



**AGENDA
LOCAL PLANNING AGENCY
THURSDAY, MAY 15, 2025
5:30 PM
ANNEX COUNCIL CHAMBERS**

- 1. CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF MINUTES**
 - A. March 6, 2025 Local Planning Agency Minutes**
 - B. March 20, 2025 Local Planning Agency Minutes**
 - C. April 3, 2025 Local Planning Agency Workshop Minutes**
- 4. CURRENT BUSINESS**
 - A. Ordinance 24-17-CC- Property Maintenance Code**
 - B. Ordinance 25-08-LC relating to the imposition of mobility fees; providing for adoption of a mobility fee study and table of mobility fees; providing for mobility fee discounts; and providing for city enforcement.**
 - C. Ordinance 25-10-LC – Revising Rear Setbacks for Townhomes within the High Density Residential (HDR) zoning district.**
 - D. LDC Article 8 Discussion**
- 5. PUBLIC COMMENTS**
- 6. NEXT MEETING DATE: June 5, 2025**

Any person requiring a special accommodation at this hearing because of a disability or physical impairment should contact the City Clerk at (850) 837-4242 at least 48 hours prior to the hearing. If a person decides to appeal any decision made with respect to any matter considered at such meeting, such person will need a record of the proceeding and for such purpose may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (Sec. 286.0105, Florida Statutes)

**LOCAL PLANNING AGENCY
MEETING MINUTES
MARCH 6, 2025 - 5:30 P.M.
DESTIN CITY HALL ANNEX CHAMBERS**

1. CALL TO ORDER & PLEDGE OF ALLEGIENCE:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, March 6, 2025, at 5:30 p.m., in the Destin City Annex Chambers; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Todd Buhr
Jay Purut
Marcie Bell
Ken Wampler
Tammy Weidenhamer

Members Absent

Staff Members Present

Kimberly Montgomery Deputy City Clerk
Daniel Butler Principal Planner
Noelle Bell Building Official

3. AGENDA APPROVAL:

Motion to amend the order of the day by removing Article 4, Item 6A Discussion from the agenda was made by Agency member Bell with Agency member Wampler providing the second. The motion passed unanimously.

4. APPROVAL OF MINUTES: February 6, 2025

Motion to approve the minutes of the February 6, 2025 meeting was made by Agency member Wampler with Agency member Bell providing the second. The motion passed with a unanimous vote of 6-0.

5. NEW BUSINESS:

A. Sunshine Laws/Public Records Act Presentation – Council member Sandy Trammell

- Discussion of the Sunshine Laws and its implications for LPA members.
- Explanation of communication restrictions between committee members outside of a public meeting.
- Emphasis on avoiding any informal discussions regarding committee matters outside of public meetings.
- Provided guidance on Public Records Act compliance, including maintaining emails, text messages, and social media interactions.

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- Cautionary examples were provided, highlighting past violations and their consequences, including having all personal devices confiscated and possible removal from office with legal repercussions.
- Discussion on ethics standards and avoiding conflicts of interest and how meetings generally follow Robert's Rules of Order.
 - Members were reminded not to use their positions for personal advantage and once and once a motion has passed, even if they are not in agreement and voted against the motion, they need to support it, when it goes forward to City Council.
 - Clarification on interactions with applicants and public officials to ensure unbiased decision-making.

A. Ordinance 25-01-LC – Remove Contractor regulations from LDC

- The purpose of the ordinances is to remove contractor regulations from the Land Development Code (LDC) and relocate them to the Code of Ordinances for consistency.
- The Liability Insurance language is being removed in its entirety, since those requirements are set forth by the Florida Statutes.

Chairman Wood opened the public portion of the meeting, with no one coming forward, he closed the public and turned the discussion over to the members for comment or a motion.

Motion by Agency member Wampler seconded by Agency member Bell to recommend City Council approve Ordinance 25-01-LC. The motion passed unanimously with a vote of 6-0.

B. Ordinance 25-02-CC – Adding Contractor regulations to the Code of Ordinance

- The ordinance moves contractor regulations from the LDC into Chapter 13 of the Code of Ordinances to align with existing contractor policies.

Chairman Wood opened the public portion of the meeting, with no one coming forward, he closed the public and turned the discussion over to the members for comment or a motion.

Motion by Agency member Bell, seconded by Agency member Buhr to recommend City Council approve Ordinance 25-02-CC. The motion passed with a unanimous vote of 6-0.

Agency member Briana Uptigrove entered the meeting at 6:00 PM

Chairman Wood welcomed Ms. Uptigrove, provided some background information pertaining to the Local Planning Agency and noted the meetings start at 5:30 PM and not 6:00 as the City Council meetings do.

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C. Property Maintenance Code – Noell Bell

The Building Official, Noell Bell thanked the members for individually meeting with her so that she could review this chapter with them and answer their questions. She noted that she is in the process of compiling their comments, proposed edits, and suggestions, and making her own edits accordingly.

The following items were discussed:

- Concerns over clarity, length of the document and scope.
- Adjustments were proposed to incorporate relevant elements from existing codes of the Unsafe Abatement Code and adding to the Administration section for property maintenance, while reducing redundancy and adding new updated language.
- Removing property maintenance language regarding certain landscaping issues from the LDC and implementing it to this code.
- Removing Conservation & Neighborhoods out of the LDC and implementing it into this code.
 - Ensuring Destin maintains high safety and maintenance standards.
 - Clarifying the balance between property rights and community aesthetics.
 - The importance of giving members adequate time to review changes was discussed.
- A revised version will be presented at the April 17 meeting, with a draft available for review by March 24.
- A decision was made to distribute the revised document early to allow sufficient review time before discussion and potential adoption.

6. PUBLIC COMMENTS:

Chairman Wood opened the public for comment, but with no one present, he closed the public portion of the meeting.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:25 p.m.

Adopted and approved this _____ day of _____ 2025.

James Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk

**LOCAL PLANNING AGENCY
MEETING MINUTES
MARCH 20, 2025 - 5:30 P.M.
DESTIN CITY HALL ANNEX CHAMBERS**

1. CALL TO ORDER & PLEDGE OF ALLEGIENCE:

Chairman Wood called the Local Planning Agency Meeting to order on Thursday, March 20, 2025, at 5:30 p.m., in the Destin City Annex Chambers; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff Members Present</u>
James T. Wood, Jr.	Todd Buhr	Kimberly Montgomery Deputy City Clerk
Ken Wampler		Steve o'Connor CD Deputy Director
Tammy Weidenhamer		Daniel Butler Principal Planner
Jay Purut		Kim Kopp City Attorney (via phone)
Marcie Bell		
Bree Uptigrove		

3. AGENDA APPROVAL:

Motion by Agency member Wampler, seconded by Agency member Bell to approve the agenda. The motion passed unanimously.

4. NEW BUSINESS:

➤ **Discussion: Parking Requirements for Outdoor Restaurant Seating**

Mr. o'Connor explained how the current city code does not require parking for outdoor seating areas. Parking requirements are calculated based on the indoor gross floor area (heated and cooled space). He spoke of how historically, the LPA has recommended a 1:1 parking ratio for indoor and outdoor space. However, concerns arose about the feasibility and the impacts on areas such as in the Harbor District.

- Staff presented a proposal to institute parking requirements for outdoor seating.
- Options discussed included a 1:1 ratio, a uniform 50% ratio, and differential ratios based on zoning districts.
- City Council feedback indicated a desire for differentiated ratios: 25% for the Harbor District and 50% elsewhere.
 - Multiple members expressed concern about Harbor District congestion and insufficient parking.

- Others maintained that imposing high parking requirements could hurt businesses and discourage redevelopment.
- Reference made to existing shared parking systems and public lots (e.g., Marler lot).
- It was acknowledged that requiring too much parking may incentivize demands for city-funded parking garages.

Chairman Wood made the motion to change the one-for-one to a 50% parking ratio across the board with no flexibility. Agency member Weidenhamer provided the second for discussion. In discussion Agency member Weidenhamer asked in comparison, how many parking spaces are there in Crystal Beach and the harbor district. According to Mr. o'Connor approximately 100 in Crystal Beach and about 200 in the harbor district. **Agency member Wampler made a substitute motion to recommend City Council require that outdoor seating at 25% in all areas of the city, with Agency member Uptigrove providing the second. The motion passed 4-2 with Agency members Bell and Purut dissenting.**

➤ **Residential Setback Requirements**

Currently the regulations are:

- 20-foot front yard setback in all residential districts.

Staff Proposal:

- Allow reduction to 10 feet for non-vehicular uses (e.g., porches, living areas).
- Maintain 20-foot setback where a driveway or garage is present.

Discussion Highlights:

- Support expressed for improving walkability, aesthetics, and safety.
- A 10-foot setback reduces the dominance of garage-forward "pig homes."
- Emphasis on slowing vehicular traffic and improving neighborhood character.
- Side-entry garages may still comply with 10-foot rule provided cars are fully off-street.

Outcome: LPA reaffirmed its prior recommendation to allow 10-foot setbacks for homes with no garage or driveway, and 20-foot setbacks for homes with vehicular access.

➤ **Permanent Makeup Regulation:**

- Clarified that permanent makeup is distinct from tattoo parlors.
 - Permitted within salons if applied above the neck.
 - Board discussed adding medical exceptions and provided examples of certain circumstances for breast cancer survivors or for medical restorative purposes.

➤ **Food Truck/Special Events**

- Food trucks are not permitted in residential districts unless part of a private, catered event (e.g., HOA-sponsored) and they cannot sell or vend to individual walk-up patrons since no commercial events are allowed in residential neighborhoods.
 - Parking plays a large role in this as well.
 - Discussion of a recent enforcement case in Indian Bayou that was shut down once the city was made aware of the event.

➤ **Removal of 10-Foot Separation Requirement Between Primary Structures on the Same Lot**

Previous Regulation: The LDC mandated a minimum 10-foot separation between primary structures on the same lot. This was initially implemented to address fire safety concerns when building codes were less stringent.

Update: Recognizing advancements in fire safety and building codes, the City Council, upon recommendation from the Local Planning Agency (LPA), has removed this requirement.

Implication: Developers can now design and place multiple primary structures on the same lot without adhering to the previous 10-foot separation, provided all other applicable codes and regulations are met.

➤ **Consolidation Proposal for CMU and CMU-V Zoning Districts**

- The LPA proposed merging the Commercial Mixed Use (CMU) and Calhoun Mixed Use – Village (CMU-V) zoning districts to streamline zoning classifications.

