusive pedestrian easement with a minimum width of ten feet when such easement is not located next to an adjoining property line or a five-foot wide easement when it is located next to an adjoining property line of the development.
 3. For east-west access, developments must provide a pedestrian easement for the Harbor Boardwalk and Promenade with a minimum width as indicated in subsection b, listed below. All pedestrian areas shall be constructed of pavers, asphalt, concrete, stamped and colored concrete, boards or other impervious surfaces.
 4. Additionally, all pedestrian easements dedicated to the public for access shall have adequate outdoor lighting to help ensure the health, safety, and welfare of the public at night.
- B. Design and Construction
1. Each development is responsible for constructing that portion of the Harbor Boardwalk and Promenade fronting its property to the following minimum standards listed below.
 - a. Harbor Boardwalk and Promenade materials:
 - i. Development of The Harbor Boardwalk and Promenade shall be constructed of materials meeting the standards and specifications reviewed and approved by the CRA Board.
 - b. Width and Height of Pedestrian Walking Surface
 - i. Fifteen feet minimum with an average of 25 feet.
 - ii. No structures, other than canopies, may extend over the pedestrian walking surface.
 - iii. A minimum verticle clearance of ten feet (10') must be provided when canopies protrude over the pedestrian walking surface.
 - iv. Height of Pedestrian Walking Surface

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- (a) Four feet (4') to twelve feet (12') above mean high water line.
 - (b) Height of pedestrian walking surface may vary from the previously mentioned standard to be compatible with the height of the Harbor Boardwalk and Promenade fronting adjacent properties and to comply with the Americans with Disabilities Act requirements.
- 2. Design and construction of waterfront amenities/improvements.
 - a. Lighting, benches, drinking fountains, trash containers, planters, and other hardscape items shall be as per the standards and specifications approved by the CRA Board.
 - b. Lateral connections to the Harbor Boardwalk Promenade must meet the above standards for walking surface height, hardscape, and vertical boardwalk features.
 - c. Each development shall erect and maintain a historical or informational display board for every 150 linear feet or fraction thereof of Boardwalk. Historical or informational display boards shall be constructed per the standards and specifications approved by the CRA Board.
- C. Water Taxi Stop
 - 1. All nonresidential, mixed use and multifamily development that border the Destin Harbor, the East Pass or Choctawhatchee Bay shall provide a minimum of one loading and unloading area or slip which shall be reserved for use by a water taxi.
 - 2. This water taxi stop must be clearly marked by signage stating that it is reserved for the water taxi. Additionally, water taxi amenities shall be provided in conjunction with the water taxi stop.
 - 3. Water taxi amenities shall include:
 - a. A minimum of at least one bench that accommodates a minimum of eight people;
 - b. A trash receptacle;
 - c. Sufficient outdoor lighting for safe pedestrian movement at night;
 - d. A location/information sign that at a minimum shows the location of the water taxi stop in regard to other water taxi stops, transit stops, and public parking garages; and
 - e. A boardwalk/sidewalk that connects the water taxi stop area to the internal (development site) and, if applicable, external (public) sidewalk system.

SECTION 6.12 CONSTRUCTION AND DEVELOPMENT ACTIVITY

SECTION 6.12.01 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

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- 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).

SECTION 6.12.02 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 6.12.03 CONSTRUCTION VEHICLE PARKING MITIGATION PLAN

- A. 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.**

SECTION 6.13 CONCURRENCY MANAGEMENT

SECTION 6.13.01 CONCURRENCY MANAGEMENT SYSTEM

- A. The purpose of the City of Destin's Concurrency Management System (CMS) is to ensure that facilities and services needed to support development are available concurrent with the impacts of such development.
- B. Prior to the issuance of a development order (permit), the system shall ensure that the adopted level of service standards in this Code for, potable water, sanitary sewer, solid waste, drainage, recreation and open space will be maintained.

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- C. The City Manager or their designee shall be responsible for ensuring developer compliance with the concurrency management system and shall report on such compliance to the Local Planning Agency and City Council as required.

SECTION 6.13.02 GENERAL REQUIREMENTS

- A. If a proposed development meets the criteria set forth in Article 2, Section 2.05.01, then concurrency compliance shall be met. The burden of showing concurrency compliance shall be upon the developer. Such information shall be compiled and quantified prior to requesting a review of a development order application.
- B. Capacity allocation
1. Capacity shall be allocated on a first come-first served basis, i.e. reservation of capacity goes to the developer that first obtains approval to perform construction on the site. The allocation of capacity, however, shall be subject to the following sunset provisions:
 - a. Capacity approved and assigned to a development project shall remain valid for a period of not more than one year from the date of the approved development order. The date of the approved development order is the date from which it is issued by the community development department. However, a building permit must be issued for either the construction of infrastructure or construction of the entire project and construction must commence within said one-year period or the development order becomes null and void. "Construction of infrastructure" shall be defined as site work, grading, or other construction activity (not including land clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations. If construction activity ceases for a period of one year after a building permit for construction of the infrastructure or construction of the entire project has been issued, the development order will be considered null and void and capacity assigned to the development will be returned to the pool of available capacity.
 - b. If construction of infrastructure is not commenced within one year after allocation of capacity, capacity assigned to an approved development will be returned to the pool of available capacity and the development order will be considered expired. An extension to the one year deadline to obtain a building permit, as defined in Section 6.01.00.B.1.a, is allowed provided that a building permit is obtained in accordance with procedures outlined in Article 2, Section 2.15.00, extension of a final development order. Vested capacity associated with developer development agreements or development orders issued pursuant to Chapter 380 Florida Statutes are exempt from this paragraph and shall be subject to the specific terms stated therein, or in applicable City ordinances.
 - c. If a property and it's associated development order is sold to an individual or company its concurrency shall remain vested, provided that the original developer has complied with all other provisions of this article.
 - d. Capacity cannot be reserved by the payment of impact fees (i.e., parks, public library, police protection, road, water, sewer, tap fees).

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2. In the event of withdrawal of capacity following the issuance of a final development order or a building permit, it shall be incumbent upon the developer to reapply for capacity allocation if a continuation of the project is desired.
- C. Concurrency for all categories shall be evaluated by the Technical Review Team members. For all projects determined to meet the criteria for a major development order, the test for concurrency must be met prior to development order application being advertised for any public hearing. If an applicant disputes a determination that concurrency has not been met, then the applicant may request that the application to be scheduled for the next available public hearing of the City Council. For projects determined to be a minor development order, the test for concurrency must be met prior to the issuance of a development order.
- D. Projects deemed to have a de minimis impact pursuant to the Comprehensive Plan shall not be subject to concurrency requirements.

SECTION 6.13.03 DETERMINATION OF CONCURRENCY

- A. Determination of concurrency in all measurable categories by the city occurs during the initial review of the development order application by the technical review committee.
- B. Concurrency determination shall be evaluated against the requirements of this Article specifically and generally by this Code.
- C. Developer concurrence assessment shall be in accordance with **Section 6.13.**
- D. In no case shall any proposed development proceed without a finding of concurrency which establishes that levels of service (LOS) will not be degraded, unless degradation is allowed pursuant to a policy in the adopted Comprehensive Plan.

SECTION 6.13.04 MINIMUM REQUIREMENTS

- A. As a minimum, at least one of the following standards will be met prior to issuance of a development order:
 1. The necessary facilities and services are in place at the time a development permit is issued
 2. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur
 3. The necessary facilities are under construction at the time a permit is issued
 4. The necessary facilities and services as they relate to parks, recreational facilities and roads are the subject of a binding executed contract for the construction of the facilities or the provision of the services at the time that the development permit is issued.
 - a. Construction of the facilities and services shall commence within one year of the issuance of the building permit.
 5. The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S. 163.3220 or an agreement or development order issued pursuant to F.S. ch. 380. Any such agreement shall include provisions pursuant to subparts A., B., or C. above.

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SECTION 6.13.05 QUANTIFIING CONCURRENCY

A. Adding Capacity

1. Add total capacity of existing facilities (sanitary sewer, solid waste, drainage, potable water, recreation and open space).
2. Add to the above, total capacity of new facilities, or facility expansions that will result from planned activity. Capacity of new facilities shall be counted only under one or more of the following conditions:
 - a. Construction of the new facilities is underway at the time of the issuance of a development order.
 - b. The new facilities are the subject of a binding contract for the construction of the facilities or the provision of services at the time of issuance of the final development order.
3. If the development application is for the redevelopment of improved property, add to the above the capacity created by the change in demand created by the redevelopment activity.
4. Capacity credit shall be given for reduction in demand on facilities.

B. Subtracting capacity.

1. From the sum calculated above, subtract the following:
 - a. The demand for the service or facility created by existing development as documented by the provider of such facility or in the foundation documents of the comprehensive plan plus the demand upon any new facility, expansions, or improvements anticipated as a result of the planned activity.

C. Demand

1. Demand shall be calculated using the following adopted LOS(s)
 - a. Sanitary sewer: includes collection and treatment
 - i. Residential: 255 gallons per residential unit per day
 - ii. Non-residential: 80% of the potable water usage
 - b. Solid waste: Five pounds per capita per day.
 - c. Drainage: Retain the first inch of runoff on-site; and post-development runoff shall not exceed the pre-development rate for a 25-year storm event, up to an including an event with a 24-hour duration.
 - d. Potable water:
 - i. Residential: 294 gallons per household per day on an average annual basis
 - ii. Commercial: 166 gallons per day for every 1,000 square feet
 - e. Recreation and open space:
 - i. Neighborhood park: 1.0 acre per 1,000 functional population
 - ii. Community park: Two acres per 1,000 population.

D. Deficient capacity

1. Where capacity is shown to be deficient, the following methods may be used to maintain adopted levels of service.
 - a. The developer may agree to provide necessary capacity improvements to maintain levels of service.
 - b. The planned activity may be reduced in scope so that demand does not exceed capacity.

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- c. The developer may petition the city to provide required infrastructure to maintain LOS.
 - i. Such petition must accompany the application for development approval, either preliminary or final.
 - ii. Such a request, if financed from the general fund, can be granted only under the following conditions:
 - (a) Planned activity will result in multiple benefits for the community, whether economic, cultural, recreational or social.
 - (b) If such an expenditure is authorized, the resulting capacity improvement shall be available to any other developer who may have been previously denied a development order for an identical capacity deficiency (or deficiencies).
- d. Additional capacity for state-maintained roadways may be counted if capacity improvements are included within the first three years of the Florida Department of Transportation's five-year work program, as the work program exists at the time of application for development approval (see article 8 of this Code).

SECTION 6.14 LEVELS OF SERVICE

SECTION 6.14.01 ADOPTED LEVELS OF SERVICE

- A. All levels of service (LOS) are adopted in the City's Comprehensive Plan which shall be utilized in the analysis of concurrency if required or a proposed development's impact on the existing infrastructure or systems and the potential degradation.
- B. In no case shall any proposed development proceed without approval of the project a determination from the TRC of either no impact to the LOS or the impacts are an acceptable and there is minimal degradation to the existing infrastructure or systems below the adopted levels of service pursuant to the Comprehensive Plan.
- C. Degradation of LOS during construction is expected and allowed so long as the approved LOS returns once construction is complete.
- D. The construction of any development project may be phased or staged so as to coincide with the phased or staged construction of infrastructure facilities so that the levels of service for such facilities are maintained upon completion of each phase or stage of the development project.

SECTION 6.14.02 MAINTAINING AND MONITORING OF LEVELS OF SERVICE

- A. For the purposes of concurrency and required reporting the City shall require adherence to concurrency requirements for drainage, potable water, sanitary sewer, and solid waste.
- B. The levels of service for parks, open space, recreation, and transportation shall be monitored and mitigated by appropriate means by the developer to maintain the adopted levels of service as part of any proposed development approval.
 - 1. Appropriate means includes but is not limited to:
 - a. Building new playground equipment.
 - b. Dedicating land.
 - c. Building infrastructure for vehicles or other multi-modal transportation needs
 - d. Other means or elements to mitigate the degradation of the levels of service as needed.

City of Destin, FL - Land Development Code

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.
- 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.

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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.~~
 1. The list below are examples of landscape elements or materials not allowed in buffer areas but it is not limited to this list.
 - a. Rocks or pebbles
 - b. Hardscaping such as concrete or asphalt
 - c. Pavers or stepping stones
 - d. Materials similar in make-up or character as listed above
- 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.
 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. Only one side of the property may be utilized for a driveway in the common boundary buffer
 - ii. Open space banking
 - (a) The area (square footage) where the Common Boundary Buffer open space would have been shall be transferred (banked) to the front yard at a 1:1 ratio and shall not contain any structure, vehicular use area, or hardscaping except for what is allowed in subparagraph (b) below.

City of Destin, FL - Land Development Code

- 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.
 - 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

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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. The ESCP shall be maintained at all times throughout the entire duration of the project until issuance of Certificate of Occupancy or Certificate of Completion, whichever is applicable.
 - c. ESC shall be maintained and inspected in accordance with all FDEP/NPDES requirements.
 - d. The ESC supervisor must be available, 24 hours, for rapid response to ESC problems and emergencies.
 - e. 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 the costs incurred. The City may also require a Special Magistrate Hearing to rectify the situation

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SECTION 6.13 CONCURRENCY MANAGEMENT

SECTION 6.13.01 CONCURRENCY MANAGEMENT SYSTEM

- A. The purpose of the City of Destin's Concurrency Management System (CMS) is to ensure that facilities and services needed to support development are available concurrent with the impacts of such development.
- B. Prior to the issuance of a development order (permit), the system shall ensure that the adopted level of service standards in this Code for roadways, potable water, sanitary sewer, solid waste, drainage, recreation and open space will be maintained.
- C. The City Manager or their designee shall be responsible for ensuring developer compliance with the concurrency management system and shall report on such compliance to the Local Planning Agency and City Council as required.

SECTION 6.13.02 GENERAL REQUIREMENTS

- A. If a proposed development meets the criteria set forth in Article 2, Section 2.05.01, then concurrency compliance shall be met. The burden of showing concurrency compliance shall be upon the developer. Such information shall be compiled and quantified prior to requesting a review of a development order application.
- B. Capacity allocation
 - 1. Capacity shall be allocated on a first come-first served basis, i.e. reservation of capacity goes to the developer that first obtains approval to perform construction on the site. The allocation of capacity, however, shall be subject to the following sunset provisions:
 - a. Capacity approved and assigned to a development project shall remain valid for a period of not more than one year from the date of the approved development order. The date of the approved development order is the date from which it is issued by the community development department. However, a building permit must be issued for either the construction of infrastructure or construction of the entire project and construction must commence within said one-year period or the development order becomes null and void. "Construction of infrastructure" shall be defined as site work, grading, or other construction activity (not including land clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations. If construction activity ceases for a period of one year after a building permit for construction of the infrastructure or construction of the entire project has been issued, the development order will be considered null and void and capacity assigned to the development will be returned to the pool of available capacity.
 - b. If construction of infrastructure is not commenced within one year after allocation of capacity, capacity assigned to an approved development will be returned to the pool of available capacity and the development order will be considered expired. An extension to the one year deadline to obtain a building permit, as defined in Section 6.01.00.B.1.a, is allowed provided that a building permit is obtained in accordance with procedures outlined in Article 2, Section 2.15.00, extension of a final development order. Vested capacity

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- associated with developer development agreements or development orders issued pursuant to Chapter 380 Florida Statutes are exempt from this paragraph and shall be subject to the specific terms stated therein, or in applicable City ordinances.
- c. If a property and it's associated development order is sold to an individual or company its concurrency shall remain vested, provided that the original developer has complied with all other provisions of this article.
 - d. Capacity cannot be reserved by the payment of impact fees (i.e., parks, public library, police protection, road, water, sewer, tap fees).
2. In the event of withdrawal of capacity following the issuance of a final development order or a building permit, it shall be incumbent upon the developer to reapply for capacity allocation if a continuation of the project is desired.
- C. Concurrency for all categories shall be evaluated by the Technical Review Team members. For all projects determined to meet the criteria for a major development order, the test for concurrency must be met prior to development order application being advertised for any public hearing. If an applicant disputes a determination that concurrency has not been met, then the applicant may request that the application to be scheduled for the next available public hearing of the City Council. For projects determined to be a minor development order, the test for concurrency must be met prior to the issuance of a development order.
- D. Projects deemed to have a de minimis impact pursuant to the Comprehensive Plan shall not be subject to concurrency requirements.

SECTION 6.13.03 DETERMINATION OF CONCURRENCY

- A. Determination of concurrency in all measurable categories by the city occurs during the initial review of the development order application by the technical review committee.
- B. Concurrency determination shall be evaluated against the requirements of this Article specifically and generally by this Code.
- C. Developer concurrence assessment shall be in accordance with **Section 6.13.**
- D. In no case shall any proposed development proceed without a finding of concurrency which establishes that levels of service (LOS) will not be degraded, unless degradation is allowed pursuant to a policy in the adopted Comprehensive Plan.

SECTION 6.13.04 MINIMUM REQUIREMENTS

- A. As a minimum, at least one of the following standards will be met prior to issuance of a development order:
 - 1. The necessary facilities and services are in place at the time a development permit is issued
 - 2. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur
 - 3. The necessary facilities are under construction at the time a permit is issued
 - 4. The necessary facilities and services as they relate to parks, recreational facilities and roads are the subject of a binding executed contract for the construction of the facilities or the provision of the services at the time that the development permit is issued.

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- a. Construction of the facilities and services shall commence within one year of the issuance of the building permit.
5. The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S. 163.3220 or an agreement or development order issued pursuant to F.S. ch. 380. Any such agreement shall include provisions pursuant to subparts A., B., or C. above.

SECTION 6.13.05 QUANTIFYING CONCURRENCY

A. Adding Capacity

1. Add total capacity of existing facilities (sanitary sewer, solid waste, drainage, potable water, recreation and open space).
2. Add to the above, total capacity of new facilities, or facility expansions that will result from planned activity. Capacity of new facilities shall be counted only under one or more of the following conditions:
 - a. Construction of the new facilities is underway at the time of the issuance of a development order.
 - b. The new facilities are the subject of a binding contract for the construction of the facilities or the provision of services at the time of issuance of the final development order.
3. If the development application is for the redevelopment of improved property, add to the above the capacity created by the change in demand created by the redevelopment activity.
4. Capacity credit shall be given for reduction in demand on facilities.

B. Subtracting capacity.

1. From the sum calculated above, subtract the following:
 - a. The demand for the service or facility created by existing development as documented by the provider of such facility or in the foundation documents of the comprehensive plan plus the demand upon any new facility, expansions, or improvements anticipated as a result of the planned activity.

C. Demand

1. Demand shall be calculated using the following adopted LOS(s)
 - a. Sanitary sewer: includes collection and treatment
 - i. Residential: 255 gallons per residential unit per day
 - ii. Non-residential: 80% of the potable water usage
 - b. Solid waste: Five pounds per capita per day.
 - c. Drainage: Retain the first inch of runoff on-site; and post-development runoff shall not exceed the pre-development rate for a 25-year storm event, up to an including an event with a 24-hour duration.
 - d. Potable water:
 - i. Residential: 294 gallons per household per day on an average annual basis
 - ii. Commercial: 166 gallons per day for every 1,000 square feet
 - e. Recreation and open space:
 - i. Neighborhood park: 1.0 acre per 1,000 functional population

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- ii. Community park: Two acres per 1,000 population.
- D. Deficient capacity
 - 1. Where capacity is shown to be deficient, the following methods may be used to maintain adopted levels of service.
 - a. The developer may agree to provide necessary capacity improvements to maintain levels of service.
 - b. The planned activity may be reduced in scope so that demand does not exceed capacity.
 - c. The developer may petition the city to provide required infrastructure to maintain LOS.
 - i. Such petition must accompany the application for development approval, either preliminary or final.
 - ii. Such a request, if financed from the general fund, can be granted only under the following conditions:
 - (a) Planned activity will result in multiple benefits for the community, whether economic, cultural, recreational or social.
 - (b) If such an expenditure is authorized, the resulting capacity improvement shall be available to any other developer who may have been previously denied a development order for an identical capacity deficiency (or deficiencies).
 - d. Additional capacity for state-maintained roadways may be counted if capacity improvements are included within the first three years of the Florida Department of Transportation's five-year work program, as the work program exists at the time of application for development approval (see article 8 of this Code).

SECTION 6.14 LEVELS OF SERVICE

SECTION 6.14.01 ADOPTED LEVELS OF SERVICE

- A. All levels of service (LOS) are adopted in the City's Comprehensive Plan which shall be utilized in the analysis of concurrency if required or a proposed development's impact on the existing infrastructure or systems and the potential degradation.
- B. In no case shall any proposed development proceed without approval of the project a determination from the TRC of either no impact to the LOS or the impacts are an acceptable and there is minimal degradation to the existing infrastructure or systems below the adopted levels of service pursuant to the Comprehensive Plan.
- C. Degradation of LOS during construction is expected and allowed so long as the approved LOS returns once construction is complete.
- D. The construction of any development project may be phased or staged so as to coincide with the phased or staged construction of infrastructure facilities so that the levels of service for such facilities are maintained upon completion of each phase or stage of the development project.

SECTION 6.14.02 MAINTAINING AND MONITORING OF LEVELS OF SERVICE

- A. For the purposes of concurrency and required reporting the City shall require adherence to concurrency requirements for drainage, potable water, sanitary sewer, and solid waste.

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- B. The levels of service for parks, open space, recreation, and transportation shall be monitored and mitigated by appropriate means by the developer to maintain the adopted levels of service as part of any proposed development approval.
 - 1. Appropriate means includes but is not limited to:
 - a. Building new playground equipment,
 - b. Dedicating land,
 - c. Building infrastructure for vehicles or other multi-modal transportaion needs
 - d. Other means or elements to mitigate the degradation of the levels of service as needed.

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THE CITY OF DESTIN DESIGN MANUAL

SECTION 1.00 INTENT, APPLICABILITY, AND ADMINISTRATION

SECTION 1.01. INTENT

The City of Destin Design Manual (Design Manual, DDM, or this manual) is approved and adopted by Ordinance Number XX-XX-XX on MONTH DAY, YEAR, pursuant to the authority granted by the City of Destin's Comprehensive Plan and Land Development Code (LDC, this 'code') while also complementing the requirements of the LDC. The DDM intends to implement City policy as outlined in the City's Comprehensive Plan and provide specific details for site and Right-of-Way (ROW) development that will maintain the constantly changing Best Management Practices (BMPs) for the Engineering and Planning industries. The DDM will cover a broad range of site and ROW development to facilitate and promote the safe and smart development and redevelopment of the City of Destin. The DDM establishes design standards and specifications for, but not limited to, the development of sites, redevelopment projects, permits, ROW projects, and capital projects within the City of Destin as part of the City's responsibility to provide for the health, safety, and welfare of the public. When real property within the City of Destin is developed or redeveloped or any work is proposed within the City's ROW or easement, the site development elements and infrastructure facilities contained within said property, serving said property or activities within the City's ROW or easement shall comply with the requirements set forth in this manual and the City of Destin Land Development Code or other ordinances as applicable.

SECTION 1.02. APPLICABILITY

When real property within the City of Destin is developed or redeveloped or any work is proposed within the City's ROW or easement, the site development elements, whether private or public, and infrastructure facilities contained within said property, serving said property or activities within the City's ROW or easement, shall comply with the requirements set forth in this manual and the City of Destin Land Development Code or other ordinances as applicable.

SECTION 1.03 ADMINISTRATION

A. Maintenance of the Destin Design Manual

1. It is the responsibility of the Community Development Director to maintain the Destin Design Manual in accordance with the Comprehensive Plan, Land Development Code, or other relevant regulations.
2. The Community Development Director shall update the manual from time to time to keep the design minimums at an acceptable and required level to maintain efficiency not just of the City's infrastructure but for review of development proposals.

B. Amending or updating the Destin Design Manual

1. For the DDM to be effective and functional it will from time to time need to be updated based on new industry standards or on best management practices. Therefore, this design manual may be updated at the direction of City Council or the recommendation of the City Manager, Community Development Director, City Building Official, City Engineer, or Principal Planner.
 - a. Amending the Design Manual
 1. At the recommendation of any identified personnel in Paragraph A above a Staff Report shall be developed detailing the following:
 - (i) Current standard or detail
 - (ii) Proposed change
 - (iii) Need or justification for the proposed change.
 - (iv) Potential impact
 2. Staff shall present the proposed amendment to City Council for their consideration.

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- (i) The City Council may approve, approve with conditions, or deny the proposed amendment.
 - (ii) Staff or the City Council may recommend a review by any of the Advisory committees or boards for their consideration and recommendation.
 3. Any approved amendment shall be captured by majority vote of the City Council through an ordinance which must follow proper noticing and hearing requirements.
- C. The Destin Design Manual
 1. This manual contains details and specifications for specific design elements, building siting, or other elements that are pertinent to land development that may need to be updated more frequently than the Land Development Code itself. The specific design criteria are either written out or illustrated in this manual.
 2. Developers must use this manual when designing sites, buildings, structures, or other land development activity.
 3. The Design Manual construction details may be copied and used in the submitted construction documents if they are applicable to the developer's project.
 4. If there is no specific minimum standard (written or illustrated) or an applicant wishes to deviate from the designs or specifications within this manual, The City Manager may allow review and approval by the Community Development Director or require a Variance review and approval so long as it is allowed per Article 2.
 - a. Any proposed deviation shall follow industry best practices and provide the minimum specifications required within this manual or the LDC or provide a better alternative.

SECTION 2.00 STREET NAMING, ADDRESSING AND PROPERTY NUMBERING

SECTION 2.01 ESTABLISHMENT OF STREET NAMING SYSTEM

- A. All public and private rights-of-way in the City shall be named.
- B. As part of new developments, the developer shall submit suggested names for new public and private rights-of-ways to the City as part of the subdivision or planned unit development application.
- C. Unnamed rights-of-ways shall be named by the City Council, as shown on the approved subdivision or Planned Unit Development plan, after recommendation by the Okaloosa County Department of Public Safety.
- D. Future public or private right-of-way name changes shall be accomplished by a resolution of the City Council.
- E. Consideration shall be given to:
 1. Commemorating local distinguished citizens
 2. National heroes
 3. Local or native fish, animals, trees, shrubs, and flowers
 4. Based upon the subdivision or planned unit development application.
 5. Based upon a petition of the residents of such public or private right-of-way.
- F. To petition a street name change the following must be met:
 1. A minimum of seventy-five percent (75%) or more of residents on the street must agree to the name change by submitting a notarized document stating such.
 2. Only existing dead-end segments, cul-de-sacs, or other non-continuous segments are eligible for renaming.
 3. No street section or planned section that is part of a continuous street can be named differently than the rest of the continuous street.

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- G. Streets with the same or similar names but different street classifications shall not be allowed. For example, Marlin St & Marlin Way.

SECTION 2.02 ESTABLISHMENT OF ADDRESSING AND PROPERTY NUMBERING SYSTEM AND STANDARDS

- A. A uniform system of numbering buildings titled "Addressing and Property Numbering System" shall be established and maintained by the Geographic Information Systems (GIS) Division of the Community Development Department see **Section 2.03**.
- B. The official property numbering maps maintaining the "numbering system" are hereby adopted, incorporated herein by reference, and made a part of this article. Future amendments shall be accomplished administratively by the GIS Division and as amended by the City Manager or their designee.
- C. The GIS Division will be responsible for managing, coordinating, and maintaining the "Numbering System" and the official addressing map.

SECTION 2.03 ADDRESS AND PROPERTY NUMBERING SYSTEM

- A. Address numbering shall adhere to the following system when feasible.
 - 1. Addressing for properties, lots, or parcels:
 - a. Address numbering shall increase West to East on streets predominantly oriented in an East/West manner.
 - 1. Odd number shall be on the North side of East/West streets.
 - 2. Even numbers shall be on the South side of East/West streets.
 - b. Address numbering shall increase South to North on streets predominantly oriented in a North/South manner.
 - 1. Odd number shall be on the West side of North/South streets.
 - 2. Even numbers shall be on the East side of North/South streets.
 - c. Address numbering on circle or loop streets shall start at the South end of loop or circle streets and ascend in number in a counterclockwise direction.
 - d. Address numbering on circle or loop streets shall start on the West side of loop or circle streets and ascend in number in a clockwise direction.
 - 2. Addressing for buildings on the same lot.
 - a. Buildings on the same lot may be addressed with their own address if the system for properties can be achieved without creating a conflict.
 - b. Buildings on the same property may receive individual "building numbers" that adhere to the same principle of numbering method as properties.
 - 1. Building number systems may start with 1, 10, 100, or 1000.
 - 2. The building numbering is at the discretion of the Community Development Department.
 - 3. The first building number shall be the first building that is accessible from the main entrance of the property.
 - (i) If the building number system is not feasible then the next preferable numbering system will number the building in the most Southwest corner of the property and follow the same principle as addressing for properties.
- B. If the systems identified above cannot be followed, then the Community Development Department has the discretion to address any building or property in a manner that does not create a conflict with the existing system.
- C. All Address updates shall be reviewed by Okaloosa County GIS and Emergency Departments or others as identified.

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- D. The owner or occupant of any building to which a number has been assigned or updated will be notified in writing of the number assigned.
 - 1. Notice shall be sent to the property owner and the property using the available contact information from the Okaloosa County Property Appraiser Office.
 - 2. If an existing property, lot, parcel, building, or other structure is addressed with a number in conflict with the system established by this Section:
 - a. The property, lot, parcel, building, or other structure may be re-addressed to match the established system where feasible.
 - b. Notice shall be sent in writing to the owner, occupant, or other property owner or occupant affected, ten (10) and five (5) days prior to any official address update process is initiated.

SECTION 2.04 ADDRESSING AND PROPERTY NUMBERING REQUIREMENTS

- A. All principal buildings, habitable structures, docks, and piers in the City shall be assigned an address number and if applicable a building or unit number.
 - 1. Docks and piers shall be assigned the same number as the principal building, or, for vacant lots, the same number as would be assigned a principal building if existing.
- B. Assigned numbers shall be displayed whether mail is delivered to such locations.
 - 1. Accessory buildings/structures do not require an address number to be displayed on the building/structure.
- C. Address numbering displays shall conform to the National Fire Protection Agency standards as adopted and amended.

SECTION 3.00 BUILDING SITING AND DESIGN

SECTION 3.01 NON-RESIDENTIAL BUILDING SITING

- A. It is the intent of this section to encourage building siting that fosters pedestrian scale design which includes inviting elements that reduce, limit, or mitigate conflicts between vehicles and pedestrians.
- B. Buildings shall be located and designed to maximize the "functional open space" on the site. Such areas may be an integral part of building features such as entranceways and pedestrian amenities providing pedestrian access through buildings and throughout the site.
- C. Functional open space shall take the form of:
 - 1. View corridors
 - 2. Outdoor gardens
 - 3. Walking areas
 - 4. Or areas for the congregation of people for special events.
- D. All non-residential and mixed-use buildings shall be placed as close to all front property lines as possible per the applicable zoning district in Article 4 or buffers per Article 6 allow. (refer to Figure 3.01-1 Example of Building Siting).
 - 1. The following circumstances or situations may allow for relief from this design requirement as determined by the City Manager or designee. A Variance, per **Article 2**, may be required by the City Manager or designee for any requested relief due to potential impact.
 - a. Buildings along the Harbor or Choctawhatchee Bay
 - 1. Buildings with both street ROW and water frontage may orient their structures towards the water frontage to meet these requirements.
 - 2. Any additional structures proposed on-site shall utilize the street ROW frontage to meet these requirements.
 - b. Stormwater Facilities

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1. This requirement may be waived by the City Manager or designee if site topography or unique site constraints require stormwater facilities at or near the front property line(s).
- c. Building Placement
 1. If the other site elements such as minimum parking requirements, pedestrian accessways (sidewalks) or vehicular access cannot be achieved due to the placement of the building.
 - (i) The designer shall prove that no other building layout or configuration will work for the proposed use.
2. In no circumstance shall a building occupy the clear visibility triangle per **Section 6.00** of this Design Manual.

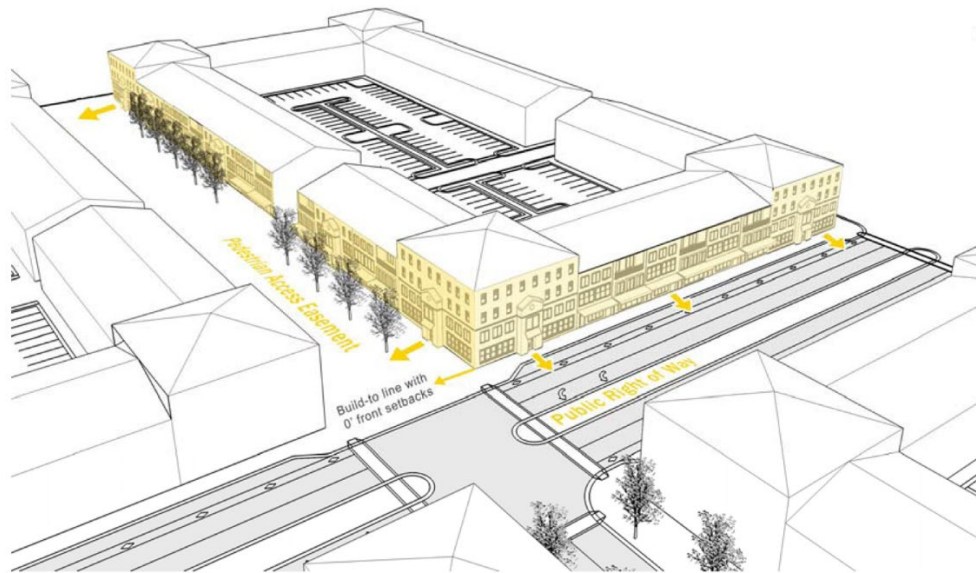


Figure 3.01-1 - Example of Building Siting

SECTION 3.02 NON-RESIDENTIAL, MIXED-USE, AND MULTI-FAMILY BUILDING FAÇADES

- A. All non-residential, mixed-use, or multi-family buildings' main facades shall be oriented towards the public street frontage.
- B. Façades shall be designed to reduce the mass/scale and uniform monolithic appearance of large unadorned walls, while providing visual interest that will be consistent with the community's identity and character using detail and scale and variations in rooflines and fenestration (i.e., character and interrelationships of facade design components including windows, dormers, doors, and roof design).
- C. Features such as windows, entryways, plane projections or recesses, arcades, colonnades, public art displays, or other such features that provide visual interest shall be used in the design and construction of facades.
 1. Building facades shall be visually varied thru architectural design standards to include but are not limited to a combination of more than one listed method listed below:
 - a. Color change
 - b. Texture change
 - c. Material module change

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- d. An expression of architectural or structural bays through a change in plane no less than 12 inches in width, such as an offset, reveal or projecting rib.
2. All elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.
- D. Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the facade and extending at least 20 percent of the length of the facade (refer to Figure 3.02-2: Example of Building Mass Facade and Elevations).
- E. Alternatively, for facades greater than 150 feet in length, measured horizontally, the three percent offset can be achieved by a series of smaller offsets that extend a minimum of 50 percent of the building facade cumulatively. Balcony projections from the building facade cannot represent more than half of the cumulative offset minimum.
1. When calculating wall plane projections and recesses results in a fraction, they must be rounded up.
2. Wall plane projects must run vertically until they reach the top of the building.
3. No uninterrupted length of any facade shall exceed 100 horizontal feet.
- F. The main façade of all structures shall face the street.
1. In the case of a corner lot, the most trafficked or higher classified street shall be utilized to meet this requirement.

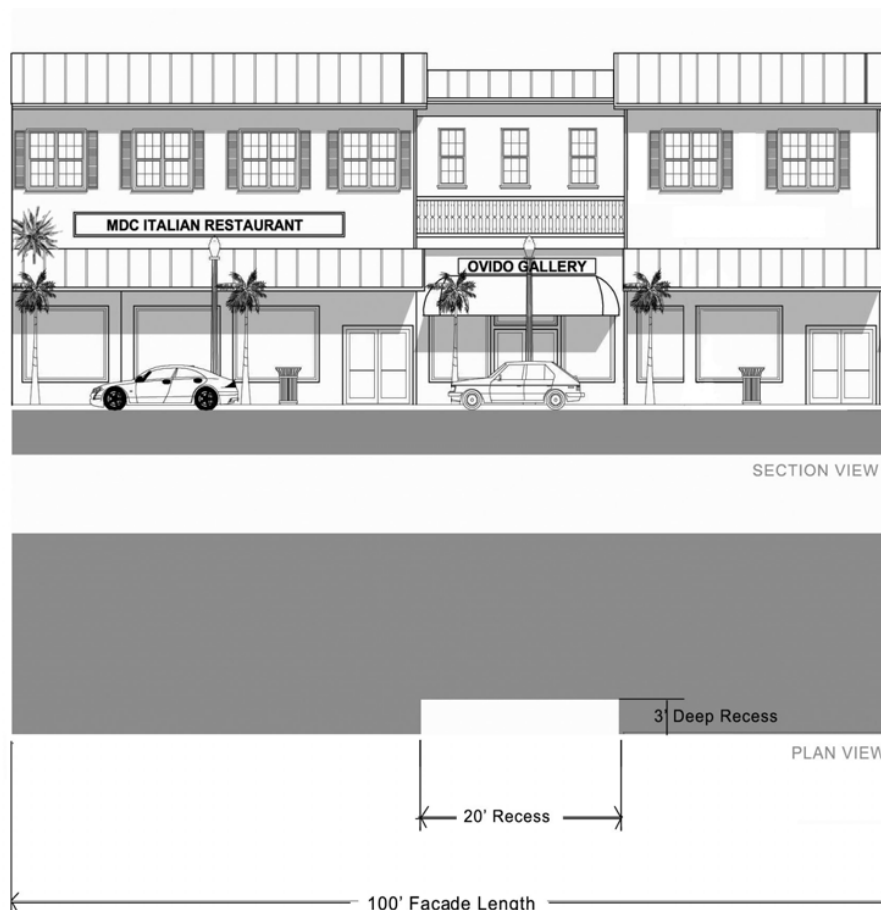


Figure 3.04-1 – Example of Building Mass Facade and Elevations

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G. Transparency:

1. Window and door openings shall provide transparency into the ground floor of nonresidential development (refer to Figure 3.04-3: Transparency).
2. For any facade that faces a right-of-way, a minimum of fifty percent (50%) of the ground level facade shall be transparent (including windows and door openings) for any building containing nonresidential uses on the ground level.
3. This requirement shall apply to all building facades facing the right-of-way.
4. Nothing in here shall be construed to prohibit a building owner from adding tint to the windows to help with glare or interior environmental conditions.
5. Window reflection requirements



Figure 3.04-2 – Transparency.

SECTION 3.03 NON-RESIDENTIAL, MIXED-USE, AND MULTI-FAMILY FACILITY SUPPORT ELEMENTS

- A. In no circumstance may any of the following ancillary or facility support elements face, front, or be positioned between the building and a street.
 1. Drive-thru facilities, such as service window, ordering locations, menu boards.
 - a. Except for the ingress or egress portion of the drive-thru before or after service is rendered.
 2. Loading docks
 3. Mechanical or utility equipment/facilities
 - a. Mechanical or utility elements shall be screened from public view and placed either:
 1. On the roof
 2. In the rear of the structure or property
 3. On the side of the structure or property
 - b. Air conditioning or other equipment that requires air flow may utilize a lattice or other screening method that provides a minimum of 50% screening.
 4. Service entrances
 5. Waste Facilities

SECTION 3.04 ROOFLINE AND ROOFSCAPE DESIGN

- A. The use of varied rooflines, through the utilization of parapets and/or sloped roofs, is required.
- B. The roofline of a building must vary when:
 1. Any building facade is seventy-five feet (75') or more in width, with a building height, or portion thereof, of forty feet (40') or more:
 - a. Twenty-five percent (25%) of the building's roofline, by a minimum of ten feet (10').

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1. Such required minimum height variation must be divided into not less than two offsets or vertical eave separations, each of which must represent not less than twenty-five percent (25%) of the minimum required roof offset.
- C. Fully pitched roofs are required to cover not less than sixty percent (60%) of the roof surface on all buildings.
 1. Within the remaining forty percent (40%) of the roof surface that is not under fully pitched roofs, single pitched or double pitched mansard style roofs or parapet walls are required.
 2. A minimum pitch of 4:12 and a maximum pitch of 12:12 are required for the fully pitched roof above the cornice line.
- D. All mechanical equipment located on the roof shall be shielded from offsite view by:
 1. Single pitched or double pitched mansard style roofs
 - a. Single pitched or double pitched mansard roofs and parapet walls used for such screening must have a minimum height sufficient to conceal the mechanical equipment in question.
 - b. Mansard style roofs and parapet walls shall not count towards the 60 percent coverage for fully pitched roofs.
 2. Parapet walls
 3. Screening devices of a design, color and material that match or complement the design of the balance of the roof or other building components.
 4. Non-habitable architectural roof embellishments (e.g., spires, watch towers, crows' nests, cupolas, chimneys, etc...), dormers, or appurtenant structural systems (e.g., machinery rooms, elevator shafts, stairwells, etc.) are permitted.
 5. Compliance with the specific pitched roof design requirements of this subsection is not required in the following cases:
 - a. Where a parking garage occupies the top story of a building, or a portion of the top story of a building.
 - b. Where a rooftop swimming pool amenity is utilized in lieu of a ground level pool amenity.
 - c. All rooftop mechanical equipment shall still provide screening as required in this Design Manual.
 - d. If the parking garage or the pool and related amenities do not utilize the entire roof top level, the remaining areas not utilized shall utilize a pitched roof design.

SECTION 4.00 SITE DESIGN AND PROGRAMMING

SECTION 4.01 NON-RESIDENTIAL PARKING AREAS AND LOTS

- A. Parking stalls may not be located in front of any front building line and no closer than twenty feet (20') to the property line.
 1. However, if a front building line is placed forty feet (40') or more from the property line, then parking stalls may be placed no closer than forty feet (40') to the property line.
- B. The area between the public ROW and all parking facilities shall be landscaped with:
 1. Trees meeting the Landscaping requirements per Article 6.
 2. A continuous row of shrubs fronting the right-of-way shall be planted, where trees are not planted, meeting the requirements of Article 6, and shall not exceed two feet (2') in height.
- C. In no circumstance shall any landscaping element impede the vision triangle.
- D. The intent of this section is to prohibit parking between any non-residential building and the Right-of-Way.
 1. Exemption:
 - a. Lots that are generally referred to as 'Flag' lots with other properties that are between the developable space of the flag lot and the right-of-way are exempt from this requirement.

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SECTION 4.02 VEHICLE PARKING SPACE DIMENSIONS AND LAYOUT

- A. Parking Stalls
 - 90° stall - [P-03 90 DEGREE & ADA PARKING](#)
 - 60° stall - [P-05 60 DEGREE ANGLED PARKING](#)
 - 45° stall - [P-06 45 DEGREE ANGLED PARKING](#)
 - Parallel stall - [P-07 PARALLEL PARKING](#)
 - Low Speed Vehicle and Hybrid parking stall - [P-04 LSV & HYBRID PARKING](#)
- B. ADA
 - ADA Parking - [P-03 90 DEGREE & ADA PARKING](#)
 - ADA Signage - [P-02 ADA SIGNAGE](#)
- C. Miscellaneous Parking Elements
 - Wheel Stop - [P-01 WHEEL STOP](#)
 - Parking/Landscape Island - [L-01 LANDSCAPE ISLANDS](#)

SECTION 4.03 ACCESS AND SIDEWALKS

- A. Accessways
 - Residential (Single Family & Duplex) - [T-01 RESIDENTIAL DRIVEWAY & SIDEWALK](#)
 - Non-Residential (including Multi-family) - [T-02 COMMERCIAL & MULTI-FAMILY DRIVEWAY & SIDEWALK](#)
 - Driveway Separation - [T-12 DRIVEWAY SEPARATION](#)
 - Public Safety Access - [T-13 FIRE LANE WIDTHS](#)

SECTION 4.04 SOLID WASTE AND RECYCLING FACILITIES

- A. Screening: All solid waste facilities shall be screen by any means to 100% opacity with similar or complementary architectural style of the primary structure on site.
- B. Specific Facility Designs
 - Single Dumpster - [W-01 SINGLE DUMPSTER ENCLOSURE](#)
 - Double Dumpster - [W-02 DOUBLE DUMPSTER ENCLOSURE](#)
 - Compactor Enclosure - [W-03 COMPACTOR ENCLOSURE](#)
 - Compactor Slab - [W-04 COMPACTOR SLAB GRADE DETAIL](#)
 - Dumpster Wall & Post - [W-05 DUMPSTER WALL & POST](#)

SECTION 4.05 MISCELLANEOUS DESIGN DETAILS

- A. Bollards - [G-07 BOLLARD POST](#)
- B. City Project Sign - [G-06 CITY PROJECT SIGN](#)
- C. Concrete Pad - [G-08 CONCRETE PAD](#)

5.00 ENGINEERING SPECIFIC DESIGN DETAILS

SECTION 5.01 STREETS, ROADS, AND ROW

- A. Street & Roadway Design Standards - [T-15 MINIMUM ROADWAY DESIGN STANDARDS](#)
- B. Clear Zone, Sight or Vision Triangle
 - Building Sight Triangle - [T-14 BUILDING CLEAR VISIBILITY TRIANGLE](#)
- C. Sidewalks - [T-06 SIDEWALK](#)
- D. Speed Humps
 - Speed Humps - [T-07 SPEED HUMP](#)
 - Speed Hump Stripping - [T-08 SPEED HUMP STRIPING](#)
- E. Street Designs:
 - Residential - [T-03 ROW-LOCAL](#)

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Collector - [T-04 ROW-COLLECTOR](#)

Collector with Parallel Parking - [T-05 ROW-LOCAL-COMMERCIAL WITH PARKING](#)

F. Street Signs - [T-11 STREET SIGNS](#)

G. Turn Arounds

Cul-de-sac – [T-09 CUL-DE-SAC](#)

Hammer head – [T-10 HAMMERHEAD TURNAROUND](#)

H. Valve Design - [U-01 VALVE PAD](#)

I. Removal and Replacement of Asphalt - [D-04 REMOVAL AND REPLACEMENT OF ASPHALT](#)

SECTION 5.02 DRAINAGE

A. Culverts - [D-05 RIPRAP CULVERT](#)

B. Perforated Pipe - [D-03 PERFORATED PIPE UNDERDRAIN INSTALLATION DETAIL](#)

C. Swales - [D-02 RIGHT-OF-WAY SWALE DETAIL](#)

D. Private Retention - [D-06 RETENTION & SWALE DETAIL](#)

SECTION 5.03 CONSTRUCTION ACTIVITY

A. Horizontal Directional Drilling - [U-02 JACK & BORE](#)

B. Directional Drilling - [U-03 DIRECTIONAL DRILL](#)

C. Silt Fencing - [E-01 SILT FENCE](#)

D. Temporary Construction Entrance - [E-02 TEMPORARY CONSTRUCTION ENTRANCE](#)

SECTION 6.00 LANDSCAPING

SECTION 6.01 TREES AND SHRUBS

A. Trees - [L-02 LANDSCAPE TREES](#)

B. Shrubs - [L-03 LANDSCAPE SHRUBS](#)

C. Root Barriers - [L-04 LANDSCAPE ROOT BARRIER](#)

SECTION 6.02 ARTIFICIAL TURF

A. Artificial Turf - [D-01 ARTIFICIAL TURF](#)

SECTION 7.00 GENERAL NOTES FOR CONSTRUCTION DRAWINGS

SECTION 7.01 GENERAL NOTES

A. The following sheets with General notes shall be provided on all construction plans.

[G-01 GENERAL NOTES](#)

[G-02 GENERAL NOTES](#)

[G-03 GENERAL NOTES](#)

[G-04 GENERAL NOTES](#)

[G-05 GENERAL NOTES](#)

SECTION 8.00 MEASUREMENTS

A. Lots

1. How to measure Lot Width

a. Lot width is measured by measuring the distance across the property from side property line to side property line at the required front yard setback.

b. In case of an unusually shaped lot, three measurements will be taken.

i. The first as described in Paragraph a. above.

ii. The second in the same manner as paragraph a. above but at the required rear property line

iii. Third at the widest point of the lot using the identified front lot line as the angle of measurement.

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B. Building Height

1. How to measure Building heights

- a. One of the following establishes the beginning point (ground level) for measurement whichever is higher.
 - i. Building height shall be measured from:
 - (a) The highest point of the crown of the road.
 - (i) The highest point of the crown of the road shall be established by topographic survey that has been signed and sealed by a Florida Registered surveyor.
 - (b) Average grade of the subject property if it is not in an area that has a Federal Emergency Management Agency (FEMA) Minimum Based Flood Elevation.
 - (i) Within the "Harbor Waterfront" area, as defined in the Comprehensive Plan, building height shall be measured via the Average Grade Method.
 - (c) FEMA Minimum Base Flood Elevation
- b. Building height is measured to:
 - i. The cornice line of the building as defined in the Comprehensive Plan
 - (a) Non-habitable architectural roof embellishments (e.g., spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g., machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) are allowed up to a maximum of:
 - (i) Six feet (6') above the allowable maximum height of roof structure for Single-family/Duplex uses.
 - (ii) Ten feet (10') above the allowable maximum height of roof structure for multi-family and all non-residential uses.

C. Fence, Wall, Gate Height

1. All measurements for height shall begin where the grade of the property meets the structure of the fence, wall, or gate.
2. If there is a grade differential between two adjacent properties, then the measurement shall be measured where the grade meets the fence, wall, or gate on the higher property.