A key distinction between the two districts is the allowance of short-term rentals (STRs). STRs are permitted in CMU but not in CMU-V. Merging the districts could inadvertently permit STRs in areas where they were previously restricted. To preserve the unique characteristics and regulations of each district, the proposal to merge CMU and CMU-V has been retracted. Both zoning districts will remain separate, maintaining their distinct regulations regarding STRs.

➤ **Clarification on Building Height Regulations in CMU District**

- **Current Regulation:** The LDC's Table 7-2 indicates that non-residential structures in the CMU district can be built up to 50 feet or four stories, referencing footnote 'K'.
 - Footnote 'K' specifies that non-residential structures are limited to a maximum height of 35 feet, creating a discrepancy within the code.

❖ **Action Taken:** This inconsistency has been acknowledged, and Council has agreed that the contradiction in the LDC will be resolved to ensure clarity and consistency in building height regulations.

➤ **Echo Housing vs. Accessory Dwelling Units (ADUs)**

Provision in the Land Development Code that Echo Housing (Elderly Cottage Housing Opportunity) is currently allowed by right, citywide with as long as it meets the zoning setbacks and height limitations. Additionally, ADUs are not permitted in the Low-Density Residential Village (LDRV) zoning district. The LPA recommended getting rid of this but Council felt that if getting rid of ECHO housing, something had to be provided to allow for relief and discussions were more to allowing ADU's in the LDRV district.

Motion by Agency member Bell to support ADU's in the LDRV Zoning district with Agency member Purut providing the second for discussion.

Mr. o'Connor provided the members with the following:

- Council expressed interest in removing Echo Housing but allowing alternative means for elder or disabled family care (such as regulated ADUs).
- LPA members previously opposed ADUs in LDRV due to concerns over short-term rentals (STRs), neighborhood character, and enforcement.
- General support for a more defined, restricted Echo Housing model was discussed.

Chairman Wood made a substitute motion to allow ECHO housing in the city. Agency member Wampler provided the second for discussion. In discussion, the members spoke of setting rules so that these would not become STR or LTR's and how it would be regulated. Mr. o'Connor explained how the lot has to support the density in order to be rented out.

The Agency members briefly discussed the following items they fell should be enacted:

- Define Echo Housing more strictly.
- Limit square footage (e.g., 600 sq. ft.).
- Include clear requirements: sleeping, sanitation, and cooking.
- Deed restricted to prevent short-term or long-term rentals.
- Limit occupancy (suggested maximum: 2 persons).
- Must be site-built structures, no RVs or trailers.

The final outcome of discussions, Chairman Wood and Ken Wampler agreed with amending the substitute motion by adding the following stipulations:

- Maximum 600 sq. ft.
- Must include sleeping, sanitation, and cooking
- Max occupancy of 2 persons
- Must be site-built structure
- Deed restricted to prevent all forms of rental

The motion passed 5-1 with Agency Wampler dissenting.

➤ **Off-Site Parking Regulations**

- Updated provision to allow off-site parking up to 0.5 miles away via walkable, ADA-compliant path.
 - Detailed discussions are planned for an upcoming meeting.

Mr. o'Connor explained that the Community Development Director and City Engineer positions have been filled.

- David Prichard has been confirmed as Community Development Director
- Robert Tomask has been confirmed as City Engineer
- Code Compliance is now under Planning Department leadership.

6. PUBLIC COMMENTS:

Chairman Wood opened the public for comment, but with no one present, he closed the public portion of the meeting.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 7:40 p.m.

Adopted and approved this _____ day of _____ 2025.

James Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk

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**LOCAL PLANNING AGENCY WORKSHOP
MEETING MINUTES
APRIL 3, 2025 - 5:30 P.M.
DESTIN CITY HALL ANNEX CHAMBERS**

1. CALL TO ORDER & PLEDGE OF ALLEGIENCE:

Chairman Wood called the Local Planning Agency to order on Thursday, April 3, 2025, at 5:30 p.m., in a workshop setting, due to not having a quorum, in the Destin City Annex Chambers; with the Pledge of Allegiance immediately following.

2. ROLL CALL:

Members Present

James T. Wood, Jr.
Ken Wampler
Tammy Weidenhamer

Members Absent

Marcie Bell
Todd Buhr
Jay Purut
Bree Uptigrove

Staff Members Present

Kimberly Montgomery Deputy City Clerk
Daniel Butler Principal Planner
Jesse Hernandez
Ashley Dominguez
Sherry Burney
Kim Kopp City Attorney

3. NEW BUSINESS:

A. Article 6 Discussion

Mr. Butler opened the workshop discussion for the members to provide comment on Article 6 for the following subjects:

➤ **Tandem Parking**

Staff proposes allowing tandem parking again however, concerns were raised by Council at their August 27, 2024 workshop regarding how this could potentially make short term rentals easier to establish. Therefore, staff created language to mitigate their concerns:

- Tandem Parking for Residential Uses may be allowed to use tandem parking that exceeds two vehicles end to end if the following criteria are met.
 - A residential property, including Short-term Rentals in residentially zoned districts utilizing tandem parking exceeding more than two end-to-end vehicles in any configuration, shall not include more than 1 column of end-to-end parking.
 - The parking area for the tandem parking shall not exceed twelve feet (12') in width.
 - Tandem parking is only allowed on one side of the residence.
 - Tandem parking shall not be placed between the ROW and the residence on corner lots.
 - This section shall not preclude a property from getting an accessway

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to the maximum width as identified in Section 6.02.04.M.2. to be able to park multiple vehicles across in one row side by side.

- Tandem parking shall be set back a minimum of one foot (1') from the property line, unless there is a recorded joint access agreement that meets the requirements of 6.02.04.J.3.

- Landscape/Open Space Protection

- Any property utilizing this parking configuration shall provide, the equivalent of 50% of the total tandem vehicle parking area and would be landscaped/open space area between the ROW and the front of the house that shall not be developed for any use other than landscaping or open space, in perpetuity.

The members had no additional comment.

➤ **Common Boundary Buffer:**

- **Fences** in the Old Destin Area. See Section 6.07.01.F. - If the Old Destin MMTD is removed, then there will be many properties that will become legal nonconformities and will have to come into compliance when they repair their fence at more than 50%. Currently, the Old Destin MMTD allows property owners to build fences higher than 3' on their property line. However, this is not allowed outside the Old Destin MMTD. To mitigate this, Staff developed the following language in Section 6.07.01.F., see below.
 - Height and Setback - Front Yard:
 - No fence may exceed three feet (3') in height when located within five feet (5') of the front property line.
 - Exceptions:
 - If the Building Code requires a fence higher than three feet.
 - Single Dwelling or Duplex dwelling residential units or properties located within the Village, Harbor, or Holiday Isle Planning Areas as defined and identified in the Comprehensive Plan.

In discussion, the members expressed their desire to remove the 3' fence requirement for all residential properties within the City (including Crystal Beach).

- **Palm Trees:** Section 6.06.04. Palm trees were discussed at the workshop, and we heard that we should not be incentivizing palm trees in any way. Therefore, staff developed the language in 6.06.04.C., that limits the allowance of Palm trees to no more than 40% of the required trees. Further, the language in 6.06.09., was developed to incentivize native plantings

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There was a brief discussion, but no changes were made.

6. PUBLIC COMMENTS:

Chairman Wood opened the public for comment, with no one present, he closed the public portion of the meeting and adjourned the workshop.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:05 p.m.

Adopted and approved this _____ day of _____ 2025.

James Wood, Jr. Chairman

Kim Montgomery, Deputy City Clerk

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: May 15, 2025
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Ordinance
OUTLINE NUMBER: 4.A.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney
 Steve O'Connor, Deputy Community Development Director

FROM: Noell Bell, Chief Building Official

DATE: March 31, 2025

SUBJECT: Ordinance 24-17-CC- Property Maintenance Code

I. BACKGROUND: Article 20.06.00 of the **Land Development Code (LDC) – Unsafe Building Abatement** was adopted in 2015 and was modeled from the **1985 Standard Unsafe Building Abatement Code**. Staff have found that these regulations do not fully capture all elements of public health, safety, welfare and the preservation of neighborhoods, as they apply only to structures and do not address a property's general site conditions. Due to the limits of these regulations, the City's Code Compliance efforts are limited.

Therefore, staff is seeking to expand the regulations to include the property as a whole, including all exterior elements (yard).

As part of the current rewrite of the Land Development Code (LDC), staff have identified a need for structural adjustment in the City of Destin regulations regarding the dated **Unsafe Building Abatement Code in the LDC** and recommend creating a similar type of code, known as the **Property Maintenance Code**, and moving such code into the **Code of Ordinances**.

II. DISCUSSION: The purpose of the **Property Maintenance Code** (as is the **Unsafe Building Abatement Code**) is to ensure properties and structures maintain the regulations of the Land Development Code and Florida Building Codes AFTER the issuance of a Certificate of Occupancy or Certificate of Completion. It is NOT the intent of the City to drop in and conduct inspections on a regular basis on any property in Destin without due cause. The **Property Maintenance Code** is to serve Change of Use, problematic, damaged or dilapidated structures and properties that may become blighted, unkept or determined to be unsafe to occupants, or the general welfare of the public.

Meeting History:

- **LPA October 3, 2024:** LPA had originally recommended the City Council approve Ordinance 24-17-CC.
- **City Council October 21, 2024:** Staff presented Ordinance 24-17-CC and the Council made a substitute motion to refer the item back to the LPA for a workshop.
- **LPA January 16, 2025:** It was discussed for the members to read through the Proposed Code and bring back further recommendations to the current written language for discussion.
- **LPA February 6, 2025:** Staff found it best to share the Word version of the Ordinance with the members so they could provide their direct edits or recommended changes to the code as presented.
- **LPA March 6, 2025:** Based on discussions, Staff have taken their feedback and made the suggested edits to the proposed **Property Maintenance Code Ordinance**.

The Property Maintenance Code has been revised accordingly and contains the following topics:

- **SCOPE:**The provisions of this code apply to all existing residential and nonresidential structures and all existing *premises* and constitute minimum requirements and standards for *premises*, structures, equipment and facilities.
- **PURPOSE:** The purpose of this code is to establish minimum requirements to provide a reasonable level of health, safety, property protection and general welfare insofar as they are affected by the continued occupancy and maintenance of structures and premises. Existing structures and premises that do not comply with these provisions shall be altered or repaired to provide a reasonable minimum level of code standards, health, safety and general welfare as required herein.
- **ADMINISTRATION AND ENFORCEMENT:**
 - Duties and powers of the Building Code Official - (Most language utilized from the Unsafe Building Abatement Code)
 - Violation Notices – (utilized from Unsafe Building Abatement Code)
 - Unsafe Structures and Equipment – defined (utilized from the Unsafe Building Code, with reference to Chapters 4-7 of the ICC 2024 Property Maintenance Code)
- **GENERAL REQUIREMENTS:**
 - Govern the minimum conditions and responsibilities of owners for maintenance of structure, equipment and exterior property.