D. Signs - See Article 8

E. FAR

1. Divide the total gross square footage of a building or structure by the total square footage of the lot or property the building or structure is placed.

Example a 10,000 sq.ft. building on a half (.5) acre lot.

$$10,000 / 21,780 = \text{a FAR of } .49$$

F. Density

1. Divide the total number of dwelling units (DU) by the acreage (ac) of the lot or property where the dwelling(s) is located.

Example of two (2) DU on a half (.5) ac lot.

$$2 / .5 = \text{a density of } 4 \text{ du/ac}$$

G. Open Space

1. Identify the total square footage of what is open space per the definition in the LDC Glossary
2. Identify the total square footage of the lot/parcel/property.

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3. Divide the total square footage of the open space by the total square footage of the lot/parcel/property and multiply by 100.

Example of a 1 ac. Lot with 15,000 sq.ft. of open space

$$\begin{aligned}\text{Open space} &= 15,000 \text{ sq.ft.} \\ \text{Total lot area} &= 1 \text{ ac. (43,560 sq.ft.)} \\ 15,000/43,560 &= .344 \\ .344 \times 100 &= 34.4\%\end{aligned}$$

H. Stormwater

1. To determine how much volume is required, multiply the total lot sq.ft. by the quotient of the required number of inches to retain over the site by twelve (12), equals the required volume in cubic feet (cf) of the stormwater facility.

Example for a single-family lot with 55% impervious coverage

$$\begin{aligned}\text{Lot size} &= 10,000 \text{ sq.ft.} \\ \text{Lot coverage} &= 5,500 \text{ sq.ft.*} \\ 10,000 \times (1.6/12) &= 1,300 \text{ cf}\end{aligned}$$

*A single-family site with 55% of impervious coverage requires the system to hold 1.6" over the entire site per **Section 6.04.07** of Article 6.

SECTION 9.00 DEVELOPMENT CHECKLISTS

SECTION 9.01 GENERAL REQUIRED DOCUMENTS FOR ALL APPLICATIONS

The following application documents shall accompany all applications to the City of Destin.

- A. Proof of ownership, in the form of a Warranty Deed, Title Opinion, or Court Order establishing lawful ownership.
 1. The City shall not accept any form of a deed other than a Warranty Deed.
- B. A completed application via the City's online Portal
- C. Agent Affidavit (if the representative is someone other than the owner)
- D. Narrative
 1. A detailed description of the proposed project that details the specific nature, intensity, density, layout, purpose, impacts and other relevant information about the development.
 2. A description of how the plan mitigates or avoids potential conflicts between land uses including a compatibility review (if required) of the design criteria of **Sections 3 and 4** of this manual.
 3. Any history of the property that will provide insights to the existing development including but not limited to previous:
 - a. Agreements
 - b. Conditional Uses
 - c. Development Orders
 - d. Subdivisions
 - e. Variances or Special Exceptions

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- E. A document identifying and justifying the omission of any identified required document or element of a document listed here or in Article 2.
- F. Any other document identified in Article 2 or deemed necessary by the City Manager, or their designee, for the proper review of any application.

SECTION 9.02 REQUIRED ELEMENTS OF A SITE PLAN FOR APPLICATION SUBMITTAL

The following list of items shall be included on all site plans as applicable for any application submittal that requires a site plan. Further, all site plans shall be scaled and dimensioned properly.

- North Arrow
- Scale that is industry recognized, i.e., 1" = 10' or 20' etc., and not "custom."
- If site tiles are necessary, a key map must be included on each sheet.
- Construction phase lines and/or a phasing table.
- Building plans showing the location, dimensions, gross floor area, floor plan for multi-family residential structures including hotels and motels, and proposed use of buildings. For the purposes of this criteria, hotel and motel dwelling units are considered residential floor space.
- Building setback distances from property lines, abutting the right-of-way and all buildings and structures.
- The location, dimensions, type, composition and intended use of all ancillary structures.
- The location and intensity or density of the proposed development.
- Proposed open space areas on the development site and types of activities proposed to be permitted on such open space areas.
- Lands to be dedicated or transferred to a public or private entity and the purposes for which the lands will be held and used.
 - A Site Summary Table of existing vs. proposed (including percentage) shall be provided that includes but may not be limited to the following:
 - Building footprint
 - Lake/Pond
 - Impervious area
 - Open Space
 - Wetland/Upland
- The location and specifications of any proposed refuse dumpsters or containers.
- Cross sections and specifications of all proposed pavement (required if site tiles are provided).
- All interior excluded parcels shall be indicated and labeled accordingly.
- All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.
- Density/Intensity
- The total number of residential units per acre.
- Total number and type of residential units categorized according to the number of bedrooms.
- Total Floor Area Ratio of all proposed uses
- Signage and Marking Plan (to include parking layout).
- Ground sign locations with setback distances.
- Circulation plan (fire lanes & fire truck turning movements).
- Points of ingress and egress and any planned public or private roads, rights-of-way, pedestrian ways, bicycle paths or transportation facilities.

SECTION 9.03 REQUIRED DOCUMENTS FOR LAND DEVELOPMENT APPLICATIONS

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The Following items, documents, and elements shall be included in all Development Order and Planned Unit Development applications. If an Item in this list is not applicable to a proposed project the applicant, owner, or authorized agent shall submit in writing with the application each document that is not included and justification as to why.

- The City manager or Designee may require the applicant, owner, or authorized agent to submit any required document claimed as "not applicable" in any application if deemed necessary for proper review of the application.
- All documents shall be digital and uploaded to the customer service portal for application submittal. All site plans and design drawings shall be drawn to scale with all dimensions identified.

A. Plan Set

1. Cover Sheet
 - Utility Service Providers
 - Index of Plans
 - Project Title
 - Project Location Map
 - Developer/Owner Contact Information
 - Parcel ID Number(s)
 - Parcel(s)/Project Size(s)
 - Zoning(s)
 - Legal Description(s)
 - Sunshine 811 Contact Information
 - Professional Engineers Signature Block
2. General Notes and Abbreviations (includes but may not be limited to)
 - Overall general construction notes
 - NAVD 1988 Datum
 - Signing and Pavement Marking
 - Paving, Grading, & Drainage
 - Utility
 - Accessibility Design Guidelines
 - Erosion Control Notes (may be on Erosion and Sediment Control Plan)
 - Dust Control Requirements (may be on Erosion and Sediment Control Plan)
 - Vibration Impact Requirements (may be on Erosion and Sediment Control Plan)
 - Construction Screening Criteria
 - Florida Department of Transportation Note (Latest Edition) (if applicable)
3. (Current) Aerial Photograph (if the site is greater than 2.5 acres)
4. Existing Conditions Plan
 - The location of existing property or right-of-way lines, both for private and public property, streets, buildings, transmission lines, sewers, sidewalks, airports, bridges, culverts, drainpipes, water mains, fire hydrants, and any other public or private easements (as applicable) within the project and extending 100 feet beyond the proposed development boundary.
 - Any land rendered unusable for development purposes by deed restrictions or other legally enforceable covenants or limitations.
 - Existing land use, the zoning district of the subject site, and the land use category under the comprehensive plan.

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- The location of environmentally sensitive lands designated pursuant to Article 7 of the Land Development Code, if any.
 - A map showing the locations of any soil borings or percolation tests may be required by the LDC.
 - A topographic map (Topography (min. 50-foot spacing) and Contours (One-foot)) of the site clearly showing the location, identification, and elevation of benchmarks, including at least one benchmark for each major water control structure.
 - All interior excluded parcels shall be shown and labeled accordingly.
 - All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.
 - All watercourses, water bodies, floodplains, wetlands, important natural features, wildlife areas, soil types and vegetative cover on or adjacent to the site.
 - Location of on-site potable water wells, if any, and potable water wells within 200 feet of any property line, if any.
5. Erosion and Sediment Control Plan (see Article 6)
 - Temporary Construction Entrance
 - Perimeter erosion control devices
 - Double row against wetlands and waterbodies
 - Turbidity Barrier (if necessary)
 - Inlet inserts (if necessary)
 - Notes and details as necessary
 6. Demolition Plan
 7. Site Plan as detailed in Section 9.02 above.
 8. (Master) Utility Plan
 - Proposed location and sizing of potable water and wastewater facilities to serve the proposed development.
 - Plan and Profiles (if applicable)
 9. (Master) Paving, Grading, & Drainage Plan
 - Proposed drainage structure and piping (relevant elevation/invert information)
 - Proposed grades (as necessary) and/or contour lines (one-foot spacing)
 - Drainage flow arrows
 - Typical cross-section labels
 - 100-year flood information
 - FEMA floodplain information
 - Paving notes or details relevant to the project
 - If in a White Sand Zone, a note on the plan stating that compliance with the White Sand Zone regulations will be followed at time of permitting.
 10. Typical Sections & Details
 11. Landscape Plan
 - A map of existing vegetative cover including the location and identity, by common name, of all protected trees.
 - Information sufficient to determine compliance with the landscape and tree protection regulations of the LDC.
 - Location and identification of specific and common name of all proposed species for proposed landscaping elements
 - Irrigation layout

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- The location and list of all landscaping materials
 - Open space calculations
 - Show the proposed/existing drainage and utility lines greyed back.
12. Resource Protection
- The manner in which historic and archeological sites on or near the site will be protected.
 - The manner in which environmentally sensitive or protected sites on or near the site will be protected.
 - The manner in which environmentally sensitive or protected species on or near the site will be protected.
- B. Architectural Renderings
- Architectural elevations of all building elevations sufficient to convey the basic architectural intent of the proposed improvements.
 - Minimum floor elevations of buildings within the 100-year floodplain or higher, if any.
 - Minimum floor elevations of buildings within any FEMA Flood Zone.
- C. Covenants, Conditions, Restrictions
- Restrictions of the type and use of existing or proposed improvements, waterways, open spaces, buffer strips and the like shall require the establishment of restrictive covenants and such covenants shall be submitted with the final development plan for recordation.
 - If the development includes private streets, an ownership and maintenance association document shall be submitted with the final development plan and the dedication contained on the development plan shall clearly show the infrastructure and maintenance responsibility to the association without recourse to the city of any other public agency.
- D. Phasing Plan
- If development is to be phased for any reason, a master plan for the entire project shall be submitted with the development plan for the first phase or phases for which approval is sought. In addition, a schedule showing approximate development phasing, including the sequence for each phase, shall be included.
- E. Subdivision Plans
- The proposed number, minimum area, and location of lots, if the development involves a subdivision of land.
 - All lots shall be numbered either by progressive numbers or in blocks progressively numbered or lettered except that blocks in numbered editions bearing the same name may be numbered consecutively throughout several editions.
 - All interior excluded parcels shall be shown and labeled accordingly.
 - All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.
- F. Flood Zone Documents
- A completed Elevation Certificate Form shall be submitted with any application where required. Required only if property is in "A" or "V" zones on Federal Emergency Management Agency (FEMA) maps of the City of Destin.
 - The 100-year flood elevation boundaries, the CCCL, CHHA, and shoreline protection zone, where appropriate.
- G. Parking Agreement
1. Shared Parking
 2. Off-Site parking
 3. Tandem Parking

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4. Valet Parking

SECTION 9.04 REQUIRED DOCUMENTS FOR LAND DIVISION APPLICATIONS

A. Subdivision Plans

- The proposed number, minimum area, and location of lots, if the development involves a subdivision of land.
- All lots shall be numbered either by progressive numbers or in blocks progressively numbered or lettered except that blocks in numbered editions bearing the same name may be numbered consecutively throughout several editions.
- All interior excluded parcels shall be shown and labeled accordingly.
- All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.

B. Existing Conditions Plan

- The location of existing property or right-of-way lines, both for private and public property, streets, buildings, transmission lines, sewers, sidewalks, airports, bridges, culverts, drainpipes, water mains, fire hydrants, and any other public or private easements (as applicable) within the project and extending 100 feet beyond the proposed development boundary.
- Any land rendered unusable for development purposes by deed restrictions or other legally enforceable covenants or limitations.
- Existing land use, the zoning district of the subject site, and the land use category under the comprehensive plan.
- The location of environmentally sensitive lands designated pursuant to Article 7 of the LDC, if any.
- A map showing the locations of any soil borings or percolation tests may be required by the LDC.
- A topographic map (Topography (min. 50-foot spacing) and Contours (One-foot)) of the site clearly showing the location, identification, and elevation of benchmarks, including at least one benchmark for each major water control structure.
- All interior excluded parcels shall be shown and labeled accordingly.
- All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.
- All watercourses, water bodies, floodplains, wetlands, important natural features, wildlife areas, soil types and vegetative cover on or adjacent to the site.
- Location of on-site potable water wells, if any, and potable water wells within 200 feet of any property line, if any.

C. Phasing Plan

- If development is to be phased for any reason, a master plan for the entire project shall be submitted with the development plan for the first phase or phases for which approval is sought. In addition, a schedule showing approximate development phasing, including the sequence for each phase, shall be included.

D. Covenants, Conditions, Restrictions

- Restrictions about the type and use of existing or proposed improvements, waterways, open spaces, buffer strips and the like shall require the establishment of restrictive covenants and such covenants shall be submitted with the final development plan for recordation.

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- If the development includes private streets, an ownership and maintenance association document shall be submitted with the final development plan and the dedication contained on the development plan shall clearly show the infrastructure and maintenance responsibility to the association without recourse to the city of any other public agency.
- E. (Master) Paving, Grading, & Drainage Plan
 - Proposed drainage structure and piping (relevant elevation/invert information)
 - Proposed grades (as necessary) and/or contour lines (one-foot spacing)
 - Drainage flow arrows
 - Typical cross-section labels
 - 100-year flood information
 - FEMA floodplain information
 - Paving notes or details relevant to the project
 - If in a White Sand Zone, a note on the plan stating that compliance with the White Sand Zone regulations will be followed at time of permitting.
- F. Any other document required by the Land Development Code, Destin Design Manual, or Comprehensive plan as identified by the City Manager or their designee.

SECTION 9.05 REQUIRED DOCUMENTS FOR A CHANGE OF USE APPLICATION

- A. Existing Conditions Plan
 - The location of existing property or right-of-way lines, both for private and public property, streets, buildings, transmission lines, sewers, sidewalks, airports, bridges, culverts, drainpipes, water mains, fire hydrants, and any other public or private easements (as applicable) within the project and extending 100 feet beyond the proposed development boundary.
 - Any land rendered unusable for development purposes by deed restrictions or other legally enforceable covenants or limitations.
 - Existing land use, the zoning district of the subject site, and the land use category under the comprehensive plan.
 - The location of environmentally sensitive lands designated pursuant to **Article 7** of the LDC, if any.
 - A map showing the locations of any soil borings or percolation tests may be required by the LDC.
 - A topographic map (Topography (min. 50-foot spacing) and Contours (One-foot)) of the site clearly showing the location, identification, and elevation of benchmarks, including at least one benchmark for each major water control structure.
 - All interior excluded parcels shall be shown and labeled accordingly.
 - All contiguous property shall be identified by development title, plat book and page, or if the land is unplatted it shall be so designated.
 - All watercourses, water bodies, floodplains, wetlands, important natural features, wildlife areas, soil types and vegetative cover on or adjacent to the site.
 - Location of on-site potable water wells, if any, and potable water wells within 200 feet of any property line, if any.
- B. Site Plan as detailed in Section 9.02 above.
- C. Demo Plan
- D. Parking Agreement
 1. Shared Parking
 2. Off-Site parking

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3. Tandem Parking
4. Valet Parking

SECTION 9.06 REQUIRED DOCUMENTS FOR COMPREHENSIVE PLAN AMENDMENT APPLICATIONS

- A. Narrative of request that includes the following elements:
 1. A general description of the proposed amendment, explaining why it is necessary and/or appropriate.
 2. Comprehensive plan Section identified for amendment, include the number and name of the specific goals, objectives, or policies, and show the proposed changes in strike through and underline. This may be submitted as a separate attached document.
 3. Orderly Development and Land Use Compatibility.
 - a. Whether, and the extent to which, the proposal would maintain a compatible land use pattern, a smooth transition in the land use, considering the type and location of uses involved, the density, and intensity. Approval of a Comprehensive Plan amendment must be supported by evidence that the change will be consistent with Comprehensive Plan land use policies. Please explain the impact of the proposed amendment upon the surrounding neighborhoods and land uses and list any supporting policies.
 4. Adequate Public Facilities.
 - a. Approval of a Comprehensive Plan amendment must be supported by evidence that the amendment will not result in public facilities and services exceeding the capacity for such services and facilities existing or programmed, including transportation, utilities, drainage, recreation, education, emergency services and similar necessary facilities and services. Please explain the impact upon the ability of the City to provide adequate public facilities and maintain the existing level of service for public facilities as identified in the comprehensive plan if the proposed amendment is granted.
 5. Natural Environment.
 - a. Whether, and the extent to which, the proposal would result in significantly adverse impacts on the natural environment. An amendment of the Future Land Use Map shall not violate policies within the Comprehensive Plan that protect the natural environment. Please explain the impact of the proposed amendment upon the natural environment, if any.
 6. Economic Effects.
 - a. Whether, and the extent to which, the proposal would adversely impact private property rights, the general health, safety, and welfare and adversely impact the financial resources of the City. Please describe any potential adverse impacts on private property rights, the general health, safety, and welfare and the financial resources of the City.
 7. Public Interest Enabling Act.
 - a. Whether the proposal would conflict with the public interest, and whether it is in harmony with the purpose and intent of the Comprehensive Plan and its enabling legislation. Amendments shall be consistent with the Comprehensive Plan and enabling legislation. Please explain any potential conflicts with the public interest. Also explain how the proposed amendment is in harmony with the purpose and intent of the Comprehensive Plan and its enabling legislation.
 8. Special Privileges.
 - a. Whether proposed amendment would constitute a grant of special privilege to an individual owner as contrasted with the public welfare. Please explain whether the

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proposed amendment would constitute a grant of special privilege to an individual owner as contrasted with the public welfare.

9. Other Matters.
 - a. Other matters related to the Comprehensive Plan and conditions since adoption of the plan, which the City may deem appropriate in considering the amendment. Please identify and explain any other matters which the City may deem appropriate in considering the amendment.
- B. History of the property if not addressed in the General Narrative required in Section 9.01 of this manual.
- C. Property information if a Future Land Use Map (FLUM) amendment
 1. Address and or Parcel ID
 2. Size by acreage and square footage
- D. Any maps and or surveys related to a FLUM amendment.

SECTION 9.07 REQUIRED DOCUMENT FOR LAND DEVELOPMENT CODE OR ZONING MAP AMENDMENT APPLICATIONS

- A. Narrative of request that includes the following elements:
 1. A general description of the proposed amendment, explaining why it is necessary and/or appropriate.
 2. Explain the basis for your request.
 - a. Give solid and convincing reason(s) as to why the current LDC language or zoning district is not appropriate, and why the proposed amendment is more suitable.
 - b. Indicate the specific proposed use(s) expected to be developed if the proposed zoning district change is granted by City Council.
 3. The draft language of the proposed amendment to include a document that identifies:
 - a. The language proposed to be removed with "~~striketrough~~" formatting.
 - b. The language proposed to be added with "underline" formatting.
 4. History of the property if not addressed in the General Narrative required in **Section 9.01** of this manual.
 5. Comprehensive Plan compliance.
 - a. Explain how this proposed amendment is consistent with the Comprehensive Plan and or the underlying Future Land Use Map designation.
 6. If requesting a Zoning Map amendment, the following items are required to be addressed in the narrative.
 - a. Explain how the proposed Official Zoning Map designation supports and is consistent with the purpose and intent of the City of Destin Zoning Districts as described in **Article 4** of the appropriate district in the LDC.
 - b. Please identify any allowable uses as listed **Article 4** of the appropriate district in the LDC for the proposed zoning district that should not be allowed in the specific location proposed for the zoning map amendment (will require a Text Amendment to the Land Development Code).
 - c. Please identify any allowable uses not listed in **Article 4** of the appropriate district in the LDC for the proposed zoning district that should be allowed in the specific location proposed for the zoning map amendment (will require a Text Amendment to the Land Development Code).

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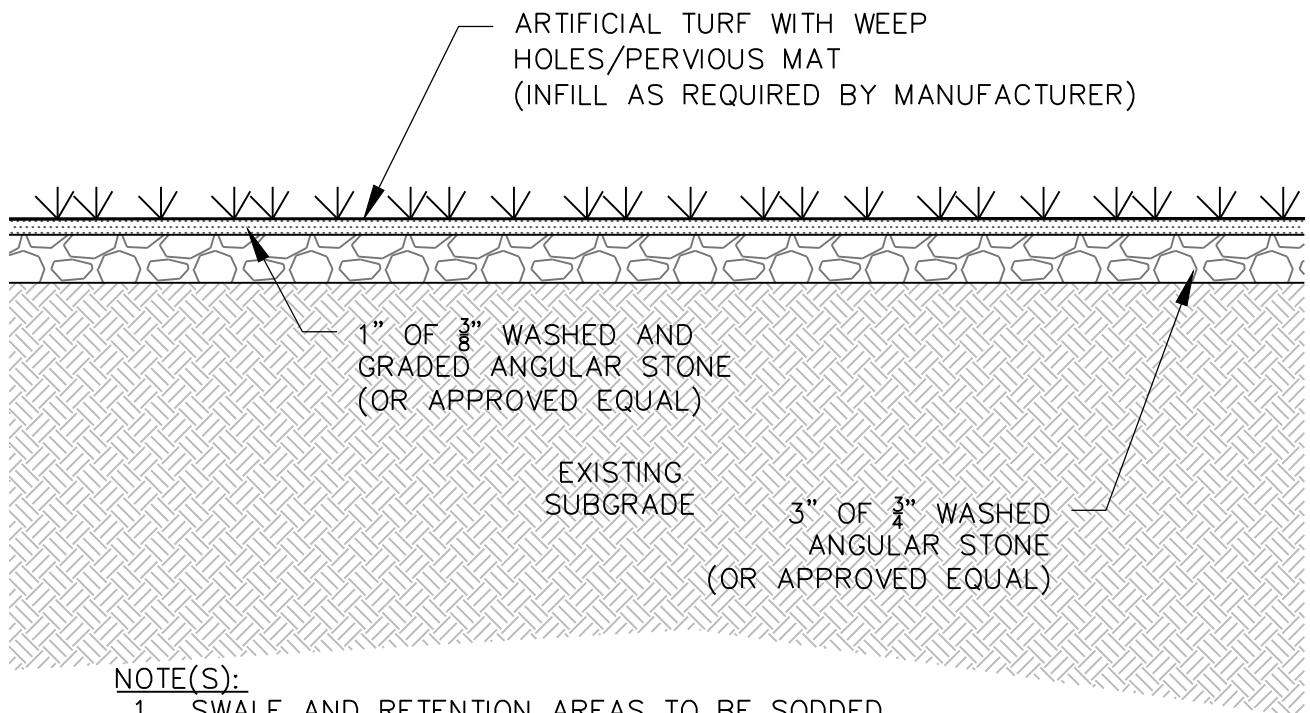
- d. Please explain the fiscal impact of the proposed amendment upon the finances of the City, if any.
 - e. Please explain the impact of the proposed amendment upon all public facilities, if any.
 - f. Please explain the impact of the proposed amendment upon the environment, natural and/or historical resources, if any.
 - g. Please explain the degree of consistency of the proposed amendment with the Comprehensive Plan for the City. (Applicant may need to refer to the Comprehensive Plan.)
 - h. Please explain the impact upon the ability of the City to provide adequate public facilities and maintain the existing level of service for public facilities as identified in the comprehensive plan if the proposed amendment is granted.
 - i. Please explain the compatibility of the proposed amendment upon the surrounding neighborhoods and land uses.
- B. Property information if proposing a Zoning Map amendment.
- 1. Address and or Parcel ID
 - 2. Size by acreage and square footage
- C. Any maps and or surveys related to a Zoning Map amendment.

SECTION 9.08 REQUIRED DOCUMENTS FOR ALL BOARD OF ADJUSTMENT REVIEW APPLICATIONS

- A. A narrative detailing the issues that are triggering the need for a Variance, Administrative Appeal, or Special Exceptions.
- B. A write up addressing and identifying the appropriate criteria per the proper application as identified in Article 2, as either a separate document or as part of the narrative.
- C. If necessary, a Site plan as detailed in Section 9.02 above.
- D. Any documents as requested by the City Manager or their designee to fully and properly review the request.

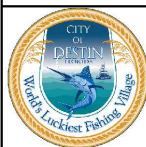
SECTION 9.09 REQUIRED DOCUMENTS FOR A SPECIAL EVENT APPLICATION

- A. A detailed narrative of the event to include but not limited to:
 - 1. Event contact names, numbers
 - 2. Dates
 - 3. Location
 - 4. Event purpose
 - 5. Hours of operation
 - 6. Any other information that will explain how the event will operate.
- B. Site Plan as detailed Section 9.02 above
- C. Any parking agreements to meet minimum parking requirements.
- D. Security Plan (will be reviewed by the Okaloosa County Sheriff's Department)
- E. Indemnification policy releasing the City of any responsibility.
- F. Other documents required by the City Manager or their designee required for proper review and approval.



NOTE(S):

1. SWALE AND RETENTION AREAS TO BE SODDED.
2. ANYTHING NOT IMPERVIOUS WITHIN THE RIGHT-OF-WAY AND EASEMENT (UTILITY & DRAINAGE) AREAS SHALL BE SODDED.
3. ANY EASEMENTS (DRAINAGE, UTILITY, ETC.) THAT MAY BE ADJACENT TO THE RIGHT-OF-WAY SHALL BE SODDED.
4. THE MORE STRINGENT OF THE CITY'S OR MANUFACTURERS SPECIFICATIONS SHALL BE MET.
5. MINIMUM PERCOLATION RATE REQUIRED: 20"/HOUR
6. ALL BASE MATERIAL SHALL BE WASHED & GRADED.
7. ALL WASHED AND GRADED MATERIALS ALONG WITH FINAL INFILL SHALL MEET ALL THE WHITE SAND ZONE 1 & 2 MINIMUM STANDARDS.

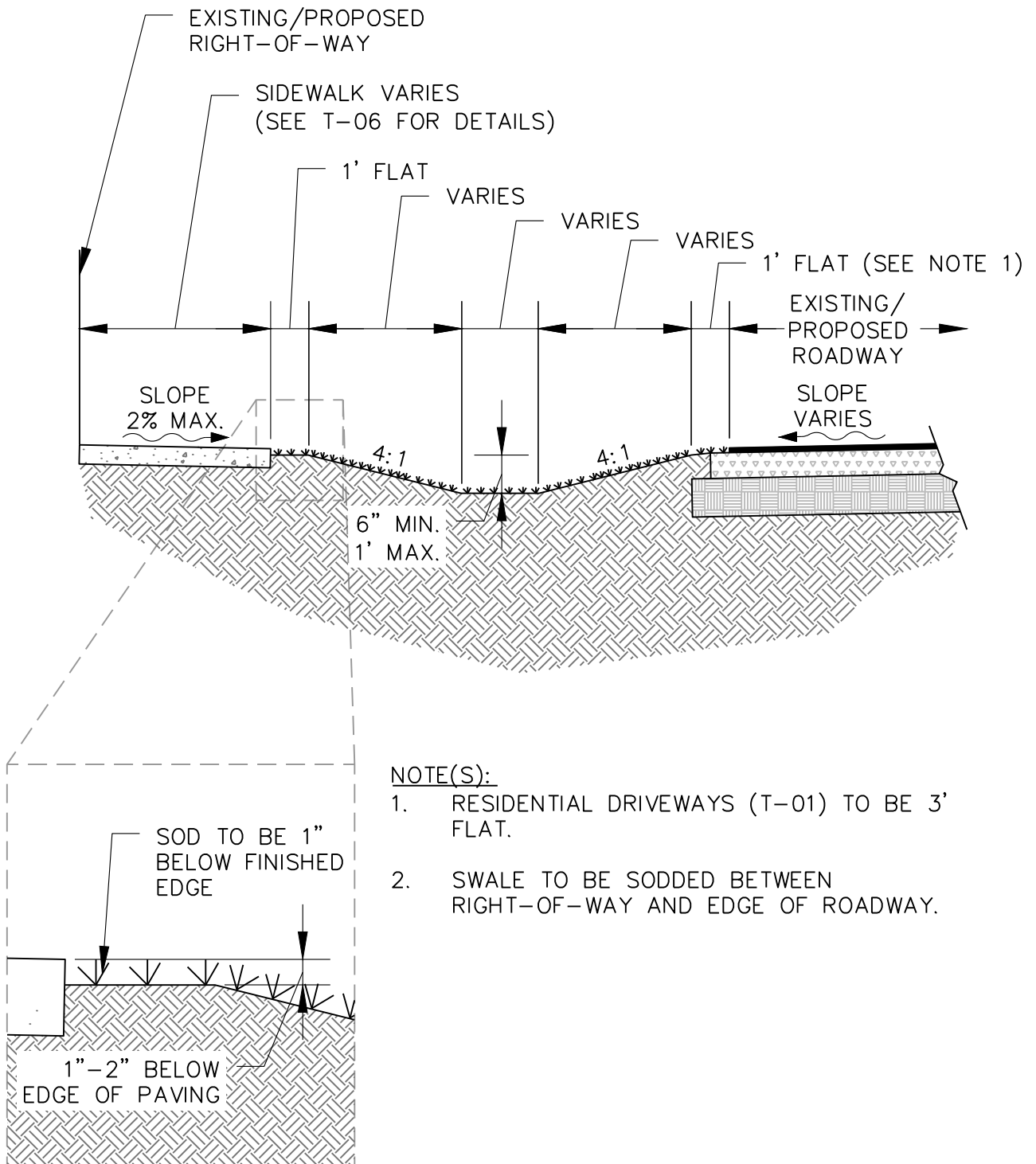


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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
ARTIFICIAL TURF			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	D-01	



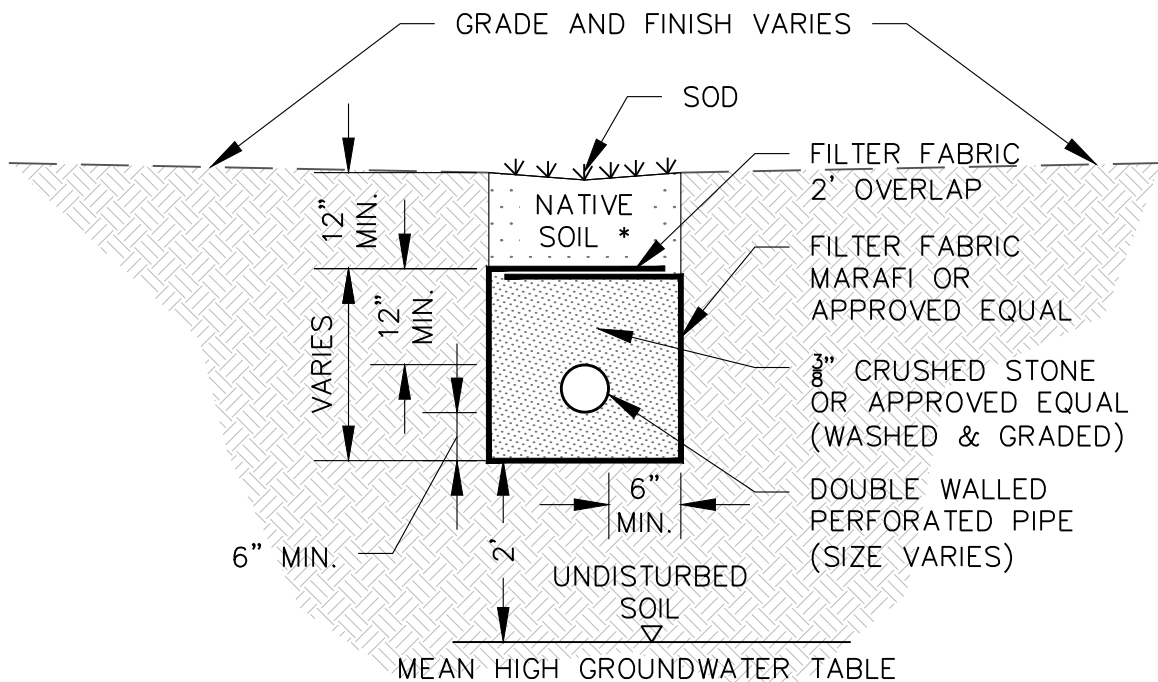
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TYPICAL DETAILS CITY OF DESTIN, FL

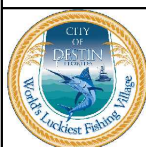
RIGHT-OF-WAY SWALE DETAIL

REV	SHEET TITLE				SHEET NO.
	DATE:	FILE NO.:	N/A		
	DATE: MARCH 2023	FILE NO.:	N/A		
	PROJECT NO: N/A	SCALE:	N.T.S.		D-02



NOTE(S):

1. NO CLAY OR ORGANIC MATERIALS.
2. CLEANOUT SHALL BE EVERY 100'.



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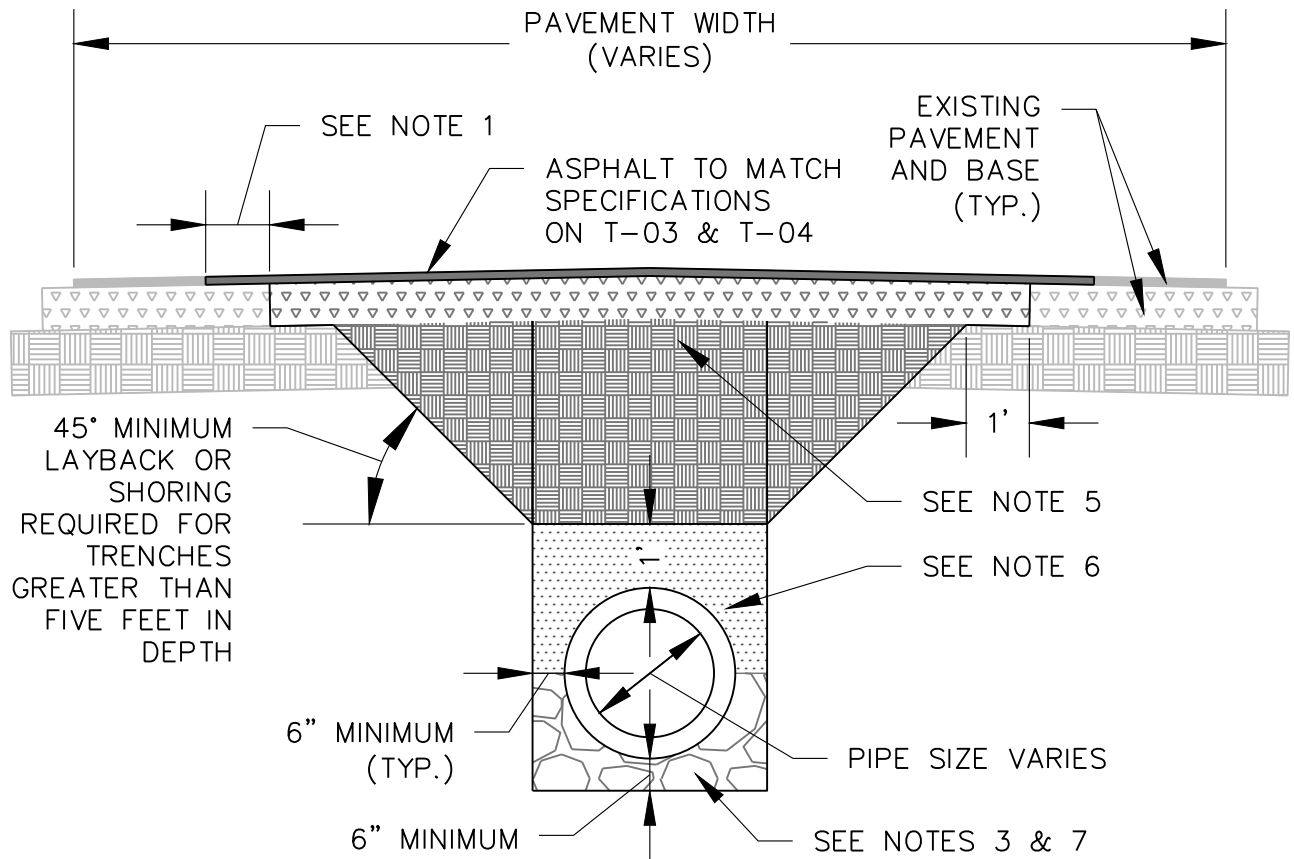
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

**PERFORATED PIPE UNDERDRAIN
INSTALLATION DETAIL**

SHEET TITLE				SHEET NO.
DATE: MARCH 2023	FILE NO.:	N/A		
PROJECT NO: N/A	SCALE:	N.T.S.		D-03

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\DESIGN MANUAL\REMOVAL AND REPLACEMENT OF ASPHALT.DWG



NOTE(S):

1. CONTRACTOR SHALL MAKE CLEAN STRAIGHT CUT 12" FROM EDGE OF NEW LIMEROCK BASE PRIOR TO PLACING NEW SURFACE AND INSTALL A FLUSH JOINT.
2. TRENCH WIDTH AT THE GROUND SURFACE SHALL NOT EXCEED 10' ON EITHER SIDE OF THE PIPE CENTER LINE.
3. WHEN INSTALLING PIPE IN AREAS WITH FLUCTUATING GROUND WATER, WHERE DEWATERING SHALL BE REQUIRED, USE #89 STONE OR FDOT TYPE B BEDDING IN AREAS THAT ARE PREDOMINATELY FINE SAND.
4. WHEN WIDTH OF PAVEMENT REQUIRED TO BE REMOVED FOR TRENCH EXCEEDS 50% OF PAVEMENT WIDTH, THE ENTIRE WIDTH OF PAVEMENT SHALL BE REMOVED AND REPLACED, IN ACCORDANCE TO T-03 & T-04. BASE AND SUBGRADE SHALL EXTEND 6" BEYOND EDGE OF ASPHALT.
5. STABILIZED SUBGRADE (LBR 40), COMPACTED 98% MAX DENSITY PER ASTM D1557.
6. PIPE BACKFILL MATERIALS: CLEAN DRY SAND, FINE LIMEROCK OR PIT SHELL COMPACTED TO 95% MAX DENSITY PER ASTM D1557.
7. PIPE BEDDING MATERIAL IN DRY CONDITIONS AND UNDER ANY ROADWAY: #57 STONE OR FINE LIMEROCK COMPACTED TO 95% MAX DENSITY PER ASTM D1557.



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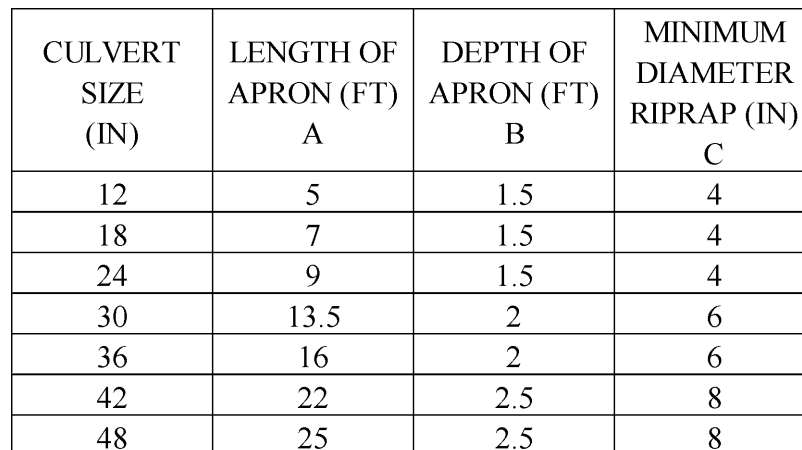
**TYPICAL DETAILS
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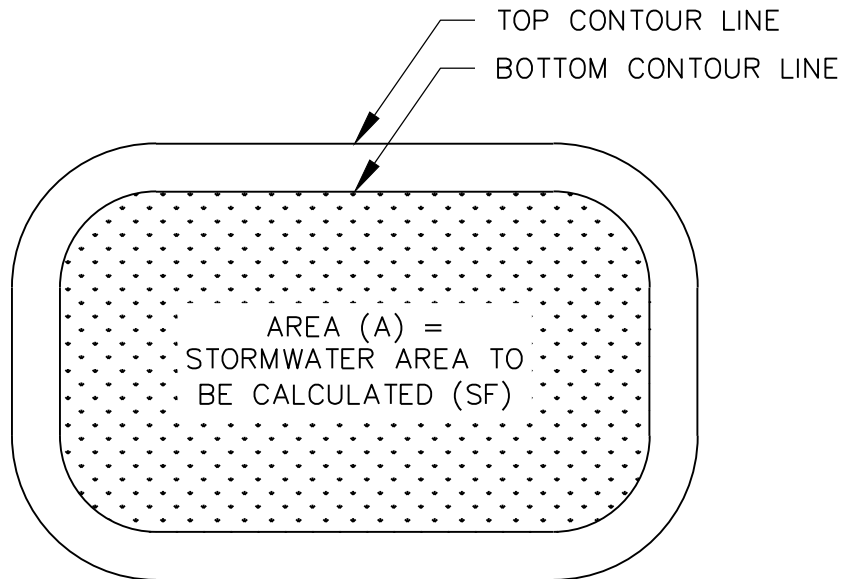
SHEET TITLE				
REMOVAL AND				
REPLACEMENT OF ASPHALT				
REV		DATE: MARCH 2023	FILE NO.:	N/A
		PROJECT NO: N/A	SCALE:	N.T.S.
				SHEET NO. D-04

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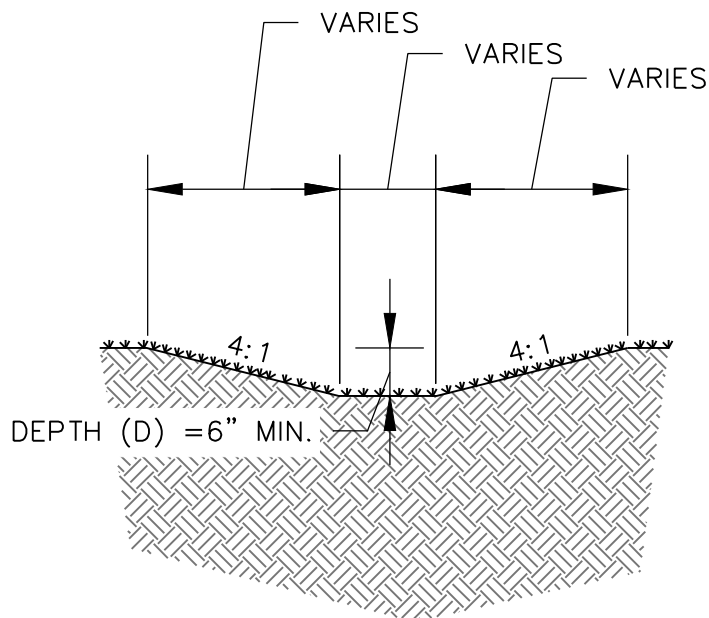
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO. D-05
PROJECT NO: N/A	SCALE: N.T.S.	





PLAN VIEW

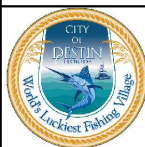
$$\text{VOLUME CALCULATION (V) (CF)} = A \times (D/12)$$



TYPICAL SECTION

NOTE(S):

1. ALL SLOPES AND BOTTOMS TO BE STABILIZED.



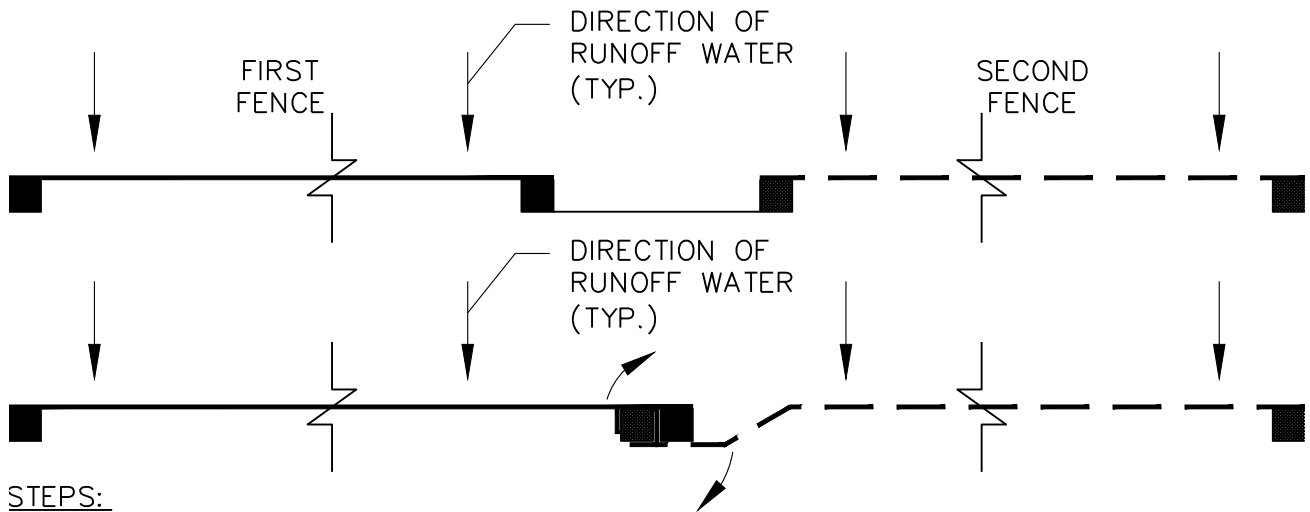
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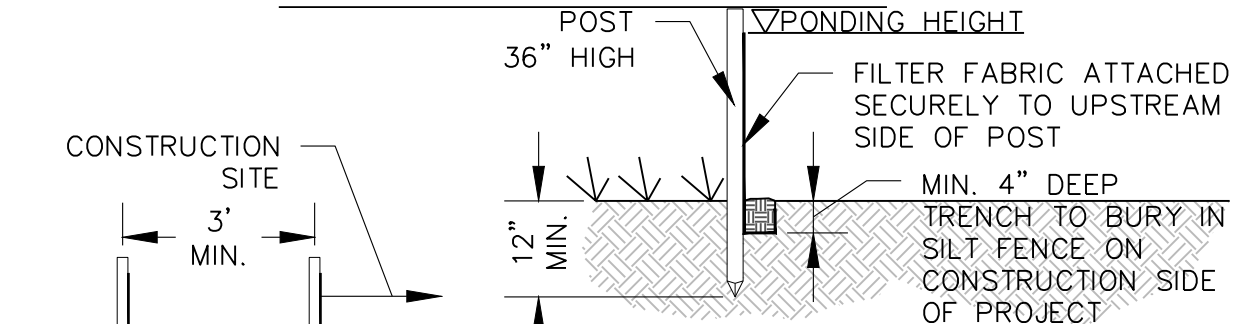
TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE
RETENTION & SWALE DETAILS

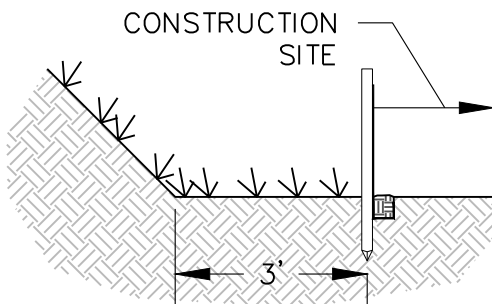
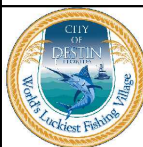
REV		DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
		PROJECT NO: N/A	SCALE: N.T.S.	D-06

**STEPS:**

1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180° IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.