A. Link to Strategic Goals / Objectives: II. Enhanced Quality of Life and

safety for Families

B. Effect on Budget (EOB): n/a

C. Level of Service (LOS): n/a

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION:

- The primary objective is to protect **public health, safety, and welfare**, maintaining code standards for **residential and commercial properties**.
- The code aims to **preserve neighborhoods and commercial areas**, ensuring properties remain **safe and well-maintained**.
- The proposed move from the LDC to the Code of Ordinances is **a logical and necessary change**.
- The **Property Maintenance Code** is well-structured and aligns with industry standards (ICC 2024), ensuring **long-term safety and maintenance** for all properties in Destin.

IV. RECOMMENDED MOTION: I move to recommend City Council approve and adopt **Ordinance 24-17-CC Property Maintenance Code**.

Attachments:

1. Property Maintenance
Code Ordinance
24_17_CC

ORDINANCE NO. 24-17-CC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA; AMENDING CHAPTER 6 OF THE CODE OF ORDINANCES TO CREATE A NEW ARTICLE 5, "PROPERTY MAINTENANCE CODE"; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; 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 and Section 166.021, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City Council in providing for the quality of life, health, safety and welfare of its citizens finds that the City should create a property maintenance code and

WHEREAS, the City Council desires amend the Code of Ordinances relating to adopt a property maintenance code; and

WHEREAS, City Council has determined that this ordinance is consistent with the adopted comprehensive plan and is in the best interests of the City and its citizens; 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 Code of Ordinances that have been skipped and remain unchanged.**

SECTION 3. AMENDMENTS TO CHAPTER 6, CITY CODE OF ORDINANCES.

Chapter 6 of the Code of Ordinances is hereby amended as follows:

Chapter 6 – BUILDINGS AND BUILDING REGULATIONS

ARTICLE V. – PROPERTY MAINTENANCE CODE

PART 1 - SCOPE AND ADMINISTRATION

SECTION 101

SCOPE AND GENERAL REQUIREMENTS

101.1 Title.

These regulations shall be known as the Property Maintenance Code of CITY OF DESTIN, hereinafter referred to as “this code.”

101.2 Scope.

The provisions of this code shall apply to all existing residential and nonresidential *structures* and all existing *premises* and constitute minimum requirements and standards for *premises, structures, equipment* and facilities for light, ventilation, space, heating, sanitation, protection from the elements, a reasonable level of safety from fire and other hazards, and for a reasonable level of sanitary maintenance; the responsibility of *owners, an owner’s authorized agent, operators and occupants*; the *occupancy* of existing *structures* and *premises*, and for administration, enforcement and penalties.

101.3 Purpose.

The purpose of this code is to establish minimum requirements to provide a reasonable level of health, safety, property protection and general welfare insofar as they are affected by the continued *occupancy* and maintenance of *structures* and *premises*. Existing *structures* and *premises* that do not comply with these provisions shall be altered or repaired to provide a reasonable minimum level of health, safety and general welfare as required herein.

101.4 Severability.

If a section, subsection, sentence, clause or phrase of this code is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

SECTION 102

APPLICABILITY

102.1 Maintenance.

Equipment, systems, devices and safeguards required by this code or a previous regulation or code under which the *structure* or *premises* was constructed, altered or repaired shall be maintained in good working order. An *owner, owner’s authorized agent, operator* or *occupant* shall not cause any service, facility, equipment or utility that is required under this section to be removed from, shut off from or discontinued for any occupied dwelling, except for such temporary interruption as necessary while repairs or alterations are in progress. The requirements of this code are not intended to provide the basis for removal or abrogation of fire protection and safety systems and devices in existing *structures*. Except as otherwise specified

herein, the *owner* or the *owner's* authorized agent shall be responsible for the maintenance of buildings, structures and premises.

102.2 Application of other codes.

Repairs, additions or alterations to a *structure*, or changes of *occupancy*, shall be done in accordance with the procedures and provisions of the Land Development Code, Code of Ordinance's, *Florida Building Code, Florida Existing Building Code, Florida Energy Conservation Code, Florida Fire Code, Florida Fuel Gas Code, Florida Mechanical Code, Florida Residential Code, Florida Plumbing Code and NFPA 70 – National Electrical Code (NEC)*. Nothing in this code shall be construed to cancel, modify or set aside any provision of the local Destin Zoning Regulations.

102.3 Existing remedies.

The provisions in this code shall not be construed to abolish or impair existing remedies of the jurisdiction or its officers or agencies relating to the removal or demolition of any *structure* that is *dangerous, unsafe* or *insanitary*.

102.4 Requirements not covered by code.

Requirements necessary for the strength, stability or proper operation of an existing fixture, *structure* or equipment, or for the public safety, health and general welfare, not specifically covered by this code, shall be determined by the *code official*.

102.5 Other laws.

The provisions of this code shall not be deemed to nullify any provisions of local, state or federal law.

PART 2 – ADMINISTRATION AND ENFORCEMENT

SECTION 103

CODE OFFICIAL

103.1 Code Official

The City Building Official and City Building Official's designee is also referred to as the *code official*.

SECTION 104

FEES

104.1 Fees.

The fees for activities and services performed by the department in carrying out its responsibilities under this code shall be as established by the City Council.

SECTION 105

DUTIES AND POWERS OF THE CODE OFFICIAL

105.1 General.

The *code official* is hereby authorized and directed to enforce the provisions of this code. The *code official*, in his or her discretion, may authorize City Code Compliance staff to enforce the provisions of this code under his or her supervision.

105.2 Determination of compliance.

The code official (in consultation with and the Fire Official, where applicable) shall determine compliance with this code and to render interpretations of this code. The code official shall not waive requirements specifically provided for in this code or other applicable codes and ordinances. In determination of a violation of this code or an Unsafe Building the official code shall include a statement indicating the building or structure has been declared unsafe by the City and a detailed report documenting the conditions determined to have rendered the building or structure unsafe under the Code and shall be signed by the Building Official. Such a determination shall be forwarded to the Code Enforcement Officer for further action according to the following procedures, and the procedures in Chapter 14, Article III, Code Enforcement Board.

Commented [NB1]: Brought in from the Unsafe Building Abatement Code - 105.2, 105.3, 105.4 & 105.5

105.3 Right of Entry.

When the Code official and Fire Officials or their designee has reasonable cause to believe that there exists in a structure or on any premises a condition that is contrary to or in violation of this code that makes the structure or premises unsafe, dangerous or hazardous, the code official is authorized to enter the structure or premises at all reasonable times to inspect or perform the duties imposed by this code.

- a. When entering a building, structure or property that is occupied, the officials shall first identify themselves, present proper credentials and request entry.
- b. If the building, structure or property is unoccupied, the officials shall make a reasonable effort to locate the owner or other persons having charge of the building and demand entry.
- c. If the officials are unable to obtain authorization to enter and inspect a building, structure or property, the officials may enter and inspect such building, structure or property by any other lawful means, including through the inspection warrant process as provided in Chapter 933, Florida Statutes.

105.4 Disconnect of Utilities.

The Building Official shall have the authority to authorize disconnection of utility service to any structure where necessary to eliminate an immediate hazard to life or property or when such utility connection is made without proper authorization. The Building Official shall notify the serving utility and, whenever possible, the owner or occupant of the structure, of the decision to disconnect such service prior to taking such action. The Building Official shall use best efforts to determine those instances where service is connected to more than one customer to avoid unintentional disconnection of utilities of innocent third parties.

105.5 Imminent Danger.

Regardless of whether notice has been issued by the Code Enforcement Officer, the Building Official is authorized to take the following emergency measures where, in the opinion of the Building Official, there is imminent danger of fire, failure, or collapse of a building or structure which endangers life, or when any portion of a structure has fallen and life is endangered by the occupation of the structure, or when there is actual or potential danger to the structure's occupants or those in proximity because of explosives, explosive fumes or vapors, or the presence of toxic fumes, gases or materials:

- a. Disconnection of utility service as provided hereinabove.
- b. Order and require that the occupants vacate the building, structure or property immediately.

c. Posting the building, structure or property at each entrance informing all persons that it is unlawful for any person to enter the building, structure or property except for the purpose of securing the building or structure, making an inspection, making required repairs, removing the hazardous condition, cleanup or remediation of hazardous materials or toxic substances, or for demolition and removal.

d. Temporarily close or board up buildings or structures against further entry, or order to close sidewalks, streets, public rights-of-way, and places adjacent to such buildings, structures or property.

e. When there is an imminent danger due to the condition of the building, structure or property, order emergency work to reduce or eliminate such condition to be performed by the property owner, or if the owner fails to perform such work within such reasonable time as specified by the Building Official, take such steps as are necessary to eliminate such condition and present such costs to the Code Enforcement Board or Special Magistrate for an Order authorizing the placement of a lien to be recorded against the property for the costs of such work if the finding of imminent danger is confirmed by the code enforcement hearing.

105.6 Notices and orders.

The code official (or code compliance staff as directed by the code official), shall issue all necessary notices or orders to ensure compliance with this code, in accordance with F.S. § 162.12, or any amendments thereto.

105.7 Method of service.

Such notice shall be deemed to be properly served where a copy thereof is served in accordance with Chapter 162, Florida Statutes.

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**SECTION 106
VIOLATIONS**

106.1 Notice of violation.

The code compliance officer, upon receiving a determination of a violation from the code official, shall serve a notice of violation or order in accordance with Chapter 162, Florida Statutes, and shall include the following:

Commented [NB4]: Language brought in from the Unsafe Building Abatement Code

- (1) The street address or location on which road, if no address is assigned and the property I.D. of the structure, building or property.
- (2) If it's a determination of an unsafe structure, the Determination of Unsafe Structure by the Code Official shall be included in its entirety.
- (3) A statement advising that if the following required actions, as determined by the code official, are not commenced within or completed by the time specified, the matter will be referred to the Code Enforcement Board or Special Magistrate for a hearing, which may result in a finding of violation and an order imposing fine and costs and requiring that the building, structure or property will be repaired or ordered vacated and, if applicable, demolished and all costs incurred, together with any accrued fines; and that the order imposing fine and costs may be filed in the public records, and as such, thereafter will constitute a lien against the land on which the violation exists and upon any other real or personal property owned by the violator.

a. If the building or structure is to be repaired, the notice shall require that all necessary permits be secured and the work commenced within 60 days and continue to completion within such time as allowed per code.

b. If the building or structure is to be vacated, the notice shall indicate the time within which vacation is to be completed and the building or structure secured against further occupancy, which time shall not exceed 30 days.

c. If the building or structure is to be demolished, the notice shall require that the premises be vacated within 30 days, and that all required permits for demolition be secured in 60 days and completed within such time as allowed per the Florida Building Code.

(4) A statement that the Code Official has the authority to authorize disconnection of utility service to any structure where necessary to eliminate an immediate hazard to life or property or when such utility connection was made without proper authorization.

(5) A statement providing notice that it is unlawful for any person, firm, corporation, or other entity, or any agent thereof, to remove, deface or destroy the Notice of Unsafe Structure and Notice of Violation without the permission, or for any person to enter or otherwise occupy the building except for the purpose of making the required repairs or demolishing the building or structure based on applicable permitting and approvals by the *Code Official*.

Once a notice is served and posted, it shall be unlawful for any person, firm, corporation, or other entity, or any agent thereof, to remove, deface or destroy the Notice of Violation without permission, or for any person to enter or otherwise occupy the building except for the purpose of making the required repairs or demolishing the building or structure based on applicable permitting and approvals by the *Code Official*.

106.2 Placarding.

If the violation consists of an unsafe structure, a placard shall be posted stating the structure is unsafe at each entrance of the building or upon the structure.

106.2.1 Placard removal.

The *code official* shall remove the unsafe structure placard whenever the defect or defects upon which the unsafe structure and placarding action were based have been eliminated. Any person who defaces or removes a placard without the approval of the *code official* shall be subject to the penalties provided by this code.

106.3 Prosecution of violation.

Code Enforcement Hearing. Upon failure of the owner to comply with the remedial measures and actions as required in the Notice of Violation and/or Notice of Unsafe Structure, the Code Enforcement Officer shall schedule the matter to be heard by the Code Enforcement Board or Special Magistrate as provided in Section 14-79, Destin Code of Ordinances. If the Code Enforcement Board or Special Magistrate determines that there is a violation and affirms the Code Enforcement Officer's Determination of Unsafe Building, the Board or Special Magistrate shall in its order provide a reasonable time for the owner to correct the unsafe or dangerous condition, subsequent to which the Code Enforcement Officer may be directed to take any necessary remedial measures to have the building, structure or property secured by repair, closing up all entrances, or demolition. All such costs of remedial measures incurred by the City

Commented [NB5]: Language from the Unsafe Building Abatement Code

shall be charged against the real property upon which the building or structure is located and shall be a lien upon such real estate, and upon any other real or personal property owned by the violator and may be collected in any legal manner.

106.4 Abatement of violation.

Method of Demolition or Repair.

- (1) The Code Enforcement Board or Special Magistrate shall order either the demolition or repair of a building or structure as follows, based on the *Code Officials* expertise:
 - a) Demolition and removal shall be ordered when any building or structure is so deteriorated or dilapidated or has become so out of repair as to be dangerous, unsafe, unsanitary, or otherwise unfit for human habitation or occupancy to such an extent that it is unreasonable to repair the building or structure. Such order shall specify a time in which demolition is to be completed and shall require that the owner board up such building or structure pending demolition and removal.
 - b) Repair shall be ordered where such building or structure is capable of being made safe by repair. Such order shall specify the time in which such repairs are to be made and shall require the owner to board up the building or structure pending such repair.
- (2) Boarding up a building or structure for future demolition or repair pursuant to an order of the Code Enforcement Board or Special Magistrate shall not extend beyond one year, unless approved by the Code Enforcement Board or Special Magistrate upon a showing of good cause.
- (3) When any building or structure is to be demolished and removed by the City, the City, or any entity under contract to the City, may enter onto the real property that is the subject of the order and undertake such demolition by any lawful means. The City, or any entity under contract with the City, shall have the right to sell salvage and valuable materials at the highest price obtainable. The proceeds of the sale, after deducting the expenses of such demolition and removal, shall be promptly remitted to the owner with a report of such sale of transaction, including the items of expense and the amounts deducted. If there is not surplus to remit to the owner, the report shall so state.

SECTION 107

UNSAFE STRUCTURES AND EQUIPMENT

10871 General

All buildings, structures, premises, electrical, gas, mechanical or plumbing systems which are unsafe, unsanitary, or do not provide adequate egress, or which constitute a fire hazard, or are otherwise dangerous to human life, or which in relation to existing use, constitute a hazard to safety or health, or which are otherwise unfit for human habitation, as may be further defined hereinbelow, are considered unsafe buildings. All such unsafe buildings, structures or premises are hereby declared illegal and shall be abated by repair and rehabilitation or by demolition in accordance with the provisions of this Code or other applicable local ordinance.

107.1.1 Unsafe Structures

Commented [NB6]: Brought over from the unsafe building abatement code.

Commented [NB7]: The following was brought over from the Unsafe Building Abatement Code.

Any building, structure, equipment or property that has any of the following conditions, such that life, health, property or safety of the public or the building occupants, either permanent or occasional are endangered:

Violation Conditions:

- (1) Any means of egress or portion thereof is not of adequate size, or is not arranged to provide a safe path of travel in case of fire or panic, or otherwise does not conform to the Florida Building Code or Florida Life Safety Code as related to the requirements for existing buildings or to the approved plans, if any.
- (2) Any means of egress or portion thereof, such as, but not limited to, fire doors, closing devices and fire resistive ratings, is in disrepair or in a dilapidated or nonworking condition such that the means of egress could be rendered unsafe in case of fire or panic.
- (3) The stress in any material, member or portion thereof, due to all imposed loads including dead load exceeds the stress allowed in the Florida Building Code as related to the requirements for existing buildings.
- (4) The building, structure or portion thereof has been damaged by fire, flood, earthquake, wind or other cause to the extent that the structural integrity of the building or structure is less than it was prior to the damage and is less than the minimum requirements established by the Florida Building Code as related to the requirements for existing buildings.
- (5) Any exterior appendage or portion of the building or structure is not securely fastened, attached or anchored such that it is incapable of resisting wind, seismic or similar loads as required by the Florida Building Code as related to the requirements for existing buildings.
- (6) If, for any reason, the building, structure or portion thereof is manifestly unsafe or unsanitary for the purpose for which it is being used.
- (7) The building, structure or portion thereof as a result of damage, decay, deterioration or dilapidation is likely to fully or partially collapse.
- (8) The building, structure or portion thereof has been constructed or maintained in violation of a specific requirement of the Florida Building Code, was not constructed according to the approved plans, if any, or was constructed without first obtaining a building construction permit, where a building permit was required.
- (9) Any building, structure or portion thereof that is unsafe, unsanitary or not provided with adequate egress, or which constitutes a fire hazard, or is otherwise dangerous to human life, or which in relation to existing use, constitutes a hazard to safety or health by reason of inadequate maintenance, dilapidation, obsolescence or abandonment.
- (10) Any building, structure or portion thereof that displays any of the above is in such a condition so as to constitute a public nuisance or an unsafe or dangerous attractive nuisance.
- (11) Any building, structure or property rendered unsafe or dangerous to human health by the presence of unlawful hazardous materials or toxic substances.

Any violation of Chapter 4 through 7 of the International Code Congress (ICC) 2024 Property Maintenance Code, which is for the purpose of and establishing minimum rules for maintaining building code standards and regulations for the use, occupancy and maintenance of property, building or structure in the corporate limits of the City could be determined to be an Unsafe Structure depending on the nature of the violation, but at a minimum would be a violation of the code.

107.2 Closing of vacant structures.

If the *structure* is vacant and unfit for human habitation and *occupancy*, and is not in danger of structural collapse, the *code official* is authorized to **direct** posting a placard of *condemnation* on the *premises* and order the *structure* closed up so as not to be an attractive nuisance. Upon failure of the *owner* or *owner's* authorized agent to close up the *premises* within the time specified in the order, the *code official* shall cause the *premises* to be closed and secured through any available public agency or by contract or arrangement by private *persons* and the cost thereof shall be charged against the real estate upon which the *structure* is located and shall be a lien upon such real estate and shall be collected by any other legal resource.

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107.3 Transfer of ownership.

It shall be unlawful for the *owner* of any *dwelling unit* or *structure* who has received a compliance order or upon whom a notice of violation has been served to sell, transfer, mortgage, lease or otherwise dispose of such *dwelling unit* or *structure* to another until the provisions of the compliance order or notice of violation have been complied with, or until such *owner* or the *owner's* authorized agent shall first furnish the grantee, transferee, mortgagee or lessee a true copy of any compliance order or notice of violation issued by the *code official* and shall furnish to the *code official* a signed and notarized statement from the grantee, transferee, mortgagee or lessee, acknowledging the receipt of such compliance order or notice of violation and fully accepting the responsibility without condition for making the corrections or repairs required by such compliance order or notice of violation.

SECTION 202

GENERAL DEFINITIONS.

Refer to the latest edition of the Florida Building Code, Chapter 2 – Definitions

SECTION 301

GENERAL REQUIREMENTS

301.1 Scope.

The provisions of this chapter shall govern the minimum conditions and the responsibilities of *persons* for maintenance of *structures*, equipment and *exterior property*.

301.2 Responsibility.

The *owner* of the *premises* shall maintain the *structures* and *exterior property* in compliance with these requirements and the code under which the building was constructed, except as otherwise provided for in this code. The *owner* or *owner's* agent shall be responsible to ensure that any repairs, additions or alterations to the building or portion thereof are performed or constructed in accordance with the *Florida Building Code*, *Florida Residential Code* or *Florida Existing Building Code*. A *person* shall not occupy as *owner-occupant* or permit another *person* to occupy *premises* that are not in a sanitary and safe condition and that do not comply with the requirements of this chapter. *Occupants* of a *dwelling unit*, *rooming unit* or *housekeeping unit* are responsible for keeping in a clean, sanitary and safe condition that part of the *dwelling unit*, *rooming unit*, *housekeeping unit* or *premises* they occupy and control.

301.3 Vacant structures and land.

Vacant structures and *premises* thereof or vacant land shall be maintained in a clean, safe, secure and sanitary condition as provided herein so as not to cause a blighting problem or adversely affect the public health or safety.