ATTACHING TWO SILT FENCES**SINGLE ROW INSTALL****NOTE(S):**

1. INSPECT AND REPAIR 24 HOURS AFTER EACH $\frac{1}{2}$ " RAINFALL OR ONCE PER WEEK.
2. REMOVE SEDIMENT DEPOSITS WHEN IT REACHES HALF THE HEIGHT OF THE BARRIER.
3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
4. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
5. DRAINAGE AREA SHALL NOT EXCEED $\frac{1}{4}$ ACRE PER 100 L.F. OF FENCE MAXIMUM GRADIENT BEHIND BARRIER IS 2:1.
6. NO CONSTRUCTION ACTIVITY OR STORAGE BETWEEN DOUBLE ROW OF SILT FENCE (OR APPROVED EQUAL)

**DOUBLE ROW
INSTALL****TOE OF SLOPE
INSTALL**

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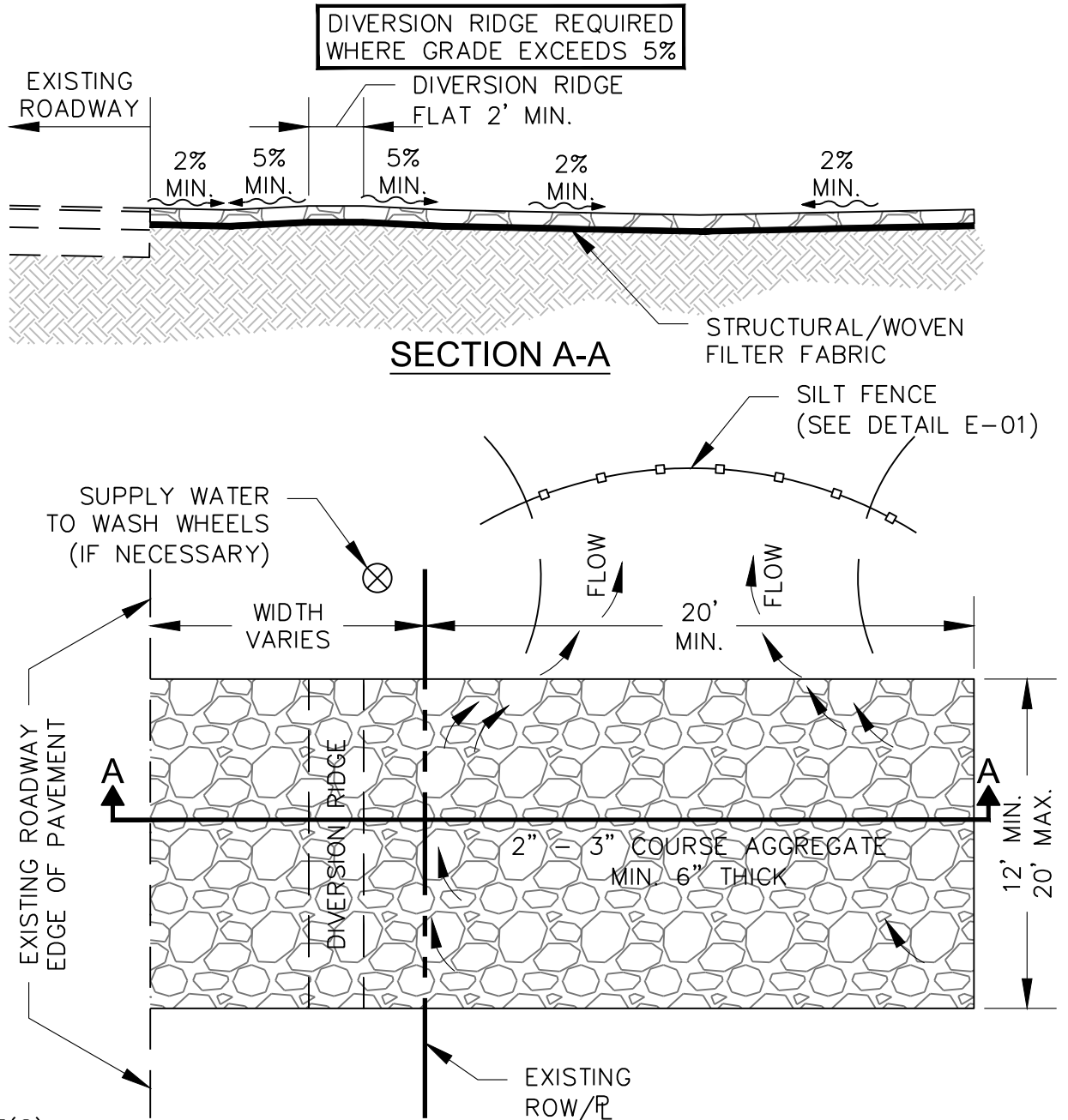
TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE

SILT FENCE

REV

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO. E-01
PROJECT NO: N/A	SCALE: N.T.S.	



NOTE(S):

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY, THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN-OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. ANY SEDIMENT TRACKED ONTO ROADWAYS SHALL BE SWEEPED AND PLACED BACK ONTO SITE AT THE END OF EACH WORKING DAY.



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**TYPICAL DETAILS
CITY OF DESTIN, FL**

**TEMPORARY
CONSTRUCTION ENTRANCE**

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	E-02

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\DESIGN MANUAL\GENERAL NOTES.DWG

GENERAL NOTES:

1. **ELEVATIONS REFERENCE TO NAVD 1988. CONVERSION TO NGVD 1929 IS:
NAVD 1988 ±X.XX = NGVD 1929.**
 2. THE GENERAL NOTES MUST BE PART OF THE ENTIRE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN MUST BE REFERRED TO BY THE CONTRACTOR. THE CONTRACTOR MUST BE FAMILIAR WITH ACKNOWLEDGE FAMILIARITY WITH ALL THE GENERAL NOTES AND ALL OF THE PLANS SPECIFICATIONS NOTES.
 3. CONTRACTOR MUST VERIFY ALL DIMENSIONS INCLUDED WITHIN THE PLAN SET AND SHOULD NOT SCALE OFF THE DRAWINGS DUE TO POTENTIAL PRINTING INACCURACIES. ALL DIMENSIONS ARE TO BE CHECKED CONFIRMED BY THE GENERAL CONTRACTOR PRIOR TO PREPARATION OF SHOP DRAWINGS, FABRICATION/ORDERING OF PARTS MATERIALS PRIOR TO START OF SITE WORK.
 4. THE ENGINEER OF RECORD AND THE CITY OF DESTIN ARE NOT RESPONSIBLE FOR AND HAVE NO CONTRACTUAL LEGAL OR OTHER RESPONSIBILITIES FOR JOB SITE SAFETY, JOB SITE SUPERVISION, OR ANYTHING RELATED TO THE SAME. THE ENGINEER OF RECORD AND THE CITY OF DESTIN ARE NOT RESPONSIBLE TO IDENTIFY OR REPORT ANY JOB SITE SAFETY ISSUES OR ANY JOB SITE CONDITIONS, AT ANY TIME.
 5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, STANDARD PLANS (LATEST EDITION), CITY OF DESTIN DEVELOPMENT STANDARDS, SPECIFICATIONS, & REQUIREMENTS.
 6. CONTRACTOR SHALL RETAIN, ON THE WORK SITE, COPIES OF ANY PERMITS NECESSARY FOR CONSTRUCTION.
 7. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY REQUIRED DEWATERING PERMITS.
 8. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY REQUIRED TREE REMOVAL PERMITS.
 9. THE SITE CONTRACTOR SHALL BECOME FAMILIAR WITH THE GEOTECHNICAL REPORT IF ONE WAS PREPARED. THE CONTRACTOR SHALL COMPLY WITH ALL THE SITE PREPARATION OTHER SITE RELATED ITEMS, RECOMMENDATIONS PROCEDURES.
 10. CONTRACTOR TO VERIFY ENGINEER'S SITE PLAN AND THE ARCHITECT'S BUILDING FOOTPRINT ARE CONSISTENT WITH EACH OTHER BEFORE BEGINNING CONSTRUCTION.
 11. THIS PROJECT WILL NOT ADVERSELY IMPACT ANY SURFACE WATER OR GROUNDWATER.
 12. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC AND USAGE OF EXISTING STREETS ADJACENT TO THE PROJECT. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH FDOT STANDARD PLANS INDEX 102-100 THRU 102-670 (LATEST EDITION), AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), (LATEST EDITION).
- 24 HOUR TRAFFIC CONTROL POINT OF CONTACT: _____
- PHONE NUMBER: _____
13. CONTRACTOR IS REQUIRED TO OBTAIN FROM THE CITY ENGINEER/UTILITY/ENGINEER OF RECORD (EOR), WRITTEN APPROVAL FOR ANY DEVIATIONS FROM THE PLANS AND/OR SPECIFICATIONS.
 14. EXISTING OFF-SITE DRAINAGE PATTERNS SHALL BE PROTECTED AND MAINTAINED DURING CONSTRUCTION.



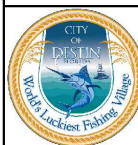
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
GENERAL NOTES			
REV	DATE: MARCH 2023	FILE NO.:	N/A
	PROJECT NO: N/A	SCALE:	N.T.S.
			SHEET NO. G-01

15. ANY PUBLIC CORNER MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHOULD NOTIFY THE CITY ENGINEER WITHOUT DELAY.
16. THE LOCATION OF EXISTING UTILITIES, PAVEMENT, VEGETATION, AND MISCELLANEOUS IMPROVEMENTS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR. CONTACT SUNSHINE ONE CALL (811).
17. CONTRACTOR SHALL NOTIFY THE CITY OF DESTIN COMMUNITY DEVELOPMENT DEPARTMENT A MINIMUM OF 72 HOURS PRIOR TO ALL REQUIRED INSPECTIONS. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER, AS NEEDED, DURING CONSTRUCTION FOR THEIR INSPECTIONS.
18. CONTRACTOR TO INSTALL SILT FENCE AND OTHER APPROPRIATE MEASURES TO AFFECT THE FILTRATION OF SURFACE WATER FLOWS TO PROVIDE EROSION PROTECTION DURING CONSTRUCTION ACTIVITIES. PROTECTION IS TO BE MAINTAINED DURING THE CONSTRUCTION PERIOD UNTIL DISTURBED SOILS HAVE BEEN STABILIZED WITH GRASS OR SUITABLE EROSION PROTECTION TREATMENT.
19. DURING CONSTRUCTION, GRATE INLET AND JUNCTION BOX OPENINGS SHALL BE COVERED WITH FILTER FABRIC (MIRAFI 140N OR APPROVED EQUAL) TO PREVENT DEBRIS AND FILL FROM FALLING INTO THE INLETS.
20. CONTRACTOR SHALL USE DESIGNATED CONSTRUCTION ENTRANCES FOR EMPLOYEES AND DELIVERY OF MATERIALS.
21. CONTRACTOR SHALL CLEAR ALL EXCAVATION/FILL AREAS AS SHOWN ON THE PLANS. ACTUAL LIMITS OF CLEARING MAYBE ADJUSTED IN THE FIELD BY THE ENGINEER OF RECORD, CITY ENGINEER, OR, DESIGNEE.
22. CONTRACTOR SHALL REMOVE ALL MUCK OTHER UNSUITABLE MATERIAL FROM FILL AREAS PRIOR TO PLACEMENT OF FILL. ALL MUCK AND OTHER UNSUITABLE MATERIALS EXCAVATED OR REMOVED FROM FILL AREAS SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS OR, STOCKPILED AT THE PROPOSED PROJECT AS DETERMINED BY THE ENGINEER OF RECORD, CITY ENGINEER, OR, DESIGNEE.
23. ALL CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.
24. CONTRACTOR SHALL PROMPTLY REPORT ALL FIELD CHANGES TO THE ENGINEER OF RECORD, CITY ENGINEER, OR, DESIGNEE.
25. HORIZONTAL LOCATIONS OF INLETS AND STORM DRAINS MAY BE FIELD ADJUSTED TO PRESERVE EXISTING VEGETATION WITH PERMISSION OF ENGINEER OF RECORD, CITY ENGINEER, OR, DESIGNATED REPRESENTATIVE. IN ADDITION, SITE GRADES MAY BE ADJUSTED IN FIELD BY THE ENGINEER OF RECORD AND APPROVED BY THE CITY ENGINEER, OR, DESIGNEE. SEE DESIGN MANUAL, DETAIL U-01.
26. THE CONTRACTOR IS REQUIRED TO ADJUST ALL VALVE BOXES, MANHOLE RIMS, GRATES, ETC. AS NECESSARY TO MATCH PROPOSED GRADES.
27. EXISTING FACILITIES DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION, AT NO ADDITIONAL COST TO THE CITY.
28. ALL UNPAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SODDED UNLESS OTHERWISE NOTED.



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TYPICAL DETAILS CITY OF DESTIN, FL

REV

SHEET TITLE

GENERAL NOTES

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29. ALL CONCRETE SIDEWALKS SHALL HAVE CONTROL JOINTS CUT AT INTERVALS THE WIDTH OF THE SIDEWALK EXPANSION JOINTS PLACED ON 60-FT CENTERS, CHANGES OF DIRECTION, AND ABUTTING SEPARATE POURS. CONCRETE SAW CUTS SHALL BE COMPLETED WITHIN 48 HOURS AFTER PLACING CONCRETE.
30. THE CONTRACTOR SHALL ACCURATELY PLOT THE LOCATIONS AND DEPTHS OF ALL IMPROVEMENTS INSTALLED ON A FINAL SET OF RECORDED DRAWINGS WHICH SHALL BE DELIVERED TO THE CITY.
31. ALL CONSTRUCTION WORK PERFORMED MUST BE DONE BY A CONTRACTOR LICENSED IN THE STATE OF FLORIDA TO DO THE WORK INTENDED.
32. ALL WORKMANSHIP OR MATERIALS WHICH DO NOT CONFORM TO CITY SPECIFICATIONS FOR WORK THAT AFFECTS CITY PROPERTIES, RIGHTS-OF-WAYS OR EASEMENTS ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
33. ANY UNDERGROUND WORK PERFORMED WITHOUT THE KNOWLEDGE OF THE CITY IS SUBJECT TO RE-EXCAVATION, REMOVAL AND REPLACEMENT OF SAME TO BE DONE AT THE CONTRACTOR'S EXPENSE.
34. ANYTHING NOT SHOWN ON THESE DRAWINGS SHOULD BE BROUGHT TO THE ATTENTION OF THE CITY ENGINEER, ENGINEER OF RECORD OR DESIGNEE AND SHALL NOT CONSTITUTE A CHANGE ORDER, UNLESS APPROVED BY THE CITY ENGINEER.
35. CONTRACTOR SHALL VERIFY ALL QUANTITIES SHOWN ON THE PLANS. IF ANY DISCREPANCIES IN QUANTITIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER, OR, DESIGNEE.
36. CONTRACTOR IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING, MAINTAINING AN EFFECTIVE STORM WATER POLLUTION PREVENTION PLAN.
37. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING FDEP NPDES APPROVAL PRIOR TO STARTING WORK.
38. ROUGH GRADE PROPOSED RETENTION AREAS AS EARLY INTO THE PROJECT AS POSSIBLE OR PRIOR TO CHANGING SITE GRADING.
39. CONTRACTOR IS RESPONSIBLE FOR DEVELOPING AND IMPLEMENTING A FOUL WEATHER (HURRICANE) PLAN FOR SECURING THE SITE PRIOR TO INCLEMENT WEATHER.

PAVING, GRADING, & DRAINAGE NOTES:

1. THE SITE CAN BE UTILIZED SAFELY FOR BUILDING PURPOSES WITHOUT UNDUE DANGER FROM FLOODING OR ADVERSE SOIL CONDITIONS.
2. LENGTH OF STORM PIPES ARE APPROXIMATE & ARE MEASURED FROM CENTER OF STRUCTURE.
3. CONTRACTOR SHALL NOTIFY THE CITY & CONTACT ALL UTILITY COMPANIES (SUNSHINE 811) FOR LOCATIONS OF EXISTING UTILITIES IN THE AREA 72 HOURS (MIN.) PRIOR TO COMMENCING CONSTRUCTION.
4. IF SITE IS TO BE STABILIZED BY SEED & MULCH, PLACE 200 S.F. OF SOD AROUND ALL INLETS, HEADWALLS, & CONTROL STRUCTURES. USE ARGENTINA BAHIA & CONFORM TO FDOT SPECIFICATIONS.
5. IF SITE IS TO BE STABILIZED BY SEED & MULCH, PLACE 18" OF SOD CONTINUOUS ALONG EDGES OF PAVEMENT OF ALL ROADS AND/OR CURB, LAYING PARALLEL WITH THE ROAD MAINTAINING 2" BELOW FINISHED PAVEMENT.



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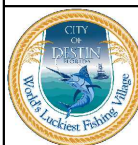
6. THE STORM DRAINAGE PIPING & FILTRATION SYSTEM SHALL BE SUBJECTED TO A VISUAL INSPECTION BY THE CITY PRIOR TO THE PLACEMENT OF BACKFILL. CONTRACTOR TO NOTIFY THE CITY ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION.
7. THE CONTRACTOR SHALL MAINTAIN THE STORM SYSTEM UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE STORM SYSTEM WILL BE INSPECTED BY THE CITY ENGINEER, OR, DESIGNEE PRIOR TO FINAL ACCEPTANCE.
8. FINISHED GRADE OUTSIDE OF BUILDINGS MUST BE 4"–6" BELOW THE FINISHED FLOOR ELEVATION.
9. ALL RCP/ERCP STORM DRAIN JOINTS SHALL BE WRAPPED IN MARAFI FABRIC.
10. ALL UNDERGROUND PIPING TO HAVE A MINIMUM OF 36" COVER, OR, AS SPECIFIED IN THE PLAN.

SIGNING AND PAVEMENT MARKING NOTES:

1. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD PLANS (LATEST ADDITION), THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), (LATEST EDITION), AND THE CURRENT CITY OF DESTIN LAND DEVELOPMENT CODE & DESIGN MANUAL.
2. MATCH EXISTING PAVEMENT MARKING STYLE AT EXISTING ROADS, UNLESS OTHERWISE STATED.
3. CONTRACTOR SHALL SET ROADWAY GROUND MOUNT SIGNS AT PROPER DEFLECTION ANGLE TO THE ROADWAY IN ACCORDANCE WITH FDOT STANDARD PLANS STANDARD PLANS NUMBER 700–101.
4. SEE FDOT STANDARD PLANS NUMBERS 711–001 & 706–001 FOR ADDITIONAL SIGNING & MARKING DETAILS.
5. ALL STOP SIGN LOCATIONS SHALL INCLUDE A 24" THERMOPLASTIC WHITE STOP BAR.
6. THE CONTRACTOR SHALL PROVIDE & INSTALL BLUE/BLEU REFLECTIVE PAVEMENT MARKERS AT THE CENTER OF THE TRAFFIC LANE NEAREST ALL EXISTING & PROPOSED FIRE HYDRANTS. CONTACT DESTIN FIRE CONTROL DISTRICT.
7. ALL PAVEMENT MARKINGS WITHIN THE CITY RIGHT–OF–WAY TO BE THERMOPLASTIC WITHIN 30 CALENDAR DAYS OF ASPHALT PLACEMENT, TEMPORARY LATEX PAINT PER NOTE 3 OF DESIGN MANUAL DETAIL G–18.

ACCESSIBILITY DESIGN GUIDELINES:

1. ALL ACCESSIBLE (A.K.A. ADA) COMPONENTS & ACCESSIBLE ROUTES MUST BE CONSTRUCTED TO MEET, AT A MINIMUM THE MOST STRINGENT OF: (A) THE REQUIREMENTS OF THE "AMERICANS WITH DISABILITIES ACT" (ADA) CODE (LATEST ADDITION); OR (B) ANY APPLICABLE LOCAL & STATE GUIDELINES, & ANY & ALL AMENDMENTS TO BOTH, WHICH ARE IN EFFECT AT THE TIME OF CONSTRUCTION.



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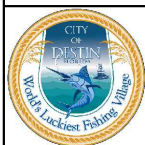
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CITY OF DESTIN, FL**

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GENERAL NOTES			
DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
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UTILITY NOTES:

1. CONTRACTOR TO COORDINATE WITH DESTIN WATER USERS, INC. OR SOUTH WALTON UTILITY CO., INC. DURING CONSTRUCTION AS NECESSARY.
2. CONTRACTOR TO ENSURE ALL WATER, SEWER, & REUSE INSTALLATION IS FOLLOWING THE DESTIN WATER USERS OR SOUTH WALTON UTILITY CO., INC. CURRENT MINIMUM STANDARDS (LATEST EDITION).
3. CONTRACTOR SHALL PLACE VALVE BOXES OUTSIDE PAVEMENT OR DRIVEWAYS WHERE POSSIBLE.
4. MINIMUM VERTICAL AND HORIZONTAL SEPARATION SHALL BE PROVIDED IN ACCORDANCE WITH RULE 62-555.314, F.A.C. OR
<https://floridadep.gov/sites/default/files/location-of-publicwatersystemmains.pdf>.
5. CONTRACTOR TO CALL SUNSHINE 811 & LOCATE ALL EXISTING LINES BEING TIED INTO & VERIFY GRADES BEFORE BEGINNING CONSTRUCTION.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL SUNSHINE 811, LOCATE & TAKE ALL POSSIBLE PRECAUTIONS TO AVOID ANY DAMAGE TO ALL UNDERGROUND PIPELINES, TELEPHONE, CABLE TV, FIBER, ELECTRIC LINES, CONDUIT & STRUCTURES IN ADVANCE OF ANY CONSTRUCTION. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY & ALL DAMAGES THAT MAY OCCUR DUE TO HIS/HER FAILURE TO EXACTLY LOCATE & PROTECT EXISTING UTILITIES & STRUCTURES.
7. CONTRACTOR SHALL CONTACT THE CITY ENGINEER, OR, DESIGNEE & UTILITY CONTACT IMMEDIATELY CONCERNING ANY CONFLICTS WITH UTILITIES/STRUCTURES ARISING DURING CONSTRUCTION OF ANY FACILITY SHOWN ON THESE DRAWINGS.
8. ALL UNDERGROUND PRESSURE PIPING TO MAINTAIN A MINIMUM OF 36" OF COVER TO EVERY EXTENT POSSIBLE, EXCEPT APPROVED DIRECTIONAL DRILLS.
9. ALL VALVES LOCATED WITHIN CITY ROADS SHALL HAVE A 24"x24" CONCRETE VALVE PAD. SEE DESIGN MANUAL DETAIL U-01.
10. PREFABRICATED CONCRETE COLLARS OR "DONUTS" CAN BE USED AS VALVE PROTECTION IN VEGETATED OR GREEN SPACES.



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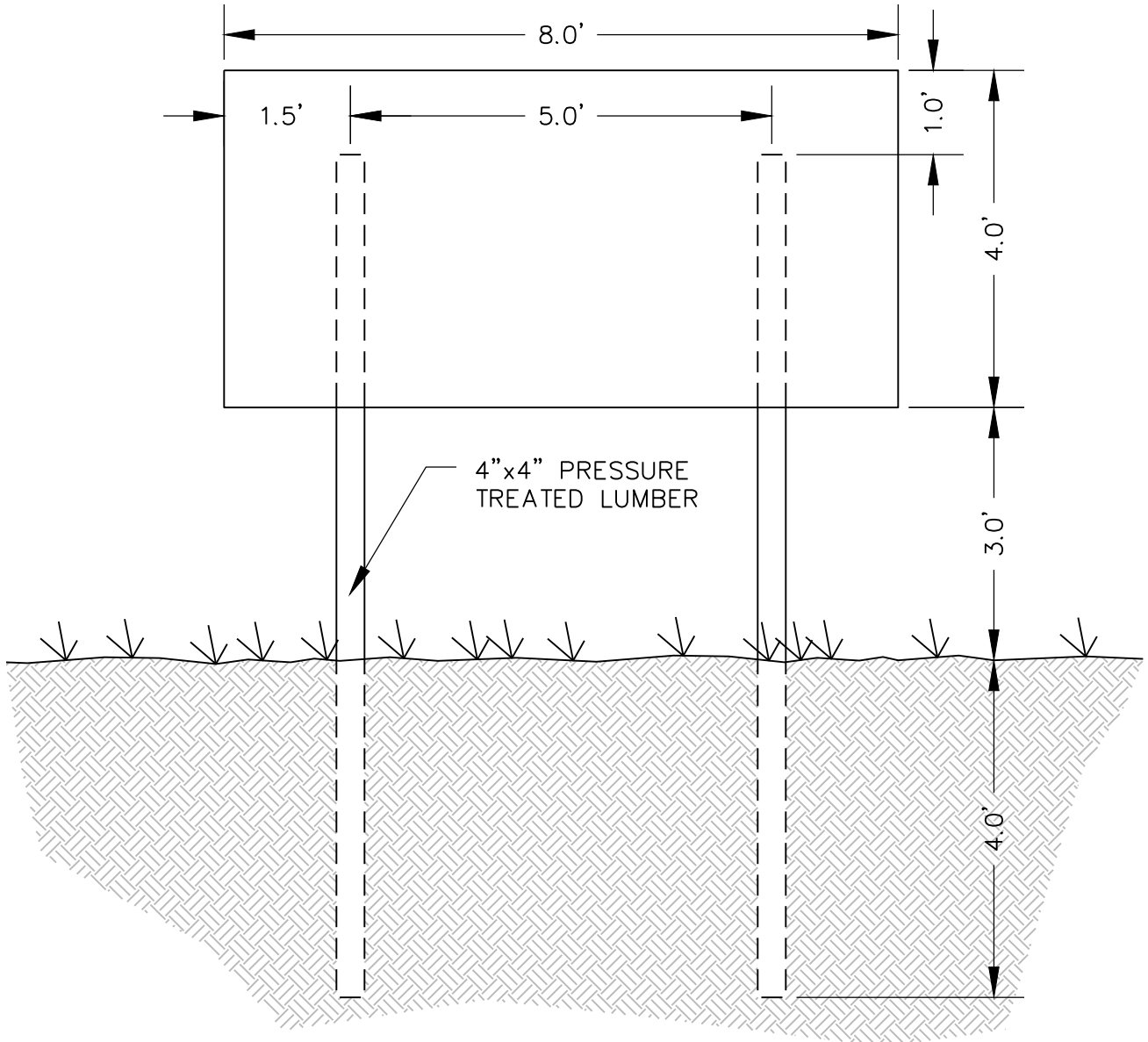
TYPICAL DETAILS
CITY OF DESTIN, FL

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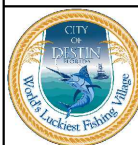
GENERAL NOTES

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
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CITY OF DESTIN YOUR TAX DOLLARS AT WORK		
	PROJECT NAME & EMERGENCY CONTACT <u>MAYOR, CITY COUNCIL, & CITY MANAGER:</u>	GENERAL CONTRACTOR LOGO
MAYOR COUNCIL MEMBER COUNCIL MEMBER	COUNCIL MEMBER COUNCIL MEMBER COUNCIL MEMBER	COUNCIL MEMBER COUNCIL MEMBER CITY MANAGER
CONTRACTOR: _____ COMPLETION: _____ START DATE: _____ PROJECT COST: _____		

NOTE: SIGN MAY REQUIRE FEDERAL OR STATE LANGUAGE FOR GRANT PROJECTS.

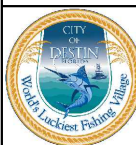
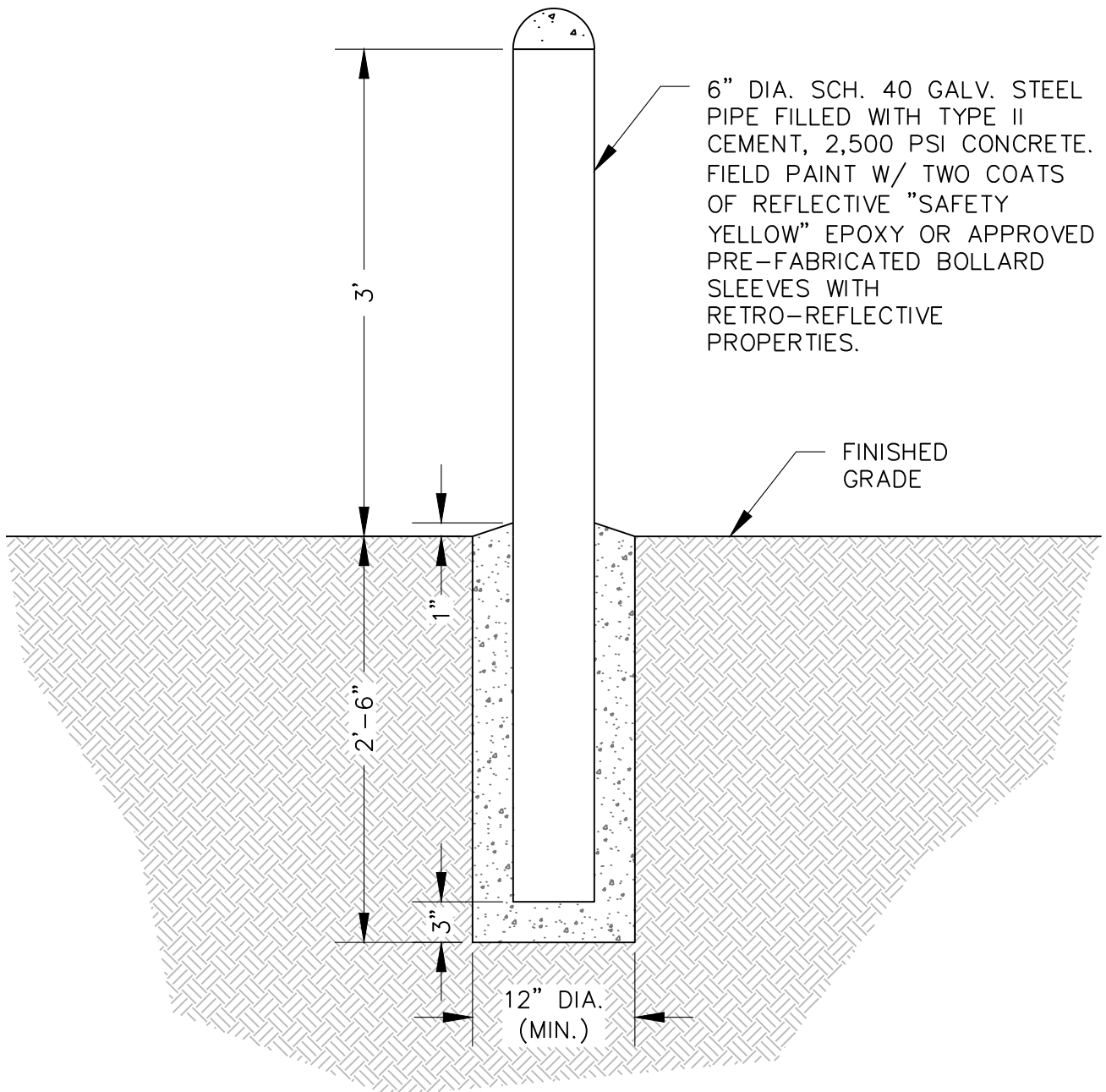


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CITY OF DESTIN, FL**

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CITY PROJECT SIGN			
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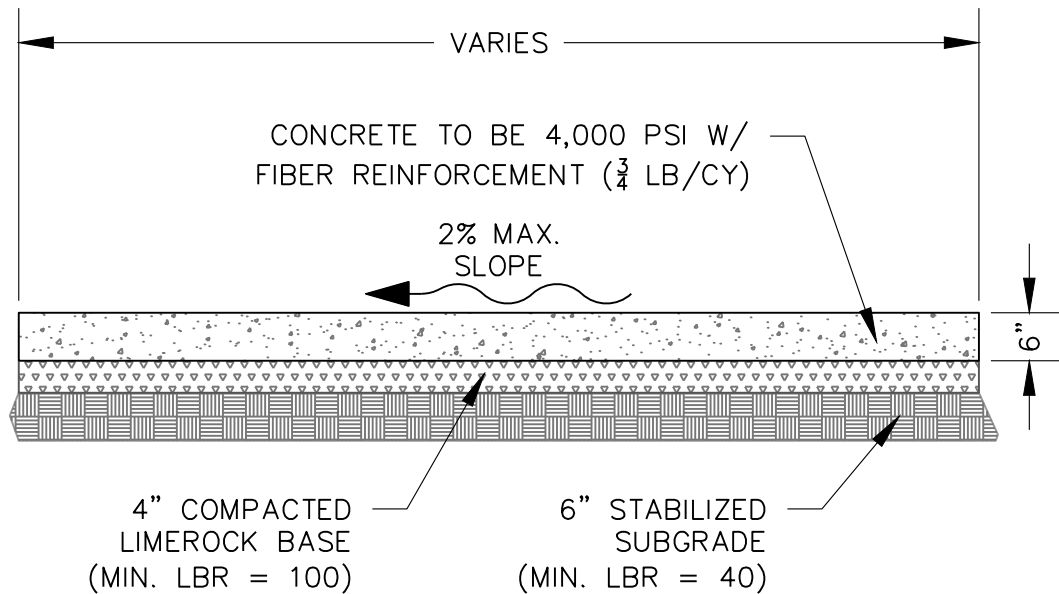


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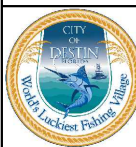
TYPICAL DETAILS CITY OF DESTIN, FL

SHEET TITLE			
BOLLARD POST			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	G-07	



NOTE(S):

1. IN-LIEU OF FIBER REINFORCEMENT CONTRACTOR MAY USE WIRE MESH (6x6 W1.1xW1.4 WWF).

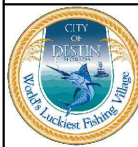


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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
CONCRETE PAD DETAIL			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
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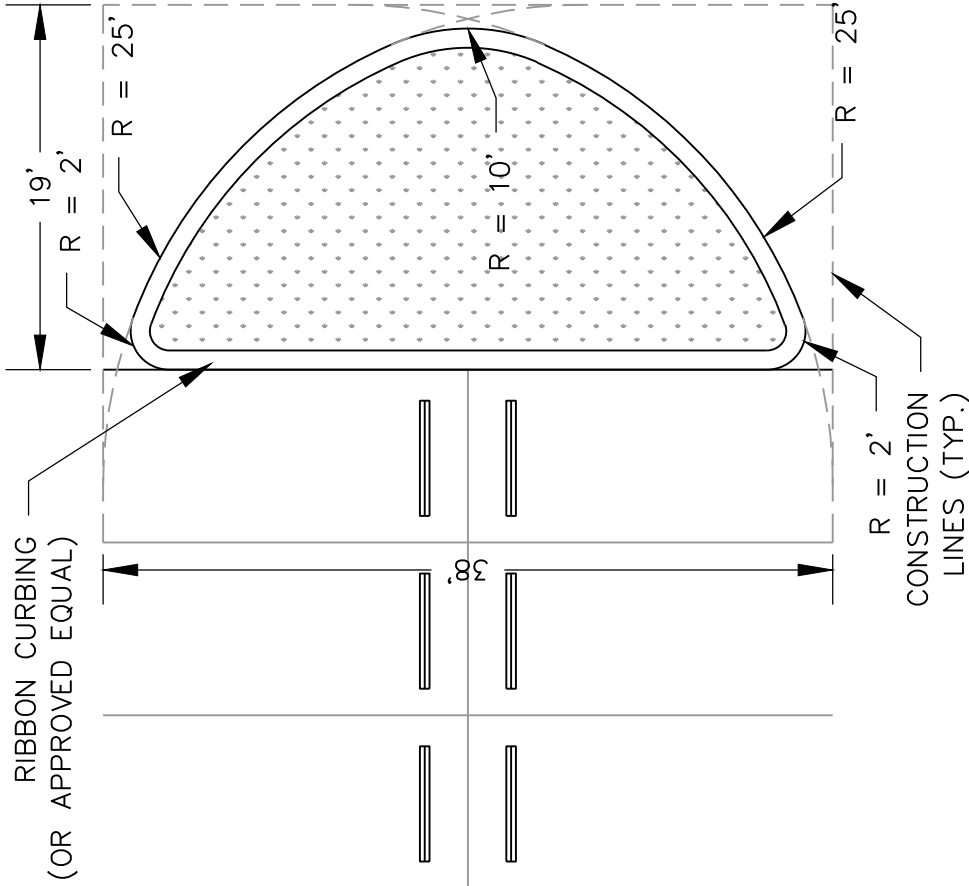
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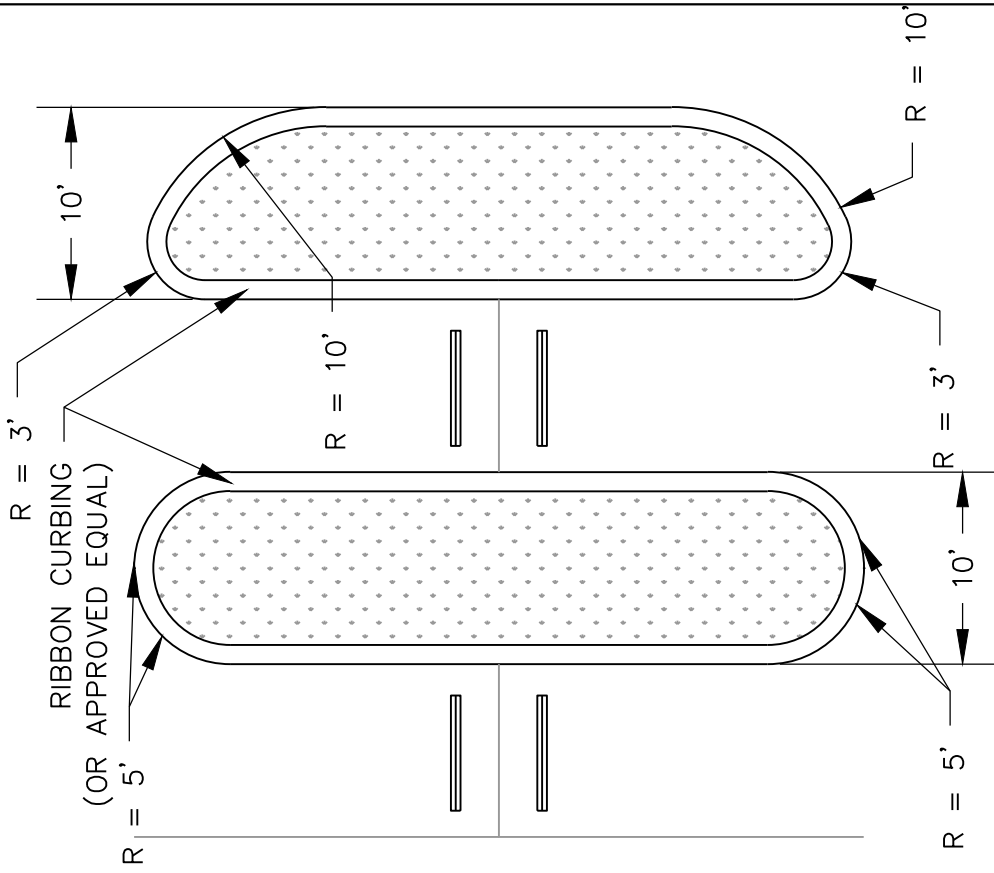
SHEET TITLE

LANDSCAPE ISLANDS

SHEET NO.
L-01

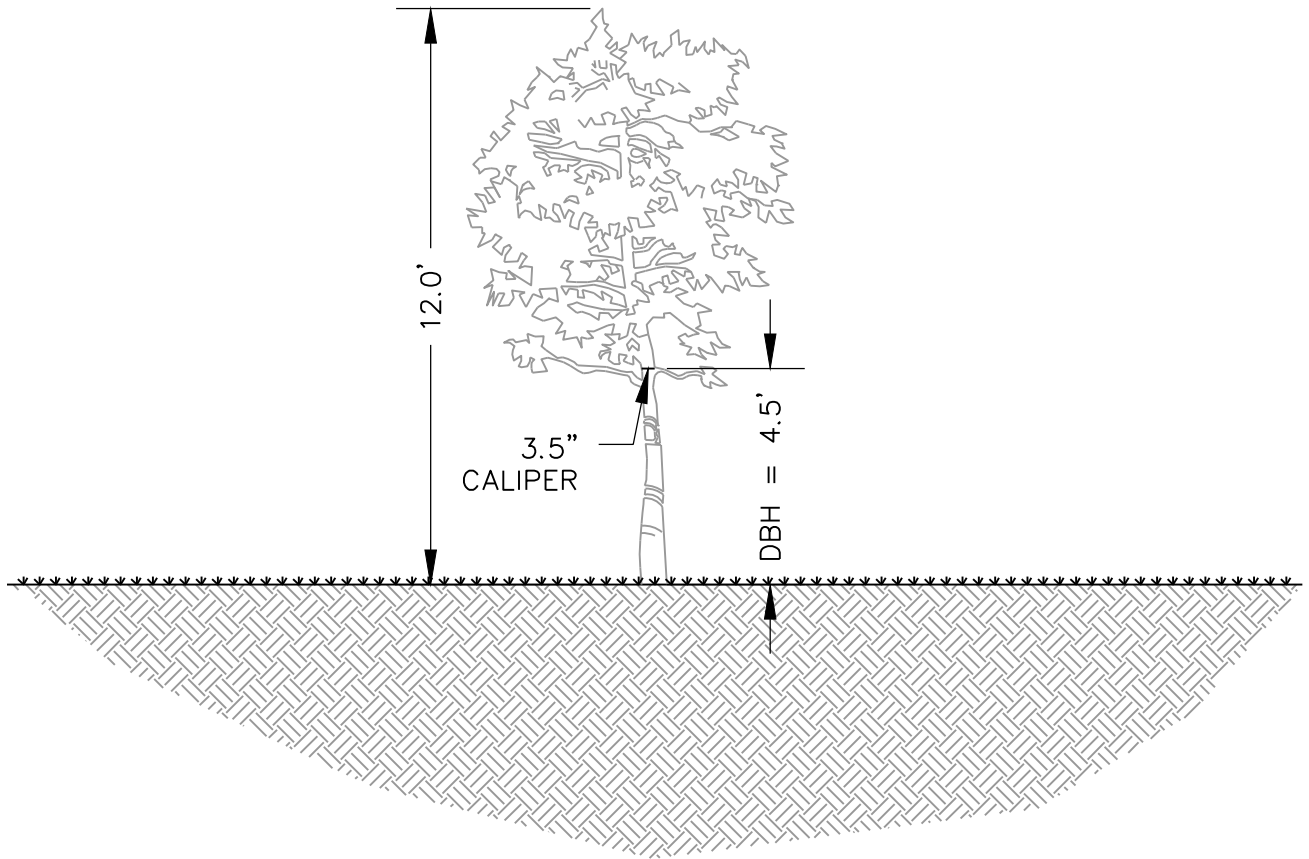


ISLAND ALONG A FIRE LANE ROUTE



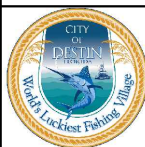
NOTE(S):

1. MINIMUM LANDSCAPE ISLAND WIDTH IS 10' (EOP TO EOP).
2. MINIMUM LANDSCAPE ISLAND AREA IS 175 SQUARE FEET (EOP TO EOP).
3. MINIMUM LANDSCAPE ISLAND INSIDE TURNING RADIUS ALONG A FIRE ROUTE IS 25'.



NOTE(S):

1. ALL SHOWN DIMENSIONS ARE AT THE TIME OF CERTIFICATE OF COMPLETION OR CERTIFICATE OF OCCUPANCY.
2. DBH = DIAMETER AT BREAST HEIGHT.

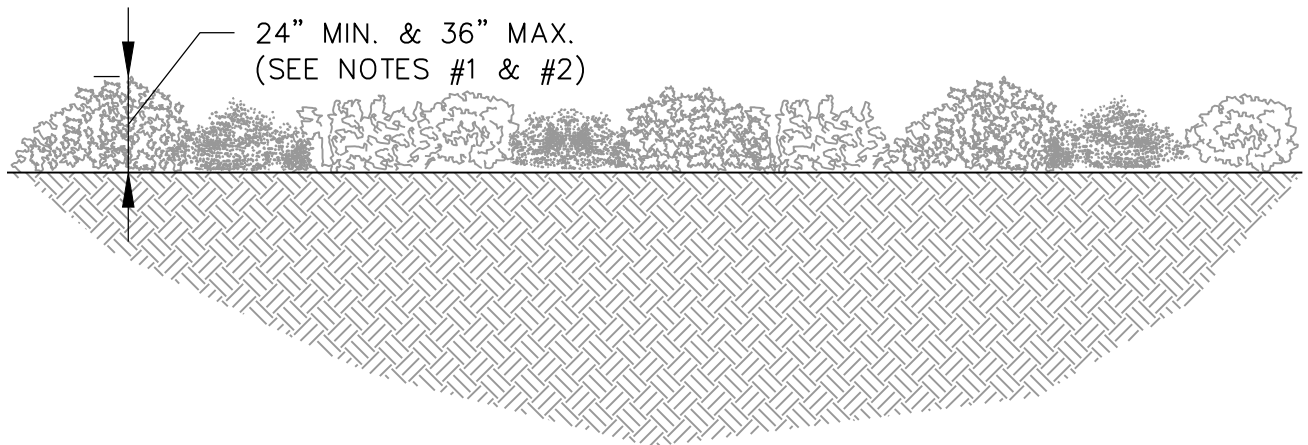


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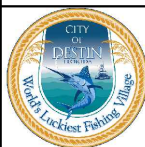
**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE				
LANDSCAPE TREES				
REV	DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
	PROJECT NO: N/A	SCALE:	N.T.S.	L-02



NOTE(S):

1. SHRUBS MUST BE A MINIMUM OF 24 INCHES IN HEIGHT, AT TIME OF PLANTING.
2. ALL SHRUBS MUST BE A MINIMUM THREE-GALLON CONTAINER SIZE AND BE SPACED 18 TO 36 INCHES ON CENTER.
3. SHRUBS SHALL NOT IMPEDE INTO THE SITE VISION TRIANGLE (TALLER THAN 36") AT ANYTIME.

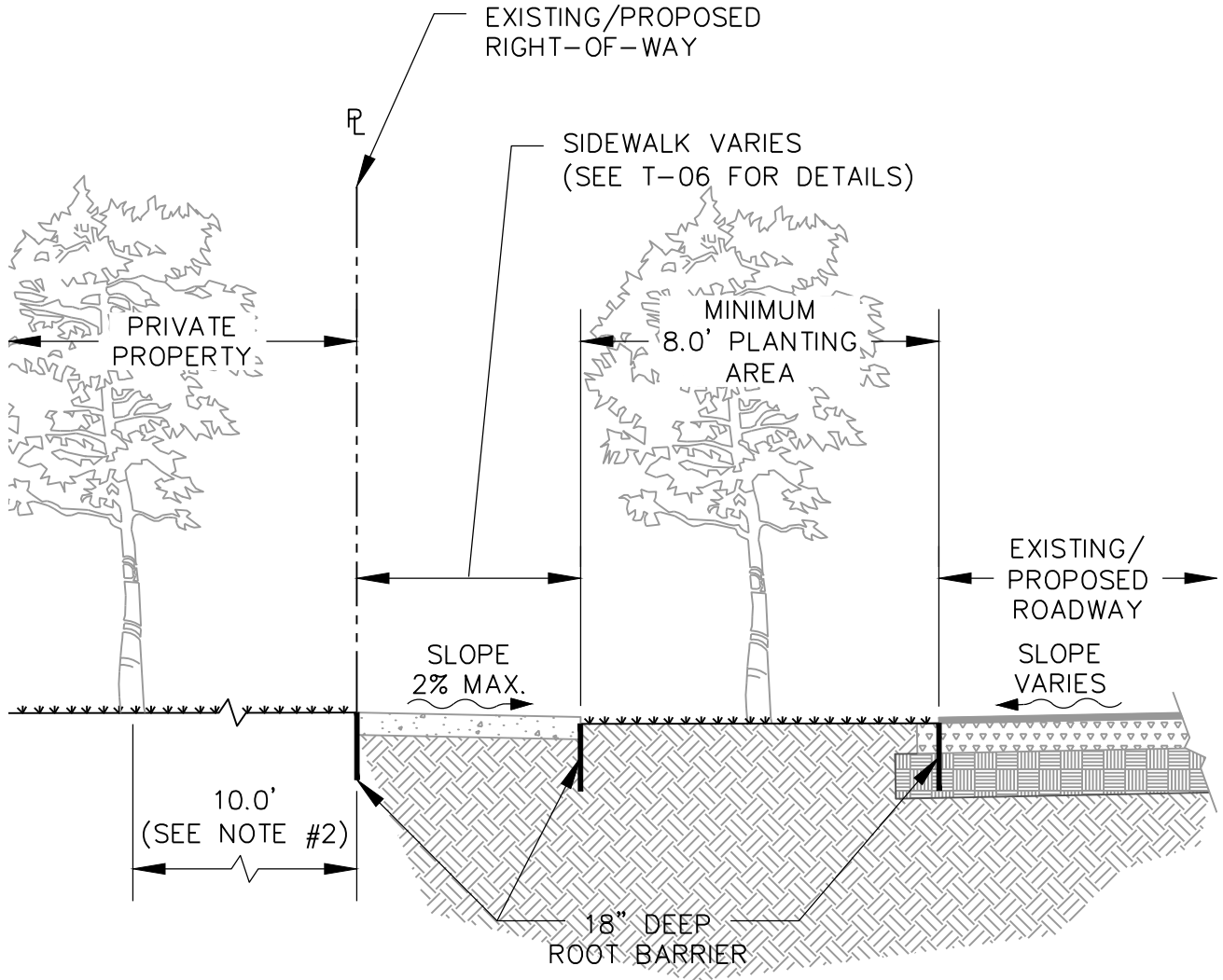


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SHEET TITLE			
LANDSCAPE SHRUBS			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
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NOTE(S):

1. ROOT BARRIER TO BE INSTALLED TO PROTECT ROADWAYS AND SIDEWALKS.
2. ON PRIVATE PROPERTY, WHEN A TREE IS PLANTED WITHIN 10' OF A PROPERTY LINE ABUTTING A ROADWAY, A ROOT BARRIER SHALL BE INSTALLED ALONG THE PROPERTY LINE 10' LONG CENTERED ON THE TREE.



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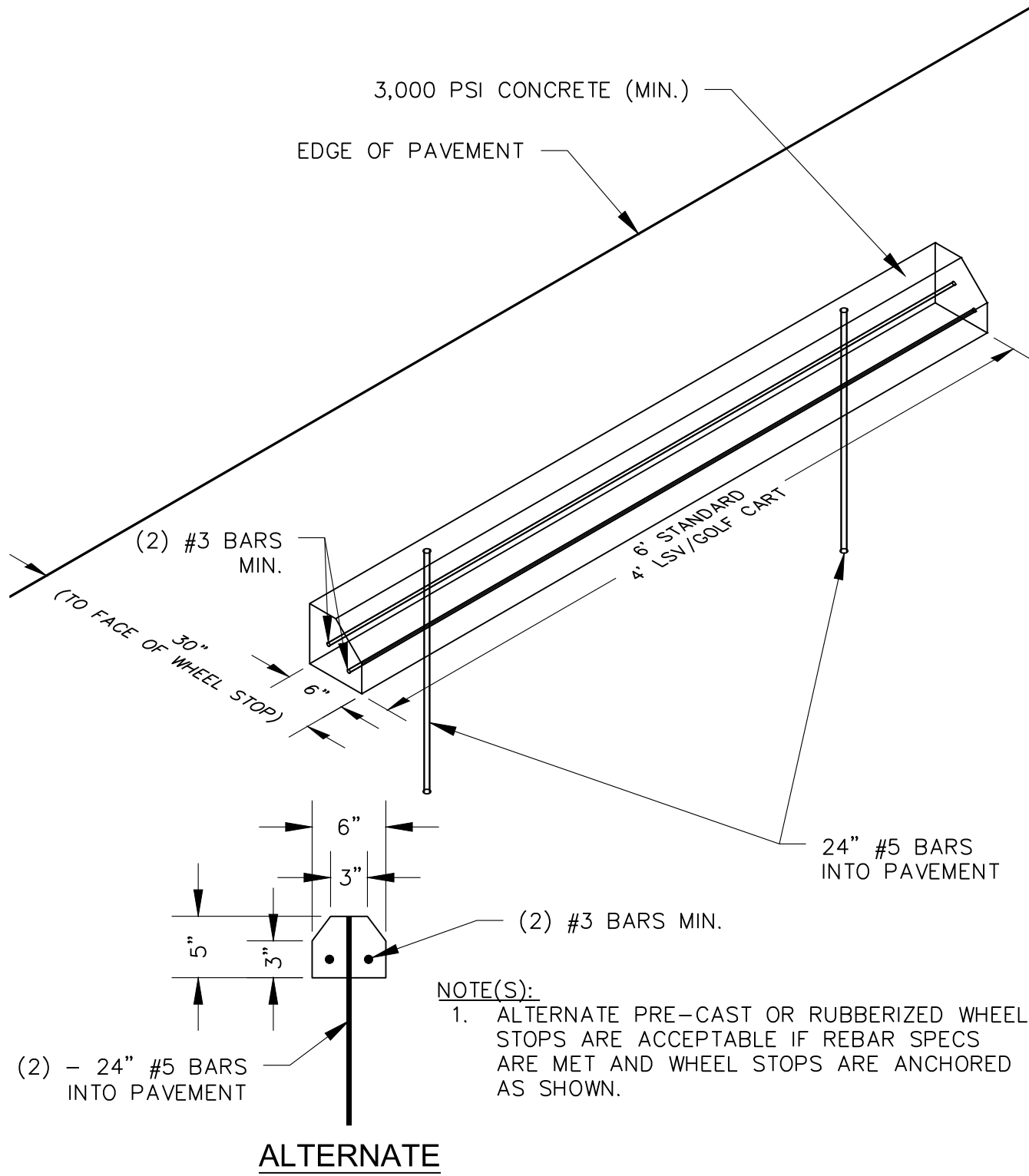
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SHEET TITLE
LANDSCAPE ROOT BARRIER

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	PROJECT NO: N/A	SCALE: N.T.S.	L-04

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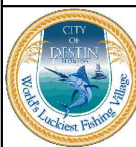
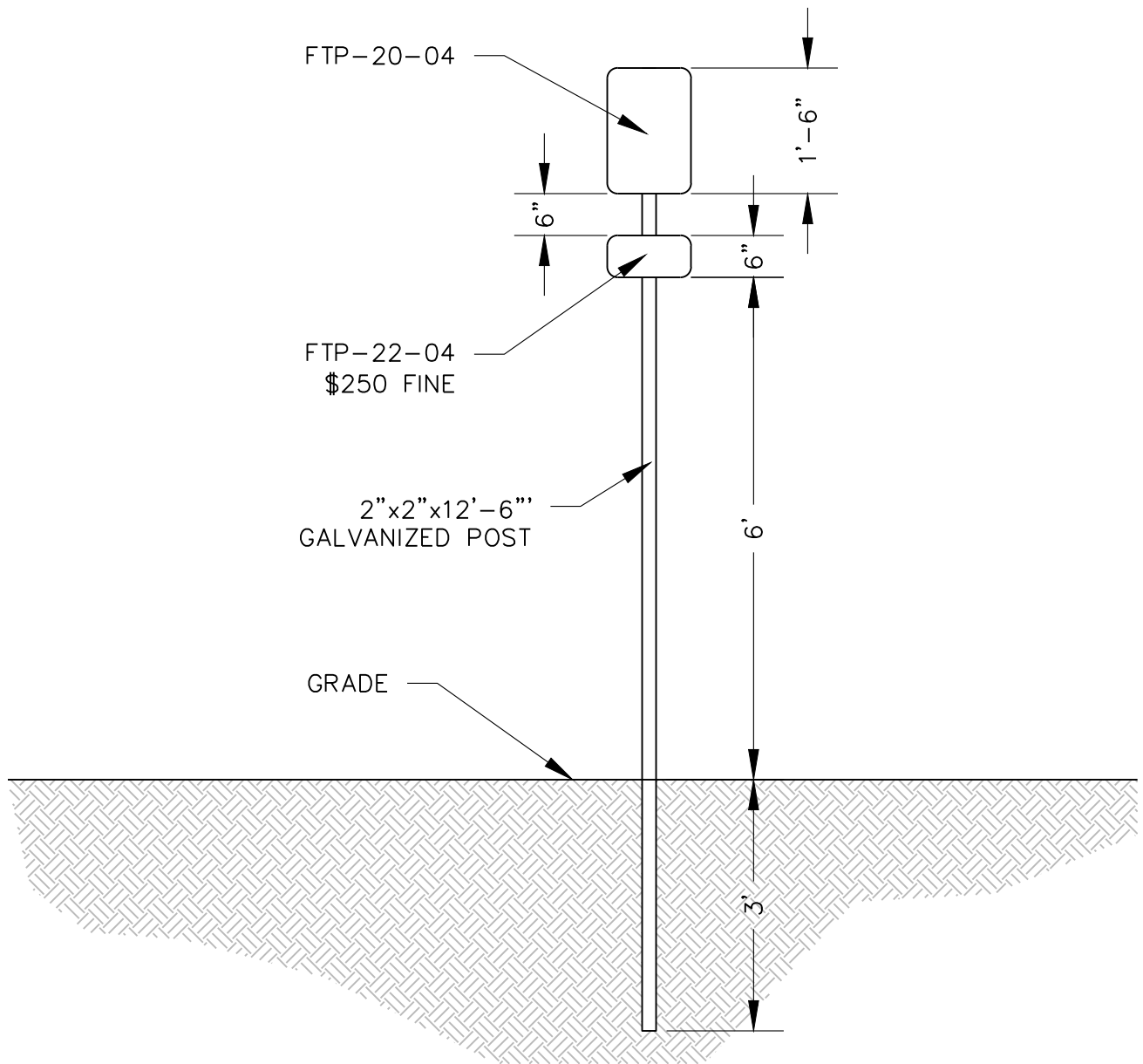
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SHEET TITLE
WHEEL STOP DETAIL

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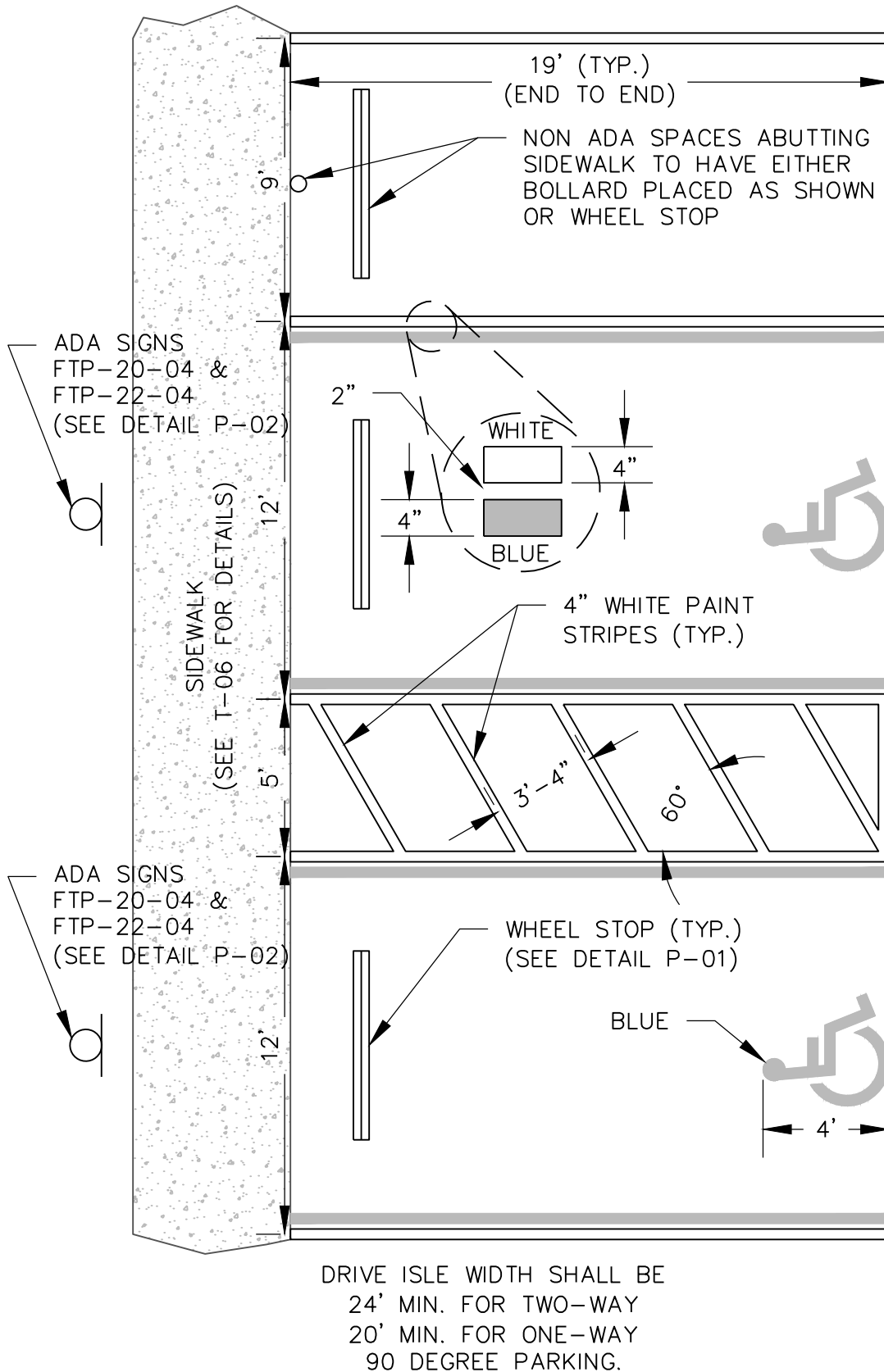
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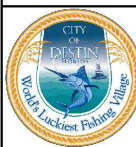
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ADA SIGNAGE DETAIL

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	PROJECT NO: N/A	SCALE: N.T.S.	P-02



NOTE(S):

1. ALL MEASUREMENTS ARE FROM THE CENTER OF THE WHITE STRIPES (EXCEPT WHERE NOTED).
2. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH 15180 OF FEDERAL STANDARD 595a.
3. WHITE PAVEMENT MARKINGS SHALL MEET FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SIGNING, PAVEMENT MARKING AND LIGHTING SECTION.
4. THE FTP-22-04 PANEL SHALL BE MOUNTED BELOW THE FTP-20-04 SIGN.
5. FTP-22-04 TO HAVE \$250 FINE.
6. ALL PARKING WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PUBLIC PROPERTIES SHALL BE THERMOPLASTIC.

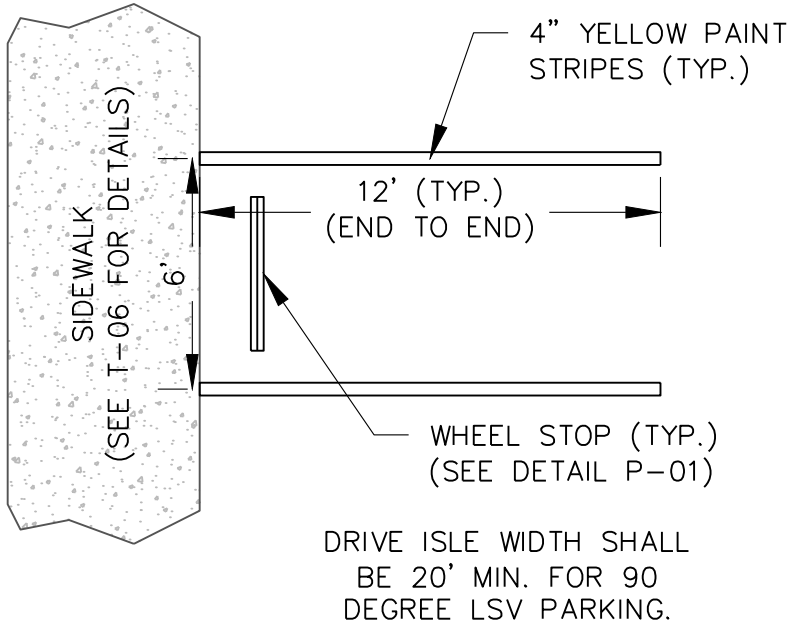


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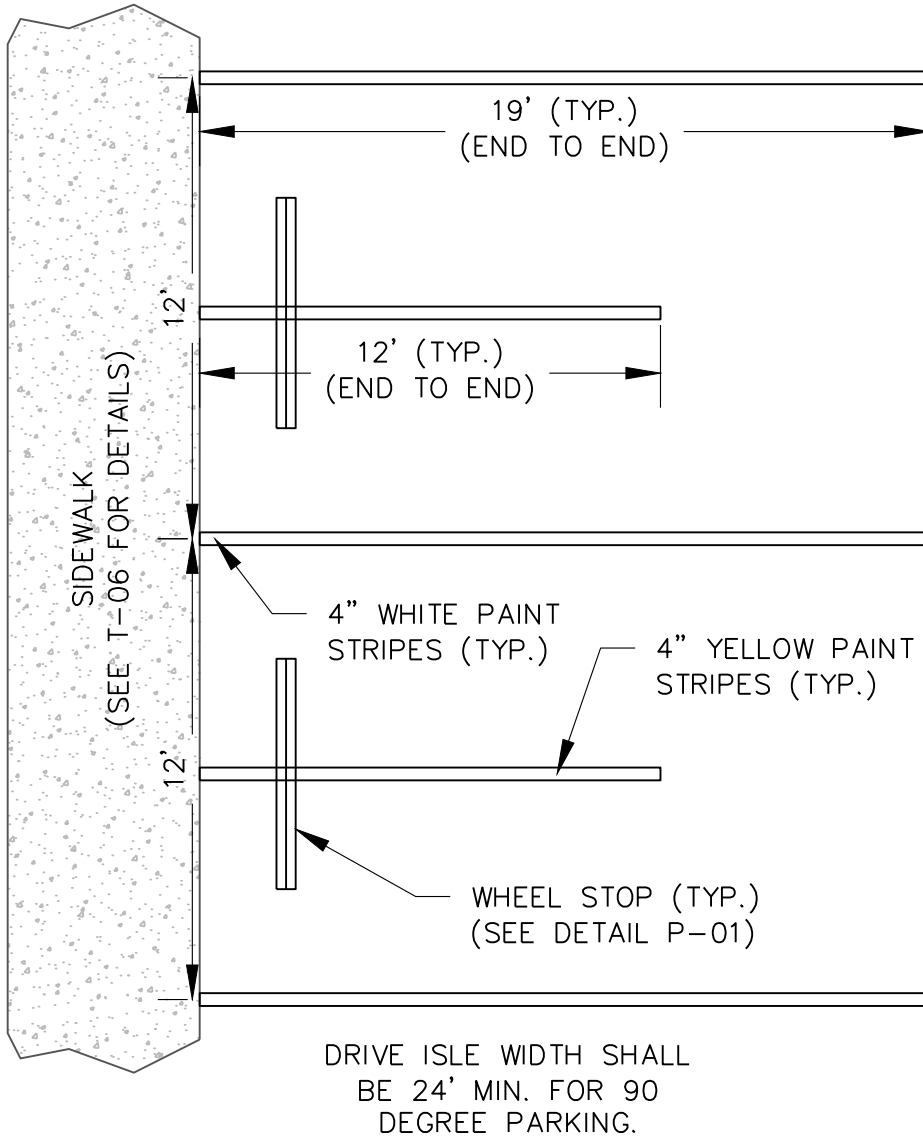
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
90 DEGREE - ADA PARKING DETAIL			
DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
PROJECT NO: N/A	SCALE:	N.T.S.	P-03



LSV/GOLF CART PARKING OPTION



HYBRID PARKING OPTION

NOTE(S):

1. ALL MEASUREMENTS ARE FROM THE CENTER OF THE WHITE STRIPES (EXCEPT WHERE NOTED).
2. WHITE & YELLOW PAVEMENT MARKINGS SHALL MEET FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) CHAPTER 710 SIGNING, PAVEMENT MARKING AND LIGHTING SECTION.
3. ALL PARKING WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PUBLIC PROPERTIES SHALL BE THERMOPLASTIC.



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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
LSV & HYBRID PARKING			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO. P-04	
PROJECT NO: N/A	SCALE: N.T.S.		



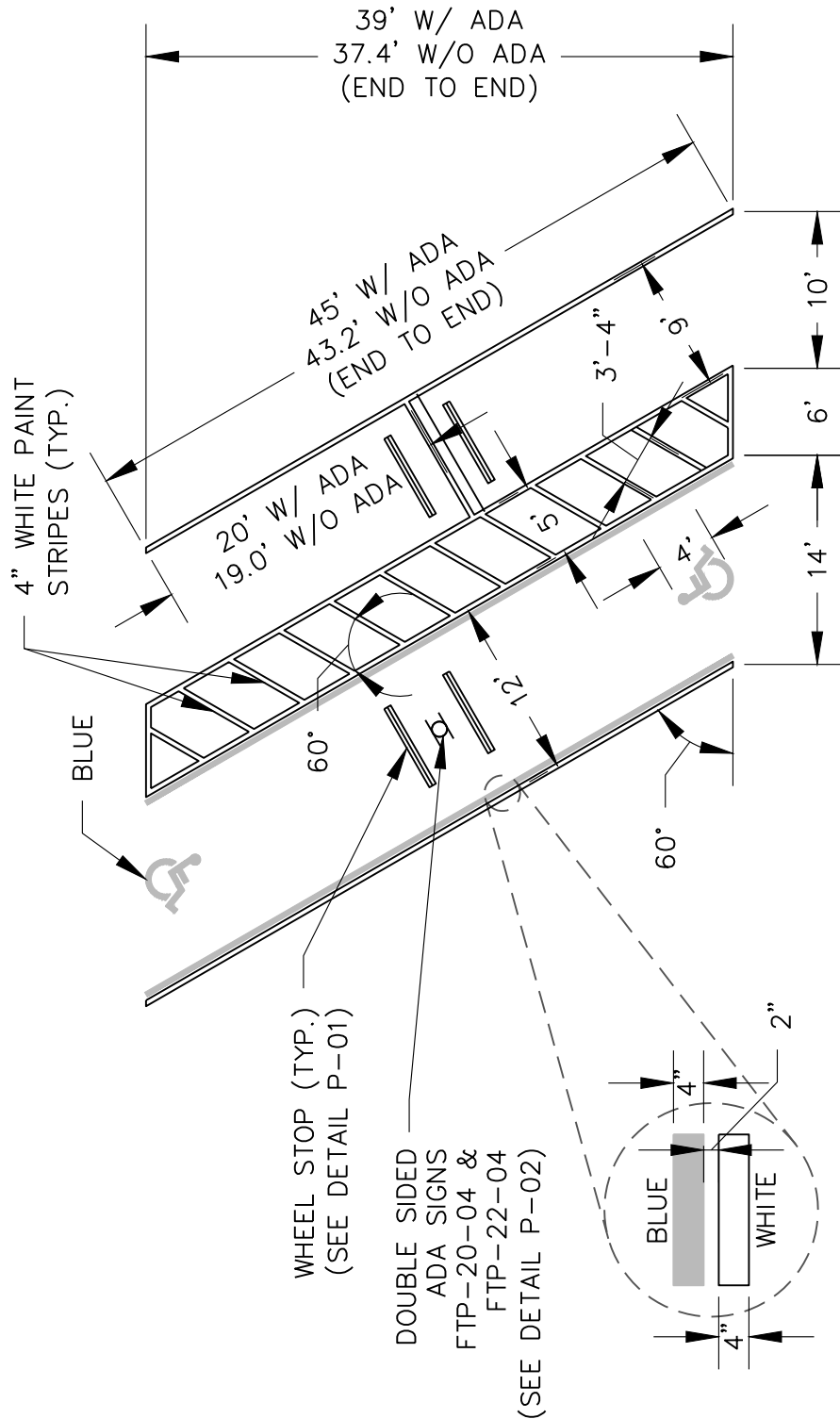
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TYPICAL DETAILS CITY OF DESTIN, FL

SHEET TITLE 60 DEGREE ANGLED PARKING DETAIL

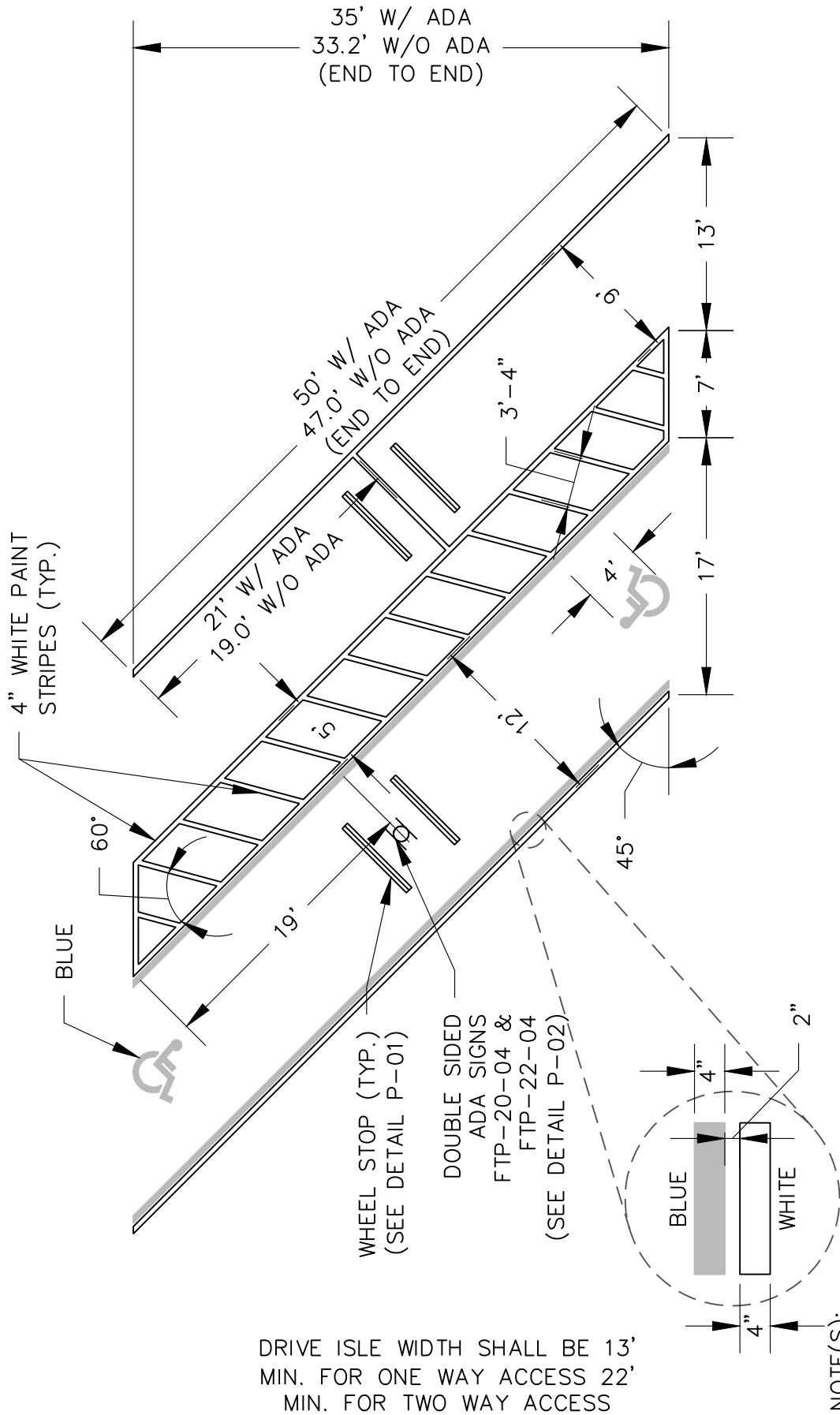
DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
PROJECT NO: N/A	SCALE:	N.T.S.	P-05



DRIVE ISLE WIDTH SHALL BE 15'
MIN. FOR ONE WAY ACCESS 22'
MIN. FOR TWO WAY ACCESS

NOTE(S):

1. ALL MEASUREMENTS ARE FROM THE CENTER OF THE WHITE STRIPES (EXCEPT WHERE NOTED).
2. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH 15180 OF FEDERAL STANDARD 595a.
3. WHITE PAVEMENT MARKINGS SHALL MEET FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SIGNING, PAVEMENT MARKING AND LIGHTING SECTION.
4. THE FTP-22-04 PANEL SHALL BE MOUNTED BELOW THE FTP-20-04 SIGN.
5. FTP-22-04 TO HAVE \$250 FINE.
6. ALL PARKING WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PUBLIC PROPERTIES SHALL BE THERMOPLASTIC.



NOTE(S):

1. ALL MEASUREMENTS ARE FROM THE CENTER OF THE WHITE STRIPES (EXCEPT WHERE NOTED).
2. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH 15180 OF FEDERAL STANDARD 595a.
3. WHITE PAVEMENT MARKINGS SHALL MEET FOOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SIGNING, PAVEMENT MARKING AND LIGHTING SECTION.
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6. ALL PARKING WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PUBLIC PROPERTIES SHALL BE THERMOPLASTIC.



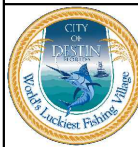
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE
45 DEGREE ANGLED
PARKING DETAIL

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO.: N/A	SCALE: N.T.S.	P-06



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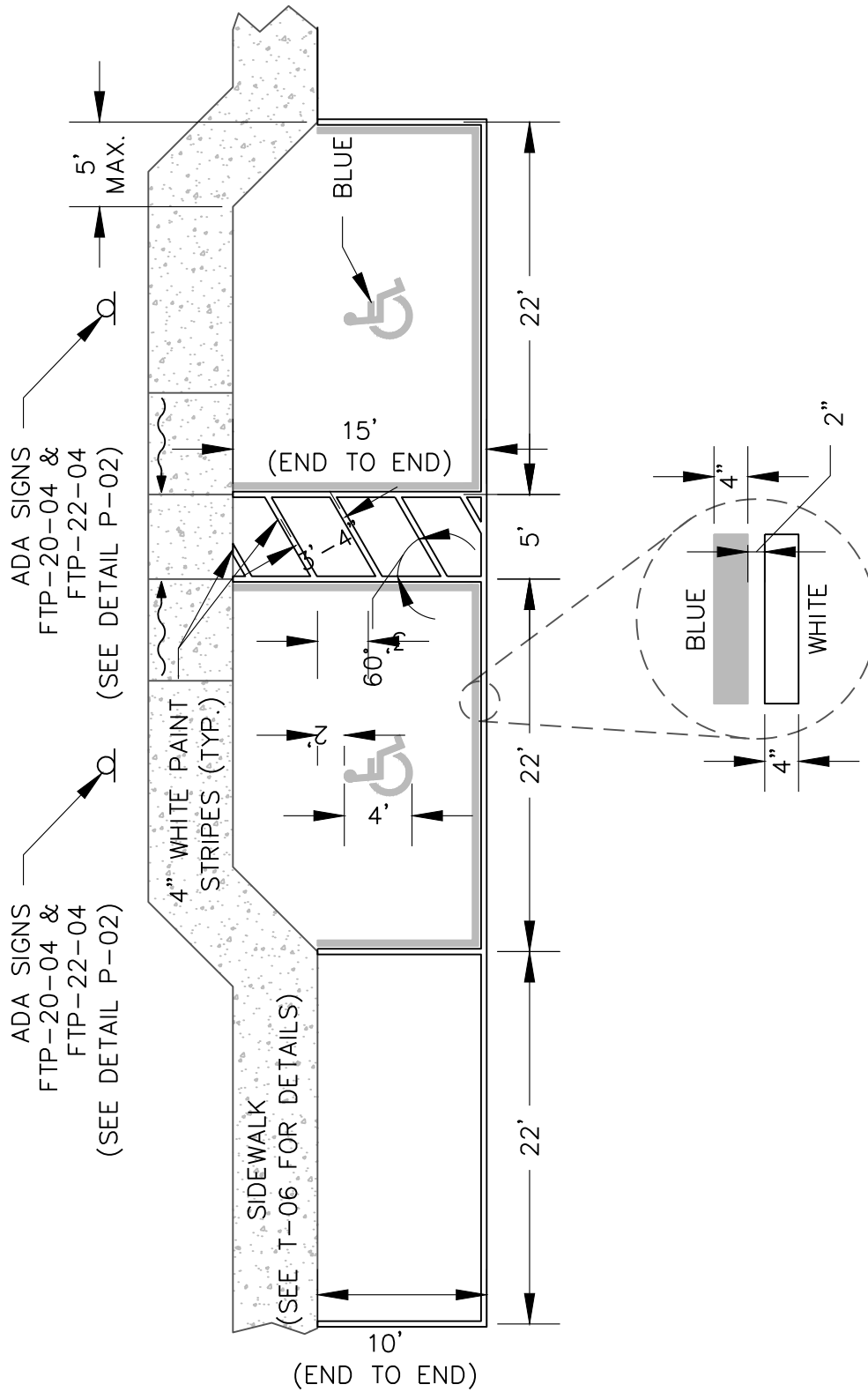
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE

PARALLEL PARKING DETAIL

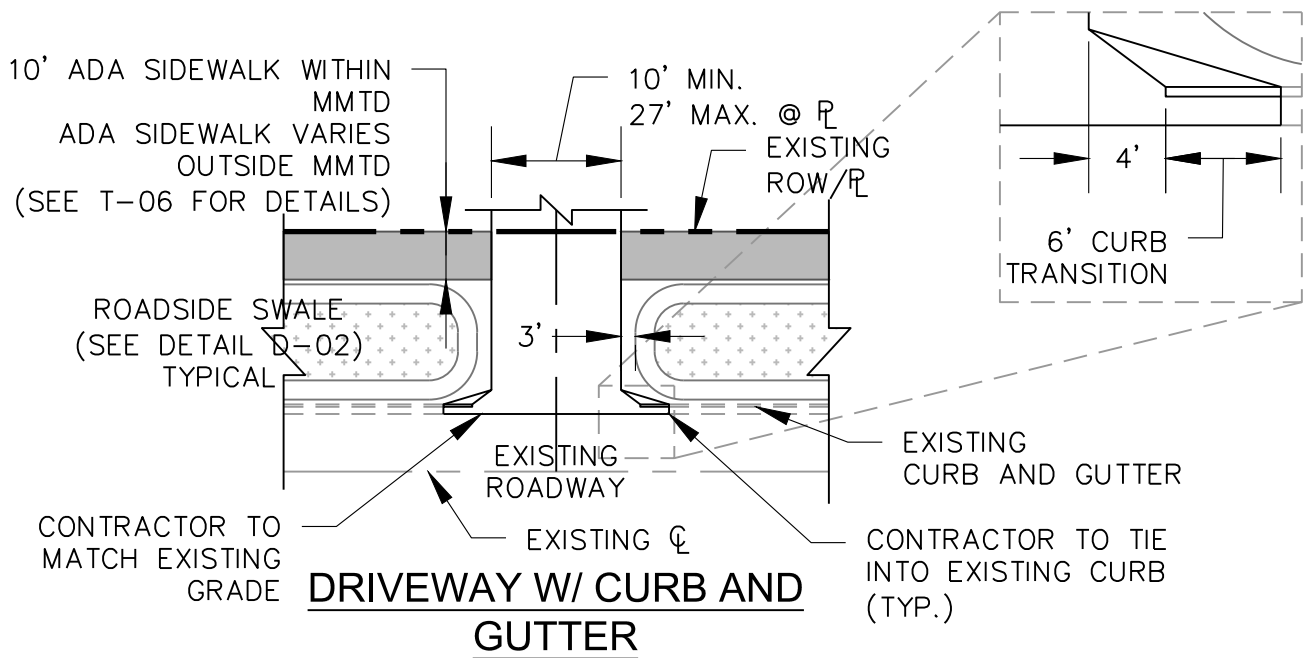
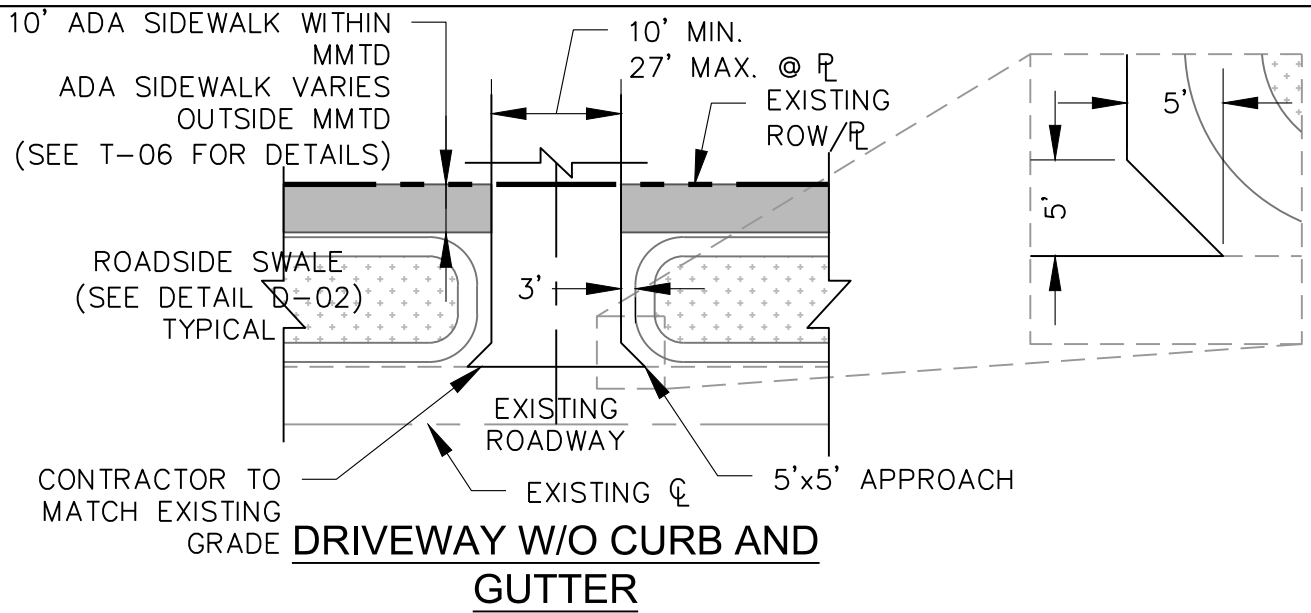
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO: N/A	SCALE: N.T.S.	P-07



DRIVE ISLE WIDTH SHALL BE
12' MIN. FOR ONE WAY ACCESS
21' MIN. FOR TWO WAY ACCESS

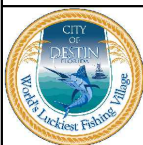
NOTE(S):

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5. FTP-22-04 TO HAVE \$250 FINE.
6. ALL PARKING WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PUBLIC PROPERTIES SHALL BE THERMOPLASTIC.



NOTE(S):

1. THE DRIVEWAY MUST BE PAVED WITH CONCRETE OR ASPHALT AND MEET THE CONNECTING ROAD.
2. THE DRIVEWAY SHALL BE DESIGNED FOR PROPER DRAINAGE.
3. INSPECTION REQUIRED BY ENGINEERING DIVISION AFTER FORMING AND BEFORE PLACING SIDEWALK.
4. NO PATCHING OF ANY KIND WILL BE ALLOWED IN CONCRETE WORK WITHIN THE ROW.
5. DRIVEWAYS ONTO STATE & COUNTY ROADS WILL REQUIRE A FDOT AND COUNTY PERMITS.
6. DRIVEWAY CULVERT CROSSING MAY BE REQUIRED.
7. ALL SIDEWALKS CROSSING DRIVEWAYS TO HAVE A MAXIMUM CROSS SLOPE OF 2%.

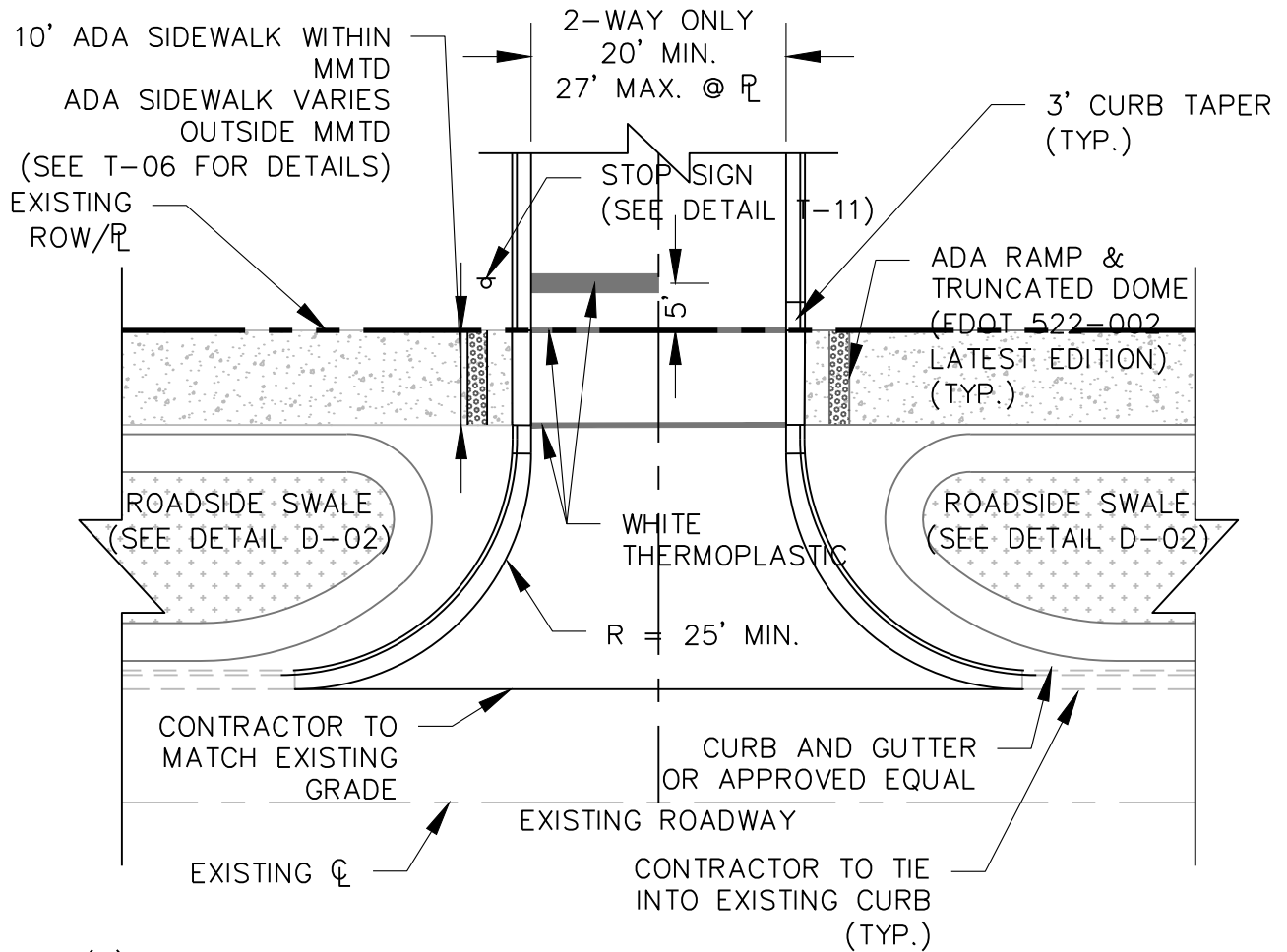


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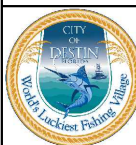
**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
RESIDENTIAL DRIVEWAY - SIDEWALK			
DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
PROJECT NO: N/A	SCALE:	N.T.S.	T-01



NOTE(S):

1. THE DRIVEWAY MUST BE PAVED WITH CONCRETE OR ASPHALT AND MEET THE CONNECTING ROAD.
2. THE DRIVEWAY SHALL BE DESIGNED FOR PROPER DRAINAGE.
3. INSPECTION REQUIRED BY ENGINEERING DIVISION AFTER FORMING AND BEFORE PLACING SIDEWALK.
4. NO PATCHING OF ANY KIND WILL BE ALLOWED IN CONCRETE WORK WITHIN THE ROW.
5. DRIVEWAYS ONTO STATE & COUNTY ROADS WILL REQUIRE A FDOT AND COUNTY PERMITS.
6. DRIVEWAY CULVERT CROSSING MAY BE REQUIRED.
7. ALL SIDEWALKS CROSSING DRIVEWAYS TO HAVE A MAXIMUM CROSS SLOPE OF 2%.



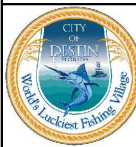
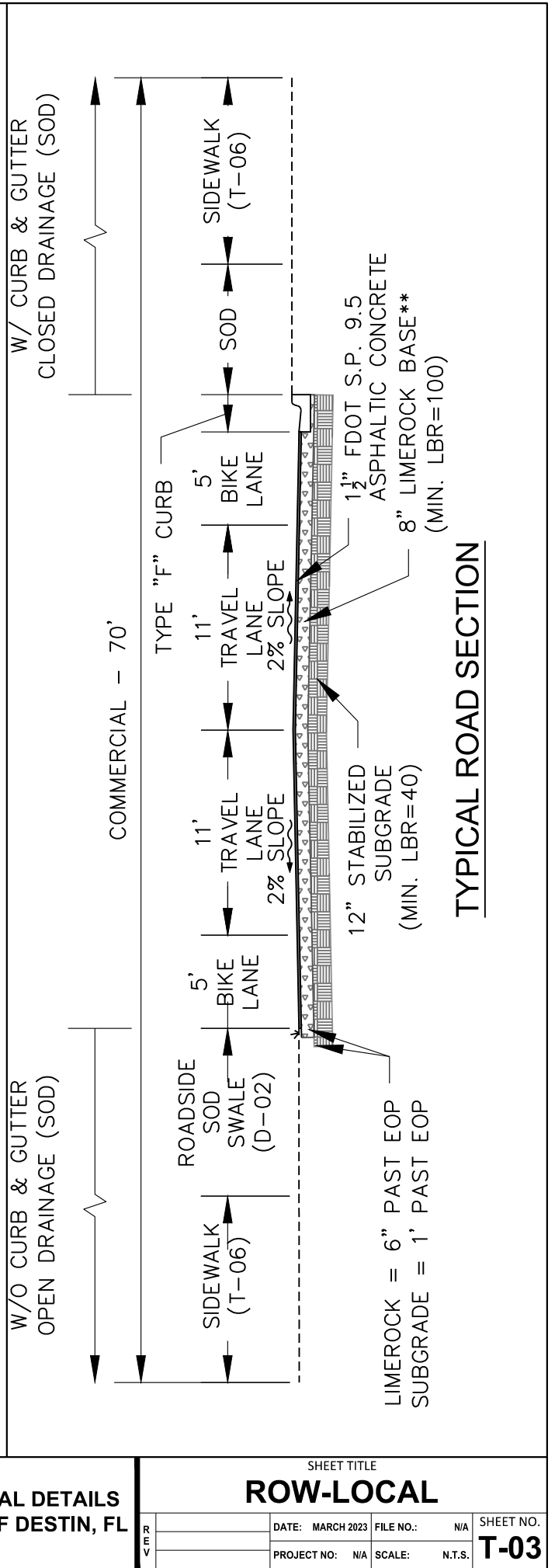
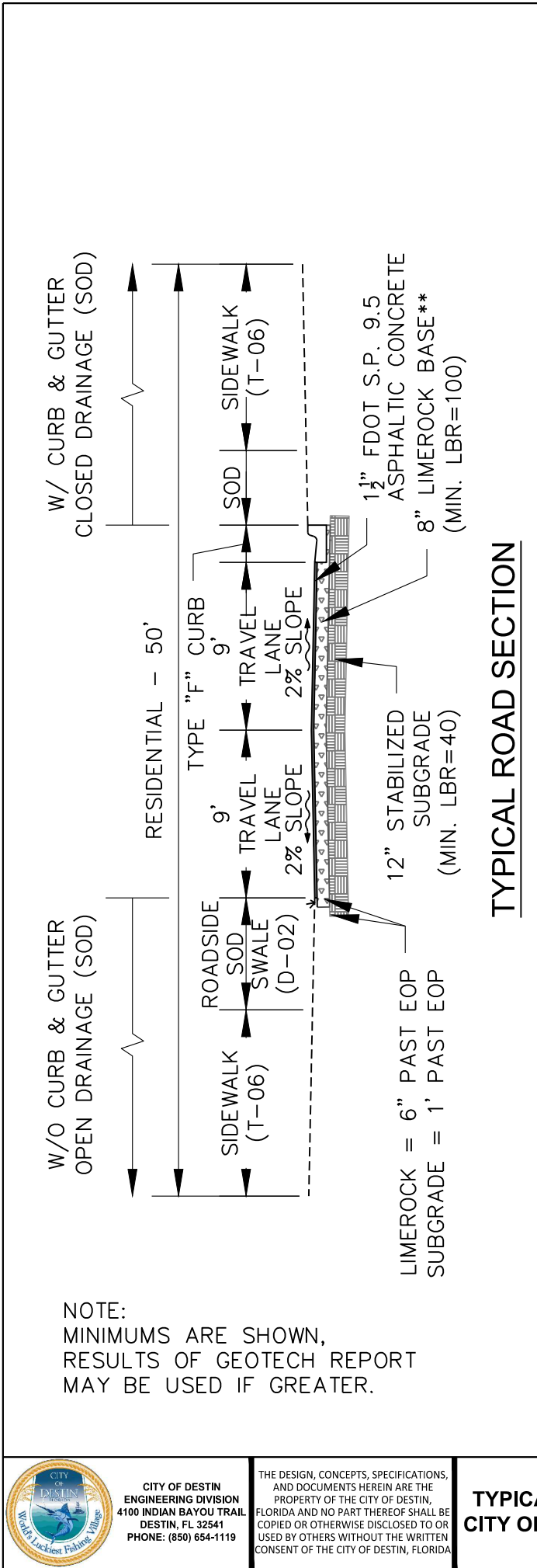
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

**COMMERCIAL - MULTI-FAMILY
DRIVEWAY - SIDEWALK**

REV	DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
	PROJECT NO: N/A	SCALE:	N.T.S.	T-02



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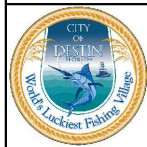
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TYPICAL DETAILS CITY OF DESTIN, FL

REV

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO: N/A	SCALE: N.T.S.	T-03

SHEET TITLE **ROW-LOCAL**



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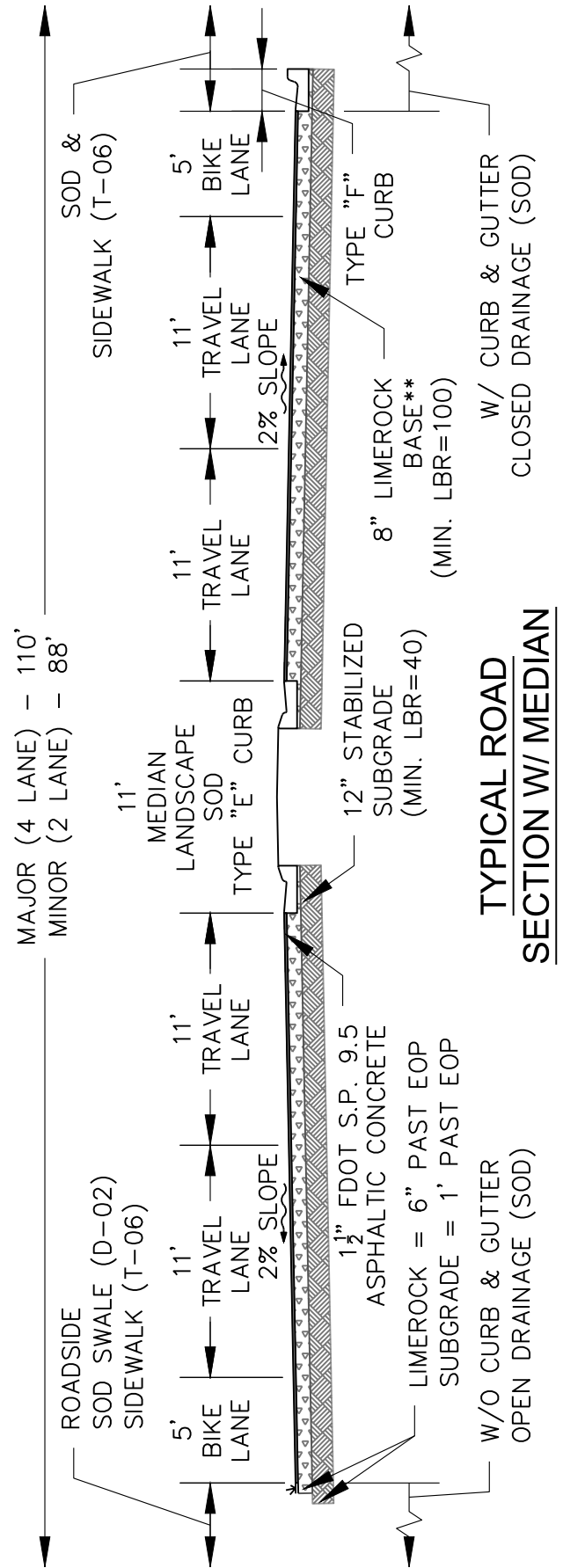
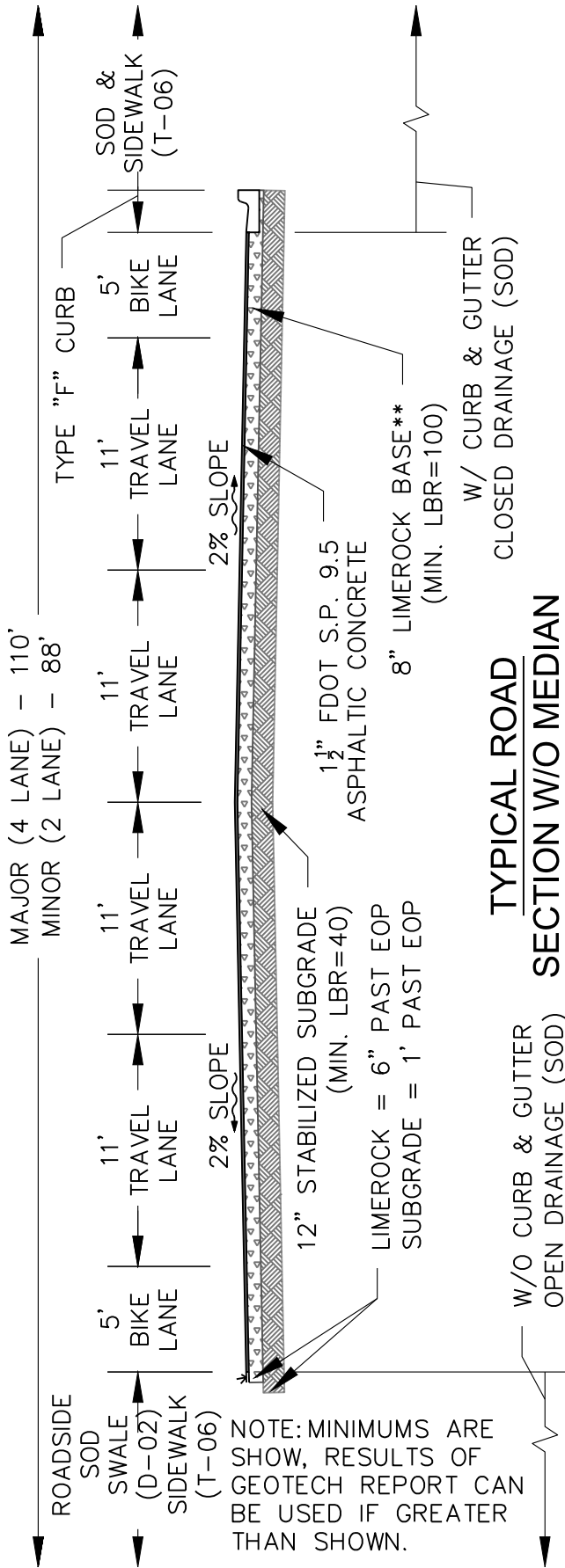
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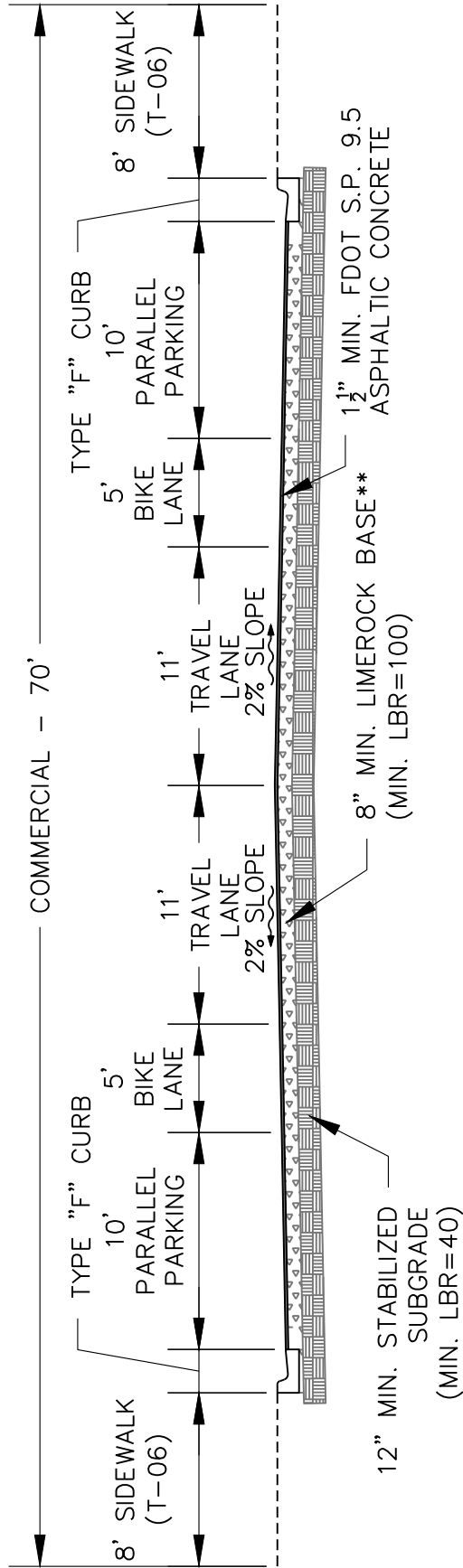
TYPICAL DETAILS CITY OF DESTIN, FL

REV

ROW-COLLECTOR

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO. T-04
PROJECT NO: N/A	SCALE: N.T.S.	