SECTION 302
EXTERIOR PROPERTY AREAS

302.1 Sanitation.

Exterior property and premises shall be maintained in a clean, safe and sanitary condition. The occupant shall keep that part of the exterior property that such occupant occupies or controls in a clean and sanitary condition.

302.2 Sidewalks and driveways.

Sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in a proper state of repair and maintained free from hazardous conditions. This includes the drive access way through the Right of Way (ROW) and within (15) fifteen feet of the established drive access.

302.3 Landscape Maintenance.

Premises and exterior property shall be maintained free from weeds or excess grass growth of NINE (9) INCHES. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than ornamental grasses, trees or shrubs provided; however, this term shall not include cultivated flowers and gardens.

A. Maintenance. Landscaping shall be maintained as follows:

1. All 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 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.
4. All permitted development or land identified for future development per a development order shall maintain any and all landscaping, sidewalks, roadways and prevention of trash accumulation.
 - a. Any vacant area identified for future development shall be, covered with a living ground cover such as grass, sod, or other low growing ground cover species, irrigated, and maintained as per this Code.
 - b. If the vacant lot identified for future development has not been cleared of trees, the ground shall be grubbed or cleared of overgrown vegetation and maintained in a manner as to not attract pest or rodents.
5. All permitted development are required to maintain the storm water retention areas or systems per the approved development Stormwater Plan.

Upon failure of the owner or agent having charge of a property to maintain the landscape after service of a notice of violation, they shall be subject to prosecution in accordance with Section 107.3 and as prescribed by the authority having jurisdiction. Upon failure to comply with the notice of violation, any duly authorized employee of the jurisdiction or contractor hired by the jurisdiction shall be authorized to enter upon the property in violation and cut and destroy the weeds growing thereon, and the costs of such removal shall be paid by the owner or agent responsible for the property.

302.4 Rodent harborage.

Structures and exterior property shall be kept free from rodent harborage and infestation. Where rodents are found, they shall be promptly exterminated by approved processes that will not be injurious to human

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health. After *pest elimination*, proper precautions shall be taken to eliminate rodent harborage and prevent *reinfestation*.

302.5 Exhaust vents.

Pipes, ducts, conductors, fans or blowers shall not discharge gases, steam, vapor, hot air, grease, smoke, odors or other gaseous or particulate wastes directly on abutting or adjacent public or private property or that of another *tenant*.

302.6 Accessory structures.

Accessory structures, including *detached garages*, fences and walls, shall be maintained structurally sound and in good repair.

302.7 Motor vehicles.

Except as provided for in other regulations, inoperative or unlicensed motor vehicles shall not be parked, kept or stored on any *premises*, and vehicles shall not at any time be in a state of major disassembly, disrepair, or in the process of being stripped or dismantled. Painting of vehicles is prohibited unless conducted inside an *approved* spray booth.

Exception: A vehicle of any type is permitted to undergo major overhaul, including body work, provided that such work is performed inside a *structure* or similarly enclosed area designed and *approved* for such purposes.

302.8 Defacement of property.

A *person* shall not willfully or wantonly damage, mutilate or deface any exterior surface of any *structure* or building on any private or public property by placing thereon any marking, carving or graffiti.

It shall be the responsibility of the *owner* to restore said surface to an *approved* state of maintenance and repair.

302.9 Conserve Established Residential Neighborhoods

302.9.1 Public Nuisances

Public nuisances which tend to annoy the neighborhood, depreciate property values, injure public health or are deemed inconsistent with community standards may have a deleterious effect on a neighborhood. Therefore, public nuisances in the city shall be the same as described in Florida Statutes chapter 823. The following regulations shall apply:

1. Dilapidated buildings and structures. The city may remove or compel the removal or demolition of any building which has for any cause become a nuisance. Pursuant to such action, the structure must be found in a dilapidated state and in violation of this Code. If special dangers or appearance deficiencies arising from the condition of the building can be eliminated by lawful repair and alterations, then improvement rather than demolition may be ordered by the city.
2. Abandonment of vehicles and/or vessels. It shall be unlawful to abandon, discard or hold for resale on the premises any vessel or vehicle visible to the public, but not in use by the owner. A place of business authorized to maintain and operate a junkyard or deal in the sale or exchange of secondhand merchandise is not affected by this restriction.
 - a. Reef building materials may be stored on the property of those persons who will use such materials to construct reefs in accordance with Code of Ordinances, chapter 12. In such cases, a permit for storing materials is required from the city.
3. Commercial vehicles in a residential area. All commercial vehicles larger than 1½ tons shall not be allowed to park in residential districts except for the purpose of delivering materials or providing a service that is temporary in nature. It shall be unlawful for vehicles containing

hazardous materials such as fuels, explosives, chemicals or gases to be parked unattended in residential districts at any time.

4. Accumulation of trash and debris. It shall be unlawful to permit rubbish, trash, debris, dead trees, or other unsightly or unsanitary matters to accumulate on any lot, tract, or parcel of land within the city which may reasonably become infested, inhabited by, or a breeding place for rodents, vermin, reptiles or wild animals which threaten or endanger the public health, safety and welfare.
5. Noise. Refer to Destin Code of Ordinances, Chapter 14, Offenses and miscellaneous provisions, Article II, Noise.

302.9.2 Motor Vehicles, Recreational Vehicles, Vessels, and Trailers

The following, unless otherwise stated, shall only be allowed to be parked and/or stored on an improved accessway/vehicle use area as defined herein or the side yard area closest to the improved accessway/vehicle use area on any residentially zoned property and shall not be allowed within the public right-of-way unless otherwise permitted (Refer to LDC Article 8, Section 8.01.00.6):

1. Multiple motor vehicles as defined by Chapter 320 of Florida Statutes (all operable and under current registration), not including recreational vehicle-type units and trailers as referenced below, are permitted only on improved accessways/vehicle use areas or the side yard area closest to the improved accessway/vehicle use area and shall be located completely upon the property owner's property and shall not impact or impeded neighboring properties.
 - ii. One (1) recreational vehicle-type unit, as defined by Chapter 320.01(1)(b) of Florida Statutes (operable and under current registration), plus two (2) of the following for a total of three (3) are allowed:
 - a. Vessels (under current registration and properly tagged) with trailer (under current registration) or vessels with multiple personal watercraft (all under current registration and properly tagged) on single trailers (under current registration). All vessels shall be on a trailer when parked or stored; and
 - b. Trailers (operable and under current registration), which shall include but not be limited to any storage trailers, utility trailers, horse trailers, and vessel trailers.
2. Temporary Portable on Demand Storage (PODS) units, shipping containers or similar portable storage units and dumpsters shall not be stored for longer than 30 days unless an active building permit is on file with the city.

302.9.2 All other vehicles.

All other motor vehicles, recreation vehicle-type units, vessels, trailers, and temporary portable storage units, beyond what is allowed as stated above, shall either be stored in an enclosed building, off-site or located within the rear or side yard behind the front of the primary structure on the property and not visible, while standing at grade, from any adjoining property or the public right-of-way.

SECTION 303

SWIMMING POOLS, SPAS AND HOT TUBS

303.1 Swimming pools.

Swimming pools shall be maintained in a clean and sanitary condition, and in good repair.

303.2 Enclosures.

Private swimming pools, hot tubs and spas, containing water more than 24 inches (610 mm) in depth shall be completely surrounded by a fence or barrier not less than 48 inches (1219 mm) in height above the finished ground level measured on the side of the barrier away from the pool. Gates and doors in such barriers shall be self-closing and self-latching. Where the self-latching device is less than 54 inches (1372 mm) above the bottom of the gate, the release mechanism shall be located on the pool side of the gate. Self-closing and self-latching gates shall be maintained such that the gate will positively close and latch when released from an open position of 6 inches (152 mm) from the gatepost. An existing pool barrier shall not be removed, replaced or changed in a manner that reduces its effectiveness as a safety barrier.

Exceptions:

1. Spas or hot tubs equipped with a lockable *safety cover* that complies with ASTM F1346.
2. Private swimming pools equipped with a power *safety cover* that complies with ASTM F1346 and is in working condition using the control switch.

SECTION 304 **EXTERIOR STRUCTURE**

304.1 General.

The exterior of a *structure* shall be maintained in good repair, structurally sound and sanitary so as not to pose a threat to the public health, safety or welfare.

304.1.1 Potentially unsafe conditions.

The following conditions shall be considered to be potentially unsafe, shall be assessed and shall be addressed in compliance with the *Florida - Existing Building Code*, the *Florida - Residential Code* or the *Florida - Building Code*:

1. Structural members have *deterioration* or distress that reduces their load-carrying capacity.
2. The *anchorage* of the floor or roof to walls or columns, and of walls and columns to foundations has *deterioration* or distress that reduces its load-carrying capacity.
3. *Structures* or components thereof have *deterioration* or distress that reduces their load-carrying capacity.
4. Siding and masonry joints including joints between the building envelope and the perimeter of windows, doors and skylights are not maintained, weather resistant or watertight.
5. Foundation systems that are not firmly supported by footings, are not plumb and free from open cracks and breaks, are not properly *anchored* or are not capable of supporting all nominal loads and resisting all load effects.
6. Exterior walls that are not *anchored* to supporting and supported elements or are not plumb and free of holes, cracks or breaks and loose or rotting materials, are not properly *anchored* or are not capable of supporting all nominal loads and resisting all load effects.
7. Roofing or roofing components that have defects that admit rain, roof surfaces with inadequate drainage, or any portion of the roof framing that is not in good repair with signs of *deterioration*, fatigue or without proper *anchorage* and incapable of supporting all nominal loads and resisting all load effects.
8. Flooring and flooring components with defects that affect serviceability or flooring components that show signs of *deterioration* or fatigue, are not properly *anchored* or are incapable of supporting all nominal loads and resisting all load effects.

9. Veneer, cornices, belt courses, corbels, trim, wall facings and similar decorative features not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.
10. Overhang extensions or projections including, but not limited to, trash chutes, canopies, marquees, signs, awnings, fire escapes, standpipes and exhaust ducts not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.
11. Exterior stairs, decks, porches, balconies and all similar appurtenances attached thereto, including guards and handrails, are not structurally sound, not properly anchored or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.
12. Chimneys, cooling towers, smokestacks and similar appurtenances not structurally sound or not properly anchored, or that are anchored with connections not capable of supporting all nominal loads and resisting all load effects.

Exceptions:

1. Where substantiated otherwise by an *approved* method.
2. Demolition of unsafe conditions shall be permitted where *approved* by the *code official*.

304.2 Premises identification.

Buildings shall have approved address numbers placed in a position to be plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be not less than 4 inches (102 mm) in height with a minimum stroke width of 0.5 inch (12.7 mm).