TYPICAL ROAD SECTION W/ PARALLEL PARKING

NOTE:
INCLUDING RECYCLED CONCRETE
AGGREGATE (RCA) AS OUTLINED IN
FDOT STANDARD SPECIFICATIONS FOR
ROAD & BRIDGE, SECTION 911-2.7



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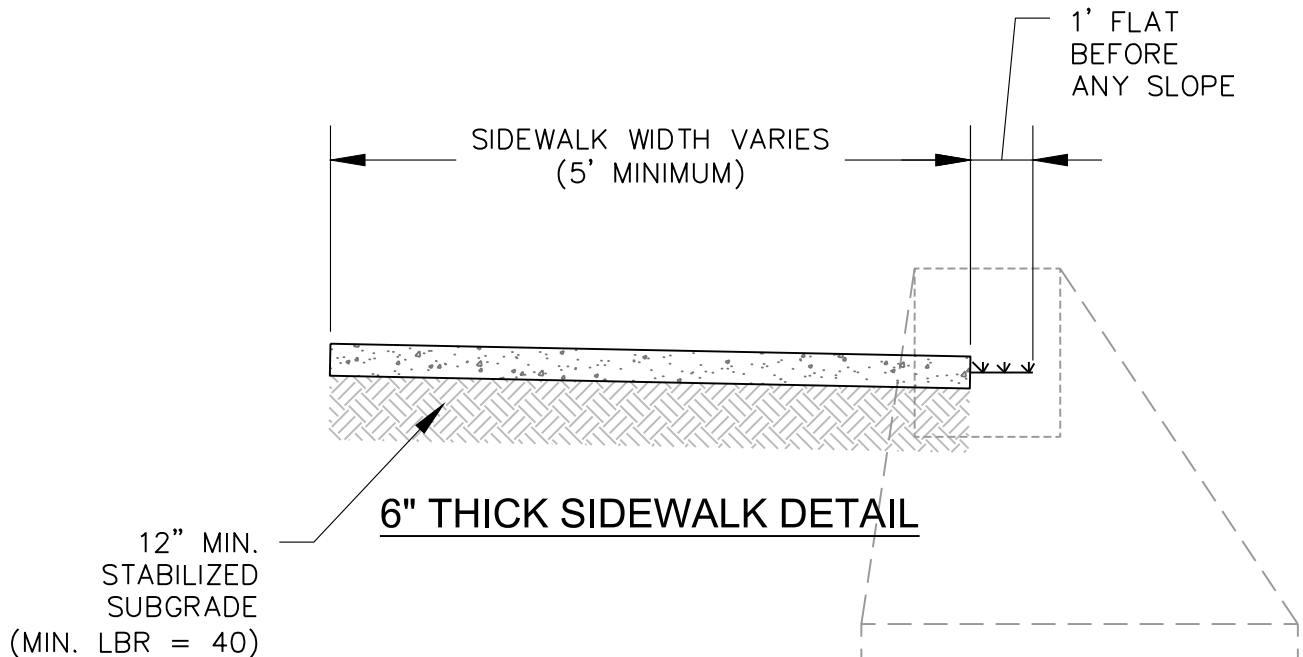
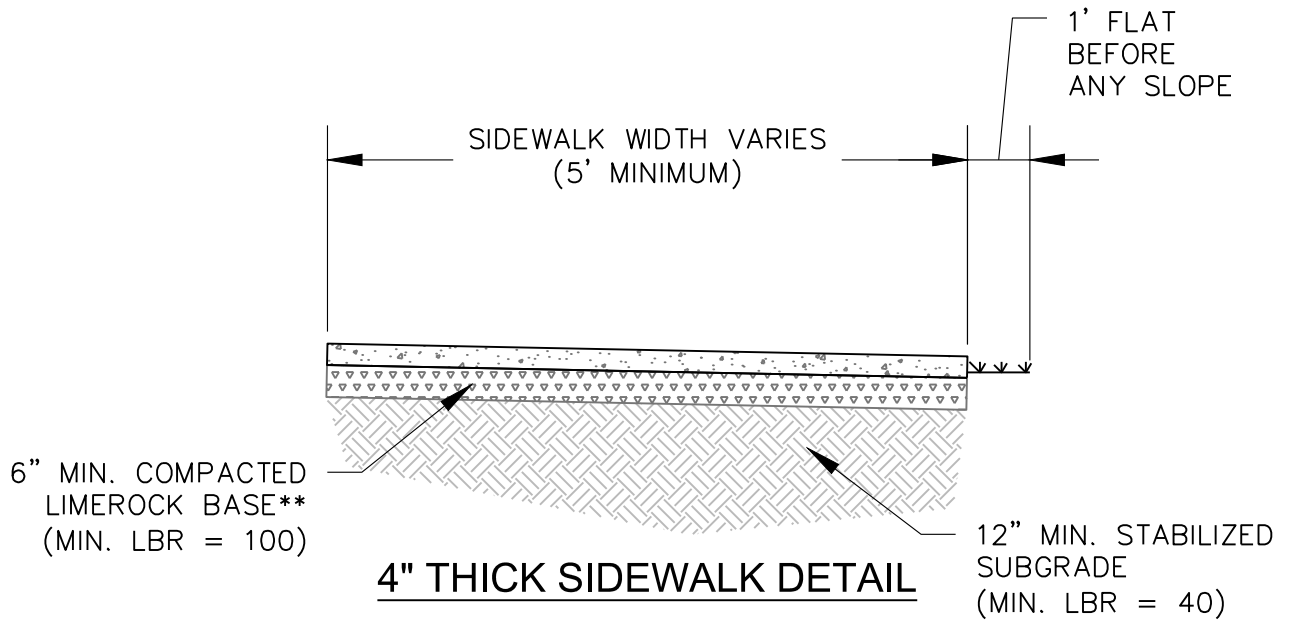
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE
**ROW-LOCAL-COMMERCIAL
WITH PARKING**

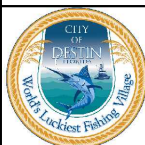
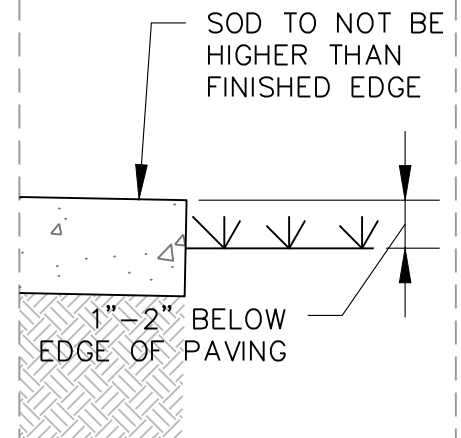
REV	DATE: MARCH 2023	FILE NO.:	N/A	SHEET NO.
	PROJECT NO: N/A	SCALE:	N.T.S.	T-05

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\DESIGN MANUAL\SIDEWALK.DWG



NOTE(S):

1. ALL SIDEWALKS TO HAVE A CROSS SLOPE OF 2% MAX. IN THE DIRECTION OF THE DRAINAGE FLOW.
2. CONCRETE TO BE 3,500 PSI WITH CONTRACTION JOINTS AT INTERVALS OF THE WIDTH OF THE SIDEWALK.
3. CONCRETE TO CONTAIN FIBER REINFORCEMENT ($\frac{3}{4}$ LB/CY).



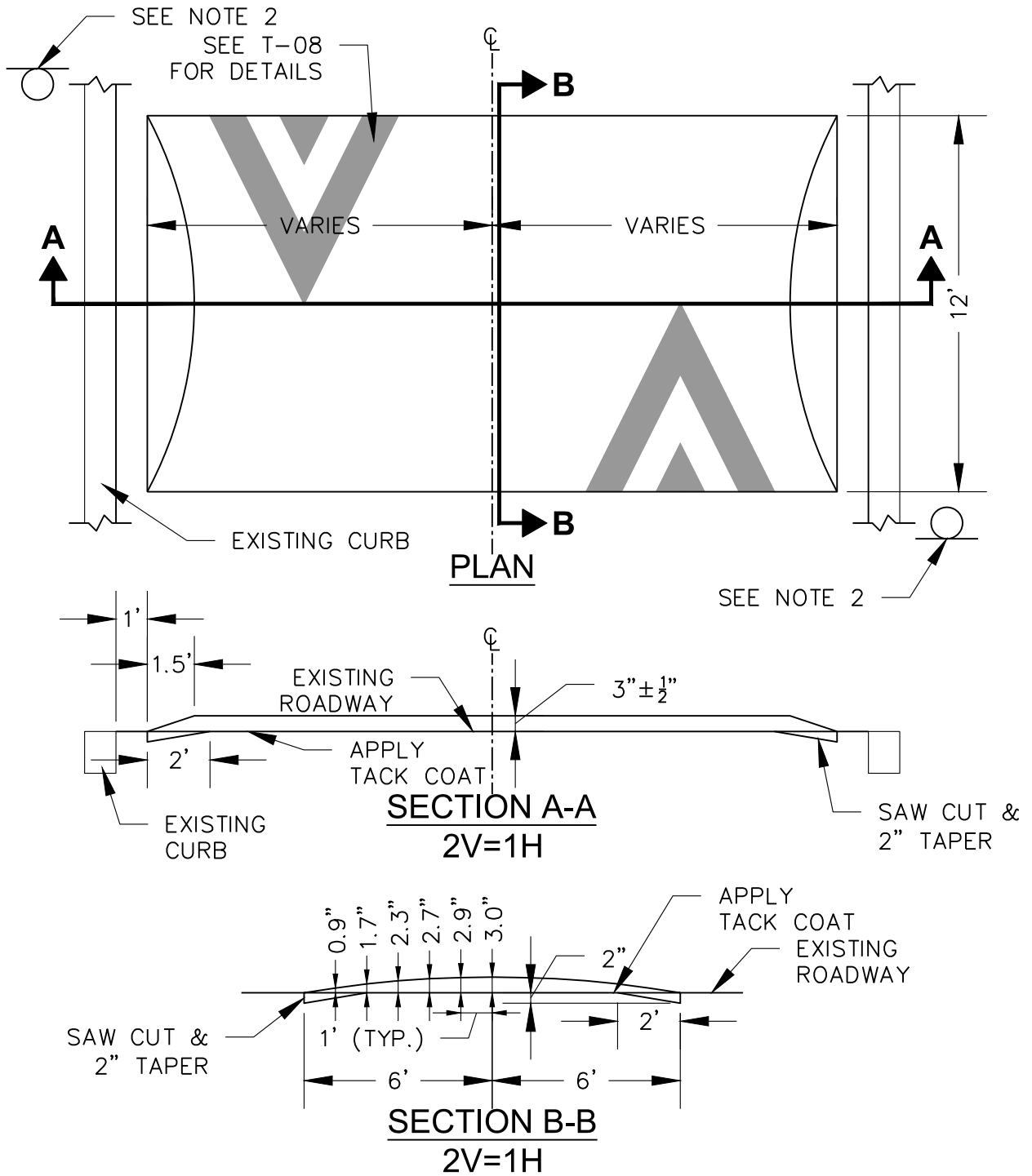
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE
SIDEWALK DETAILS

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	T-06



NOTE(S):

1. ALL SIGNING AND STRIPING SHALL CONFORM TO THE MUTCD (LATEST EDITION).
2. SPEED HUMP (W17-1) 30"x30".
3. CONTRACTOR TO COORDINATE WITH PUBLIC WORKS DIRECTOR TO DETERMINE IF IT IS NECESSARY TO INSTALL ADDITIONAL ADVISORY SIGNS TO BE INSTALLED 150' IN FRONT OF SPEED HUMP SIGNS.

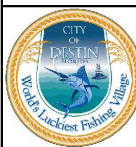
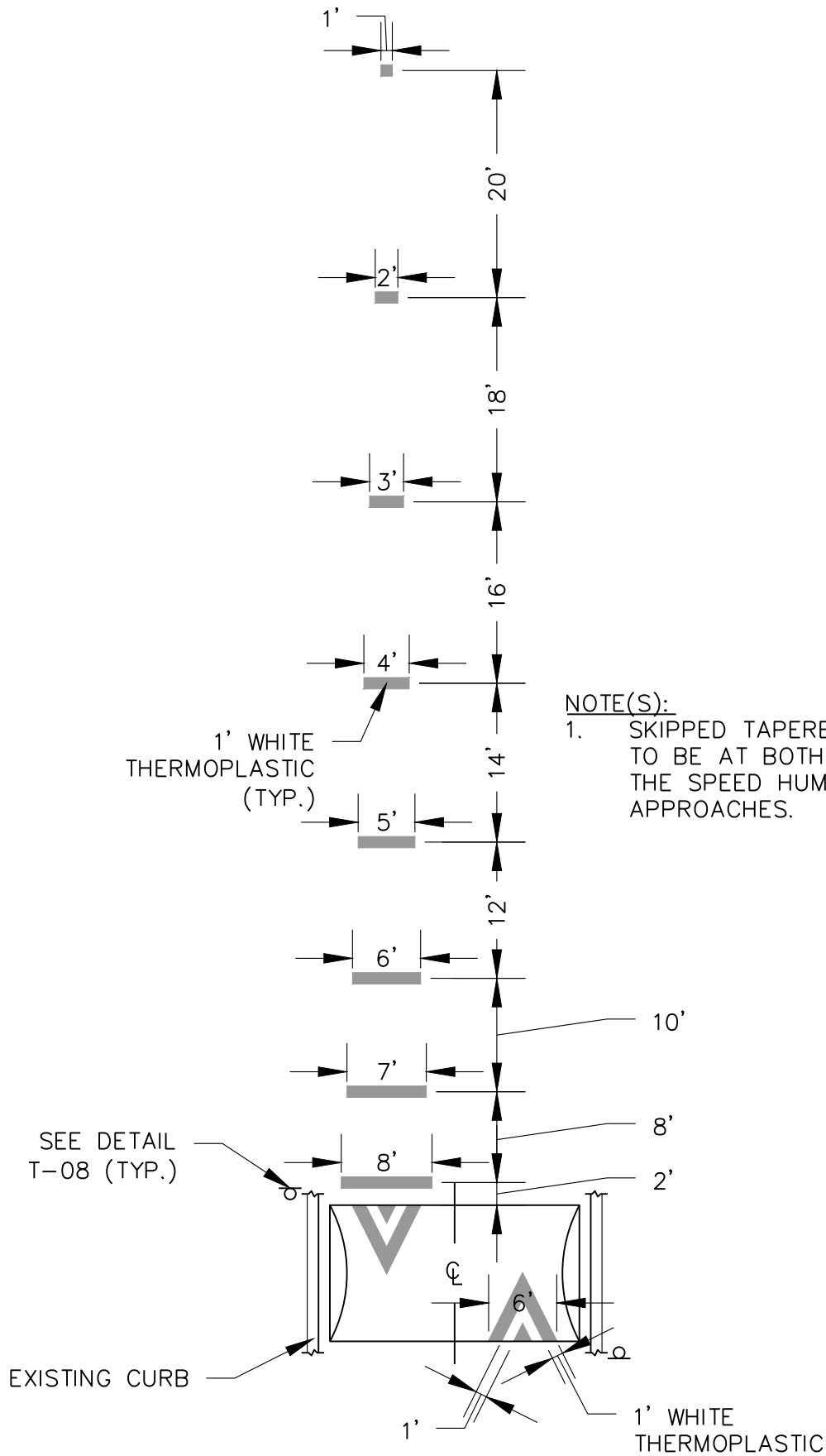


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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
SPEED HUMP			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	T-07	



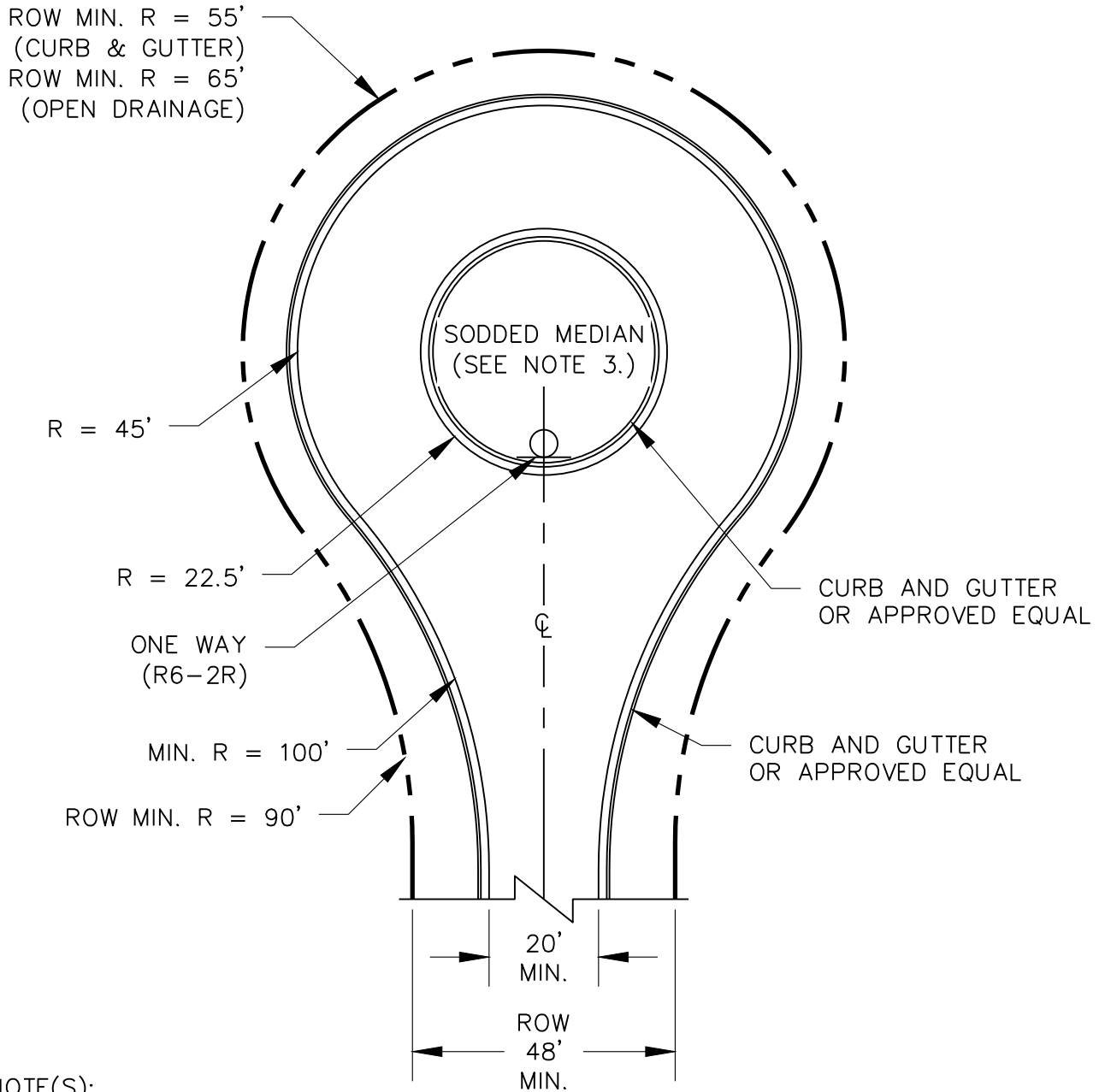
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
SPEED HUMP STRIPING			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	T-08	

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\DESIGN MANUAL\CUL-DE-SAC.DWG



NOTE(S):

1. THE CUL-DE-SAC MUST BE PAVED WITH CONCRETE OR ASPHALT AND MEET THE CONNECTING ROAD.
2. THE CUL-DE-SAC SHALL BE DESIGNED FOR PROPER DRAINAGE.
3. CURBED ISLAND WITH ASSOCIATED LANDSCAPING AND SODDING IS OPTIONAL. IF A CURBED LANDSCAPE ISLAND IS DESIRED THE HOMEOWNERS ASSOCIATION AND/OR ABUTTING LANDOWNERS SHALL AGREE TO A MAINTENANCE AGREEMENT. CITY WILL NOT BE RESPONSIBLE FOR ONGOING MAINTENANCE FOR THE ISLAND CURBING AND LANDSCAPING.
4. CUL-DE-SAC OR HAMMERHEAD (T-10) ARE REQUIRED FOR ANY FIRE ACCESS LANES TERMINATING GREATER THAN 150 FEET. IN LIEU OF THIS, A FIRE SPRINKLER SYSTEM SHALL BE INSTALLED WITHIN A BUILDING AFTER THE 150 FEET. (FLORIDA FIRE PREVENTION CODE (FFPC) (CURRENT ADOPTED EDITION))



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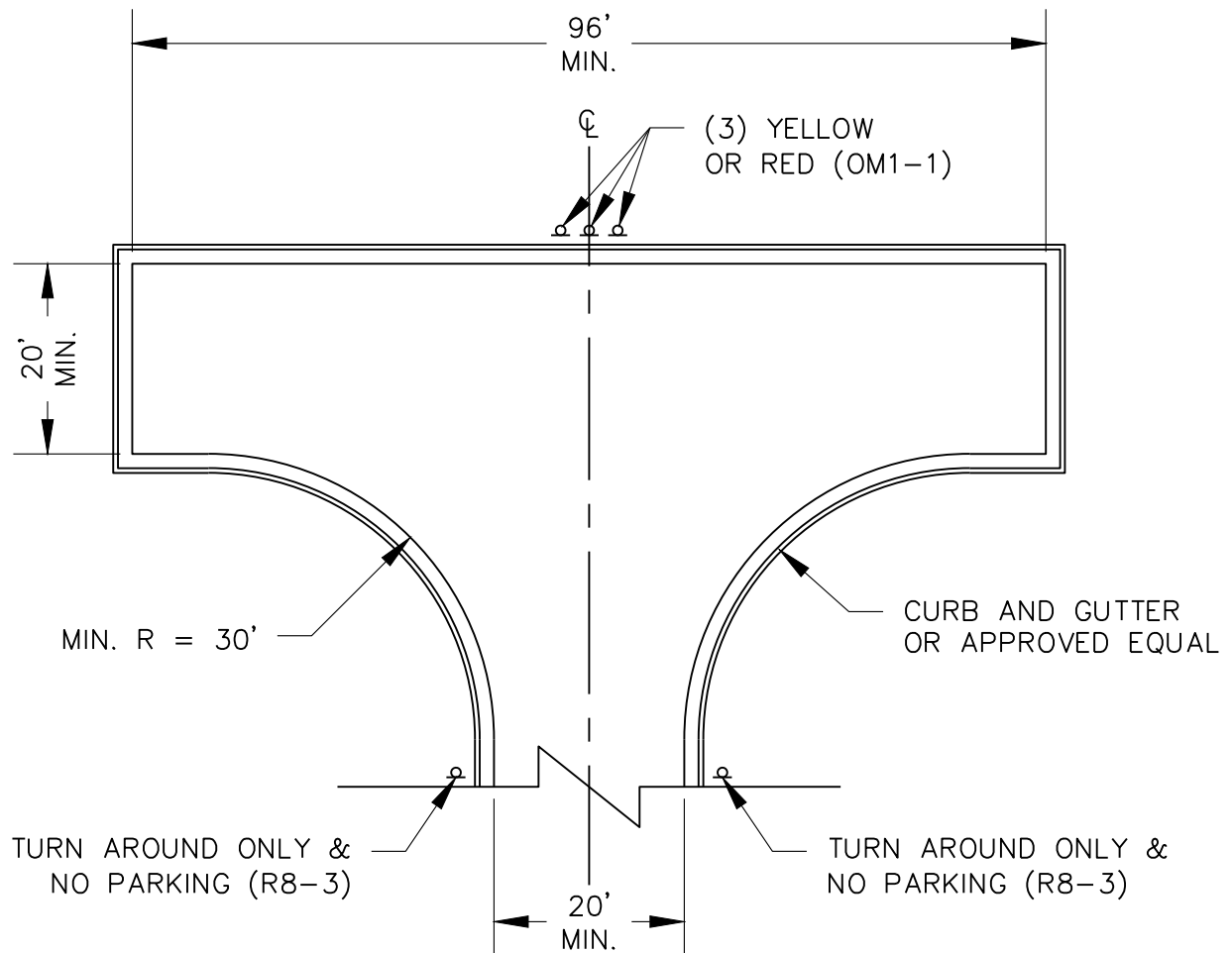
**TYPICAL DETAILS
CITY OF DESTIN, FL**

REV

SHEET TITLE

CUL-DE-SAC

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO: N/A	SCALE: N.T.S.	T-09



NOTE(S):

1. THE HAMMERHEAD MUST BE PAVED WITH CONCRETE OR ASPHALT AND MEET THE CONNECTING ROAD.
2. THE HAMMERHEAD SHALL BE DESIGNED FOR PROPER DRAINAGE.
3. HAMMERHEAD OR CUL-DE-SAC (T-09) ARE REQUIRED FOR ANY FIRE ACCESS LANES TERMINATING GREATER THAN 150 FEET. IN LIEU OF THIS, A FIRE SPRINKLER SYSTEM SHALL BE INSTALLED WITHIN A BUILDING AFTER THE 150 FEET. (FLORIDA FIRE PREVENTION CODE (FFPC) (CURRENT ADOPTED EDITION))



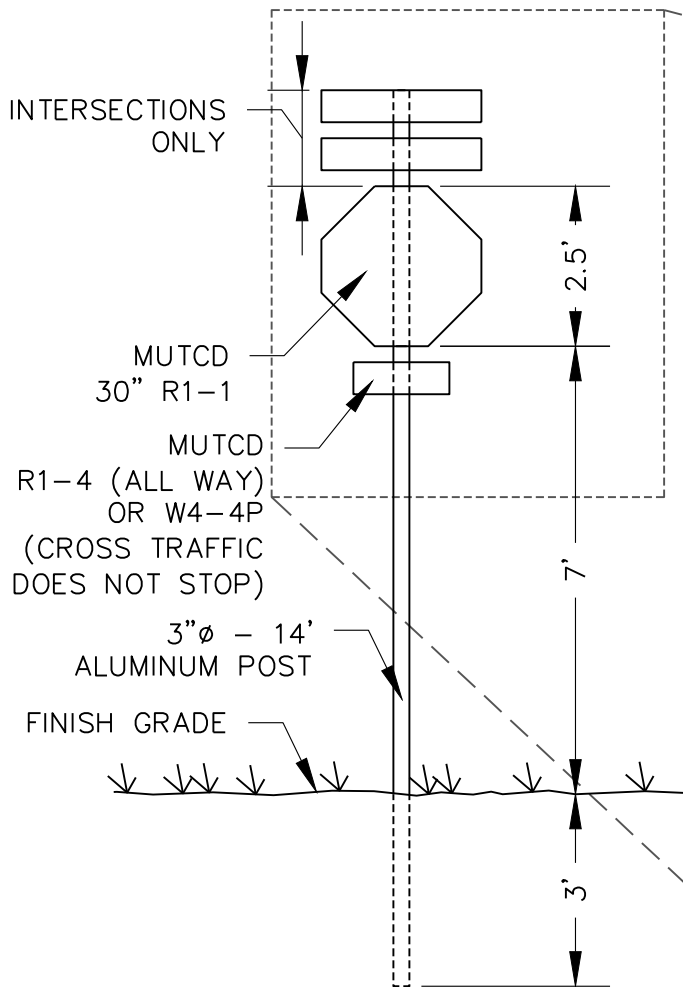
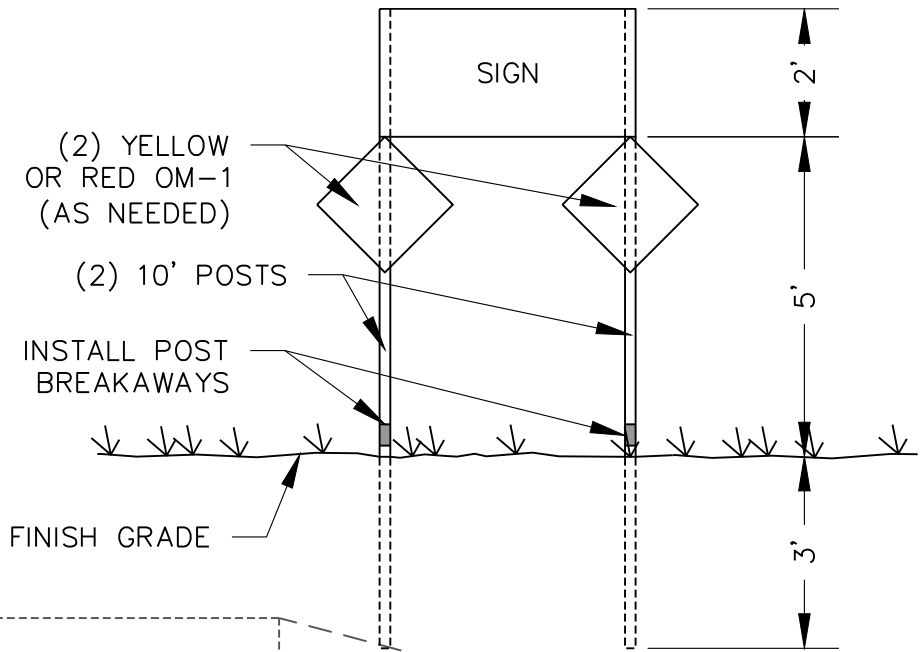
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

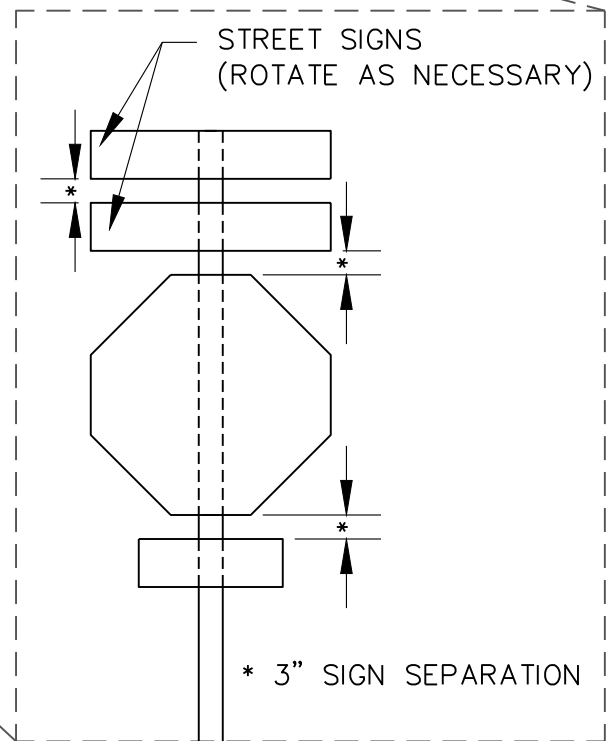
**SHEET TITLE
HAMMERHEAD TURNAROUND**

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	T-10



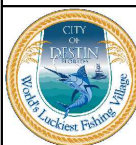
**STOP SIGN
DETAIL**

**SINGLE & DOUBLE
SIGN POST DETAIL**



NOTE(S):

1. ALL REGULATORY AND WARNING SIGNS ARE OF STANDARD SIZE FROM THE MUTCD.



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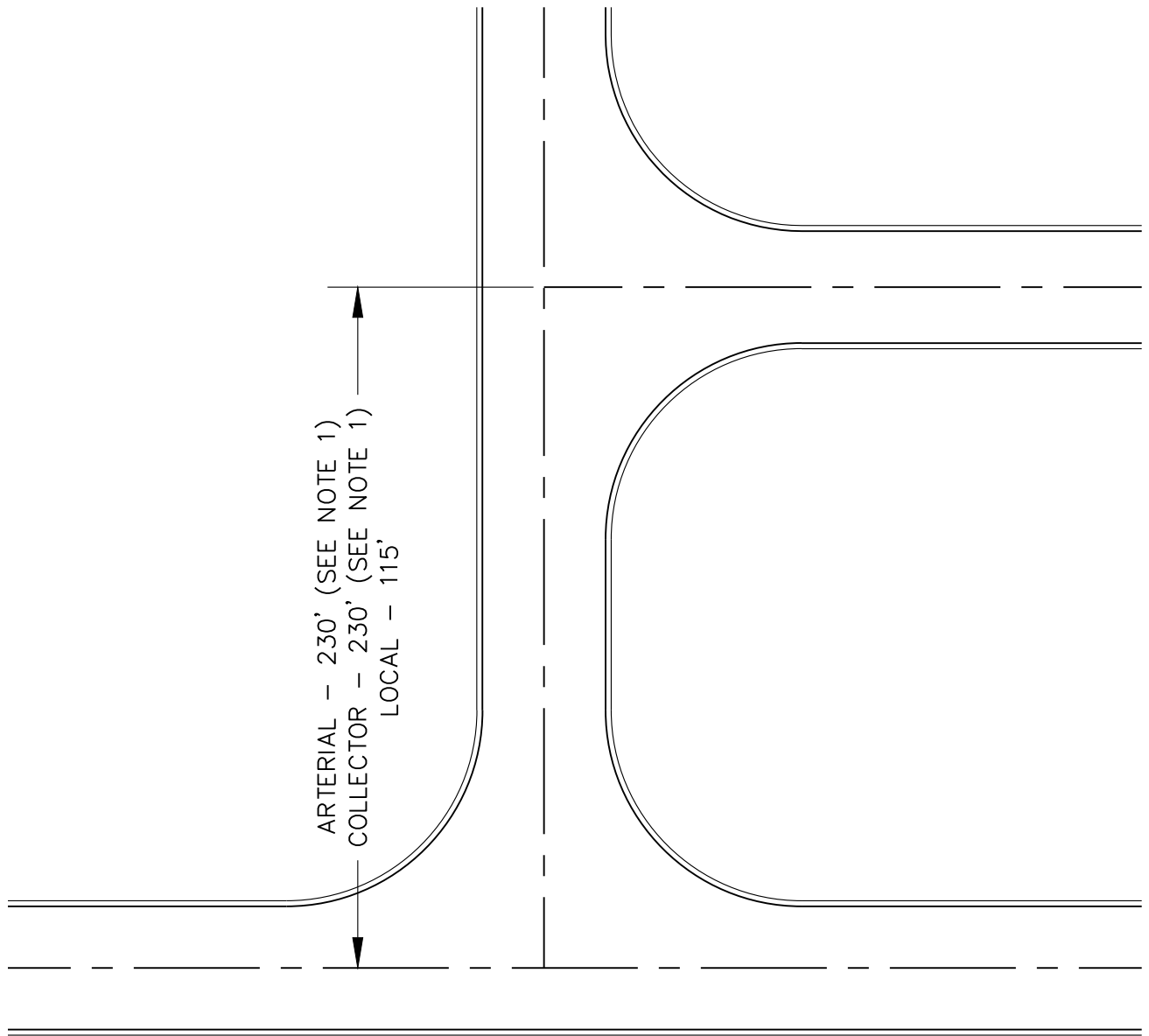
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

REV

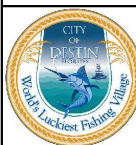
SHEET TITLE
STREET SIGNS

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO: N/A	SCALE: N.T.S.	T-11



NOTE(S):

1. FOR RIGHT-IN, RIGHT-OUT ACCESSWAY, MINIMUM SPACING SHALL BE 115'.
2. FOR US HIGHWAY 98, PLEASE REFER TO FDOT SPECIFICATIONS.
3. MEDIAN OPENINGS:
 DIRECTIONAL - ARTERIAL - 1,320', COLLECTOR - 660', LOCAL - N/A
 FULL - ARTERIAL - 2,640', COLLECTOR - 660', LOCAL - N/A
4. MINIMUM TRAFFIC SIGNAL SPACING:
 ARTERIAL - 2,640', COLLECTOR - 1,320', LOCAL - 1,320'

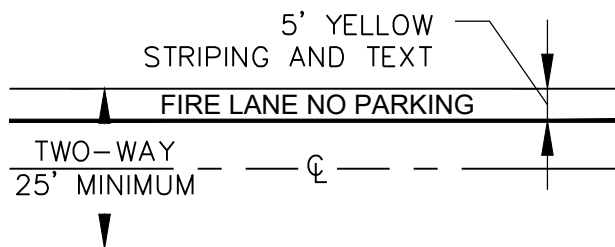
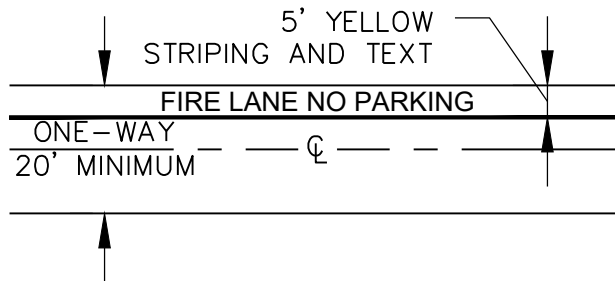


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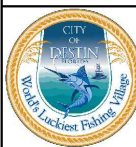
TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
DRIVEWAY SEPARATION			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	T-12	



NOTE(S):

1. FIRE LANE MARKINGS TO BE INSTALLED WITHIN THE FIRE LANE AROUND THE BUILDING AND FOLLOW THE MINIMUM REQUIREMENTS OF THE FLORIDA FIRE PREVENTION CODE (FFPC) (CURRENT ADOPTED EDITION).

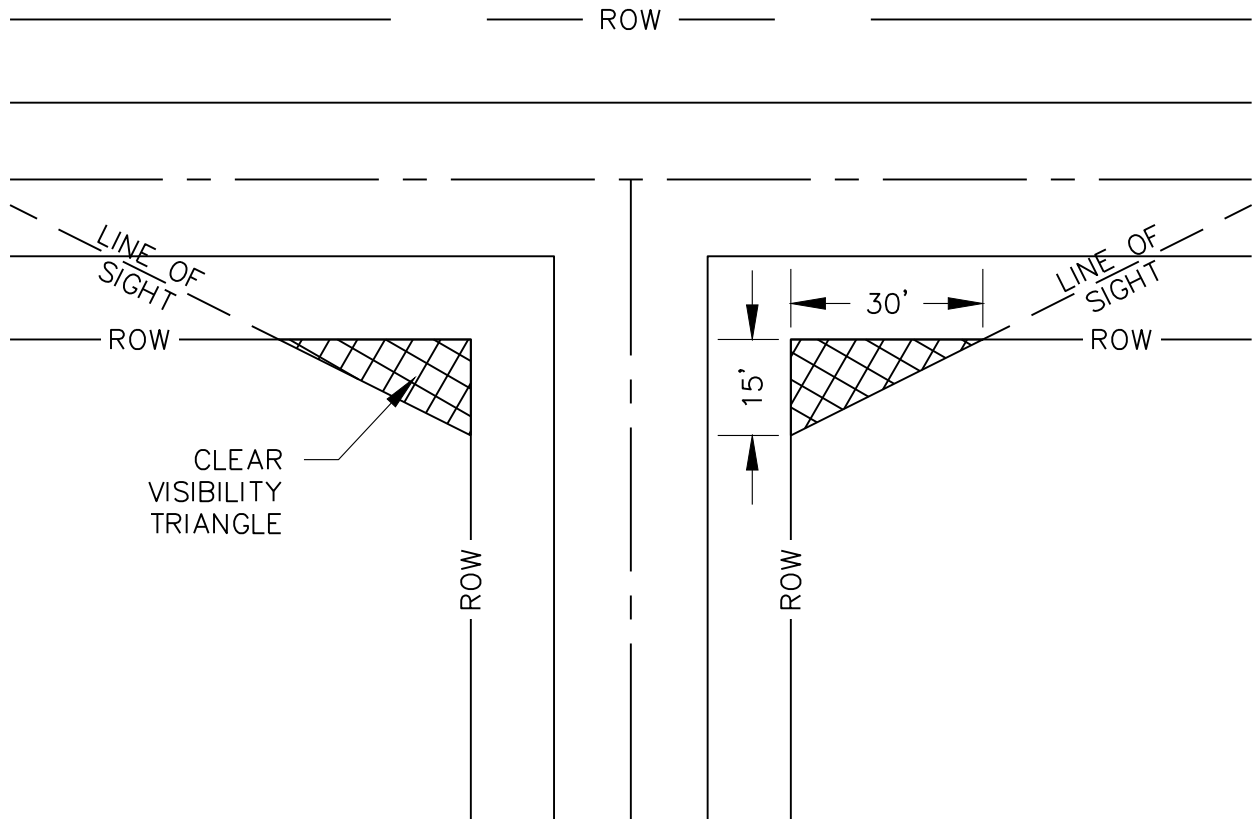


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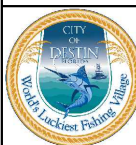
**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
FIRE LANE WIDTHS			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	T-13	



NOTE(S):

1. THIS DETAIL RELATES TO ZERO SETBACK BUILDING REQUIREMENTS.
2. RIGHT-OF-WAY (ROW) REFERS TO BOTH PUBLIC AND PRIVATE ROWS.
3. NOTHING SHALL BE ERECTED, PLACED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF TWO FEET AND EIGHT AND A HALF FEET ABOVE THE GRADE, MEASURED AT THE CENTERLINE OF THE INTERSECTION, EXCEPT PRESERVED AND PROTECTED TREES.
4. PRESERVED OR PROTECTED TREES SHALL BE ALLOWED TO REMAIN IN A CLEAR VISIBILITY TRIANGLE PROVIDED ALL BRANCHES AND FOLIAGE IS REMOVED BETWEEN A HEIGHT OF TWO FEET AND EIGHT AND A HALF FEET ABOVE THE GRADE.
5. IT IS THE RESPONSIBILITY OF THE OWNER OR TENANT OF THE PROPERTY TO MAINTAIN THE CLEAR VISION TRIANGLE BY TRIMMING OR REMOVING THE CAUSE OF ANY SIGHT OBSTRUCTION WITHIN SAID CLEAR VISIBILITY TRIANGLE.
6. A COLUMN CAN BE INSTALLED AT THE CORNER OF THE PROPERTY WITH A MAXIMUM WIDTH OF 18".



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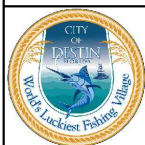
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE				
BUILDING CLEAR VISIBILITY TRIANGLE				
REVIEW		DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
		PROJECT NO: N/A	SCALE: N.T.S.	T-14

NOTE(S):

1. FOR CLEAR SIGHT TRIANGLES ALONG THE US-98/HARBOR BOULEVARD/EMERALD COAST PARKWAY CORRIDOR, USE FDOT GUIDELINES (LATEST EDITION).
2. FOR ALL OTHER CITY ROADWAYS, USE MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS (FLORIDA GREENBOOK) DEPARTURE SIGHT TRIANGLE (TRAFFIC APPROACHING FROM LEFT OR RIGHT) AND INTERSECTION SIGHT DISTANCE (LATEST EDITION).