304.3 Structural members.

Structural members shall be maintained free from deterioration and shall be capable of safely supporting the imposed dead and live loads.

304.4 Foundation walls.

Foundation walls shall be maintained plumb and free from open cracks and breaks and shall be kept in such condition so as to prevent the entry of rodents and other pests.

304.5 Exterior walls.

Exterior walls shall be free from holes, breaks, and loose or rotting materials; and maintained weatherproof and properly surface coated where required to prevent deterioration.

304.6 Roofs and drainage.

The roof and flashing shall be sound, tight and not have defects that admit rain. Roof drainage shall be adequate to prevent dampness or deterioration in the walls or interior portion of the structure. Roof drains, gutters and downspouts shall be maintained in good repair and free from obstructions. Roof water shall not be discharged in a manner that creates a public nuisance.

304.7 Decorative features.

Cornices, belt courses, corbels, terra cotta trim, wall facings and similar decorative features shall be maintained in good repair with proper anchorage and in a safe condition.

304.8 Overhang extensions.

Overhang extensions including, but not limited to, canopies, marquees, signs, metal awnings, fire escapes, standpipes and exhaust ducts shall be maintained in good repair and be properly anchored so as to be kept in a sound condition.

304.9 Stairways, decks, porches and balconies.

Every exterior stairway, deck, porch and balcony, and all appurtenances attached thereto, shall be maintained structurally sound, in good repair, with proper anchorage and capable of supporting the imposed loads.

304.10 Chimneys and towers.

Chimneys, cooling towers, smokestacks, and similar appurtenances shall be maintained structurally safe and sound, and in good repair.

304.11 Handrails and guards.

Every handrail and guard shall be firmly fastened and capable of supporting normally imposed loads and shall be maintained in good condition.

304.12 Window, skylight and door frames.

Every window, skylight, door and frame shall be kept in sound condition, good repair and weathertight.

304.12.1 Glazing.

Glazing materials shall be maintained free from cracks and holes.

304.12.2 Openable windows.

Every window, other than a fixed window, shall be easily openable and capable of being held in position by window hardware.

Operable windows located in whole or in part within 6 feet (1828 mm) above ground level or a walking surface below that provide access to a dwelling unit, rooming unit or housekeeping unit that is rented, leased or let shall be equipped with a window sash locking device.

304.13 Doors.

Exterior doors, door assemblies, operator systems if provided, and hardware shall be maintained in good condition. Locks at all entrances to dwelling units, sleeping units, rooming units and housekeeping units shall tightly secure the door. Locks on means of egress doors shall be in accordance with Chapter 7 ICC 2024 Property Maintenance Code, Section 702.3.

SECTION 305
INTERIOR STRUCTURE

305.1 General.

The interior of a *structure* and equipment therein shall be maintained in good repair, structurally sound and in a sanitary condition. *Occupants* shall keep that part of the *structure* that they occupy or control in a clean and sanitary condition. Every *owner* of a *structure* containing a *rooming house, housekeeping units, a hotel, a dormitory, two or more dwelling units* or two or more nonresidential *occupancies*, shall maintain, in a clean and sanitary condition, the shared or public areas of the *structure* and *exterior property*.

305.1.1 Potentially unsafe conditions.

The following conditions shall be considered to be potentially unsafe, shall be assessed and shall be addressed in compliance with the *Florida - Existing Building Code*, the *Florida - Residential Code* or the *Florida - Building Code*:

1. Structural members have deterioration or distress that appears to reduce their load-carrying capacity.
2. The anchorage of the floor or roof to walls or columns, and of walls and columns to foundations has deterioration or distress that appears to reduce its load-carrying capacity.
3. Structures or components thereof have deterioration or distress that appears to reduce their load-carrying capacity.
4. Stairs, landings, balconies and all similar walking surfaces, including guards and handrails, are not structurally sound, not properly anchored or are anchored with connections not capable of supporting all nominal loads and resisting all load effects.
5. Foundation systems that are not firmly supported by footings are not plumb and free from open cracks and breaks, are not properly anchored or are not capable of supporting all nominal loads and resisting all load effects.

Exceptions:

1. Where substantiated otherwise by an *approved* method.
2. Demolition of unsafe conditions shall be permitted where approved by the code official.

305.2 Structural members.

Structural members shall be maintained structurally sound and be capable of supporting the imposed loads.

305.3 Stairs and walking surfaces.

Every stair, ramp, landing, balcony, porch, deck or other walking surface shall be maintained in sound condition and good repair.

305.4 Handrails and guards.

Every handrail and *guard* shall be firmly fastened and capable of supporting normally imposed loads and shall be maintained in good condition.

305.5 Interior doors.

Every interior door shall fit reasonably well within its frame and shall be capable of being opened and closed by being properly and securely attached to jambs, headers or tracks as intended by the manufacturer of the attachment hardware.

305.6 Kitchen Facilities

Every dwelling unit shall contain a kitchen equipped with the following minimum facilities:

1. Food preparation surfaces impervious to water and free of defects which could trap food or liquid.

Commented [NB11]: Brought in from the Standard Housing Code

2. Shelving, cabinets or drawers for the storage of food and cooking and eating utensils, all of which shall be maintained in good repair.
3. Freestanding or permanently installed cookstove. Portable electric cooking equipment shall not fulfill this requirement. Portable cooking equipment employing flame shall be prohibited.
4. Mechanical refrigeration equipment for the storage of perishable foodstuffs.

EXCEPTION: Nothing herein shall preclude a written agreement between an owner and tenant that the tenant will furnish mechanical refrigeration equipment and/or a cookstove as required in this section. It shall be an affirmative defense available to an owner charged with a violation of this section if such an agreement exists.

SECTION 306 **RUBBISH AND GARBAGE**

306.1 Accumulation of rubbish or garbage.

Exterior property and premises, and the interior of every structure, shall be free from any accumulation of rubbish or garbage.

306.2 Disposal of rubbish and garbage.

Every occupant of a structure shall dispose of all rubbish and garbage in a clean and sanitary manner by placing such rubbish in approved containers.

Every dwelling unit or developed property shall have adequate garbage disposal facilities or garbage storage containers, of a type and location approved by the applicable governing body.

306.2.2 Refrigerators.

Refrigerators and similar equipment not in operation shall not be discarded, abandoned or stored on premises. All such appliances if no longer in use or working order shall be disposed of properly. They may be placed at the ROW for waste pickup if such services are available the day before scheduled pickup.

SECTION 307 **PEST ELIMINATION**

307.1 Infestation.

Structures shall be kept free from insect and rodent infestation. Structures in which insects or rodents are found shall be promptly exterminated by approved processes that will not be injurious to human health. After pest elimination, proper precautions shall be taken to prevent reinfestation.

307.2 Owner.

The owner or occupant of any structure shall be responsible for pest elimination within the structure

SECTION 308 **ACCESSIBILITY**

308.1 General.

Commented [NB12]: Does not need to be explained any further.

A facility that is required to be accessible shall be maintained accessible during occupancy.

308.1.1 Maintenance.

The accessible features of a facility shall be maintained in good repair, in a clean, structurally sound and sanitary condition, and free from impediments to accessibility.

CHAPTER 4 – LIGHT, VENTILATION AND OCCUPANCY LIMITS, Refer to International Code Congress (ICC) 2024 Property Maintenance Code.

The following sections of chapter 4 are exempt from this code:

404.5 Overcrowding.

Dwelling units shall not be occupied by more *occupants* than permitted by the minimum area requirements of Table 404.5.

CHAPTER 5 – PLUMBING FACILITIES AND FIXTURE REQUIREMENTS, Refer to International Code Congress (ICC) 2024 Property Maintenance Code.

CHAPTER 6 – MECHANICAL AND ELECTRICAL REQUIREMENTS, Refer to International Code Congress (ICC) 2024 Property Maintenance Code.

CHAPTER 7 – FIRE SAFETY REQUIREMENTS, Refer to International Code Congress (ICC) 2024 Property Maintenance Code.

SECTION 4. INCORPORATION INTO CODE OF ORDINANCES. This ordinance shall be incorporated into the City of Destin's Code of Ordinances 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. 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.

(Signature Page Follows)

ADOPTED THIS ____ DAY OF _____, 2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

Rey Bailey, City Clerk

Kimberly Romano Kopp, City Attorney

First Reading: _____
Second Reading: _____

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: May 15, 2025

TYPE OF AGENDA ITEM: Ordinance

AGENDA OUTLINE NUMBER: 4.B.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney
David Prichard, Community Development Director

FROM: Steve O'Connor, Deputy Community Development Director

DATE: May 8, 2025

SUBJECT: Ordinance 25-08-LC relating to the imposition of mobility fees; providing for adoption of a mobility fee study and table of mobility fees; providing for mobility fee discounts; and providing for city enforcement.

I. BACKGROUND: At the March 1, 2021, City Council meeting, Council passed a motion to replace transportation concurrency (MMTD) with a **Mobility Fee-Based Plan**. Staff worked with **3TP Ventures** to create the **Mobility Plan**, which was adopted by the Council on September 16, 2024. The **Mobility Plan** is a comprehensive blueprint for addressing the City's current and future transportation needs. **Mobility fees** are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. The attached **Mobility Fee Study** examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the City's transportation network and promoting sustainable solutions for all modes of travel. Once adopted, the mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

At the regularly scheduled City Council Meeting on November 18, 2024, The Fee Study was presented to City Council for their consideration. There was discussion at that meeting concerning how this affects single-family or single dwelling developments among other development the city would like to incentivize as per the Comprehensive Plan. This item and presentation is to address how to incorporate those concerns into the new fee structure.

Further, because the demonstrated need study provides for increases in excess of the phase in limitations set forth in state law due to extraordinary circumstances in the City of Destin, City Council conducted two Public Workshops as required by Florida State Statutes. One on February 18, 2025 and the second on March 3, 2025.

City Council approved Ordinance 25-08-LC on First Reading on May 5, 2025, during their

regularly scheduled meeting. Staff will update the City Council on the LPA's recommendation during their May 19, 2025, meeting.