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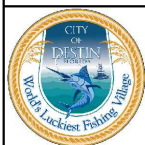
**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
CLEAR SITE TRIANGLE			
R E V	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	T-15

MINIMUM ROADWAY DESIGN STANDARDS ⁽⁹⁾⁽¹⁰⁾											
STREET TYPE	DESIGN SPEED	NUMBER OF TRAFFIC LANES	TRAFFIC LANE WIDTH	MEDIAN WIDTHS		PARKING LANE WIDTH ⁽¹⁾	BIKE LANE WIDTH ⁽¹⁾	SIDEWALK WIDTH ⁽¹⁾		BUFFER WIDTH ⁽²⁾	ROW WIDTH ⁽³⁾
MIN.	MAX.	OLD DESTIN	CRYSTAL								
MAJOR ARTERIAL (6-LANE)	45 MPH	6	12'	# ⁽¹¹⁾		N/A	5'	10' ⁽⁵⁾	8'	6'	139
MAJOR ARTERIAL (4-LANE)	45 MPH	4	12'	# ⁽¹¹⁾		N/A	5'	10' ⁽⁵⁾	8'	6'	115
MINOR ARTERIAL	35 MPH	4	11'	6'	16'	N/A	5'	10'	8'	6'	111
MAJOR COLLECTOR	35 MPH	4	11'	6'	12'	10'	5' ⁽⁴⁾	10' ⁽⁶⁾	8' ⁽⁶⁾	6' ⁽⁷⁾	110
MINOR COLLECTOR	35 MPH	2	11'	6'	12'	10'	5' ⁽⁴⁾	10' ⁽⁶⁾	8' ⁽⁶⁾	6' ⁽⁷⁾	88
LOCAL STREET (COMMERCIAL)	25 MPH	2	10'	N/A ⁽¹²⁾		10'	5' ⁽⁴⁾	10'	8'	6' ⁽⁷⁾	70
LOCAL STREET (RESIDENTIAL)	25 MPH	2	10'	N/A ⁽¹²⁾		10'	N/A	5'	5'	4'	50
ALLEY (2-WAY)	15 MPH	2	10'	N/A ⁽¹²⁾		N/A	N/A	N/A	N/A	N/A	24
ALLEY (1-WAY)	15 MPH	1	12'	N/A ⁽¹²⁾		N/A	N/A	N/A	N/A	N/A	16

FOOTNOTES:

- (1) PARKING LANES, BICYCLE LANES, AND SIDEWALK ARE ASSUMED TO BE INCLUDED ON BOTH SIDES OF THE STREET. THE WIDTH OF PARKING AND BIKE LANES ARE MEASURED FROM THE EDGE OF CURB TO THE CENTER OF THE STRIPE. WHEN BIKE LANES ARE PROVIDED ON A STREET WITH ON-STREET PARKING, THE BIKE LANE WIDTH IS MEASURED FROM THE ON-STREET PARKING STRIPE TO THE OUTER BIKE LANE STRIPE.
- (2) THE BUFFER SHALL INCLUDE A CLEAR ZONE FREE OF ANY ROADSIDE OBJECTS WITHIN THE FIRST 4' FROM THE BACK OF CURB ALONG U.S. HIGHWAY 98 AND WITHIN THE FIRST 1.5' FROM THE CURB FOR ALL OTHER STREETS.
- (3) THE TOTAL ROW WIDTH INCLUDES 2' FOR CURB AND GUTTER AT EACH EDGE OF PAVEMENT. TOTAL ROW WIDTH VARIES DEPENDING ON THE WIDTH OF THE PARKING LANE, BIKE LANE, SIDEWALK AND BUFFER.
- (4) MINIMUM BIKE LANE WIDTH SHALL BE 5' ON STREETS WITHOUT ON-STREET PARKING.
- (5) MINIMUM SIDEWALK WIDTH SHALL BE 8' ON U.S. HIGHWAY 98 EAST OF INDIAN BAYOU TRAIL TO THE WALTON COUNTY LINE.
- (6) MINIMUM SIDEWALK WIDTH SHALL BE 5' FOR COLLECTORS LOCATED OUTSIDE OF THE MMTD.
- (7) A MINIMUM BUFFER WIDTH OF 4' IS REQUIRED ON STREETS WITH A SIDEWALK LESS THAN 10' IN WIDTH.
- (8) RESIDENTIAL USES ARE THOSE USES DESCRIBED IN SECTION 8.09.03.C, MMTD — SINGLE-FAMILY DETACHED RESIDENTIAL.
- (9) MAP 8-1: STREET CLASSIFICATIONS INDICATES THE LOCATION OF EXISTING AND PROPOSED STREET TYPES IN THE CITY OF DESTIN.
- (10) THE SPECIFICATIONS LISTED IN THIS TABLE SHALL APPLY TO ALL ROADWAY TOTAL RECONSTRUCTION OR EXPANSION PROJECTS.
- (11) MEDIANS MUST BE IN ACCORDANCE WITH FDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- (12) NO MEDIANS ALLOWED ON THESE ROADS AFTER ENTRANCE MEDIAN (150 FEET MINIMUM).
- (13) FOR MULTIUSE PATHWAY SPECIFICATIONS, PLEASE REFER TO SECTION 8.05.05(B) OF THIS CODE.

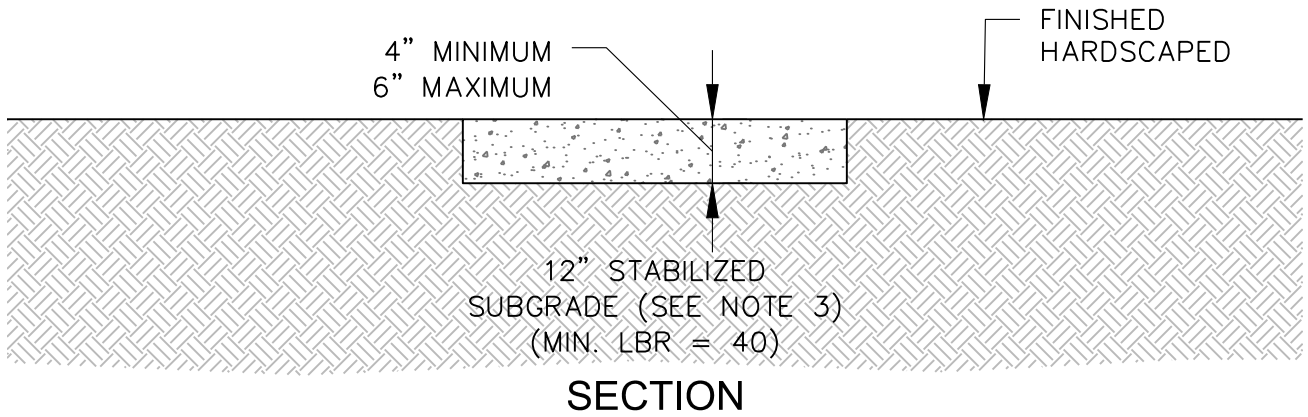
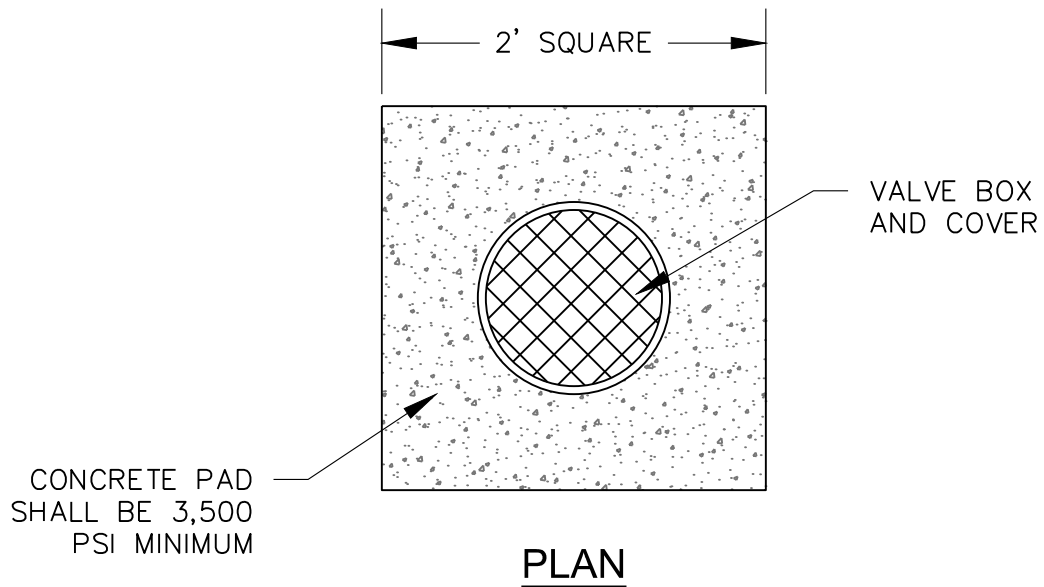


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TYPICAL DETAILS CITY OF DESTIN, FL

SHEET TITLE			
MINIMUM ROADWAY DESIGN STANDARDS			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	T-15	



NOTE(S):

1. CONCRETE TO CONTAIN FIBER REINFORCEMENT ($\frac{3}{4}$ LB/CY). HIGH STRENGTH/EARLY CURE CONCRETE MAY BE USED.
2. IN-LIEU OF FIBER REINFORCEMENT CONTRACTOR MAY USE 1 #3 BAR EACH WAY (4 TOTAL).
3. ALL VALVE PADS WITHIN A ROADWAY TO BE SET ON REQUIRED ROADWAY BASE WITH THE PROPER ROADWAY LBR (SEE DETAILS T-03 & T-04).
4. PREFABRICATED CONCRETE COLLARS "DONUTS" MAY BE USED IN LANDSCAPED OR SODDED AREAS.



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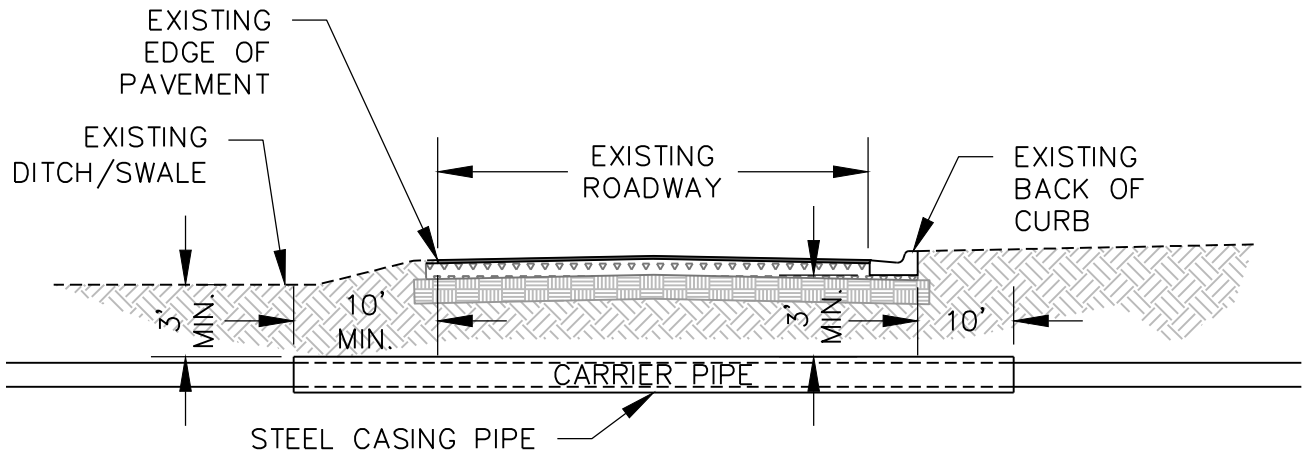
**TYPICAL DETAILS
CITY OF DESTIN, FL**

REV

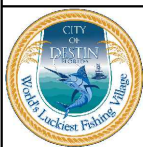
SHEET TITLE

VALVE PAD

DATE: MARCH 2023	FILE NO.: N/A	SHEET NO. U-01
PROJECT NO: N/A	SCALE: N.T.S.	

**NOTE(S):**

1. SPACERS SHALL BE BY THE PLANS AND SPECIFICATIONS. THE QUANTITY AND SPACING SHALL BE ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS, PLANS, AND SPECIFICATIONS (WHICHEVER IS MORE STRINGENT).
2. STEEL PIPE CASING SHALL BE IN ACCORDANCE WITH THE FDOT STANDARD SPECIFICATION FOR ROAD & BRIDGE, LATEST EDITION, SECTION 556.2.1. ENDS OF CASING TO BE SEALED ACCORDING TO PLANS AND SPECIFICATIONS.
3. WHERE PRACTICAL, CASING SHALL EXTEND 10' BEYOND EDGE OF PAVEMENT SHALL NOT BE LESS THAN 10' BEYOND EDGE OF PAVEMENT IN ANY CASE. THE CITY MAY REQUIRE LONGER CASING FOR DEEPER BORES.
4. WHEN CONSTRUCTION IS WITHIN FDOT JURISDICTION, ADDITIONAL REQUIREMENTS USING FDOT STANDARDS SHALL ALSO BE MET.
5. NO UNCONTROLLED TRENCHLESS TECHNOLOGIES SUCH AS MISSILING WITHIN THE RIGHT-OF-WAY.
6. THIS DETAIL SHALL BE USED FOR ALL PRESSURIZED UTILITIES UNDER THE ROADWAY.
7. JACK & BORE PROCESS SHALL BE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE, LATEST EDITION, SECTION 556-3, 4 & 5.



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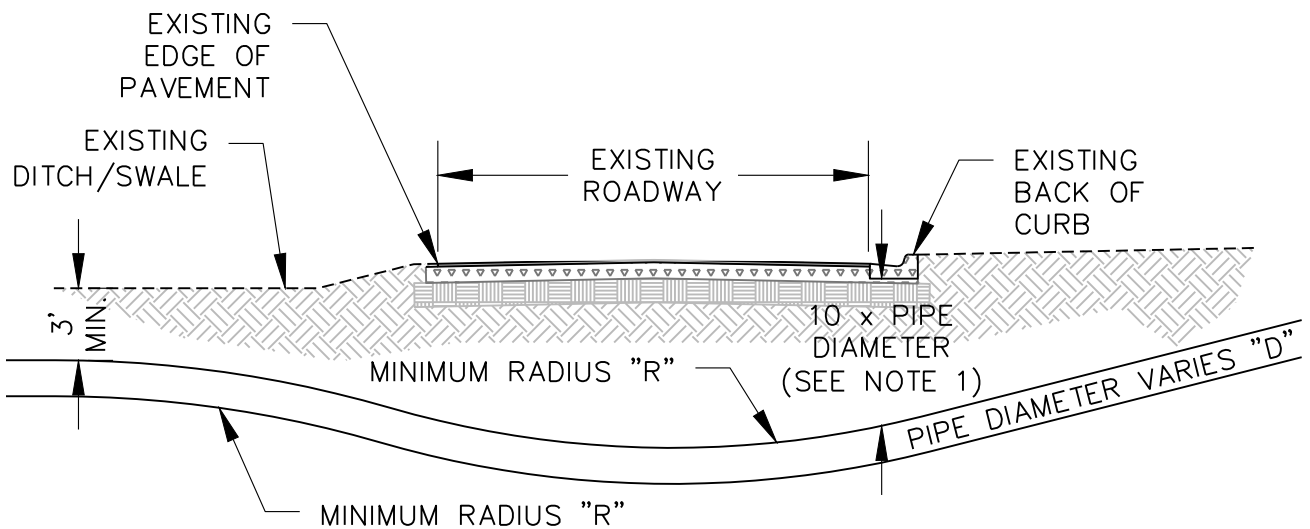
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE

JACK & BORE

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	U-02

**NOTE(S):**

1. 10 x MINIMUM REAMER DIAMETER FOR ALL RIGHT-OF-WAYS.
2. BORING PLANS SHALL TO BE APPROVED BY THE ENGINEER OF RECORD AND CITY ENGINEER.
3. CONSTRUCTION AND OPERATION SHALL MEET THE MINIMUM REQUIREMENTS OF FDOT STANDARD SPECIFICATION FOR ROAD & BRIDGE, LATEST EDITION, SECTION 555.
4. UNCONTROLLED TRENCHLESS TECHNOLOGIES SUCH AS MISSILLING SHALL BE NOT BE ALLOWED.
5. BORE DOCUMENTATION SHALL BE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATION FOR ROAD & BRIDGE, LATEST EDITION, SECTION 555.6 WHEN REQUESTED.



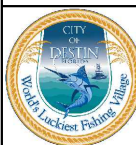
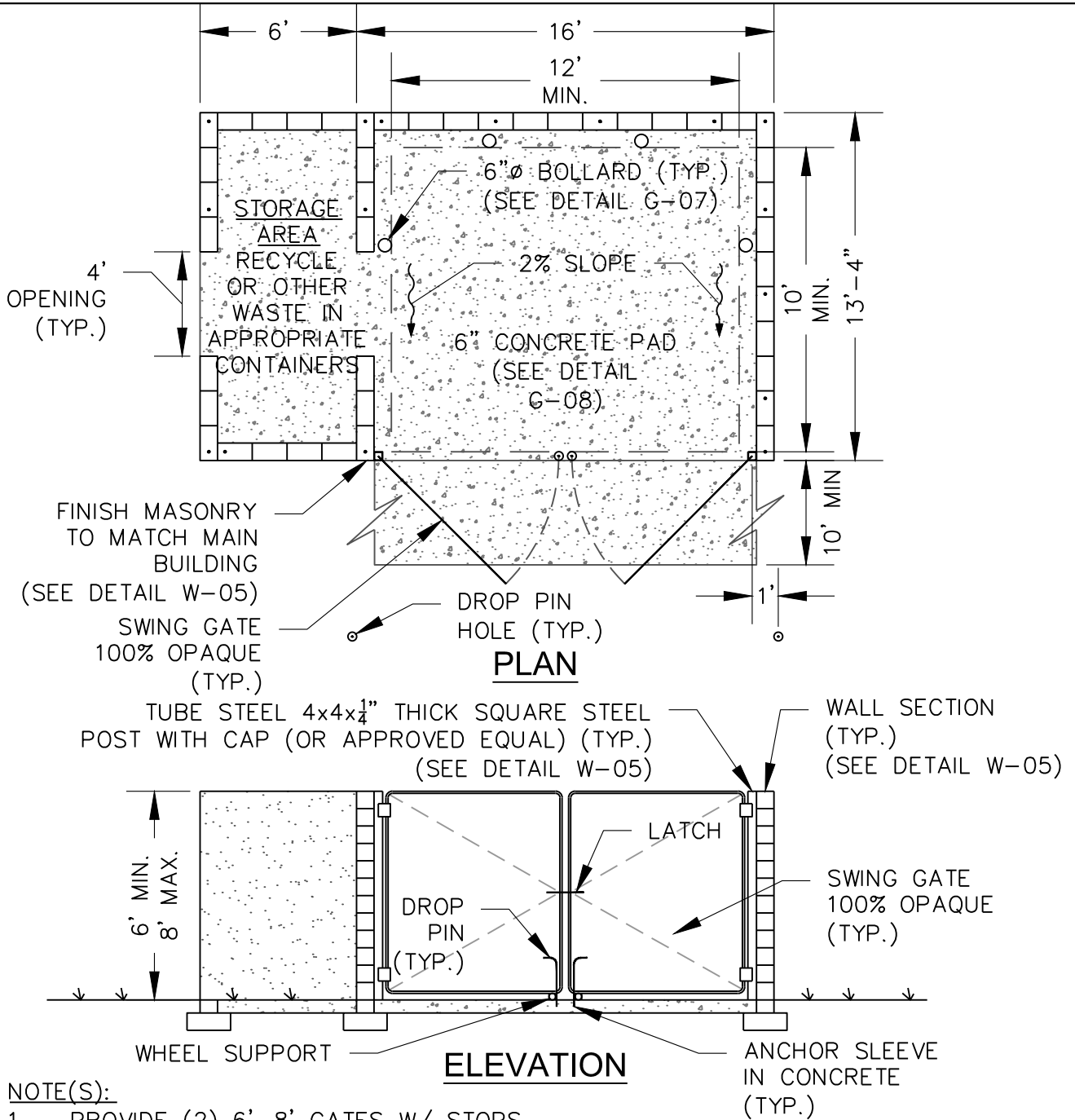
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE
DIRECTIONAL DRILL

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	U-03



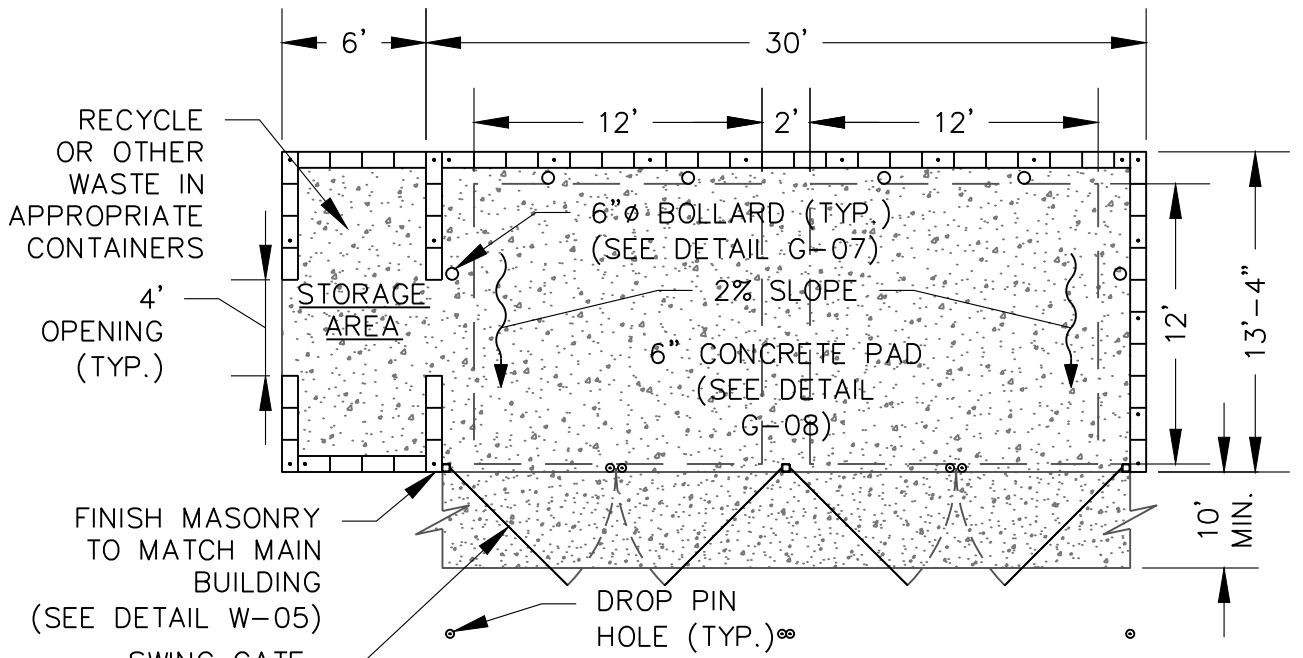
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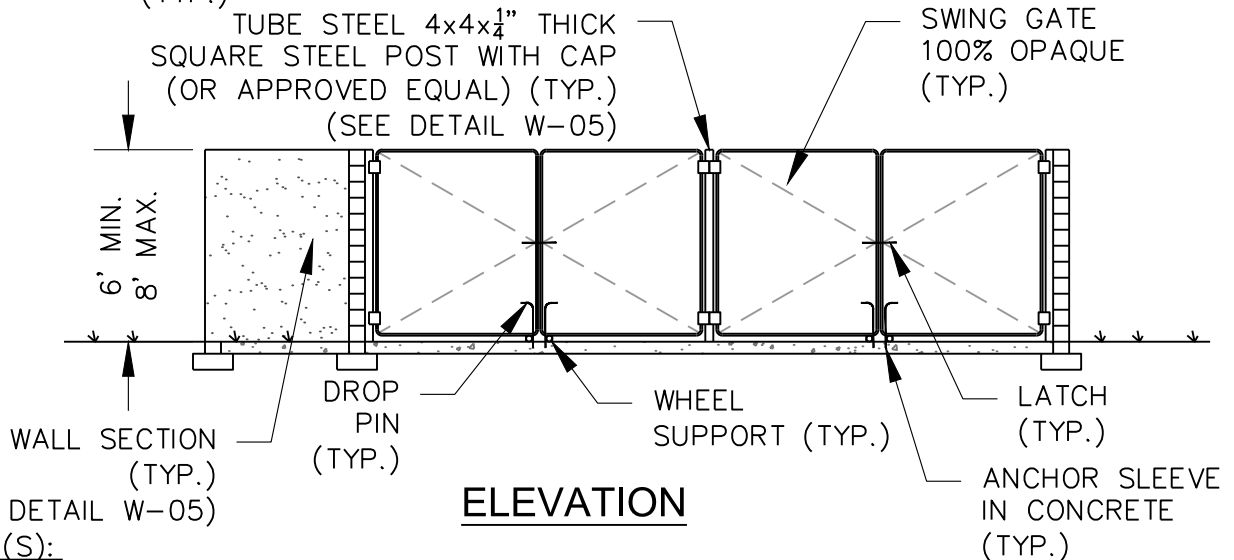
**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE
SINGLE DUMPSTER ENCLOSURE

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	W-01



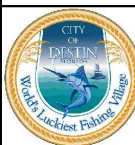
PLAN



ELEVATION

NOTE(S):

1. PROVIDE (4) 6'-8' GATES W/ STOPS.
2. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CF OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 10 FT OF COMBUSTIBLE WALLS, OPENINGS, OR COMBUSTIBLE ROOF EAVE LINES. LATEST EDITION NFPA 1: CHAPTER 19.
3. THIS DETAIL IS A REPRESENTATION OF COMPLIED PUBLIC INFORMATION. IT IS BELIEVED TO BE AN ACCURATE AND TRUE DEPICTION FOR THE STATED PURPOSE. BUT THE CITY OF DESTIN AND ITS EMPLOYEES MAKE NO GUARANTEES IMPLIED OR OTHERWISE AS TO ITS ACCURACY OR COMPLETENESS. WE THEREFORE, DO NOT ACCEPT ANY RESPONSIBILITY TO ITS USE.
4. IF ROOF STRUCTURE IS PROPOSED, IT MUST MEET FLORIDA BUILDING CODE MIN. WIND LOADING REQUIREMENTS.



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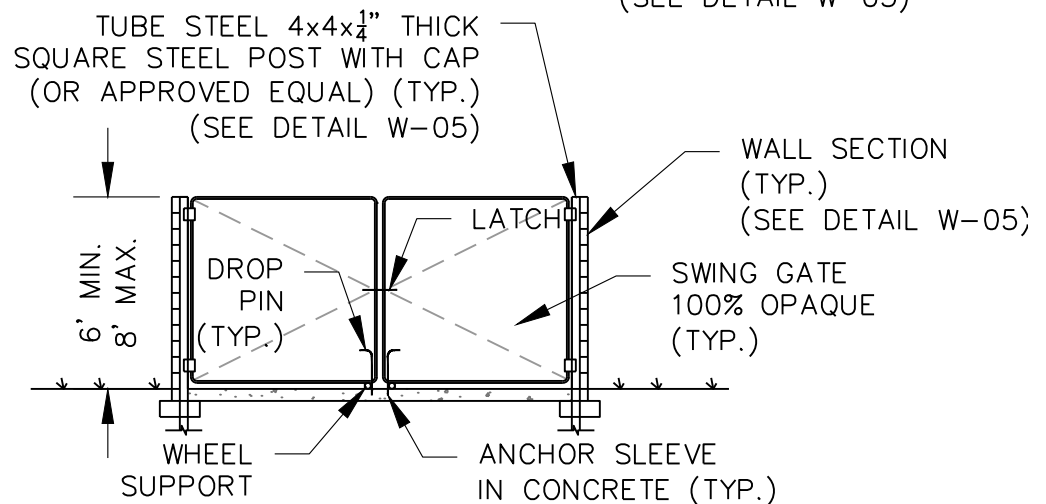
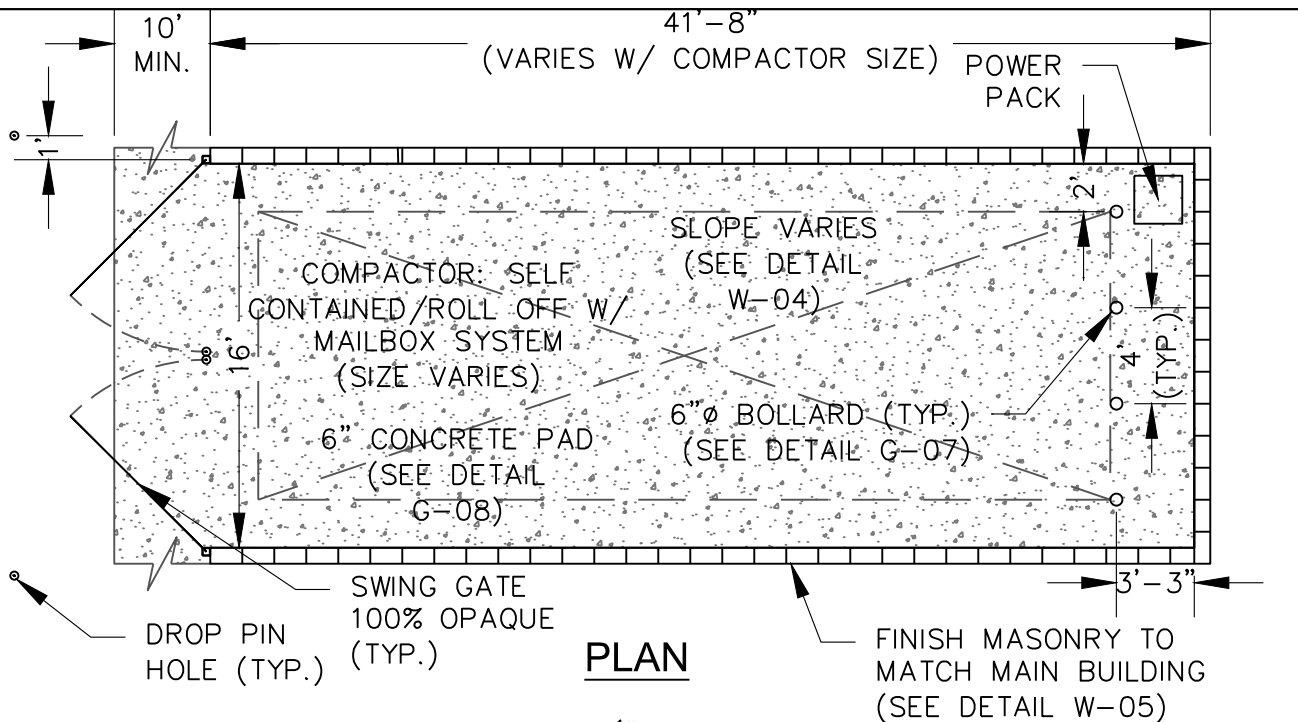
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CITY OF DESTIN, FL**

SHEET TITLE
DOUBLE DUMPSTER ENCLOSURE

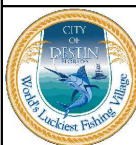
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
PROJECT NO: N/A	SCALE: N.T.S.	W-02

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING - DOCUMENTS\CAD\DRAWINGS\DESIGN MANUAL\COMPACTOR.DWG



NOTE(S):

1. PROVIDE (2) 6'-8' GATES W/ STOPS.
2. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CF OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 10 FT OF COMBUSTIBLE WALLS, OPENINGS, OR COMBUSTIBLE ROOF EAVE LINES. LATEST EDITION NFPA 1: CHAPTER 19.
3. THIS DETAIL IS A REPRESENTATION OF COMPLIED PUBLIC INFORMATION. IT IS BELIEVED TO BE AN ACCURATE AND TRUE DEPICTION FOR THE STATED PURPOSE. BUT THE CITY OF DESTIN AND ITS EMPLOYEES MAKE NO GUARANTEES IMPLIED OR OTHERWISE AS TO ITS ACCURACY OR COMPLETENESS. WE THEREFORE, DO NOT ACCEPT ANY RESPONSIBILITY TO ITS USE.
4. IF ROOF STRUCTURE IS PROPOSED, IT MUST MEET FLORIDA BUILDING CODE MIN. WIND LOADING REQUIREMENTS.
5. COMPACTOR SHALL BE ADA ACCESSIBLE.

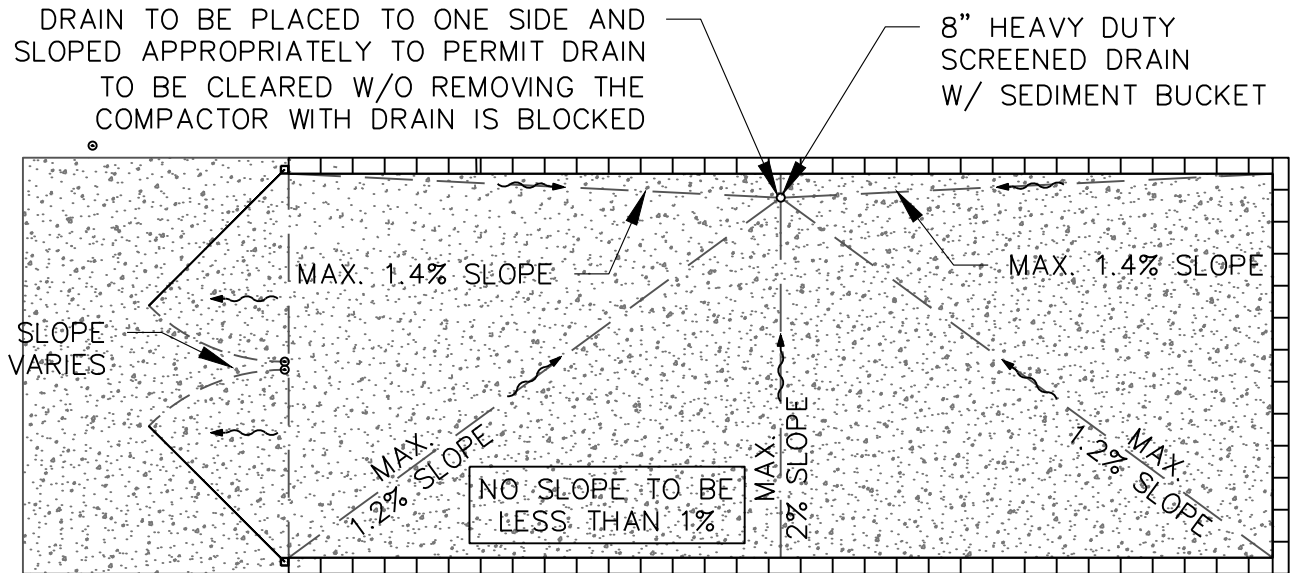


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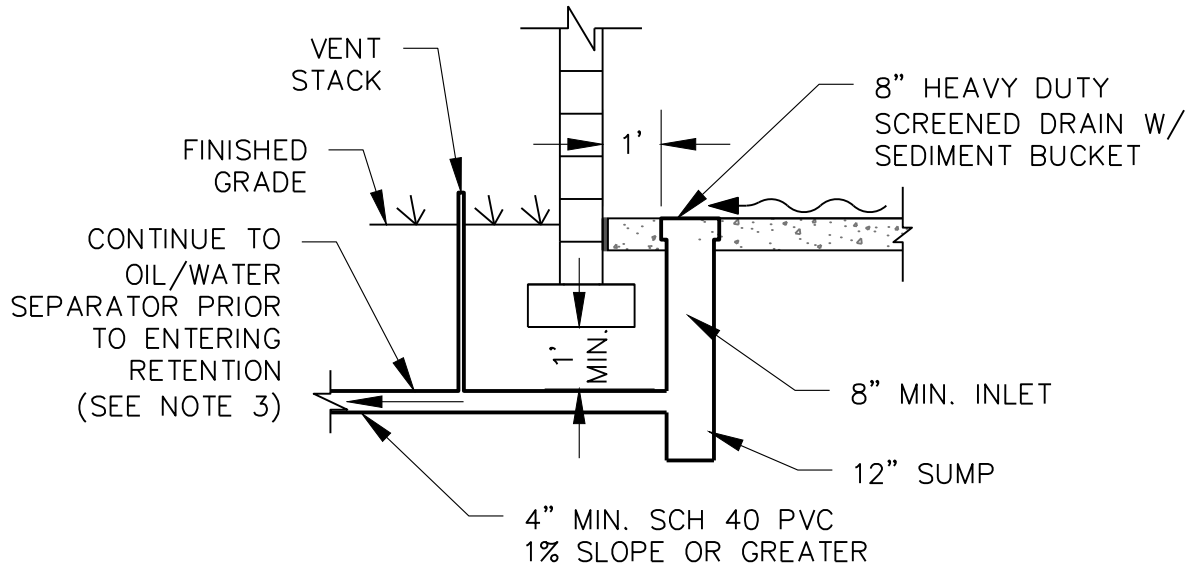
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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE			
COMPACTOR ENCLOSURE			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	W-03	



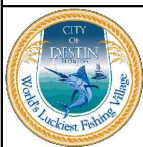
GRADE PLAN



NOTE(S):

DRAIN DETAIL

1. SANITARY SEWER CONNECTION NOT ALLOWED FOR THIS APPLICATION.
2. THIS DETAIL IS A REPRESENTATION OF COMPLIED PUBLIC INFORMATION. IT IS BELIEVED TO BE AN ACCURATE AND TRUE DEPICTION FOR THE STATED PURPOSE. BUT THE CITY OF DESTIN AND ITS EMPLOYEES MAKE NO GUARANTEES IMPLIED OR OTHERWISE AS TO ITS ACCURACY OR COMPLETENESS. WE THEREFORE, DO NOT ACCEPT ANY RESPONSIBILITY TO ITS USE.
3. IF STRUCTURE IS ROOFED, SLAB DRAIN CAN BE DIRECTED TO SANITARY SEWER. IF COMPACTOR IS OPEN TO THE ELEMENTS, SLAB DRAIN SHALL BE DIRECTED TO RETENTION AREA AFTER OIL/WATER SEPARATOR.

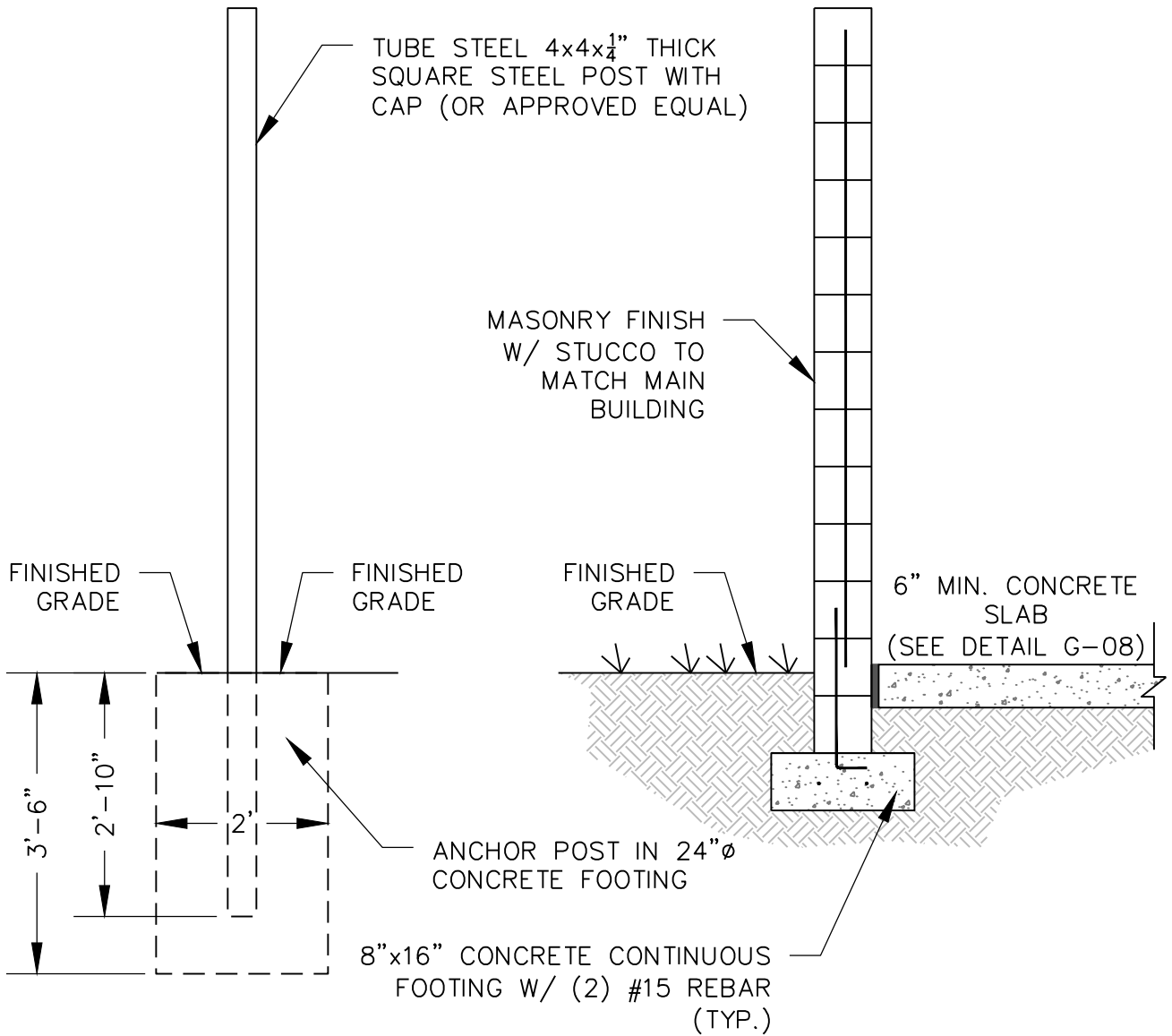


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ENGINEERING DIVISION
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TYPICAL DETAILS
CITY OF DESTIN, FL

SHEET TITLE			
COMPACTOR SLAB GRADE DETAIL			
DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.	
PROJECT NO: N/A	SCALE: N.T.S.	W-04	



**TYPICAL POST
DETAIL**

**TYPICAL WALL
DETAIL**

NOTE(S):

1. ALL STRUCTURES SHALL BE IN ACCORDANCE WITH A.C.I. SPECIFICATIONS AND FLORIDA BUILDING CODES.
2. DESIGN SHALL BE STRUCTURALLY REVIEWED BY A REGISTERED ENGINEER AS REQUIRED BY THE BUILDING OFFICIAL.
3. THIS DETAIL IS A REPRESENTATION OF COMPLIED PUBLIC INFORMATION. IT IS BELIEVED TO BE AN ACCURATE AND TRUE DEPICTION FOR THE STATED PURPOSE. BUT THE CITY OF DESTIN AND ITS EMPLOYEES MAKE NO GUARANTEES IMPLIED OR OTHERWISE AS TO ITS ACCURACY OR COMPLETENESS. WE THEREFORE, DO NOT ACCEPT ANY RESPONSIBILITY TO ITS USE.



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**TYPICAL DETAILS
CITY OF DESTIN, FL**

SHEET TITLE
DUMPSTER WALL - POST DETAIL

REV	DATE: MARCH 2023	FILE NO.: N/A	SHEET NO.
	PROJECT NO: N/A	SCALE: N.T.S.	W-05

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 8, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Action Item
OUTLINE NUMBER: 4.B.

TO: Local Planning Agency

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Daniel Butler, Senior Planner
Steve O'Connor, Principal Planner

DATE: August 2, 2024

SUBJECT: Draft Article 7 – Resource Conservation, Protection, Resiliency, and Sustainability

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 move forward diligently and systematically 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 **Resource Conservation, Protection, Resiliency, and Sustainability (Article 7)** consists of various elements of environmental and natural resource protection, as well as archeological and historical resource protection, currently spread throughout Article 7 and 11. This Article consolidates and reorganizes the regulations that govern development within certain areas of special environmental concern within the City, as well as provides clarity of the current regulations.

The main areas where the draft provides clarity are:

1. **The minimum standards for any new development or redevelopment within certain areas of special concern for the City.**
2. **Reorganization of material into a more efficient manner for all users.**

3. Updating of standards based on current policy and direction.

Further, the following elements were reorganized, clarified, or consolidated in the following manner:

1. Bay Shoreline Protection Zone: The definition of this zone was clarified to be identifiable by all users and Staff.

2. Gulf Shoreline Protection Zone: Same as above, that the definition/location of this zone was clarified to be identifiable by all users and Staff.

- a. Additionally, based on policy direction, language was added to require a **Beach and Dune Restoration Plan** to be submitted when any construction activity is proposed within this Zone, as well as limiting public expenditures for infrastructure within these Zones.

3. Environmentally Sensitive Areas: Based on policy direction, language was added to this Section to require a Wetland Report by a licensed professional with any project submittal within these areas.

4. Marina Siting: Marine construction projects are now designated by ‘Class’ based on the proposed size of improvements, use, and number of slips. The Marina Siting Ordinance cites the appropriate Section for these projects, as well as their review processes. Also, the allowable dock lengths were reorganized into a table format and clarified, so that Staff and all users could locate and interpret.

5. Preservation of Historical Structures, Sites, and Resources: this Section had the following additions:

- a. Placing the burden of coordination with the State on the applicant, per policy direction.
- b. Require an archeological and historic review summary to be reviewed by the State for any applicable proposed development.
- c. Requiring an Archeological Salvage Excavation Plan if any resources are previously known to exist.
- d. Requiring Staff to prepare a report describing any developments that discovered, impacted, or removed any historic or archeological artifacts/sites, per policy direction.

In addition to the reorganization, clarification, and consolidation that the draft provides, there are a couple of policy and regulation questions that Staff have moving forward. Below are the policies in which Staff previously requested guidance and direction from the LPA. All recommendations will be updated and brought back for final recommendation to City Council.

1. Comprehensive Plan Policy 6-1.4.4 Implement Beach Access Point Level of Service Standards

- a. Current policy requires Staff to include criteria for evaluating new development for compliance with the City's beach access point level of service standards, as well as calls for development incentives to encourage new development occurring along shoreline areas to dedicate easements or donate land for use as public accessways to the shoreline areas.

Staff Comment or Question: Currently, there are neither any beach access level of service standards, nor any development incentives to encourage such easement or dedication/donation, making this policy difficult to implement for Staff.

2. Comprehensive Plan Policy 6-1.11.3: Consider Scenic View in Site Plans

- a. Current policy requires any waterfront development to include design measures that provide, enhance, and preserve scenic views of the water for the general public from public rights-of-way.

Staff Comment or Question: Currently, there are no LDC requirements that would implement this policy. Staff would like to have a discussion in regards to potentially establishing regulations requiring commercial/non-residential waterfront development to provide, enhance, and preserve such scenic views.

May 2, 2024 Update:

At the regularly scheduled LPA meeting on Thursday, April 11, 2024, the LPA requested two items, as follows:

1. Bring back a graphic that illustrates the 'zones' described in Article 7, such as the Bay Shoreline Protection Zone, the Gulf Shoreline Protection Zone, and the Harbor Waterfront.

Staff has worked with the GIS office to create these graphics to generally illustrate the boundaries of these zones. It is worth noting that when any development is proposed on a specific parcel, the requirements of each zone, if applicable, will be reviewed and assessed by Staff (pedestrian easements along the Harbor waterfront, allowed development, etc.).

2. Staff was provided with direction to combine Comp. Plan Policies 6-1.4.4 and 6-1.11.3 by removing the beach access point level of service language, while still providing incentives to encourage all new non-residential or multi-family waterfront development to dedicate easements or donate land for use as public accessways to the shoreline. While the actual Policy language will be drafted at a later date, Staff is looking for additional direction from the LPA as to the recommended methods of which projects could provide such scenic views. Possible incentives are as follows:

- a. Additional density/intensity allowances
- b. Reduced setbacks
- c. Reduced open space

The HWB's reasoning came down to the fact that applying the 10% and then an annual slip fee would unduly and double charge marina operators that have already paid their NPEB fees. Also, now that the NPEB fee program is being properly applied rather than how it had been previously administered, the NPEB fund should be more solvent. The LPA can take this recommendation and forward it along or consider a different method of applying the NPEB Fee.

At the regularly scheduled LPA meeting on Thursday, May 2, 2024, the LPA requested the following information from Staff:

1. Slip count of the harbor to include the adjacent canals.

- The total estimated slip count in the Harbor is ~1,476
 - Non-residential = 430 slips - 29%
 - Multi-family = 516 slips - 35%
 - Residential = 530 slips - 36%

1. The probable income of the NPEB if it had been applied at 10% across the board.

- Based on the average account balance from 2006 being ~\$24,000, Staff estimates the average balance would be **~\$9,000 - \$10,000** per year at a 10% rate.

2. The estimated annual balance based off the slips using the \$24,500 a year collection.

- The following assumes Multi-family is a category 3 project
 - Comm & MF - 25% = ~ \$15,680
 - Res - 10% = ~ \$3,528
 - Total collection would amount to **~\$19,208** based on the 25/10/10% recommendation.

3. The estimated annual balance based off the slips using the \$24,500 a year collection.

- The following assumes Multi-family is a category 3 project
 - Comm & MF - 25% = ~ \$15,680
 - Res - 10% = ~ \$3,528
 - Total collection would amount to **~\$19,208** based on the 25/10/10% recommendation.

Staff used the following methods to count Slips:

1. Identified residential and non-residential properties using the Okaloosa County Property Appraiser's (OCPA) property tax rolls.
2. The 2022 OCPA aerial imagery was utilized for the survey.
3. If non-residential, including multi-family, Staff counted slips based on clear imagery

or evidence of a mooring location for a vessel. Only if there were multiple vessels moored in multiple locations was each vessel counted as a slip. (Staff estimates this represents less than 10% of the total count)

4. Known and approved non-residential or multi-family projects that do not appear in the imagery were included in the count based on the approved slip count.

5. If residential, Staff counted slips based on clear imagery or evidence of a mooring location

6. Marginal docks were generally counted as 1 slip unless the dock exceeded 45'. If the dock exceeded 45' then 1 slip was counted per 45' feet of marginal dock.

7. Upland slips were not included in the slip count.

8. Beached vessels in residential areas were not included in the count.

August 8, 2024 Update:

At the regularly scheduled LPA meeting on Thursday, July 18, 2024, the LPA recommended Staff bring back possible incentives to provide, enhance, and preserve scenic views of the water from the public right-of-way, as well as to provide waterfront access. The proposed incentive is as follows:

1. Any proposed waterfront non-residential or multi-family development (or redevelopment) that provides a perpetual public access easement or a platted dedication to the public from the public right-of-way to the waterfront may reduce the required open space by fifteen percent (15%), provided that the following requirements are met:

a. The perpetual public access easement or a platted dedication to the public shall be a minimum of five feet (5').

b. The development shall dedicate at least four (4) vehicle parking spaces for the public to use as parking to access the area, while meeting ADA parking standards.