II. DISCUSSION: Mobility Plan:

To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role (see Attachment 2 Destin Mobility Plan). Below is the list of specific projects intended to be funded by the Mobility Fee in phase 1:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	\$9,149,623
MU-1	Powerline easement (west) multi-use path	\$10,000,000
NC-5	Mattie M. Kelly Boulevard	\$844,581
IS-1	Stahlman Avenue at Zerbe Street & Harbor Boulevard	\$135,828
CC-4	Azalea Drive Extension	\$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	\$19,399
SW-9	Indian Trail Sidewalk	\$278,099
Total		\$30,060,059

Cost:

The Demonstrated Need Mobility Fee Study provides a comprehensive overview of the City’s Mobility Plan, highlighting increased mobility fees can facilitate its implementation. It outlines a proposed fee schedule, sets forth the extraordinary circumstances required by law to justify exceeding statutory phase in limitations, projects fee revenue over the lifespan of the Mobility Plan and examines the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail. The Study aims to support policy decisions by the City Council, and ultimately enhancing Destin’s connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

Mobility Fees

Previous discussions centered around the increase of the Mobility Fee from the current Transportation Impact Fee and how that would affect future development. The idea of discounts was also proposed and discussed at previous council meetings with multiple options brought up for discussion. Below is a breakdown of the proposed Ordinance Fee Schedule. The proposed fee schedule should be reviewed to ensure we are meeting the intent of the Mobility Fee while balancing the impact on and from development. It is important to note that these fees will only apply to new development or expansions to existing development and will not be retroactively applied to previous development. Below are the various types of uses grouped into categories for ease of discussion.

Long-term residential uses:

Staff is proposing a 50% reduction from the maximum Mobility Fee based on the Mobility Fee Study for single-family uses. For Multi-family uses, there is no reduction of the fee.

Use	Unit	Fee
<u>Long-term Residential</u>	<u>Dwelling</u>	

<u>Less than 500 sq. ft.</u>		\$5,023
<u>500—749 sq. ft.</u>		\$6,086
<u>750—999 sq. ft.</u>		\$6,888
<u>1,000—1,499 sq. ft.</u>		\$7,737
<u>1,500—1,999 sq. ft.</u>		\$8,539
<u>2,000—2,999 sq. ft.</u>		\$9,389
<u>3,000—3,999 sq. ft.</u>		\$10,190
<u>4,000 sq. ft. or more</u>		\$10,789
<u>Multifamily Housing (Low-Rise) (220)</u>	<u>Dwelling</u>	<u>\$10,267</u>
<u>Multifamily Housing (Mid-Rise) (221)</u>	<u>Dwelling</u>	<u>\$6,901</u>
<u>Mobile Home Park (240)</u>	<u>Dwelling</u>	<u>\$10,846</u>

Short-term residential uses:

This is a new category, which does not currently exist. Staff proposes to assess the full 100% Mobility Fee based on the Mobility Fee Study.

Use	Unit	Fee
<u>Short-term Residential</u>	<u>Dwelling</u>	
<u>Less than 500 sq. ft.</u>		<u>\$14,257</u>
<u>500—749 sq. ft.</u>		<u>\$21,466</u>
<u>750—999 sq. ft.</u>		<u>\$26,901</u>
<u>1,000—1,499 sq. ft.</u>		<u>\$32,662</u>
<u>1,500—1,999 sq. ft.</u>		<u>\$38,097</u>
<u>2,000—2,999 sq. ft.</u>		<u>\$43,858</u>
<u>3,000—3,999 sq. ft.</u>		<u>\$49,293</u>
<u>4,000 sq. ft. or more</u>		<u>\$53,352</u>

Community Support Service uses:

There was previous discussion on providing a blanket discount to uses that were identified as Community Support Services, such as, grocery stores, day-cares, medical offices, etc. However, there was no consensus on what those uses or discounts should be. Therefore, the proposed fee sits at 100% per the Mobility Fee Study. However, we can review each use identified and apply a custom discount or a blanket discount to these uses. We can remove or even add to the list as desired by Council.

Use	Unit	Fee
<u>Drive-in Bank (912)</u>	<u>1000 sq. ft.</u>	<u>\$48,916</u>
<u>Automobile Parts and Service Center (943)</u>	<u>1000 sq. ft.</u>	<u>\$25,287</u>
<u>Fast-Food Restaurant with Drive-Through Window (934)</u>	<u>1000 sq. ft.</u>	<u>\$160,226</u>
<u>High-Turnover (Sit-Down) Restaurant (932)</u>	<u>1000 sq. ft.</u>	<u>\$62,053</u>
<u>Fine Dining Restaurant (931)</u>	<u>1000 sq. ft.</u>	<u>\$48,531</u>

<u>General Office Building (710)</u>	<u>1000 sq. ft.</u>	<u>\$16,513</u>
<u>Medical-Dental Office Building - Stand-Alone (720)</u>	<u>1000 sq. ft.</u>	<u>\$54,839</u>
<u>Hospital (610)</u>	<u>1000 sq. ft.</u>	<u>\$16,406</u>
<u>Nursing Home (620)</u>	<u>1000 sq. ft.</u>	<u>\$10,282</u>
<u>Church (560)</u>	<u>1000 sq. ft.</u>	<u>\$11,577</u>
<u>Private School (K-12) (532)</u>	<u>Students</u>	<u>\$3,778</u>
<u>Day Care Center (565)</u>	<u>Students</u>	<u>\$6,230</u>

All other uses:

These uses do not fall into one of the three categories as discussed above and Staff proposes to keep the mobility fee at 100% per the Mobility Fee Study. However, the list of uses can be added to other list, or even specific discounts added as identified.

Use	Unit	Fee
<u>Hotel/Motel (310)</u>	<u>Room</u>	<u>\$12,171</u>
<u>Shopping Center >150k (820)</u>	<u>1000 sq. ft.</u>	<u>\$28,753</u>
<u>Shopping Plaza 40-150k (821)</u>	<u>1000 sq. ft.</u>	<u>\$41,141</u>
<u>Shopping Plaza 40-150k - w/Supermarket (821)</u>	<u>1000 sq. ft.</u>	<u>\$57,575</u>
<u>Strip Retail Plaza <40k (822)</u>	<u>1000 sq. ft.</u>	<u>\$33,178</u>
<u>Automobile Sales (New) (840)</u>	<u>1000 sq. ft.</u>	<u>\$42,409</u>
<u>Supermarket (850)</u>	<u>1000 sq. ft.</u>	<u>\$34,307</u>
<u>Convenience Store (851)</u>	<u>1000 sq. ft.</u>	<u>\$179,984</u>
<u>Golf Course (430)</u>	<u>Acres</u>	<u>\$5,697</u>
<u>Marina (420)</u>	<u>Berths</u>	<u>\$3,671</u>
<u>Convenience Store/Gas Station (945)</u>	<u>Fueling Positions</u>	<u>\$62,598</u>
<u>General Light Industrial (110)</u>	<u>1000 sq. ft.</u>	<u>\$7,419</u>
<u>Warehousing (150)</u>	<u>1000 sq. ft.</u>	<u>\$2,254</u>

A. Link to Strategic Goals / Objectives: I. Financially sound city providing service excellence

II. Enhanced quality of life and safety for families

III. Economic development and revitalization

IV. Effective, efficient and aesthetically pleasing infrastructure

V. Improve mobility and connectivity

VI. A green and sustainable environment

B. Effect on Budget (EOB): If adopted, the City would begin to collect the Mobility Fee at the appropriate rate per the fee schedule.

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

D. Legislative Sponsor: N/A

E. Business Impact Statement: City of Destin Business Impact Statement – Ord 25-08-LC

In accordance with the provisions of controlling law, even notwithstanding the fact that, an exemption may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance:

Proposed ordinance 25-08-LC will establish the City's new Mobility Fee schedule based on the previously adopted Mobility Plan. The Mobility Fee will replace the Transportation Impact Fee per Article 19, Section 19.04.00 of the City of Destin's Land Development Code.

2. Estimate of direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

Because the ordinance establishes the Mobility Fee, the direct cost for the fee will only impact new businesses that locate to the City of Destin.

3. Estimate of direct compliance costs that businesses may reasonably incur:

The cost is dependent upon the type of the business that locates to the City of Destin and if new development is proposed or expansion of existing development. The adopted fee schedule will see the cost of the Mobility Fee.

4. Any new charge or fee imposed by the proposed ordinance:

The Mobility Fee will replace the City's Transportation Impact Fee.

5. Estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

There are no regulatory costs or administrative fees associated with the collection of the Mobility Fee.

6. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

10+ businesses could be affected by this ordinance per year.

III. CONCLUSION: Staff is requesting that the LPA recommend approval of Ordinance 25-08-LC with the discounts as presented for Long-term Residential Single-family uses. Once adopted on second reading by City Council, the fees will not be imposed earlier than 90 days after the final adoption of Ordinance 25-08-LC.

IV. RECOMMENDED MOTION: I move that the Local Planning Agency recommend that the City Council adopt Ordinance 25-08-LC as presented, with the discounts applied to Long-term Single-Family Uses and the full rate per the Mobility Fee Study for all other uses.

Attachments:

1. 1 - Ord. 25-08-LC
2. 2 - Destin Mobility Plan - FINAL
3. 3 - Destin, Florida Mobility Fee Study
4. 4 - Mobility Fee Option Tables_032725

ORDINANCE NO. 2025-08-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO THE IMPOSITION OF MOBILITY FEES; PROVIDING FOR ADOPTION OF A MOBILITY FEE STUDY AND TABLE OF MOBILITY FEES; PROVIDING FOR MOBILITY FEE DISCOUNTS; PROVIDING FOR CITY ENFORCEMENT; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; 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 Sections 163.3180 and 163.31801, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City's future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City; and

WHEREAS, section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance" ; and

WHEREAS, the City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule; and

WHEREAS, the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations; and

WHEREAS, 3TP has also prepared the Destin, Florida Mobility Fee Study Memo attached as Exhibit A, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study"); and

WHEREAS, the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

WHEREAS, the City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public comment taken; and

WHEREAS, based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City;
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

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. Amending Chapter 19 of the Land Development Code.

19.04.00. - ~~Transportation impact~~ Mobility fee.

19.04.01. *Intents and purposes.*

A. *Legislative findings:*

~~1. The City Council has determined that the City of Destin must expand its transportation system in order to maintain current levels of service if new development is to be accommodated without decreasing current levels of service. This must be done in order to promote and protect the public health, safety, and welfare.~~

2. 1. 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.

3. 2. 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.

~~4. 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 transportation capital improvements necessary to accommodate such development. This must be done in order to promote and protect the public health, safety, and welfare.~~

5. 3. The City Council has determined that each of the types of land development described in Section 19.04.05.A., will generate vehicular and pedestrian traffic necessitating the acquisition of rights-of-way, road construction, road improvements, pedestrian and bicycle improvements.