This is the only incentive Staff has to suggest at this point in time, due to density/intensity being governed by the Comprehensive Plan and that the maximums allowed within the zoning districts currently are the maximums allowed in the Comprehensive Plan. Additionally, Staff believes that providing parking space reductions as an incentive for creating public beach access would cause parking problems. Reducing side yard setbacks to minimal distances could also conflict with the Florida Building Code fire separation requirements.

A. Link to Strategic Goals / Objectives: #2. Enhanced quality of life and safety for families

#3. Economic development and revitalization

#4. Effective, efficient, and aesthetically pleasing infrastructure

#6 A green and sustainable environment.

B. Effect on Budget (EOB): Budget for this work is already approved.

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

III. CONCLUSION: Article 7 consolidates and reorganizes the regulations that govern development within certain areas of special environmental concern within the City, as well as provides clarity of the current regulations, while implementing and complying with the **City's Comprehensive Plan** goals, policies, and objectives.

IV. RECOMMENDED MOTION: I move that the LPA recommend approval to City Council of the Draft *Article 7 - Resource Conservation and Protection*, as presented and discussed.

Attachments:

1. 1 - Draft Article 7
2. 2 - Bay Shoreline Protection Zone Graphic
3. 3 - Gulf Shoreline Protection Zone Graphic
4. 4 - Harbor Waterfront Graphic

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ARTICLE 7 - RESOURCE CONSERVATION, PROTECTION, RESILIENCY, AND SUSTAINABILITY

SECTION 7.01 ENVIRONMENTAL & NATURAL RESOURCE PROTECTION

SECTION 7.01.01 PURPOSE

- A. The purpose of this Section is to provide regulations intended to protect the City's existing environmental and natural resources, especially the coastal resources. Therefore, this Section intends to establish regulations to mitigate the impacts of floods, protect and restore wetlands, limit the impact of development, and enhance the quality of life and property.
- B. It is also the purpose of this Section to ensure that publicly funded infrastructure shall not be built within any Coastal High Hazard Area (CHHA) unless the facility is for any of the following:
 1. Protection of public health and safety
 2. Creation of open space
 3. Implementation of beach restoration
 4. Shoreline erosion protection programs

SECTION 7.01.02 BAY SHORELINE PROTECTION ZONE

- A. The Bay Shoreline Protection Zone is applicable to properties lying within the City limits along the waterfront of Choctawhatchee Bay, Joe's Bayou, Marler Bayou and Indian Bayou. This zone is defined as a 50-foot buffer that begins at the mean high-water line and extends landward 50 feet. This buffer zone shall consist of preserved native vegetation, including canopy, understory, and ground cover.
- B. The following regulations shall apply to all development and redevelopment within the Bay Shoreline Protection Zone of the City:
 1. No native vegetation shall be removed from the coastal or wetland shoreline without a duly authorized permit from the city and state agencies, as applicable.
 2. The minimum setback for principal habitable structures shall be 50 feet from the mean high-water line.
 - a. If the 50-foot setback cannot be achieved due to depth of property prior to platting of lots, right-of-way easements, utility easements, or access easements existing at the time of adoption of this ordinance, the maximum width achievable shall be provided.
 - b. An applicant claiming inability to comply with the 50-foot setback requirement because of the above-stated causes must submit documentation certified by an engineer as to the limitations on the property which make compliance impossible.
 - c. Minor structures and accessory uses are allowed within this buffer zone, provided these improvements do not constitute more than 40 percent of the square footage within the buffer zone.
 - i. These improvements shall comply with **Section 6.08.00** of this Code.
 3. Other uses and activities permitted in the Bay Shoreline Protection Zone are those that are compatible with the protection and conservation of the areas, as described below:
 - a. Scenic, historic, wildlife, or scientific preserves,
 - b. Minor maintenance or emergency repair to existing structures or improved areas, and
 - c. Bulkheads and/or seawalls along or within property lines.

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SECTION 7.01.03 GULF SHORELINE PROTECTION ZONE

- A. The Gulf Shoreline Protection Zone consists of the area that commences at the mean high-water line and runs to and includes ten feet (10') landward of the primary dune system.
 - 1. The 10' landward area of the dune system shall function as a buffer, and shall be planted with native plantings, excluding trees.
 - 2. Whenever any construction activity is to be undertaken in the area between the CCCL and the landward limit of the Gulf Shoreline Protection Zone, and such construction would alter any portion of the primary dune, the City shall require the implementation of an FDEP approved Beach and Dune Restoration Plan to mitigate any damage which would result from the construction.
 - a. Proof of FDEP review shall be submitted at the time of Development Order application.
 - b. Proof of FDEP approval shall be submitted at time of construction permitting.
 - 3. Public expenditures within any Gulf Shoreline Protection Zone shall comply with the LDC and shall be limited to the following:
 - a. Recreational uses,
 - b. Protection or restoration of valuable natural resources, or
 - c. Increase the public's access to the shoreline.
- B. Prohibitions
 - 1. The following activities shall be prohibited within the Gulf Shoreline Protection Zone:
 - a. Construction of buildings and structures
 - b. Removal of vegetation, except as allowed pursuant to an approved FDEP permit,
 - c. Planting of new vegetation except for native, salt-resistant species suitable for beach and dune stabilization,
 - d. Installation of temporary or permanent coastal armoring, unless a Building Permit is obtained, and all construction complies with applicable Federal, State, and Local regulations.
 - e. Exceptions
 - i. Minor structures authorized by FDEP; albeit the minimum setback for construction within properties fronting the Gulf of Mexico shall not be less than 50 feet from the mean high-water line.
 - ii. The prohibitions listed above shall not apply to construction landward of the Coastal Construction Control Line nor to any structure or activity permitted by FDEP.
 - iii. Beach Boxes for beach recreational equipment are permitted on private beached provided they meet the following regulations:
 - (a) No excavation can occur to set or establish a beach box
 - (b) Beach boxes shall not exceed the following dimensions:
 - (i) Height: four feet (4')
 - (ii) Depth/Length: six feet (6')
 - (iii) Width: eight feet (8')
 - (c) Location:
 - (i) Shall stay off any and all vegetation.
 - (ii) Primary dune setback: A beach box shall be located between five feet (5') and fifteen feet (15') from the waterward primary dune line.

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- (iii) At no time shall a beach box be located in a way to obstruct the traversing of any individual or vehicle.
 - (d) Number:
 - (i) No more than one (1) box per fifty feet (50') of water frontage.
 - (e) Color:
 - (i) All beach boxes shall be painted white or off white.
- C. Dune enhancement.
 - 1. All persons constructing elevated boardwalks on property located in the Gulf Shoreline Protection Zone shall include in their plans provisions to enhance and revegetate the dune system on their property.
- D. The following development standards shall apply to all development located within the Gulf Shoreline Protection Zone:
 - 1. Point source and non-point source discharges are prohibited, except for stormwater, in accordance with **Section 7.05.02** of this Article.
 - 2. Siltation and erosion control measures shall be applied to stabilize disturbed areas during and after construction. Sediment settling ponds shall be installed for stormwater runoff prior to the creation of any impervious surfaces. For lots or parcels that are cleared, silt screens shall be placed between the construction site and the water body to prevent erosion and siltation.

SECTION 7.01.04 WHITE SAND PROTECTION ZONES

- A. The purpose of this Section is to prohibit and/or regulate the use of clays, sand-clay mixtures or any other material subject to wind and water transport that can be potentially discoloring to the natural white sands and to the waters of the City, and to regulate and require permitting for use of these materials in other areas of the City. The provisions of this Section shall apply to all types of construction.
- B. Approvable Materials
 - 1. Zone 1: White sand must be used as fill material in a White Sand Zone 1.
 - 2. Zone 2: White sand, sandy soil which is indigenous to Zone 2, or other sandy soil which is as light or lighter than the undisturbed indigenous soil on site may be used in Zone 2.
 - 3. Special purpose materials, as described below, may be used within a White Sand Zone 1 or 2:
 - a. Discoloring material used for horticulture and landscaping may be used if discoloration is limited to the planted area by containment safeguards. Any discoloration to public or other private property is unlawful. It shall be the responsibility of the permitted property owner to clean and restore any discolored public or other private property affected by the landscaping or horticultural activity.
 - b. Beneath building foundations, parking lots, and roadbeds, limestone, dolomite, crushed lime rock, and other similar stabilizing materials containing no red clay, red sand, tan sand, or other adversely deeply tinted material, may be used if both of the following measures have been incorporated:
 - i. The material is contained by a concrete curb or solid concrete block wall extending not less than one foot below grade and as deep as necessary to provide containment.
 - ii. The material must be covered by a permanent cover such as asphalt, concrete or other appropriate material within five (5) calendar days (120 hours) of placement.

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- (a) If it is not practical to permanently cover the material until the completion of construction, the material must be physically sealed by a wind- and water-resistant membrane as soon as possible, in no case more than five (5) calendar days (120 hours) after its placement, and must be permanently covered at the completion of construction prior to the issuance of a Certificate of Occupancy or Completion, whichever is applicable.
- c. Driveways and parking lots within any White Sand Zone may use oyster shell, granite, or washed, coarse aggregate rock meeting FDOT standards for final driveway or parking lot material, provided these materials shall be contained to those areas and shall not be spread elsewhere on the site as fill material.
 - i. Driveways and parking lots within White Sand Zone 1 shall contain these materials by utilizing a concrete curbing that extends no less than one (1) foot below grade.
- 4. Reconstruction & Redevelopment
 - a. At any time of reconstruction or redevelopment where previously utilized materials that are not compliant with this Section are disturbed, the nonconforming materials/soils shall be removed from the site and from the zone using safeguards to prevent discoloring the natural sand and water at the site and adjacent properties. Such removal shall be completed within five (5) business days.
 - i. If the native soil of such site does not comply with this Section, the applicant shall demonstrate that the use of the native soil shall not alter or adversely affect the surrounding properties.
 - ii. In no case shall any red clay, red dirt, or other staining material be allowed to remain on site.

SECTION 7.01.05 ENVIRONMENTALLY SENSITIVE AREAS

- A. The purpose of this Section is to protect the City's Environmentally Sensitive Areas (ESAs), which have special environmental attributes worthy of retention or special care to maintain habitat, open space, and wildlife corridors; provide stormwater management, filtration, flood, and erosion control benefits; and protect surface ground water quality.
 - 1. At a minimum, Norriego Point and all lands within the defined Coastal High Hazard Area (CHHA) and any functioning wetlands, as defined by United States Army Corps of Engineers (USACE) and Florida Department of Environmental Protection (FDEP) shall be included.
 - 2. A developer shall obtain a determination of the boundaries of a protected Environmentally Sensitive Area and submit to the City with development applications. Such applications shall include an adequate description of the land the developer wishes to develop, the nature of the developer's right to ownership or control of the land, and other information pertinent to the project.
 - 3. Development plans submitted to the City shall comply with applicable federal, state and water management district regulations relating to Environmentally Sensitive Areas. In all cases, the strictest of the applicable standards shall apply.
 - a. Such development plans shall include a Wetland Report, prepared by appropriately licensed engineers, biologists, landscape architects, or other similar design or land planning experts.
- B. Wetland Protection Zones

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1. The boundaries of this zone shall be the most landward extent of the following:
 - a. Areas within the dredge and fill jurisdiction of the Florida Department of Environmental Protection as authorized by F.S. Ch. 403.
 - b. Areas within the jurisdiction of the U.S. Army Corps of Engineers as authorized by Section 404, Clean Water Act, or Section 1, River and Harbor Act.
 - c. Areas within the jurisdiction of the Northwest Florida Water Management District.
 - d. It shall be the responsibility of the owner/applicant to coordinate with all federal, state, and local agencies to determine if the property lies within any jurisdictional wetlands.
2. Development activities allowed within Wetland Protection Zones.
 - a. Certain activities are presumed to have an insignificant adverse effect on the beneficial functions of Wetland Protection Zones.
 - b. These activities may be undertaken unless it is shown by competent and substantial evidence that the specific activity would have a significant adverse effect on the Wetland Protection Zone.
 - c. For the reasons described above, the following uses and activities are permitted within a Wetland Protection Zone, provided it does not conflict with any other provisions of this Code:
 - i. Scenic, historic, wildlife or scientific preserves.
 - ii. Minor maintenance or emergency repair to existing structures or improved areas.
 - iii. Cleared walking trails having no structural components.
 - iv. Timber catwalks and docks four (4) feet or less in width.
 - v. Cultivating agricultural or horticultural products that occur naturally on the site.
 - vi. Developing an area that no longer functions as a wetland, except a former wetland that has been filled or altered in violation of any rule, regulation, statute, or this Code.
 - (a) Such evidence shall be provided by the applicant to FDEP for review.
3. The following special design standards apply to any development within Wetland Protection Zones:
 - a. Wherever possible, natural buffers shall be retained between all development and all Wetland Protection Zones.
 - i. If a natural buffer does not exist, an equivalent buffer shall be created.
 - ii. The size of the buffer shall meet the minimum requirements as defined by the Northwest Florida Water Management District (NFWMD) to prevent significant adverse effects on the protected area.
 - iii. At no point shall a buffer have less than an average width of twenty-five feet (25'), with a minimum width of fifteen feet (15').
 - b. The developer shall completely restore any portion of a wetland protection zone damaged during construction.
 - i. Complete restoration means that the damaged area shall, within five years, be operating as effectively as the natural system did prior to being destroyed.
 - c. Other reasonable protective measures necessary to prevent significant adverse effects on a Wetland Protection Zone may be required. Protective measures may include, but are not limited to:
 - i. Maintain natural drainage patterns,

City of Destin, FL - [Document title]

- ii. Limiting the normal removal of vegetation to the minimum amount necessary to conduct the development activity,
 - iii. Expediently replanting disturbed areas,
 - iv. Stabilizing banks and other unvegetated areas by siltation and erosion control measures,
 - v. Minimizing the amount of fill used in the development activity,
 - vi. Disposing of dredged spoil at specified locations in a manner causing minimal environmental damage,
 - vii. Constructing channels at the minimum depth and width necessary to achieve their intended purposes and designing them to prevent slumping and erosion and allow revegetation of banks,
 - viii. Dredging wetlands at times of minimum biological activity to avoid periods of fish migration and spawning and other cycles and activities of wildlife,
 - ix. Designing, locating, constructing, and maintaining all development in a manner that minimizes environmental damage,
 - x. Prohibiting septic tanks, or
 - xi. Requiring the developer and successor to record deed restrictions and other legal mechanisms to protect the environmentally sensitive areas and maintain the development.
- d. The City Council may require additional environmental protection measures to provide sufficient protection for Wetland Protection Zones.
- e. Clustering Development
 - i. In the case that any proposed development is located on property with wetlands, the allowable density and/or intensity of the total site shall be applied to the developable area outside of the wetlands.
 - ii. In no case shall the proposed density and/or intensity be greater than the allowable density of the total site.
 - iii. Clustering development allowances only apply if the developer does not build within the wetlands, and all protective measures, as identified above, are implemented to reduce adverse impacts to the wetlands.
- C. Coastal Marsh Vegetation Protection Zones
 - 1. This Section shall apply to any property that contains coastal marsh vegetation.
 - 2. Regulations for structures built over Coastal Marsh Vegetation Protection Zones
 - a. The structure shall be designed to have the smallest footprint practicable.
 - b. The elevation of the structure shall be a minimum of eight feet (8') above the coastal marsh vegetation area floor level.
 - c. The width of the structure shall be limited to a maximum of four feet (4').
 - d. The structures shall be aligned in a north-south direction wherever practicable.
 - 3. Prohibited acts in Coastal Marsh Vegetation Protection Zones
 - a. No person shall remove, cut, or alter the natural growth of coastal marsh vegetation.
 - b. No herbicide or pesticide is to be used on coastal marsh vegetation.
 - c. No placement of riprap on coastal marsh vegetation or within five feet (5') of coastal marsh vegetation.
 - d. No placement or construction of seawalls in areas containing coastal marsh vegetation.

City of Destin, FL - [Document title]

- e. No storage of hazardous chemicals or materials.
- 4. Exceptions to prohibited acts in Coastal Marsh Vegetation Protection Zones
 - a. Walls may be built as upland retaining walls with a minimum distance of five feet (5') upland of the coastal marsh vegetation.
- 5. The following standards apply to post-development activities taking place within any Coastal Marsh Vegetation Protection Zones.
 - a. Point source and non-point source discharges.
 - i. Absent an amendment to a development order, point source and non-point source discharges shall continue to meet the standards applicable to the original development.
 - b. Clearing
 - i. Absent an amendment to a development order, no person shall clear more vegetation than was permitted for the original development.
 - c. Handling and storage of fuel, hazardous/toxic substances, and waste
 - i. Development where any types of fuel, hazardous/toxic substances, or waste will be stored, transferred, or sold shall employ the best available facilities and procedures for the prevention, containment, recovery, and mitigation of spillage of these substances. Facilities and procedures shall be designed to prevent substances from entering the water or soil and employ adequate means for prompt and effective cleanup of spills that do occur.
 - ii. No fuel, hazardous/toxic substances, or waste shall be stored in outdoor containers not specifically designed and intended for storage of such materials.
 - iii. Storage or disposal of all types of fuel, hazardous/toxic substances, or waste is prohibited on or along shorelines.
- 6. Fertilizers, herbicides, or pesticides shall not be applied in any Coastal Marsh Vegetation Protection Zones, except for projects conducted under the authority of F.S. §§ 373.451—373.4595, the Surface Water Improvement and Management Act, and governmental authorized mosquito control programs.
- 7. Spray vehicles used for mixing or spraying chemicals are prohibited from withdrawing water directly from open waters, as well as cleaning/discharging into any Coastal Marsh Vegetation Protection Zones.
- 8. Sewage, solid waste, and petroleum waste generated by vessels or vehicles on the site shall be collected and disposed of as required by law.

SECTION 7.01.06 SIGNIFICANT ENVIRONMENTS AND WILDLIFE PROTECTION

- A. It is the purpose of this Section to provide standards necessary to protect the habitats of species, both flora and fauna, of endangered, threatened, or special concern status in the city. It is the intent of this Section to require that an appropriate amount of land shall be set aside to protect the habitat of rare, endangered or of special concern plant and animal species.
 - 1. Areas subject to the standards of this Section shall be those identified by the United States Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), or any other local, State, or Federal agency.
- B. Habitat Management Plan

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1. It shall be the responsibility of the applicant to inform Staff whether a site contains plant or animal species which are endangered, threatened, or a species of special concern.
 - a. If any of these species are present, the applicant shall submit and obtain a Habitat Management Plan to the Florida Fish and Wildlife Conservation Commission (FWC), the United States Fish and Wildlife Service, or the Florida Department of Agriculture and Consumer Services.
 - b. This habitat plan shall include a field survey, written comments, and recommendations concerning the impact of the proposed use on such species from the appropriate agency.
 - c. City Council may utilize this information to consider including conditions of approval as deemed appropriate.
 2. The Habitat Management Plan shall be prepared by an ecologist, biologist or other related professional. The plan shall document the presence of affected species, the land needs of the species that may be met on the development site and shall recommend appropriate habitat management plans and other measures to protect the subject wildlife.
 3. The final development plans approved for a development shall substantially conform to the recommendations in the Habitat Management Plan.
 4. Where land on a proposed development site is to be preserved as a habitat of rare, endangered, or special concern species, such land shall be adjacent to existing viable habitat, a significant wetlands system, floodplain, or wildlife corridor.
 - a. If such lands are not adjacent to the development site, land to be set aside shall be of such quantity and quality to provide a viable habitat as documented in the study required by this Section.
 - b. A conservation easement shall be recorded by the applicant for all land, including wetlands, which are to be preserved as a condition or a requirement of a development approval.
- C. Marine Turtle Conservation Zone.
1. These regulations are intended to accomplish the following:
 - a. Protect marine turtle hatchlings from the adverse effects of artificial lighting.
 - b. Provide overall improvement in nesting habitat degraded by light pollution.
 - c. Increase successful nesting activities and production of hatchlings on the beaches located within the City of Destin.
 2. All new coastal construction seaward of the Coastal Construction Control Line (CCCL) in the Marine Turtle Conservation Zone shall comply with the outdoor lighting standards outlined in the City's Design Manual.
 3. Existing artificial light fixtures that are replaced for any reason shall comply with this Section.
 4. The following activities are prohibited within a Marine Turtle Conservation Zone:
 - a. The use of laser source light or any similar high intensity light for outdoor advertising.
 - b. The operation of searchlights or beacons.
 - c. All other outside light sources shall comply with this Code.

SECTION 7.01.07 NATURAL GROUNDWATER AQUIFER, SAND, AND GRAVEL RECHARGE

- A. The Floridan Aquifer is not recharged within Okaloosa County. Protection of wells which draw potable water from the aquifer and their respective cones of influence is, however, a requirement of local government. Sand-and-gravel aquifers which overlie the impervious limestone strata

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covering the Floridan Aquifer yield water for irrigation purposes and is [are] also subject to conservation and protective measures of local government (policy 10.F.1).

- B. The Local Government Comprehensive Planning and Land Development Regulation Act (LGCPLDRA) requires that local governments "generally identify and depict existing and planned water wells and cones of influence where applicable," within the land use elements of comprehensive plans (F.S. § 163.3177).
 - 1. A cone of influence is defined in rule 9J-5 as an area around one or more major water wells the boundary of which is determined by the Northwest Florida Water Management District (NFWFMD) or any other government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth (9J-5.003(18) FAC).
 - 2. The term "water well" is defined by rule 9J-5 as wells excavated, drilled, dug or driven for the supply of industrial, agricultural or potable water for general public consumption (9J-5.003(18) FAC).
- C. 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 a consumptive use is the primary concern.
- D. The location of potable wells within the City of Destin is depicted in figure 7-1, chapter 7, foundation document. To protect these sites, no land use or construction shall be permitted within a 200-foot radius of each well that is known to adversely affect the quality and quantity of water sources. Prohibited land uses within the 200-foot well site include, but are not limited to, the following: junkyards, landfills, septic tanks, storing of hazardous waste or regulated substances.
- E. With the adoption of this Code, the City shall require that all shallow wells which tap the sand-and-gravel aquifer obtain a permit from the City. Applications for a sand-and-gravel well permit shall include the location of the proposed well on lot plats (objective 10.F.1; policies 10.F.1.1 and 10.F.1.2).
 - 1. Shallow wells which draw water from the sand-and-gravel aquifer shall be used for irrigation purposes only.
 - 2. Sand-and-gravel wells may not be located within 25 feet of another shallow well.

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SECTION 7.02 MARINA SITING

SECTION 7.02.01 PURPOSE

- A. This Section establishes and regulates standards by which the City controls and regulates development, construction, and activities within and contiguous to the Harbor and waterways of Destin.

SECTION 7.02.02 GENERAL REGULATIONS

- A. The requirement of a Harbor and Waterways Board (HWB) application, and any applicable public hearings, shall be in accordance with **Section 2.08.03** of this Code.
- B. All marine construction projects shall provide the City with the applicable homeowner's association (if applicable), State, and Federal approvals at the time of building permit submittal.
- C. No dock of 100 feet or longer shall be constructed unless a white navigation/security night-light is installed at the furthest point seaward on said dock.
 - 1. All navigation/security night-lights shall be illuminated continuously from dusk to dawn every night of the year.
 - 2. All existing docks 100 feet or longer shall install and operate a navigation/security light pursuant to this subsection.
 - a. Each light shall be installed within 90 days after adoption of this Code.
- D. No utility services shall be installed upon any dock without a permit obtained from the City.
- E. Aerators or circulation devices may be required as determined by the City when it is determined that the water circulation is deemed to be impacted negatively by the proposed facilities.
- F. Development classified as Class 3, per **Section 2.08.03** of this Code, shall be denied if the City Council determines that the proposed development does not meet the criteria outlined in this Section, and further, if the proposed development is averse to the public's interest. Listed below are the criteria for Class 3 Development:
 - 1. Land use compatibility
 - a. The applicant shall demonstrate that the proposed development, including its proposed scale and intensity, traffic-generating characteristics, and off-site impacts are compatible and harmonious with adjacent land uses and will not adversely impact land use activities in the immediate vicinity.
 - 2. Proper use of mitigative infrastructure
 - a. The applicant shall demonstrate the proposed development and site plan have been designed to incorporate mitigative techniques needed to prevent adverse impacts to surface waters.
 - 3. Hazardous waste
 - a. The proposed development shall not generate hazardous waste or require the use of hazardous materials in its operation without the use of city-approved mitigative techniques designed to prevent any adverse impacts to adjacent surface waters. The development shall include best management principles and practices.
- G. Exemption:
 - 1. Any dock located on a private lake controlled by an active owner's association is exempt from the regulations of Section 7.02 Marina Siting of this Article.

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SECTION 7.02.03 COMMERCIAL REGULATIONS

- A. Commercial marine businesses located within the city that rent or operate passenger vessels must provide designated docking facilities, whether privately owned or leased.
- B. All commercial docks shall be designed with at least one (1) sewage pump out station for public use. Such sewage pump out station shall be operable and maintained.
- C. All commercial docks shall be designed with the necessary firefighting facilities, as specified by the City or Destin Fire Control.

SECTION 7.02.04 DIMENSIONAL AND DENSITY LIMITATIONS

A. Length

- 1. The following table includes the maximum dock length allowed for any new dock construction or modifications. For the purposes of this subsection, lots may be combined with neighboring lots, however no dock may exceed the limitations outlined in this Section

Table 7.02-1 Dock Length	
Dock Location	Maximum Length Allowed
Any waterfront property not adjacent to Choctawhatchee Bay or zoned South Harbor Mixed Use (SHMU)	The width of the lot at the mean high-water line, or 20% of the width of the adjacent waterway at the place the pier is connected to the uplands, whichever is less.
Waterfront property with uplands zoned South Harbor Mixed Use (SHMU)	1.5 times the width of the lot at the mean high-water line, or 20% of the width of the adjacent waterway at the place the pier is connected to the uplands, whichever is less.
Waterfront property adjacent to Choctawhatchee Bay.	1.5 times the width of the lot at the mean high-water line, or 200 feet, whichever is less.
Waterfront Property with less than 50 feet of waterfront shoreline.	No individual dock is allowed, unless parallel to the shoreline (marginal dock). Marginal docks shall not be wider than six (6) feet. Docks may be allowed if lots are combined with neighboring lots in accordance with this section

- 2. Measurement of length shall start at the waterward most point of the Mean High Water Line. See Figure Dock length below.
- 3. From the waterward most point identified per paragraph 2 above, a perpendicular line, or perpendicular line to the tangent for a curved MHWL, drawn waterward the distance allowed per the Table 7.02-1 above.
- 4. At the maximum distance of length allowed above another perpendicular line is drawn from between the identified or implied riparian lines.

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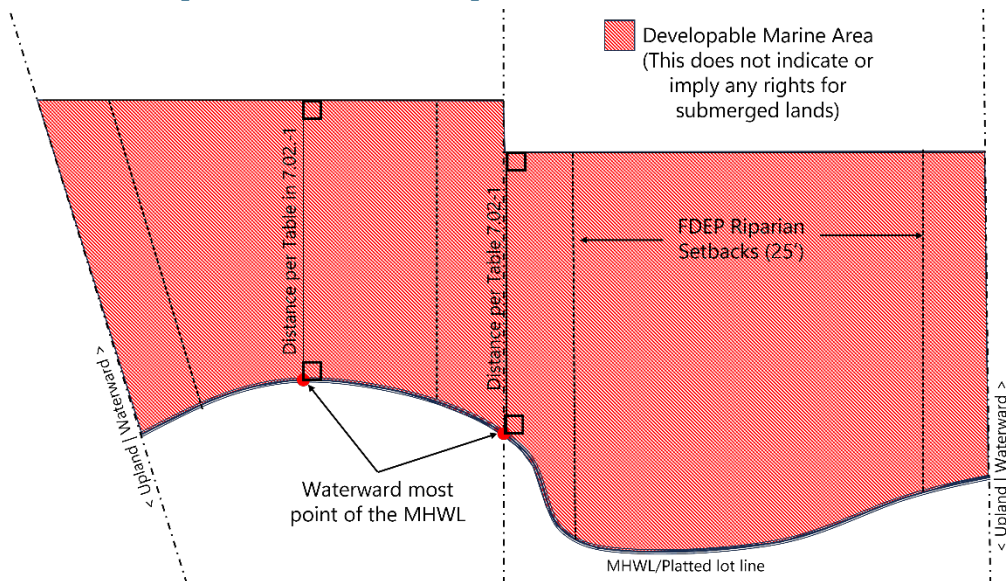


Figure 7.02-1 Dock Length

- B. No pier shall extend more than six (6) feet into a canal right-of-way.
- C. Density
 - 1. No dock shall be constructed or modified such that slip density exceeds one (1) slip per eight (8) linear feet of waterfrontage.
 - 2. Docks along canals shall not have more than one (1) slip per 45 linear feet of waterfrontage.
 - 3. Lots that are riparian to a canal shall be entitled to at least two (2) slips on the canal.

SECTION 7.02.05 NET POSITIVE ENVIRONMENTAL BENEFIT FEE

- A. This is a place holder for the recommended NPEB fee

SECTION 7.03 ARCHEOLOGICAL AND HISTORICAL RESOURCE PROTECTION

SECTION 7.03.01 PURPOSE

- A. The Florida Department of State, Division of Historic Resources has identified six sites within Destin of historic significance. Such sites have been identified and documented as being significant in American history, architecture, archaeology, engineering, or culture. They reflect the prehistoric occupation and historical development of the nation, state, and local community. Their protection and preservation, therefore, is essential.

SECTION 7.03.02 PRESERVATION OF HISTORICAL STRUCTURES, SITES, AND RESOURCES

- A. Any time a proposed development may impact a historic or archeological site within the City, as deemed by the State, the following subsections of this Section shall apply. It shall be the responsibility of the owner/applicant to coordinate with all federal, state, and local agencies to determine if the proposed development may impact such identified sites within the City.
 - 1. Historic structures shall be exempt from the provisions of the Florida Building Code if any modification, repair, or restoration activity would jeopardize their historical integrity.
 - 2. Land alteration or development of land where such would contribute to the destruction of historic resources shall be prohibited.

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3. A project classified as a development of regional impact (DRI) shall contain a description of historical or archaeological sites within the proposed development and suggested mitigation measures for such resources if present. DRIs shall be submitted to the Compliance and Review Section in the Florida Department of State's Bureau of Historic Preservation.
4. For any proposed development activity on a historic site previously identified in this Section, all Development Order applications (if applicable) or Building Permit applications shall include an archeological and historic review summary, provided by the applicant. Such review summary shall be reviewed and approved by the City and Florida Department of State, Division of Historical Resources.
5. If valuable archaeological or historical resources are previously known to exist, development approval shall be conditioned upon performance of an archaeological salvage excavation plan approved by the City and the Florida Department of State, Division of Historical Resources.
 - a. If artifacts of known or suspected historical significance are found on the site, any further land disturbing activities shall cease pending an evaluation by Florida Department of State, Division of Historical Resources.
6. The City shall prepare reports describing any developments that discovered, impacted, or removed any historic or archeological artifacts or sites within the City when such events occur.
7. For any proposed development within the City's Harbor District Overlay or the Zerbe-Calhoun Overlay, please see **Section 4.07.04**.

SECTION 7.04 ILLICIT DISCHARGE DETECTION AND ELIMINATION

SECTION 7.04.01 PURPOSE

- A. The purpose of this Section is to provide for the health, safety, and general welfare of the citizens of Destin through the regulation of non-stormwater discharges to the storm drainage system to the maximum extent practicable as required by federal and state law.
- B. This Section also establishes minimum standards and methods for controlling the introduction of pollutants into the Municipal Separate Storm Sewer System (MS4) to ensure compliance with requirements of the National Pollutant Discharge Elimination System (NPDES) permit process.

SECTION 7.04.02 PROHIBITION OF ILLICIT DISCHARGES AND CONNECTIONS

- A. Illicit discharge
 1. Aside from stormwater, no substances, materials, or effluent (chemical or physical) shall be discharged or caused to be discharged, by any person or entity, into the municipal storm drain system, adjacent properties, or watercourses.
 2. If a discharge is found, the City reserves the right to enforce this Section.
- B. Prohibition of illicit connections.
 1. This prohibition expressly includes, without limitation, illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.
 - a. The construction, use, maintenance, or continued existence of illicit connections to the storm drain system is prohibited.
 - b. A person is considered to be in violation of this Section if the person connects a line conveying sewage to the MS4 or allows such a connection to continue.
 - c. A person commits an offense if that person reinstates MS4 access to premises terminated pursuant to this section without the prior approval by the City.

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- C. Suspension of access to a municipal storm sewer system.
 - 1. The City may suspend access to the MS4 if any of the following situations occurs:
 - a. Suspension due to illicit discharges in emergency situations.
 - i. The City, without prior notice, may suspend MS4 discharge access to a person or entity, when such suspension is necessary to stop an actual or threatened discharge which presents or may present imminent and substantial danger to the environment, or to the health or welfare of persons, or to the MS4 or Waters of the United States.
 - ii. If the violator fails to comply with a suspension order issued in an emergency, the City may enter the property and take such steps as deemed necessary to prevent or minimize damage to the MS4 or Waters of the United States, or to minimize danger to persons.
 - iii. The violator shall be responsible for reimbursing the City or their agent for all costs incurred from the corrective action.
 - b. Suspension due to the detection of illicit discharge.
 - i. Any person discharging to the MS4 in violation of this section may have their MS4 access terminated if such termination would abate or reduce an illicit discharge.
 - c. Industrial or construction activity discharges.
 - i. Any person subject to an industrial or construction activity NPDES stormwater discharge permit shall comply with all provisions of such permit.
 - (a) Proof of compliance with said permit may be required in a form acceptable to the City prior to the allowing of discharges to the MS4.
- D. Private Single-Family/Duplex Illicit Discharges.
 - 1. Direct or indirect non-stormwater contaminant or wastewater shall not leave said private property and enter an adjacent private property without receiving the adjacent property owner's express written consent.
 - a. Irrigation sprinkler overspray is exempt from this requirement.
 - 2. Swimming pool backwash/flush water, car wash water, pond, fountain, or any other water feature that receives periodic pumping out and/or cleaning shall either:
 - a. Provide facilities to collect and hold wastewater on-site until it percolates or evaporates completely, without creating a mosquito breeding or any other hazard, or
 - b. Discharge into an approved industrial sewer.
 - 3. The system shall not be overwhelmed and allowed to spill over onto an adjacent property or Environmentally Sensitive Areas.

SECTION 7.04.03 EXEMPTIONS

- A. The commencement, conduct, or continuance of any illicit discharge to the storm drain system is prohibited except as described as follows:
 - 1. Water line flushing or other potable water sources,
 - 2. Landscape irrigation or lawn watering,
 - 3. Diverted stream flows,
 - 4. Rising ground water,
 - 5. Ground water infiltration to storm drains,
 - 6. Uncontaminated pumped ground water,
 - 7. Foundation or footing drains (not including active groundwater dewatering systems),
 - 8. Crawl space pumps,
 - 9. Air conditioning condensation,
 - 10. Springs,

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11. Non-commercial washing of vehicles,
 12. Natural riparian habitat or wet-land flows,
 13. Swimming pools (if dechlorinated less than one parts per million chlorine),
 14. Firefighting activities,
 15. Other water source not containing pollutants,
 16. Discharges specified in writing by the City as being necessary to protect public health and safety, or
 17. Dye testing, given a written notification is provided to the City at least 48 hours prior to the time of the test.
- B. The prohibition shall not apply to any non-stormwater discharge permitted under an NPDES permit, waiver, or waste discharge order issued to the discharger and administered under the authority of the Federal Environmental Protection Agency (EPA).
1. The permitted discharger shall be in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations. Such written approval shall be maintained on site.

SECTION 7.05 ALTERNATIVE ENERGY DEVELOPMENT

SECTION 7.05.01 PURPOSE AND INTENT

- A. The purpose and intent of this section is to allow opportunities for certain alternative forms of energy generation with the installation and operation of small-scale alternative energy generating systems.
- B. This section intends to protect and promote public health, safety, community welfare and the aesthetic quality of the City while promoting and encouraging the use of small-scale alternative energy generating systems due to their positive environmental impact, cost savings, and sustainability benefits.

SECTION 7.05.02 APPLICABILITY AND GENERAL PROVISIONS

- A. The provisions of this Section shall apply to the following accessory uses as they are defined in Article 11 of this Code:
1. Energy Conversion Systems, Small-scale Solar.
 2. Energy Conversion Systems, Small-scale Wind.
- B. General Provisions
1. Small-scale solar and wind energy conversion systems shall be deemed, and are hereby declared to be, an accessory use allowed in all zoning districts, provided they comply with the standards set forth in Section 7.05.03 below.
 2. Approval of a small-scale solar or wind energy conversion system shall not be deemed to establish, grant, require, assure, reserve, preserve, or imply, any easement or right of access to wind or sunlight. The City of Destin expressly declares that it shall not be a party to any effort, negotiation or acquisition of any such access or right to wind and sunlight.
 3. The allowance of small-scale solar or wind energy conversion systems is not intended, nor shall it be construed, to abrogate or otherwise modify other zoning restrictions, subdivision restrictions, covenants, or other restrictions that may apply to a premise.
 4. It shall be unlawful for a person to operate a small-scale solar or wind energy conversion system that does not conform to all provisions of the Land Development Code and conditions of approval of the City of Destin building permit.

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SECTION 7.05.03 STANDARDS FOR REVIEW AND REGULATION

- A. A building permit shall be required prior to the commencement of construction of a small-scale solar or wind energy conversion system.
- B. Small-scale solar and wind energy conversion systems shall comply with all building and construction codes and all other governmental regulations as amended.
- C. No portion of a small-scale solar and wind energy conversion systems shall be located between the principle building and front property line, along any street frontage, or within any required setback area.
- D. A clearly visible warning sign concerning voltage must be placed at the base of all pad-mounted transformers and substations.
- E. If a ground mounted small-scale solar or wind energy conversion system is removed, any earth disturbances as a result of the removal shall be returned to natural grade and provided with appropriate ground cover.
- F. A small-scale solar and wind energy conversion systems shall not be used to display advertising, including signage, streamers, pennants, spinners, reflectors, ribbons, tinsel, balloons, flags, banners or similar materials. The manufacturers and equipment information, warning, or indication of ownership shall be allowed on any equipment of the system provided they comply with Land Development Code sign regulations.
- G. The following standards apply only to small-scale solar energy conversion systems and are in addition to those listed directly above in A through F.
 - 1. Ground mounted small-scale solar energy conversion systems may not encroach into any setback area when oriented at maximum design tilt.
 - 2. In addition to the building setback, the collector surface and mounting devices for roof-mounted small-scale solar energy conversion systems shall not extend beyond the exterior perimeter of the building on which the system is mounted or built.
 - 3. Small-scale solar energy conversion systems shall be designed and located in order to prevent reflective glare toward any inhabited structure on adjacent properties as well as adjacent street rights-of-way.
 - 4. Building, roof, pole or ground mounted small-scale solar energy conversion systems shall not exceed the height maximum allowed in the zoning district in which it is located.
 - 5. Whenever practical, all equipment must be attached to a building or located on an impervious surface.
 - 6. All on-site utility and transmission lines shall be placed underground.
- H. The following standards apply only to small-scale wind energy conversion systems and are in addition to those listed directly above in A through F.
 - 1. There shall be no more than one small-scale wind energy conversion system per property and it shall be located on the same property as the principle building.
 - 2. Applicants submitting a building permit application for a small-scale wind energy conversion system exceeding 100 feet will be required to obtain a determination from the Federal Aviation Administration of "No Hazard to Aviation" status.
 - 3. Applicants submitting a building permit application for a small-scale wind energy conversion system exceeding 100 feet shall submit such application to the Eglin Air Force Base installation commander or his or her designee, and no determination of the application shall be made sooner than 30 days after receipt of such submittal by the Air Force. No building

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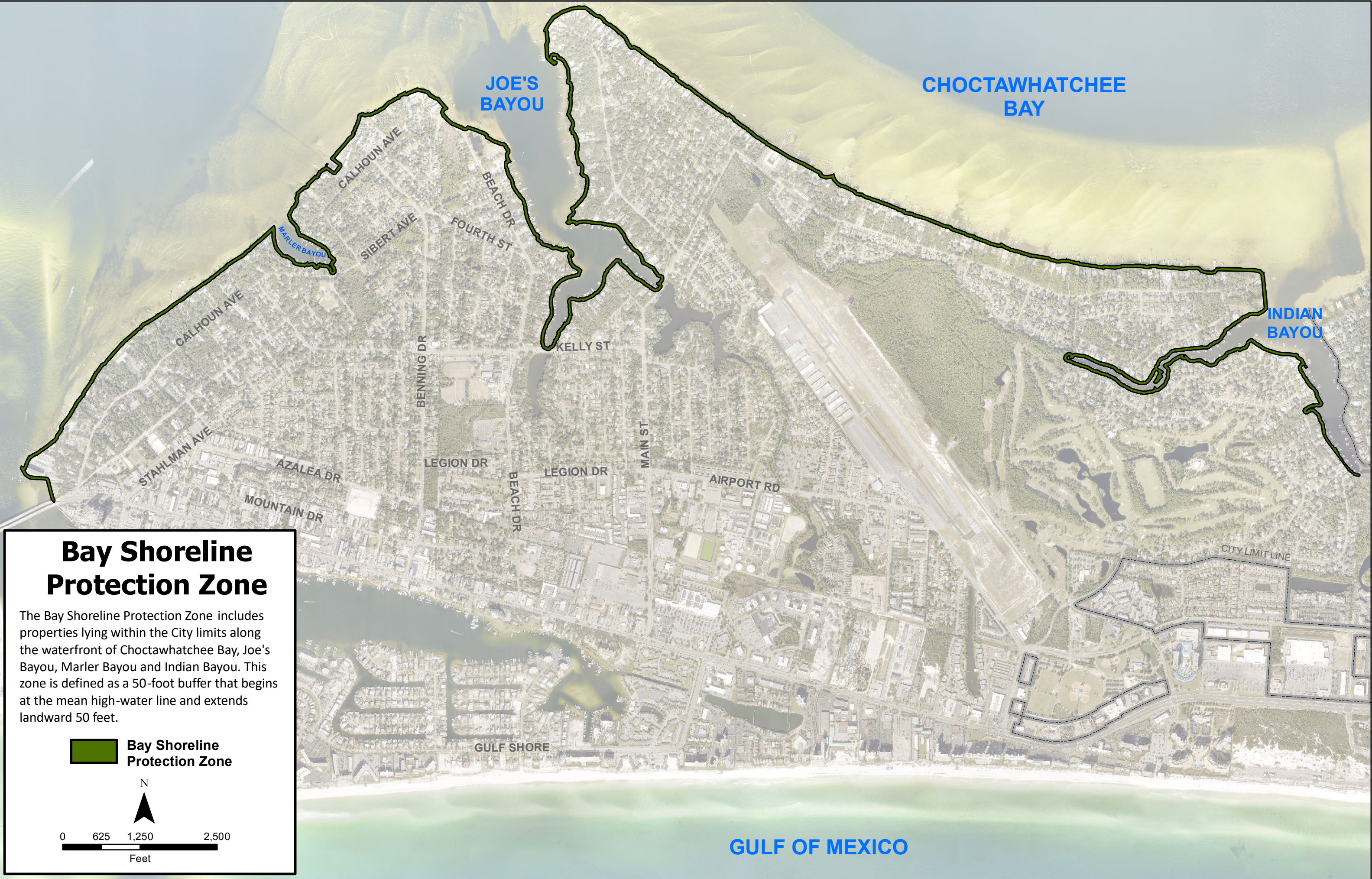
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- mounted small-scale wind energy conversion system shall exceed the recommended height restrictions of Figure 7-4 of the June, 2009 Eglin Air Force Base Joint Land Use Study.
4. The small-scale wind energy conversion system shall have a rated capacity not to exceed ten kilowatts (KW).
 5. Small-scale wind energy conversion systems shall be located a minimum distance of 20 feet from all property lines of the property upon which the small-scale wind energy conversion system is located. A small-scale wind energy conversion system may not be located in a dedicated easement or right-of-way.
 6. Small-scale wind energy conversion system shall comply, at all times, with the maximum allowable noise levels set forth in the City of Destin Code of Ordinances.
 7. Colors of all external surfaces of the small-scale wind energy conversion system must uniformly be matte grey or other neutral colors which best blend the small-scale wind energy conversion system into its surroundings.
 8. The small-scale wind energy conversion system shall be equipped with an automatic braking, governing, or feathering system to assure that over-rotation cannot occur.
 9. The small-scale wind energy conversion system shall be equipped with a manual override system to allow shut-down in case of an emergency.
 10. Whenever practical, all equipment must be attached to a building or located on an impervious surface.
 11. All on-site utility and transmission lines shall be placed underground.
 12. A building mounted small-scale wind energy conversion system shall be permanently attached to a permitted principle or accessory building on the property.
 13. When a building mounted small-scale wind energy conversion system is attached to the wall, gable or eave of a building, the support structure shall be positioned and attached to the building so that its relative position is as close to the building as can be practically and reasonably accomplished.
 14. The tower upon which the small-scale wind energy conversion system is attached shall be a self-supporting mono-pole with no other means of support or stabilization such as guy wires, tether wires, or stability wires. However, on a case-by-case basis the City Manager or designee may approve other types of towers based upon a determination that the proposed tower will not have a negative visual impact on the neighborhood or adjacent properties, and provided the tower plans are designed, signed, sealed and dated by a licensed professional engineer registered in the State of Florida.
 15. The maximum total height of a building mounted small-scale wind energy conversion system which is attached directly to the roof of a building shall be ten feet above the highest point of the roof upon which the small-scale wind energy conversion system is attached. The maximum total height of a small-scale wind energy system which is attached to a building in some manner other than directly to the roof shall be ten feet above the highest point of the roof to which it is most closely located. No building mounted small-scale wind energy conversion system shall exceed the recommended height restrictions of Figure 7-4 of the June, 2009 Eglin Air Force Base Joint Land Use Study.
 16. The maximum total height of any freestanding small-scale wind energy conversion system shall be 35 feet above the adjacent natural grade.

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17. The distance between the bottom of rotor blades, at their lowest point of arc, to grade shall be a minimum of 15 feet.
18. No permanently attached mechanism for access to or onto the tower, which mechanism is incorporated or attached to the tower such as foot pegs, steps, rungs or ladders, shall be within 12 feet of the grade directly below.
19. Appropriate warning signage shall be placed on both the small-scale wind energy conversion system and tower in accordance with the manufacturer's recommendations.
20. The horizontal distance between the tower and all overhead public utility lines shall be 25 percent greater than the total height of the small-scale wind energy conversion system.
21. All small scale wind energy conversion systems shall be maintained in good working order according to manufacturer recommendations. A small-scale wind energy conversion system shall be deemed to be abandoned if the use has been discontinued for a period of 180 consecutive days. Upon such abandonment, the owner of the small-scale wind energy conversion system shall have an additional 90 days within which to reactivate the use of the small-scale wind energy conversion system or dismantle and remove the tower and wind generator.



Bay Shoreline Protection Zone

The Bay Shoreline Protection Zone includes properties lying within the City limits along the waterfront of Choctawhatchee Bay, Joe's Bayou, Marler Bayou and Indian Bayou. This zone is defined as a 50-foot buffer that begins at the mean high-water line and extends landward 50 feet.

 Bay Shoreline Protection Zone

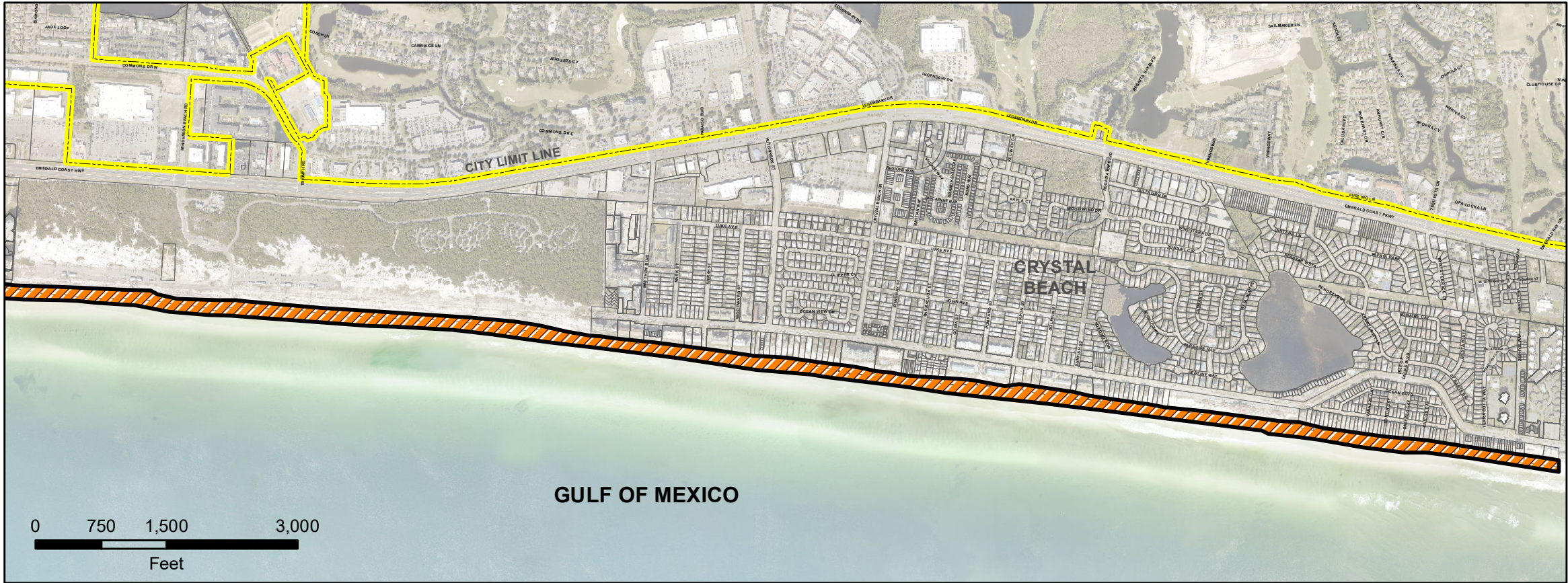
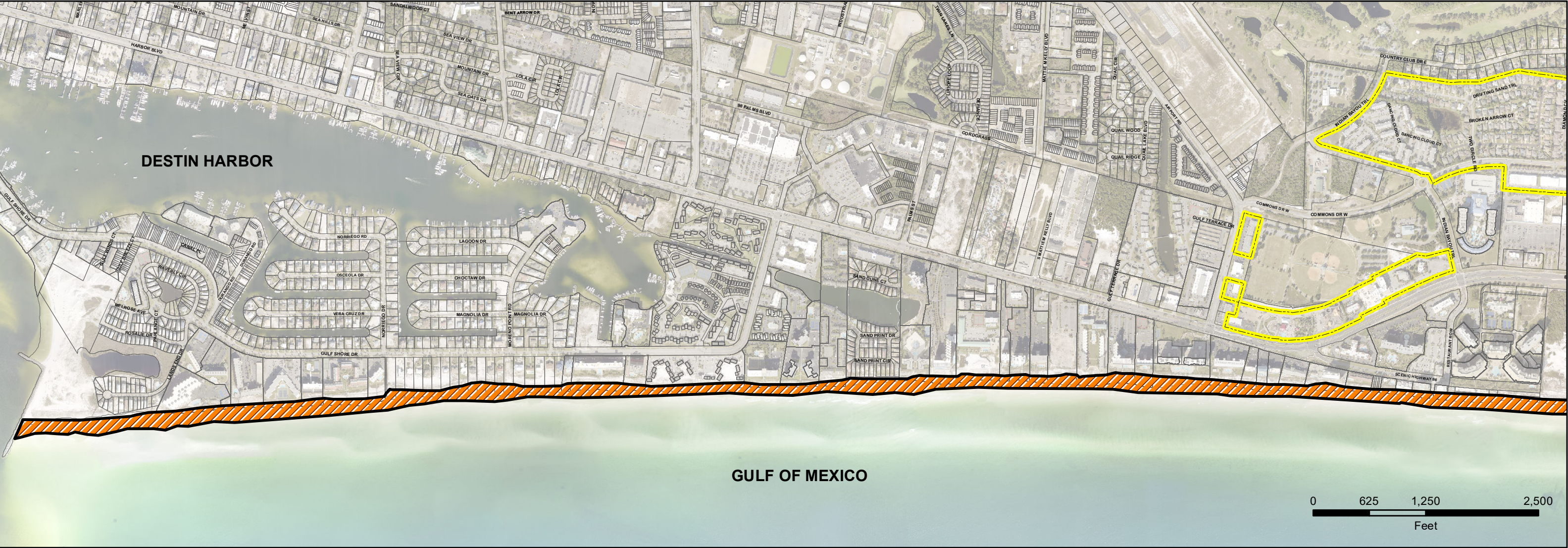
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0 625 1,250 2,500

Feet

GULF OF MEXICO



Gulf Shoreline Protection Zone

Gulf Shoreline Protection Zone consists of the area that commences at the mean high-water line and runs to and includes ten feet (10') landward of the primary dune system.

 Gulf Shoreline Protection Zone

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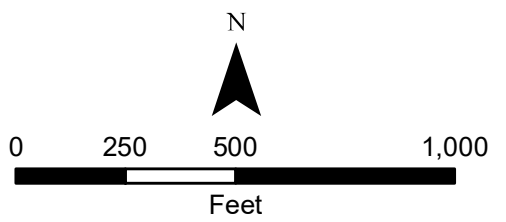


The City of Destin assumes no responsibility and/or liability for the information contained herein.

Harbor Waterfront

The "Harbor waterfront" is defined as that area extending from the mean high water line to a line that is the lesser of (i) one hundred (100) feet to the most distant perpendicular property line; or (ii) to be measured by 20% of the average depth of the subject property to the most distant perpendicular property line; and lying between the East and West terminus of the SHMU.

 Harbor Waterfront



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



CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 8, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Presentation
OUTLINE NUMBER: 4.C.

TO: Local Planning Agency

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: July 31, 2024

SUBJECT: Billboard discussion - Proposed code amendment in progress

I. BACKGROUND: This ordinance has not yet been advertised in the newspaper, and is for initial discussion purposes only, and in draft form.

II. DISCUSSION: The attached draft ordinance may require comprehensive plan amendments. It provides for the following:

SECTION 3. AMENDMENT OF LAND DEVELOPMENT CODE SECTION 16.03.02.

Section 16.03.02 of the Land Development Code is hereby amended as follows:

W. Off-premises signs. No off-premises sign (other than those signs which have already received City and FDOT permits for construction) shall be constructed or erected after the date of enactment of this ordinance, nor shall any existing off-premises sign be permitted to increase in sign face area or height, or change configuration or structure, or improvements that would increase the overall height of the structure. Any such change or alteration is unlawful, constitutes a nuisance and shall be removed immediately at the expense of the owner thereof. In the event the owner fails to remove the off-premises sign within 30 days after being notified to do so by the Director of Community Development, the City may remove such sign at the owner's expense or may apply to any court having jurisdiction for such relief as may be appropriate to facilitate the removal of the sign and for such other and further relief as City may be entitled to.

Notwithstanding the foregoing, the City Council may approve an agreement permitting off-

premises signs where the applicant agrees to remove at least fifty percent (50%) of the signs in exchange for replacement of such signs with digital signs meeting all of the following criteria:

-

1. Cannot exceed 400 sq.ft. in sign face. (this is slightly larger than the smallest *standard* sized billboard in America)
2. No billboard shall exceed fifty feet (50') in height as measured from the ground grade to any element at the top of the sign.
3. No billboard foundation or leading edge shall be within half the distance of the height of the sign.
4. Between sunset and sunrise, the sign shall not exceed 125 nits of luminance.
 1. In no case shall any sign project more than 0.2 foot candles onto any residentially zoned or residentially used property, to include multi-family developments or mixed use developments with multi-family uses.
 2. Luminance less than 125 nits that is perceived by any vehicular driver or person to be a nuisance shall be investigated and adjusted as determined by the City Manager.
5. No sign or advertisement shall contain any moving, scrolling, flashing, or any perceivable motion element.
6. Each advertisement shall not change less than:
 1. Every 10 seconds from Marler Bridge to Airport Road along Harbor Blvd (35mph).
 2. Every 12 seconds from Airport to the Okaloosa/Walton County line along Emerald Coast Highway (45 mph).
7. All utilities to the billboard shall be undergrounded.
8. The billboard main support pole shall be covered in a manner to have a Northwest Coastal Florida Vernacular design approved by City Council at a public meeting.
9. All secondary support or display support structure shall be screened in a matching design as Paragraph 6.
10. All signs shall be maintained in a clean, working and operating manner at all times.
 1. If at any point any billboard is determined to violate this paragraph as determined by the City Manager, notice shall be sent to the billboard operator. The operator shall rectify the issue within thirty (30) calendar day from the date of the notice. If the issue is not rectified in thirty (30) calendar days, the operator shall be found in direct violation of any agreement and the City Manager may require either:
 1. Work to be completed to rectify the issue at the operators' or owners' expense, or
 2. The removal of the sign at the operators' or owners' expense.

- A. Link to Strategic Goals / Objectives:
- B. Effect on Budget (EOB):
- C. Level of Service (LOS):
- D. Legislative Sponsor:

III. CONCLUSION: For initial discussion purposes and board input.

IV. RECOMMENDED MOTION:

Attachments:

1. Billboard Agreement Ordinance draft
8.8.2024 LPA

ORDINANCE NO. 24-09-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO SIGN REQUIREMENTS FOR PROHIBITED OFF-PREMISES SIGNS; PROVIDING FOR AMENDMENTS TO THE LAND DEVELOPMENT CODE RELATING TO BILLBOARDS AND DIGITAL BILLBOARDS; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR THE AMENDMENT OF THE LAND DEVELOPMENT CODE ARTICLE 16 – SIGNS; AMENDING SECTION 16.03.00 – PROHIBITED SIGNS; PROVIDING FOR CRITERIA FOR COUNCIL APPROVAL OF AN AGREEMENT ALLOWING FOR SUCH OFF-PREMISES SIGNS PURSUANT TO SPECIFIED CRITERIA; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SERVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section 1.01 (b) of the City Charter, Section 166.021, Florida Statutes and Chapter 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City has determined it necessary and desirable to amend the Land Development Code, Section 16.03.02, to provide a limited exception to the prohibition of signs to allow certain off-premises signs when the City Council has approved an agreement based on the minimum code criteria established herein; and

WHEREAS, the proposed amendments to the Land Development Code will promote and protect public health safety and welfare and will help accomplish the goals, objectives and policies of the City Comprehensive Plan, as amended; and

WHEREAS, the general purpose and intent of this ordinance is to create, preserve and promote a community where all properties are maintained in a fashion that emphasizes an aesthetically pleasing city, that encourages community pride, reserves neighborhood integrity, ensures a comfortable, safe and clean environment, and maintain property values; and

WHEREAS, the Destin City Council recognizes the need to establish a set of standards for entering into agreements that involve modernizing existing billboards in exchange for a reduction in the overall number of billboards in the City; and

WHEREAS, it is not the purpose of this ordinance to regulate or control the message or the content of signs, or to afford greater protection to either commercial or noncommercial speech; and

WHEREAS, a public hearing has been conducted after due public notice by the Local Planning Agency and its recommendations reported to the City Council; and

WHEREAS, a public hearing has been conducted by the City Council after due public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

NOTE: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in strike-thru or underlined is not to be changed. The symbol *** represents sections of the Land Development Code that have been skipped and remain unchanged.

SECTION 3. AMENDMENT OF LAND DEVELOPMENT CODE SECTION 16.03.02.

Section 16.03.02 of the Land Development Code is hereby amended as follows:

W. Off-premises signs. No off-premises sign (other than those signs which have already received City and FDOT permits for construction) shall be constructed or erected after the date of enactment of this ordinance, nor shall any existing off-premises sign be permitted to increase in sign face area or height, or change configuration or structure, or improvements that would increase the overall height of the structure. Any such change or alteration is unlawful, constitutes a nuisance and shall be removed immediately at the expense of the owner thereof. In the event the owner fails to remove the off-premises sign within 30 days after being notified to do so by the Director of Community Development, the City may remove such sign at the owner's expense or may apply to any court having jurisdiction for such relief as may be appropriate to facilitate the removal of the sign and for such other and further relief as City may be entitled to.

Notwithstanding the foregoing, the City Council may approve an agreement permitting off-premises signs where the applicant agrees to remove at least fifty percent (50%) of the signs in exchange for replacement of such signs with digital signs meeting all of the following criteria:

1. Cannot exceed 400 sq.ft. in sign face. (this is slightly larger than the smallest **standard** sized billboard in America)
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3. No billboard foundation or leading edge shall be within half the distance of the height of the sign.
4. Between sunset and sunrise, the sign shall not exceed 125 nits of luminance.

- a. In no case shall any sign project more than 0.2 foot candles onto any residentially zoned or residentially used property, to include multi-family developments or mixed use developments with multi-family uses.
 - b. Luminance less than 125 nits that is perceived by any vehicular driver or person to be a nuisance shall be investigated and adjusted as determined by the City Manager.
5. No sign or advertisement shall contain any moving, scrolling, flashing, or any perceivable motion element.
6. Each advertisement shall not change less than:
 - a. Every 10 seconds from Marler Bridge to Airport Road along Harbor Blvd (35mph).
 - b. Every 12 seconds from Airport to the Okaloosa/Walton County line along Emerald Coast Highway (45 mph).
7. All utilities to the billboard shall be undergrounded.
8. The billboard main support pole shall be covered in a manner to have a Northwest Coastal Florida Vernacular design approved by City Council at a public meeting.
9. All secondary support or display support structure shall be screened in a matching design as Paragraph 6.
10. All signs shall be maintained in a clean, working and operating manner at all times.
 - a. If at any point any billboard is determined to violate this paragraph as determined by the City Manager, notice shall be sent to the billboard operator. The operator shall rectify the issue within thirty (30) calendar day from the date of the notice. If the issue is not rectified in thirty (30) calendar days, the operator shall be found in direct violation of any agreement and the City Manager may require either:
 - i. Work to be completed to rectify the issue at the operators' or owners' expense, or
 - ii. The removal of the sign at the operators' or owners' expense.

SECTION 4. INCORPORATION INTO LAND DEVELOPMENT CODE. This ordinance shall be incorporated into the City of Destin's Land Development Code and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 5. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such

portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 7. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

ADOPTED this ____ day of _____, 2024.

_____,
Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing has been reviewed and approved for the City of Destin, only, by the City Attorney:

Kimberly Romano Kopp, City Attorney

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: August 8, 2024
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Announcement
OUTLINE NUMBER: 5.A.

TO: Local Planning Agency

THRU: Tina Deater, Community Development Director
Kimberly Kopp, City Attorney

FROM: Steve O'Connor, Principal Planner

DATE: July 31, 2024

SUBJECT: Article 10 - Impact Fee Draft Update

I. BACKGROUND: Due to further conversations with 3TP and more clarity on State Statutes, changes were made to Draft Article 10 Impact Fees, which Staff is making the LPA aware of.

II. DISCUSSION: At the June 6, 2024 LPA meeting, the LPA recommended that the City Council approve the ***Draft Article 10 - Impact Fees***. Since then, it was identified that the Proportionate Fair Share Program that currently exists in ***Article 6 - Concurrency Management System*** needed to be added. This is due to the fact that previously, it was understood that concurrency was no longer needed for development purposes. However, per State Law Potable Water, Sanitary Sewer, and Solid waste are required to be monitored via a concurrency management system by all municipalities. Though the City does not provide those services, we do partner with Destin Water Users, South Walton Utility Company, Inc., and WM for these services, and therefore, we must track them.

So, Section 10.06, Proportionate Fair Share Program, has been added to Article 10. The language and requirements that currently exist in Article 6 are maintained in what was added to Draft Article 10, except that roadway concurrency has been removed. The proposed Mobility Plan will replace transportation concurrency.

- A. Link to Strategic Goals / Objectives:** N/A
- B. Effect on Budget (EOB):** N/A
- C. Level of Service (LOS):** N/A
- D. Legislative Sponsor:**

III. CONCLUSION: This is for informational purposes only. However, should the LPA

feel it necessary, Article 10 can be brought back to them for a formal re-recommendation at a later meeting if the changes made are deemed to be drastic enough.

IV. RECOMMENDED MOTION: Informational only.

Attachments:

1. Article 10 - Impact Fees - FINAL
DRAFT 07.31.24

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ARTICLE 10 – IMPACT FEES

SECTION 10.01 GENERAL

SECTION 10.01.01 PURPOSE AND APPLICABILITY

- A. The State of Florida and the City of Destin recognize growth often increases impacts on existing infrastructure and cities often have to offset the adverse effects with impact fees. These impact fees are necessary and a critical source of revenue for local governments to fund the expansion of infrastructure necessitated by new growth.
- B. The City Council has determined that the Florida Legislature through the enactment of Chapter 163, Part II, Florida Statutes, encourages local governments to adopt innovative approaches to development.
- C. The City may provide estimates of impact fees at time of a development order, or building permit for projects not requiring a development order, but such estimates shall not be binding and shall not exempt applicants from paying according to the fee schedule in effect at time of certificate of occupancy/completion.
- D. "Capital improvement" includes transportation planning, preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting, and construction of all the necessary features for any transportation construction project including, but not limited to:
 - 1. Construction of new through lanes;
 - 2. Construction of new turn lanes;
 - 3. Construction of new bridges;
 - 4. Construction of new drainage facilities in conjunction with new roadway construction;
 - 5. Purchase and installation of traffic signalization (including new and upgraded signalization);
 - 6. Construction of curbs, medians, and shoulders;
 - 7. Relocating utilities to accommodate new roadway construction;
 - 8. Construction and/or improvements to Pedestrian facilities; and
 - 9. Construction and/or improvements to multi-use facilities.
- E. "Site-related improvements" are capital improvements and right-of-way dedications for direct access improvements to and/or within the development in question. Site-related improvements may also be required within a public or private right-of-way. Direct access improvements include, but are not limited to, the following:
 - 1. Access roads leading to the development;
 - 2. Driveways and roads within the development;
 - 3. Acceleration and deceleration lanes, and right and left turn lanes leading to those roads and driveways; and
 - 4. Traffic control measures for those roads and driveways.
 - 5. Pedestrian accessways.

SECTION 10.01.02 LEGISLATIVE FINDINGS

- A. The City Council has determined that the authority to adopt this ordinance is pursuant to Section 1.01.(b) of the City Charter, and Section 166.021, Florida Statutes.
- B. The City Council has determined that the imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital improvements

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necessary to accommodate such development. This must be done in order to promote and protect the public health, safety, and welfare.

- C. The City Council has determined that the report entitled "Impact Fee Study for Transportation, Parks, Library and Police Facilities," dated July 2007, sets forth a reasonable methodology and analysis for the determination of the impact of new development on the need for and costs for additional parks and capital improvements in the City of Destin. Impact fees include but are not limited to Libraries, Parks, Police/Public Safety, and Transportation fees.
- D. The City may from time to time through an Impact Fee Study increase or decrease these fees as determined by the study.
- E. This article is intended to assist in the implementation of the City of Destin Comprehensive Plan.
- F. The purpose of this article is to regulate the development of land so as to ensure that new development bears a proportionate share of the cost of capital expenditures necessary to provide parks and capital improvements in the City of Destin.
- G. This article shall not apply to development for which the City of Destin is the applicant.

SECTION 10.01.03 REVIEW

- A. The Impact Fee schedules contained in Sections 10.02.02., 10.03.02., 10.04.02., 10.05.02., shall be reviewed by the City Council at least once every two years following its adoption.

SECTION 10.01.04 PENALTY PROVISION

- A. A violation of this article shall be prosecuted in the same manner as misdemeanors are prosecuted, and upon conviction, the violator shall be punishable according to law; however, in addition to or in lieu of any criminal prosecution, the City of Destin shall have the power to sue in civil court to enforce the provisions of this article.

SECTION 10.01.05 RULES OF CONSTRUCTION

- A. The provisions of this article shall be construed so as to effectively carry out its purpose in the interest of the public health, safety, and welfare.
- B. For the purposes of administration and enforcement of this article, unless otherwise stated, the following rules of construction shall apply to the text of this article:
 - 1. In case of any difference of meaning or implication between the text of this article and any caption, illustration, summary table, or illustrative table, the text shall control.
 - 2. The word "shall" is always mandatory and not discretionary; the word "may" is permissive.
 - 3. Words used in the present tense shall include the future; and words used in the singular number shall include the plural, and the plural the singular, unless the context clearly indicates the contrary.
 - 4. The phrase "used for" includes "arranged for," "designed for," "maintained for, or "occupied for."
 - 5. The word "person" includes an individual, a corporation, a partnership, an incorporated association, or any other similar entity, but does not include the City of Destin.
 - 6. Unless the context clearly indicates the contrary, where a regulation involves two or more items, conditions, provisions, or events connected by the conjunction "and," "or" or "either...or," the conjunction shall be interpreted as follows:
 - a. "And" indicates that all the connected terms, conditions, provisions, or events shall apply.

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- b. "Or" indicates that the connected items, conditions, provisions, or events may apply singularly or in any combination.
 - c. "Either...or" indicates that the connected items, conditions, provisions, or events shall apply singularly but not in combination.
- 7. The word "includes" shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.
- 8. "Unit" in this article shall not be considered the same as a "lodging unit."
- 9. If a certificate of occupancy is requested for mixed uses, then the fee shall be determined by using the above schedule and apportioning the space committed to uses specified on the schedule.
- 10. In the case of change of use, redevelopment, or expansion or modification of an existing use which requires the issuance of a certificate of occupancy, the impact fee shall be based upon the net positive increase in the impact fee for the new use as compared to the previous use. The City Manager shall be guided in this determination by the supporting documents of the City of Destin Comprehensive Plan, City of Destin Zoning Ordinance, and by considering demographic or other documentation which is available from state, local and regional authorities.
- 11. If the type of development activity that a certificate of occupancy is applied for is not specified on the applicable fee schedule, the City Manager shall use the fee applicable to the most nearly comparable type of land use on the fee schedule. The City Manager shall be guided in the selection of a comparable type by the report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers. If the City Manager determines that there is no comparable type of land use on the applicable fee schedule, the City Manager shall determine the fee by both of the following means:
 - a. Using traffic generation statistics provided by the Florida Department of Transportation or contained in a report titled Trip Generation: An Information Report (latest edition) prepared by Institute of Transportation Engineers; and
 - b. Applying the formula set forth in Section 19.04.05.B.
- 12. Should there be a conflict between drawings and specifications the most restrictive shall apply.

SECTION 10.02.06 USE OF FEES

- A. Funds collected from all impact fees shall be used solely for the purpose of acquiring, equipping, and/or making capital improvements to City infrastructure and facilities under the jurisdiction of the City of Destin, and shall not be used for maintenance or operations.
 - 1. Funds collected shall be utilized to support the appropriate capital improvement needs per the applicable imposed fee.
- B. Funds shall be expended in the order in which they are collected.
- C. In the event that bonds or similar debt instruments are issued for advanced provision of any capital improvements for which impact fees may be expended, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the improvements provided are of the type described in paragraph A above and are located within the impact fee districts established by this Article.

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- D. At least once each fiscal period, the City Manager shall present to the City Council a proposed capital improvement program assigning funds, including any accrued interest, from the impact fee fund to specific capital improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the same impact fee fund until the next fiscal period, except as provided by **Section 10.02.10.**
- E. Funds may be used to provide refunds as described in **Section 10.02.10.**

SECTION 10.02.07 IMPACT FEE DISTRICTS

- A. There is now established Impact Fee Districts for Parks, Public Library, Police Protection, and Transportation that includes all lands lying within the incorporated limits of the City.

SECTION 10.02.08 ALTERNATIVE FEE STUDY

- A. If a feepayer opts not to have the impact fee determined according to the fee schedules of this Article, then the feepayer shall prepare and submit to the City Manager an independent fee calculation study for the land development activity for which a certificate of occupancy is sought.
- B. The documentation submitted shall show the basis upon which the independent fee calculation was made.
- C. The traffic engineering and/or economic documentation submitted shall show the basis upon which the independent fee calculation was made, including, but not limited to, the following:
 - 1. Traffic engineering studies:
 - a. Documentation of trip generation rates appropriate for the proposed land development activity.
 - b. Documentation of the relative trip length appropriate for the proposed land development activity.
 - c. Documentation of any other trip data appropriate for the proposed land development activity.
 - 2. Economic documentation studies:
 - a. Documentation of credits attributable to the proposed land development activity which can be expected to be available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.
- D. The City Manager shall consider the documentation submitted by the feepayer but is not required to accept such documentation as they shall reasonably deem to be inaccurate or not reliable and may, in the alternative, require the feepayer to submit additional or different documentation for consideration.
- E. If an acceptable independent fee calculation study is not presented, the feepayer shall pay the impact fees based upon the fee schedules of this Article.
- F. If an acceptable independent fee calculation study is presented, the City Manager may adjust the fee to that appropriate to the particular development.
 - 1. The adjustment may include a credit against the fee otherwise payable up to fifty percent (50%) for private infrastructure or facilities constructed or deed restricted or otherwise set aside for purposes by the feepayer which serve the same purposes and functions in the City of Destin Comprehensive Plan.



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2. Determinations made by the City Manager pursuant to this paragraph may be appealed to the City Council by filing a written request with the City Manager within ten calendar days of the City Manager's determination.
 - a. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding a feepayer's independent impact fee calculation study.



SECTION 10.02.09 EXEMPTIONS AND CREDITS

- A. Any claim of exemption/credit must be made no later than the time of application for a certificate of occupancy. Any claim not so made shall be deemed waived.
- B. The following shall be exempted from payment of the impact fee:
 1. Alterations or expansion of an existing residential building where no additional residential units are created and where the use is not changed.
 2. The construction of residential accessory buildings or structures.
 3. The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use.
 4. The installation of a replacement mobile home on a lot or other such site when an applicable impact fee for such mobile home site has previously been paid pursuant to this article or where a mobile home legally existed on such site on or prior to the effective date of this article.
 5. The construction or placement of any non-residential building or structure, or the installation of a non-residential mobile home.
 6. Public elementary and secondary schools.
- C. Credits:
 1. Land and/or capital improvements may be offered by the feepayer as total or partial payment of the required impact fee.
 2. The offer must specifically request or provide for a specific impact fee credit.
 3. If the City Manager accepts such an offer, whether the acceptance is before or after the effective date of this article, the credit shall be determined and provided in the following manner:
 - a. Credit for the dedication of land shall be valued at:
 - i. One hundred and fifteen percent (115%) of the most recent assessed value by the property appraiser, or
 - ii. By such other appropriate method as the City Council may have accepted prior to the effective date of this article for particular capital improvements, or
 - iii. By fair market value established by private appraisers acceptable to the City.
 - b. Applicants for credit for construction of capital improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the City Manager.
 - c. The City Manager shall determine credit for construction based upon either these cost estimates or upon alternative engineering criteria and construction cost estimates if the City Manager determines that such estimates submitted by the applicant are either unreliable or inaccurate.



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- d. The City Manager shall provide the applicant with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, and the legal description or other adequate description of the project or development to which the credit may be applied.
 - e. The applicant must sign and date a duplicate copy of such letter or certificate indicating their agreement to the terms of the letter or certificate and return such signed document to the City Manager before a credit will be given. The failure of the applicant to sign, date, and return such document within 60 calendar days shall nullify the credit.
 - f. Except as provided in **subparagraph (g)**, credit against impact fees otherwise due will not be provided until:
 - i. The construction is completed and accepted by the city, the county, or the state, whichever is applicable; or
 - ii. A suitable maintenance and warranty bond is received and approved by the City Manager when applicable.
 - g. Credit may be provided before completion of specified capital improvements if adequate assurances are given by the applicant that the standards set out in **subparagraph (f)** will be met and if the feepayer posts security as provided below for the costs of such construction.
 - i. Security in the form of a performance bond, irrevocable letter of credit, or escrow agreement shall be posted with and approved by the City of Destin in an amount determined by the City Manager.
 - ii. If the construction project will not be constructed within one year of the acceptance of the offer by the City Manager, the amount of security shall be increased by ten percent (10%) compounded, for each year of the life of the security. The security shall be reviewed and approved by the City Council prior to acceptance of the security.
 - iii. If the construction project is not to be completed within five years of the date of the feepayer's offer, the City Council must approve the construction project and its scheduled completion date prior to the acceptance of the offer to the City Manager.
 - h. Any claim for credit must be made no later than the time of application for a certificate of occupancy. Any claim not so made shall be deemed waived.
 - i. Credits shall not be transferable from one project or development to another without the approval of the City Council.
 - j. Determinations made by the City Manager pursuant to this section may be appealed to the City Council by filing a written request with the City Manager with ten calendar days of the City Manager's determination. Failure to file an appeal shall constitute a waiver of the feepayer's right to challenge the City Manager's determination regarding credits.
4. No credit shall be given for site-related improvements or site-related right-of-way dedications.

SECTION 10.02.10 REFUND OF FEES

- A. Any funds not expended or encumbered by the end of the calendar quarter immediately following ten years from the date the impact fees were paid, shall, upon application of the then current landowner, be returned to such landowner with interest at the rate of four percent per annum, provided that the landowner submits an application for a refund to the City Manager within 180 days of the expiration of the ten-year period.

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SECTION 10.02 PARKS IMPACT FEES

SECTION 10.02.01 IMPOSITION OF PARKS IMPACT FEE

- A. Any person who applies for a certificate of occupancy, is hereby required to pay a park impact fee in the manner and amount set forth in this article.
- B. No new certificate of occupancy, for any activity requiring payment of an impact fee pursuant to **Section 10.02.02**, shall be issued unless and until the required park impact fee hereby has been paid.
- C. All development shall be subject to the following parks impact fee schedules in **Section 10.02.02** below.
- D. Credit for the dedication of park land shall be provided when the property has been conveyed at no charge to, and accepted by, the City in a manner satisfactory to the City Council.

SECTION 10.02.02 PARKS IMPACT FEE SCHEDULE

LAND USE TYPE (PER/UNIT)	FEE
Residential, less than 500 sq. ft., per dwelling unit	\$186.00
Residential, 500—749 sq. ft., per dwelling unit	\$235.00
Residential, 750—999 sq. ft., per dwelling unit	\$279.00
Residential, 1,000—1,499 sq. ft., per dwelling unit	\$335.00
Residential, 1,500—1,999 sq. ft., per dwelling unit	\$399.00
Residential, 2,000—2,999 sq. ft., per dwelling unit	\$479.00
Residential, 3,000—3,999 sq. ft., per dwelling unit	\$570.00
Residential, 4,000 sq. ft or more, per dwelling unit	\$649.00
Mobile Home/RV Park, per pad	\$447.00
Hotel/Motel, per room	\$243.00

SECTION 10.03 PUBLIC LIBRARY IMPACT FEES

SECTION 10.03.01 IMPOSITION OF LIBRARY IMPACT FEES

- A. Any person who applies for a certificate of occupancy, is hereby required to pay a library impact fee in the manner and amount set forth in this article.
- B. No new certificate of occupancy, for any activity requiring payment of an impact fee pursuant to **Section 10.03.02**, shall be issued unless and until the required library impact fee hereby has been paid.
- C. All development shall be subject to the following library impact fee schedules in **Section 10.03.02** below.

SECTION 10.03.02 PUBLIC LIBRARY IMPACT FEE SCHEDULE

LAND USE TYPE (PER/UNIT)	FEE
Residential, less than 500 sq. ft., per dwelling unit	\$62.00

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LAND USE TYPE (PER/UNIT)	FEE
Residential, 500—749 sq. ft., per dwelling unit	\$78.00
Residential, 750—999 sq. ft., per dwelling unit	\$93.00
Residential, 1,000—1,499 sq. ft., per dwelling unit	\$112.00
Residential, 1,500—1,999 sq. ft., per dwelling unit	\$133.00
Residential, 2,000—2,999 sq. ft., per dwelling unit	\$160.00
Residential, 3,000—3,999 sq. ft., per dwelling unit	\$190.00
Residential, 4,000 sq. ft or more, per dwelling unit	\$217.00
Mobile home/RV park, per pad	\$149.00
Hotel/motel, per room	\$0.00

SECTION 10.04 POLICE IMPACT FEES

SECTION 10.04.01. IMPOSITION OF POLICE IMPACT FEES

- Any person who applies for a certificate of occupancy, is hereby required to pay a police impact fee in the manner and amount set forth in this article.
- No new certificate of occupancy, for any activity requiring payment of an impact fee pursuant to **Section 10.04.02**, shall be issued unless and until the required police impact fee hereby has been paid.
- All development shall be subject to the following police impact fee schedules in **Section 10.04.02** below.

SECTION 10.04.02. POLICE IMPACT FEE SCHEDULE

LAND USE TYPE	UNIT	FEE	LAND USE TYPE	UNIT	FEE
Residential, less than 500 sq. ft.	Dwelling	\$9.00	Hotel/motel	Room	\$11.00
Residential, 500—749 sq. ft.	Dwelling	\$11.00	Retail/commercial	1,000 sq. ft.	\$31.00
Residential, 750—999 sq. ft.	Dwelling	\$13.00	Office	1,000 sq. ft.	\$18.00
Residential, 1,000—1,499 sq. ft.	Dwelling	\$16.00	Industrial	1,000 sq. ft.	\$10.00
Residential, 1,500—1,999 sq. ft.	Dwelling	\$19.00	Warehouse	1,000 sq. ft.	\$6.00
Residential, 2,000—2,999 sq. ft.	Dwelling	\$23.00	Religious Facilities/Worship center	1,000 sq. ft.	\$7.00
Residential, 3,000—3,999 sq. ft.	Dwelling	\$27.00	School/college	1,000 sq. ft.	\$10.00
Residential, 4,000 sq. ft or more	Dwelling	\$31.00	Hospital	1,000 sq. ft.	\$28.00
Mobile home/RV park 	Pad	\$21.00	Nursing home	1,000 sq. ft.	\$14.00
			Other institutional	1,000 sq. ft.	\$18.00

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SECTION 10.05 TRANSPORTATION IMPACT FEES

SECTION 10.02.01. IMPOSITION OF TRANSPORTATION IMPACT FEES

- A. There is hereby established a mobility fee which shall be all lands lying within the incorporated limits of the City.
- B. Any person who applies for a certificate of occupancy, is hereby required to pay a mobility fee in the manner and amount set forth in this article.
- C. No new certificate of occupancy, for any activity requiring payment of a mobility fee pursuant to **Section 10.05.02**, shall be issued unless and until the required mobility fee hereby has been paid.
- D. All development shall be subject to the following transportation fee schedules in **Section 10.05.02** below.
- E. "Expansion" of the capacity of a road applies to all road and intersection capacity enhancements and includes, but is not limited to, extensions, widening, intersection improvements, upgrading signalization, and expansion of bridges.
- F. "Mandatory or required right-of-way dedications and/or roadway improvements" means such non-compensated dedications and/or roadway improvements required by the City or by the county.

SECTION 10.05.02 TRANSPORTATION IMPACT FEE SCHEDULE

LAND USE TYPE (ITE CODE)	UNIT	FEE	LAND USE TYPE (ITE CODE)	UNIT	FEE
Residential, less than 500 sq. ft.	Dwelling	\$583.00	Retail/Commercial		
Residential, 500—749 sq. ft.	Dwelling	\$724.00	Retail/Shopping Center (820)	1,000 sq. ft.	\$1,752.00
Residential, 750—999 sq. ft.	Dwelling	\$855.00	Discount Superstore (813)	1,000 sq. ft.	\$2,242.00
Residential, 1,000—1,499 sq. ft.	Dwelling	\$1,016.00	Bank, Walk-in (911)	1,000 sq. ft.	\$2,034.00
Residential, 1,500—1,999 sq. ft.	Dwelling	\$1,198.00	Bank, Drive-in (912)	1,000 sq. ft.	\$3,205.00
Residential, 2,000—2,999 sq. ft.	Dwelling	\$1,425.00	Supermarket (850)	1,000 sq. ft.	\$3,298.00
Residential, 3,000—3,999 sq. ft.	Dwelling	\$1,677.00	Convenience Market (853)	1,000 sq. ft.	\$4,216.00
Residential, 4,000 sq. ft. or more	Dwelling	\$1,896.00	Golf Course (430)	Acre	\$548.00
Mobile Home/RV Park (240)	Pad	\$708.00	Marina (420)	Berth	\$321.00
Hotel/Motel (310/320)	Room	\$981.00	Racquet/Health Club (493)	1,000 sq. ft.	\$3,584.00
Office/Institutional			Restaurant, Fast Food (934)	1,000 sq. ft.	\$4,638.00
Office, General (710)	1,000 sq. ft.	\$1,404.00	Restaurant, High Turnover (932)	1,000 sq. ft.	\$4,464.00
Hospital (610)	1,000 sq. ft.	\$2,262.00	Restaurant, Sit-Down (931)	1,000 sq. ft.	\$3,244.00
Nursing Home (620)	1,000 sq. ft.	\$786.00	Service Station (946)	Per pump	\$1,030.00
Religious Facilities/Worship center (560)	1,000 sq. ft.	\$883.00	Industrial		
School/College (520/530)	1,000 sq. ft.	\$354.00	General Light Industrial (110)	1,000 sq. ft.	\$888.00
Day Care Center (565)	1,000 sq. ft.	\$2,048.00	Warehouse/Storage (150)	1,000 sq. ft.	\$632.00
Other Institutional	1,000 sq. ft.	\$1,404.00	Mini-warehouse (151)	1,000 sq. ft.	\$319.00

SECTION 10.06 PROPORTIONATE FAIR SHARE PROGRAM

SECTION 10.06.01 PURPOSE & APPLICABILITY

- A. The purpose of this ordinance is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Proportionate Fair-Share Program, as required by and in a manner consistent with F.S. § 163.3180.
- B. The Proportionate Fair-Share Program shall apply to all developments in the City that have been notified of a lack of capacity to satisfy transportation concurrency on a transportation facility in the City, including transportation facilities maintained by Florida Department of Transportation (FDOT) or another jurisdiction that are relied upon for concurrency determinations, pursuant to the requirements of section 6.05.00 of the Land Development Code. The Proportionate Fair-Share Program does not apply to developments of regional impact (DRIs) using proportionate fair-share under F.S. § 163.3180(12), or to developments exempted from concurrency by State Statute or City Code.

SECTION 10.06.02 GENERAL REQUIREMENTS

- A. An applicant may choose to satisfy the transportation concurrency requirements of the City by making a proportionate fair-share contribution, pursuant to the following requirements:
 - 1. The proposed development is consistent with the comprehensive plan and applicable land development code regulations.
 - 2. The five-year schedule of capital improvements in the City Capital Improvement Element (CIE) or the long-term schedule of capital improvements for an adopted long-term Concurrency Management System (CMS) includes a transportation improvement(s) that, upon completion, will satisfy the requirements of the City transportation CMS. The provisions of sub-section B below may apply if a project or projects needed to satisfy concurrency are not presently contained within the local government CIE or an adopted long-term schedule of capital improvements.
- B. The City may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Fair-Share Program by contributing to an improvement that, upon completion, will satisfy the requirements of the City transportation CMS, but is not contained in the five-year schedule of capital improvements in the CIE or a long-term schedule of capital improvements for an adopted long-term CMS, where the following apply:
 - 1. The City adopts, by resolution or ordinance, a commitment to add the improvement to the five-year schedule of capital improvements in the CIE or long-term schedule of capital improvements for an adopted long-term CMS no later than the next regularly scheduled update. To qualify for consideration under this section, the proposed improvement must be reviewed by the appropriate City body, and determined to be financially feasible pursuant to F.S. § 163.3180(16)(b)1., consistent with the comprehensive plan, and in compliance with the provisions of this ordinance. Financial feasibility for this section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed ten years to fully mitigate impacts on the transportation facilities.
 - 2. If the funds allocated for the five-year schedule of capital improvements in the City CIE are insufficient to fully fund construction of a transportation improvement required by the CMS,

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- the City may still enter into a binding proportionate fair-share agreement with the applicant authorizing construction of that amount of development on which the proportionate fair-share is calculated if the proportionate fair-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system.
3. The improvement or improvements funded by the proportionate fair-share component must be adopted into the five-year capital improvements schedule of the comprehensive plan or the long-term schedule of capital improvements for an adopted long-term concurrency management system at the next annual capital improvements element update.
- C. Any improvement project proposed to meet the developer's fair-share obligation must meet design standards of the City for locally maintained roadways and those of the FDOT for the state highway system.

SECTION 10.06.03 APPLICATION PROCESS

- A. Upon notification of a lack of capacity to satisfy transportation concurrency, the applicant shall also be notified in writing of the opportunity to satisfy transportation concurrency through the Proportionate Fair-Share Program pursuant to the requirements of section 6.07.03.
- B. Prior to submitting an application for a proportionate fair-share agreement, a preapplication meeting shall be held to discuss eligibility, application submittal requirements, potential mitigation options, and related issues. If the impacted facility is on the Strategic Intermodal System (SIS), then the FDOT will be notified and invited to participate in the pre-application meeting.
- C. Eligible applicants shall submit an application to the City that includes an application fee to be established by resolution and the following:
1. Name, address and phone number of owner(s), developer and agent;
 2. Property location, including parcel identification numbers;
 3. Legal description and survey of property;
 4. Project description, including type, intensity and amount of development;
 5. Phasing schedule, if applicable;
 6. Description of requested proportionate fair-share mitigation method(s); and
 7. Copy of concurrency application.
- D. The City Manager or designee shall review the application and certify that the application is either: complete, incomplete or inconsistent with the general requirements of the Proportionate Fair-Share Program as indicated in section 6.07.03. If the application is found to be incomplete or inconsistent, then the applicant shall be notified in writing of the reasons for such deficiencies within five working days of submittal of the application. If such deficiencies are not remedied by the applicant within ten working days of receipt of the written notification, then the application will be deemed abandoned. The City Manager or designee may, grant an extension of time not to exceed five working days to cure such deficiencies, provided that the applicant has shown good cause for the extension and has taken reasonable steps to effect a cure.
- E. Pursuant to F.S. § 163.3180(16)(e), proposed proportionate fair-share mitigation for development impacts to facilities on the SIS requires the concurrency of the FDOT. The applicant shall submit evidence of an agreement between the applicant and the FDOT for inclusion in the proportionate fair-share agreement.

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- F. When an application is deemed complete, the applicant shall be advised in writing and a proposed proportionate fair-share obligation and binding agreement will be prepared by the City and delivered to the appropriate parties for review, including a copy to the FDOT for any proposed proportionate fair-share mitigation on a SIS facility, no later than 60 days from the date at which the applicant received the notification of a sufficient application and no fewer than 14 days prior to the Council meeting when the agreement will be considered.
- G. The City shall notify the applicant regarding the date of the City Council meeting when the agreement will be considered for final approval. No proportionate fair-share agreement will be effective until approved by the City Council.

SECTION 10.06.04. DETERMINING PROPORTIONATE FAIR-SHARE OBLIGATION

- A. Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.
- B. A development shall not be required to pay more than its proportionate fair-share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.
- C. Either methodology below may be used to calculate an applicant's proportionate fair-share obligation:
 - 1. As provided for in F.S. § 163.3180(12), as follows:
 - a. "The cumulative number of trips from the proposed development expected to reach roadways during peak hours from the complete build out of a stage or phase being approved, divided by the change in the peak hour maximum service volume (MSV) of roadways resulting from construction of an improvement necessary to maintain the adopted LOS, multiplied by the construction cost, at the time of developer payment, of the improvement necessary to maintain the adopted LOS."
 - 2. Calculation/Formula Method
 - a. Proportionate Fair-Share = $\sigma \left[\left(\text{Development Trips}_{\text{sub}\backslash\text{sub};} \right) / \left(\text{SV Increase}_{\text{sub}\backslash\text{sub};} \right) \right] \times \text{Cost}_{\text{sub}\backslash\text{sub};}$
Where:

Development Trips_{sub\backslashsub;} = Those trips from the stage or phase of development under review that are assigned to roadway segment "i" and have triggered a deficiency per the CMS;

SV Increase_{sub\backslashsub;} = Service volume increase provided by the eligible improvement to roadway segment "i" per section E;

Cost_{sub\backslashsub;} = Adjusted cost of the improvement to segment "i". Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, inspection, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.
 - 3. For the purposes of determining proportionate fair-share obligations, the City shall determine improvement costs based upon the actual cost of the improvement as obtained from the CIE,

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the MPO/TIP or the FDOT Work Program. Where such information is not available, improvement cost shall be determined using one of the following methods:

- a. An analysis by the City of costs by cross section type that incorporates data from recent projects and is updated annually and approved by the Council. In order to accommodate increases in construction material costs, project costs shall be adjusted by using the following formula:

$$\text{Cost } n = \text{Cost } 0 \times (1 + \text{Cost growth } 3\text{yr})^n$$

Where:

Cost n = The cost of the improvements in year n;

Cost 0 = The cost of the improvement in the current year;

Cost growth3yr = The growth rate of costs over the last three years; and

n = The number of years until the improvement is constructed.

The three-year growth rate is determined by the following formula:

$$\text{Cost growth } 3\text{yr} = [\text{Cost growth } -1 + \text{Cost growth } -2 + \text{Cost growth } -3] / 3$$

Where:

Cost growth 3yr = The growth rate of costs over the last three years;

Cost growth -1 = The growth rate of costs in the previous year;

Cost growth -2 = The growth rate of costs two years prior; and

Cost growth -3 = The growth rate of costs three years prior.

Using the formula listed above will provide a growth rate that should be smoothed to avoid overcompensating for major fluctuations in costs that have occurred due to short term material shortages.

- b. The most recent issue of FDOT Transportation Costs, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on acquisition, drainage and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road improvements not included in the adopted FDOT Work Program shall be determined using this method in coordination with the FDOT District.
4. The most recent issue of FDOT Transportation Costs, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on acquisition, drainage and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road improvements not included in the adopted FDOT Work Program shall be determined using this method in coordination with the FDOT District.
5. If the City has accepted right-of-way dedication for the proportionate fair-share payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 125 percent of the most recent assessed value by the County property appraiser or, at the option of the applicant, or the city, by fair market value established by an independent appraisal approved by the City and at no expense to the City. The applicant shall supply a drawing and legal description of the land and a certificate of title or title search of the land to the City at no expense to the City. If the estimated value of the right-of-way dedication proposed by the applicant is less than the City estimated total proportionate fair-share

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obligation for that development, then the applicant must also pay the difference. Prior to purchase or acquisition of any real estate or acceptance of donations of real estate intended to be used for the proportionate fair-share, public or private partners should contact the FDOT for essential information about compliance with federal law and regulations.

SECTION 10.06.05. IMPACT FEE CREDIT FOR PROPORTIONATE FAIR-SHARE MITIGATION

- A. Proportionate fair-share contributions shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by the City's impact fee ordinance.
- B. Impact fee credits for the proportionate fair-share contribution will be determined when the transportation impact fee obligation is calculated for the proposed development. Impact fees owed by the applicant will be reduced per the Proportionate Fair-Share Agreement as they become due per the City impact fee ordinance. If the applicant's proportionate fair-share obligation is less than the development's anticipated road impact fee for the specific stage or phase of development under review, then the applicant or its successor must pay the remaining impact fee amount to the City pursuant to the requirements of the City impact fee ordinance.
- C. Major projects not included within the local government's impact fee ordinance or created under section 6.07.03.B.1 and 2 which can demonstrate a significant benefit to the impacted transportation system may be eligible at the City Council's discretion for impact fee credits.
- D. The proportionate fair-share obligation is intended to mitigate the transportation impacts of a proposed development at a specific location. As a result, any road impact fee credit based upon proportionate fair-share contributions for a proposed development cannot be transferred to any other location unless provided for within the City impact fee ordinance.

SECTION 10.06.06. PROPORTIONATE FAIR-SHARE AGREEMENTS

- A. Upon execution of a proportionate fair-share agreement (Agreement) the applicant shall receive a City certificate of concurrency approval. Should the applicant fail to apply for a development order within 12 months or the timeframe provided for in the Agreement, then the Agreement shall be considered null and void, and the applicant shall be required to reapply.
- B. Payment of the proportionate fair-share contribution is due in full prior to the issuance of the final development order or recording of the final plat and shall be non-refundable. If the payment is submitted more than 12 months from the date of execution of the Agreement, then the proportionate fair-share cost shall be recalculated at the time of payment based on the best estimate of the construction cost of the required improvement at the time of payment, pursuant to section 6.07.06 and adjusted accordingly.
- C. All developer improvements authorized under this ordinance must be completed prior to issuance of a development permit, or as otherwise established in a binding agreement that is accompanied by a security instrument that is sufficient to ensure the completion of all required improvements. It is the intent of this section that any required improvements be completed before issuance of building permits or certificates of occupancy.
- D. Dedication of necessary right-of-way for facility improvements pursuant to a proportionate fair-share agreement must be completed prior to issuance of the final development order or recording of the final plat.

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- E. Any requested change to a development project subsequent to a development order may be subject to additional proportionate fair-share contributions to the extent the change would generate additional traffic that would require mitigation.
- F. Applicants may submit a letter to withdraw from the proportionate fair-share agreement at any time prior to the execution of the agreement. The application fee and any associated advertising costs to the City will be non refundable.
- G. The City may enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants on improvements to a shared transportation facility.

SECTION 10.06.07. APPROPRIATION OF FAIR-SHARE REVENUES

- A. proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in the City CIE, or as otherwise established in the terms of the proportionate fair-share agreement. At the discretion of the City, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project from which the proportionate fair-share revenues were derived. Proportionate fair-share revenues may also be used as the 50% local match for funding under the FDOT TRIP.
- B. In the event a scheduled facility improvement is removed from the CIE, then the revenues collected for its construction may be applied toward the construction of another improvement within that same corridor or sector that would mitigate the impacts of development pursuant to the requirements of section 6.07.03.B.2.
- C. Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in F.S. § 339.155, the City may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT TRIP. Such coordination shall be ratified by the City through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.
- D. Where an applicant constructs a transportation facility that exceeds the applicant's proportionate fair-share obligation calculated under section 6.07.06.C, the City shall reimburse the applicant for the excess contribution using one or more of the following methods:
 - E. An impact fee credit account may be established for the applicant in the amount of the excess contribution, a portion or all of which may be assigned and reassigned under the terms and conditions acceptable to the City.
 - F. An account may be established for the applicant for the purpose of reimbursing the applicant for the excess contribution with proportionate fair-share payments from future applicants on the facility.
 - G. The City may compensate the applicant for the excess contribution through payment or some combination of means acceptable to the City and the applicant.