6. 4. The City Council has determined that the fees established by Section 19.04.05.A. are derived from, based upon, and do not exceed the costs of providing additional rights-of-way and multi-modal improvements necessitated by the new land developments for which the fees are levied.

~~7. 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 of additional transportation capital improvements in the City of Destin.~~

5. The City Council has determined that Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City's

future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City.

6. The City Council has determined that section 163.31801, Florida Statutes (the “Florida Impact Fee Act”) prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth (“Mobility Fees”) in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance”.

7. City Council has engaged 3TP Ventures (“3TP”) to prepare a Demonstrated-Need Study dated June 27, 2024 (the “Mobility Fee Study”) to convert the City of Destin’s prior usage of impact fees to mobility fees, and to establish the City’s Mobility Fee schedule.

8. The City Council has determined that the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations.

9. 3TP has also prepared the Destin, Florida Mobility Fee Study Memo, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the “Demonstrated Need Study”).

10. The City Council has determined that the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

11. The City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public

comment taken.

12. Based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City.
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

B. This article is intended to assist in the implementation of the City of Destin Comprehensive Plan.

C. 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 transportation capital improvements in the City of Destin.~~ (1) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction; (2) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction; (3) Specifically earmark funds collected under the mobility fee for use in acquiring, constructing, or improving capital facilities to benefit new users; and (4) Ensure that revenues generated by the mobility fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

D. This article shall not apply to development for which the City of Destin is the applicant.

19.04.04. Adoption of mobility fee study and ~~imposition of mobility transportation impact fee.~~

The City Council hereby adopts and incorporates the following by reference:

- (a) The Destin, Florida Mobility Fee Study Memo attached as Exhibit A to Ordinance No. 2025-08-LC.
- (b) The Table of Mobility Fees

Table of Mobility Fees		
<u>Proposed Land Uses</u>	<u>Unit</u>	<u>Fee per Unit</u>
<u>Long-term Residential</u>	<u>Dwelling</u>	
<u>Less than 500 sq. ft.</u>		\$5,023
<u>500—749 sq. ft.</u>		\$6,086
<u>750—999 sq. ft.</u>		\$6,888
<u>1,000—1,499 sq. ft.</u>		\$7,737
<u>1,500—1,999 sq. ft.</u>		\$8,539
<u>2,000—2,999 sq. ft.</u>		\$9,389
<u>3,000—3,999 sq. ft.</u>		\$10,190
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<u>1,500—1,999 sq. ft.</u>		\$38,097
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<u>3,000—3,999 sq. ft.</u>		\$49,293
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<u>Mobile Home Park (240)</u>	<u>Dwelling</u>	\$10,846
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<u>Shopping Plaza 40-150k (821)</u>	<u>1000 sq. ft.</u>	\$41,141
<u>Shopping Plaza 40-150k - w/Supermarket (821)</u>	<u>1000 sq. ft.</u>	\$57,575
<u>Strip Retail Plaza <40k (822)</u>	<u>1000 sq. ft.</u>	\$33,178
<u>Automobile Sales (New) (840)</u>	<u>1000 sq. ft.</u>	\$42,409
<u>Supermarket (850)</u>	<u>1000 sq. ft.</u>	\$34,307
<u>Drive-in Bank (912)</u>	<u>1000 sq. ft.</u>	\$48,916
<u>Automobile Parts and Service Center (943)</u>	<u>1000 sq. ft.</u>	\$25,287
<u>Convenience Store (851)</u>	<u>1000 sq. ft.</u>	\$179,984
<u>Golf Course (430)</u>	<u>Acres</u>	\$5,697
<u>Marina (420)</u>	<u>Berths</u>	\$3,671

<u>Fast-Food Restaurant with Drive-Through Window (934)</u>	<u>1000 sq. ft.</u>	<u>\$160,226</u>
<u>High-Turnover (Sit-Down) Restaurant (932)</u>	<u>1000 sq. ft.</u>	<u>\$62,053</u>
<u>Fine Dining Restaurant (931)</u>	<u>1000 sq. ft.</u>	<u>\$48,531</u>
<u>Convenience Store/Gas Station (945)</u>	<u>Fueling Positions</u>	<u>\$62,598</u>
<u>General Office Building (710)</u>	<u>1000 sq. ft.</u>	<u>\$16,513</u>
<u>Medical-Dental Office Building - Stand- Alone (720)</u>	<u>1000 sq. ft.</u>	<u>\$54,839</u>
<u>Hospital (610)</u>	<u>1000 sq. ft.</u>	<u>\$16,406</u>
<u>Nursing Home (620)</u>	<u>1000 sq. ft.</u>	<u>\$10,282</u>
<u>Church (560)</u>	<u>1000 sq. ft.</u>	<u>\$11,577</u>
<u>Private School (K-12) (532)</u>	<u>Students</u>	<u>\$3,778</u>
<u>Day Care Center (565)</u>	<u>Students</u>	<u>\$6,230</u>
<u>General Light Industrial (110)</u>	<u>1000 sq. ft.</u>	<u>\$7,419</u>
<u>Warehousing (150)</u>	<u>1000 sq. ft.</u>	<u>\$2,254</u>

~~A. Any person who applies for a certificate of occupancy, is hereby required to pay a transportation 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 19.04.05.A., shall be issued unless and until the required transportation impact fee has been paid.~~

~~C. Any development that received a final development order or development permit on or before [the date of adoption of the ordinance creating the "new" fee schedule] shall be subject to the "old" fee schedule in Section 19.04.05, provided that development proceeds to issuance of the certificate of occupancy without expiration of the development order or development permit. Notwithstanding the foregoing, if the fee for a proposed development would be lower under the provisions of subsection D below, subsection D shall apply.~~

~~D. All other development shall be subject to the following fee schedules in Section 19.04.05:~~

~~1. The "old" fee schedule for certificates of occupancy issued before [90 days from ordinance adoption].~~

~~2. The "new" fee schedule for certificates of occupancy issued on or after [90 days from ordinance adoption].~~

~~E. The City may provide estimates of impact fees at time of 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.~~

~~**19.04.05. Computation of the amount of the transportation impact fee.**~~

~~**Effect on Land Development Regulations:**~~

- ~~(a) The payment of mobility fees does not ensure compliance with the City's land development~~

regulations.

- (b) The listing of a land use in the mobility fee schedule is solely for purpose of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning or comprehensive plan requirements. In addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any land use classification or zoning district.

A. At the option of the feepayer, the amount of the transportation impact fee may be determined by the following fee schedules:

~~Insert OLD FEE SCHEDULE HERE AND INSERT NEW FEE SCHEDULE HERE IN STRIKETHROUGH FORMAT~~

~~1. 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.~~

~~2. 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.~~

~~3. 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:~~

~~(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.~~

~~B. If a feepayer opts not to have the impact fee determined according to paragraph A. of this section, 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. The documentation submitted shall show the basis upon which the independent fee calculation was made. 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.~~

~~C. The City Manager shall consider the documentation submitted by the feepayer but is not required to accept such documentation as he/she shall reasonably deems to be inaccurate or not reliable and~~

~~may, in the alternative, require the feepayer to submit additional or different documentation for consideration. If an acceptable independent fee calculation study is not presented, the feepayer shall pay the transportation impact fee based upon the schedule shown in paragraph A. of this section. If an acceptable independent fee calculation study is presented, the City Manager may adjust the fee to that appropriate to the particular development. 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 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 a feepayer's independent impact fee calculation study.~~

19.04.06. *Payment of fee.*

~~A. The feepayer shall pay the transportation impact fee required by this article to the City Manager prior to the issuance of certificate of occupancy.~~

A. Mobility fees and administration fees shall be assessed, collected, and paid upon the issuance of a building permit for any development within the City of Destin.

B. All funds collected shall be promptly transferred for deposit in the mobility transportation impact fee trust fund established by Section 19.04.08 and used solely for the purposes specified in this article.

19.04.07. Mobility Transportation impact fee district.

A. There is hereby established a mobility road impact fee district which shall be all lands lying within the incorporated limits of the City.

19.04.08. Mobility Transportation impact fee trust fund established.

A. There is hereby established a mobility transportation impact fee trust fund for the mobility transportation impact fee district established by Section 19.04.07.

B. Funds withdrawn from these accounts must be used in accordance with the provisions of Section 19.04.09.

19.04.09. *Use of funds.*

A. Funds collected from the mobility transportation impact fee shall be used solely for the purpose of capital improvements to and expansion of transportation facilities, ~~identified in the impact fee study on which the "new" fee schedule is based and shall not be used for periodic or routine maintenance.~~

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 transportation capital improvements for which mobility transportation impact fees may be expended, mobility 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 mobility transportation impact fee district established by Section 19.04.07.
- D. At least once each fiscal period, the City Manager shall present to the City Council a proposed capital improvement program for transportation, assigning funds, including any accrued interest, from the mobility road impact fee trust fund to specific road improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the mobility road impact fee trust fund until the next fiscal period, except as provided by Section 19.04.10.
- E. Funds may be used to provide refunds as described in Section 19.04.10.

19.04.10. *Refund of fees paid.*

A. Any funds not expended or encumbered by the end of the calendar quarter immediately following six years from the date the mobility transportation impact fee was 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 six-year period.

19.04.11. *Exemptions and credits.*

A. Any claim of exemption must be made no later than the time of application for a building permit certificate of occupancy. Any claim not so made shall be deemed waived. The following shall be exempted from payment of the mobility fee 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; alterations of an existing nonresidential building where no additional square footage is added, where the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.

2. The construction of residential accessory buildings or structures which will not produce additional vehicular trips over and above those produced by the principal building or use of the land.

3. The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use provided that no additional trips will be produced over and above those produced by the original use of the land.

4. The installation of a replacement mobile home on a lot or other such site when a mobility transportation 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. Public elementary and secondary schools.

6. The development or construction of housing that is "affordable", as defined in section 420.9071, Florida Statutes. This exception shall only be effective upon the developer entering into an agreement approved by the City Council, under such circumstances and in such form as is acceptable to the City Council in its reasonable judgment, to maintain the housing as "affordable."

B. Credits:

1. No credit shall be given for site-related improvements or site-related right-of-way dedications.

2. All mandatory or required right-of-way dedications and/or transportation improvements made by a feepayer, subsequent to the effective date of this article, except site-related improvements and any other improvements not included in the calculation of the mobility transportation impact fees, shall be credited on a pro rata basis against mobility transportation impact fees otherwise due or to become due for development that prompted the City or the county to require such dedications or transportation improvements. Such credits shall be determined and provided as set forth in Section 19.04.11.B.3.

3. A feepayer may obtain credit against all or a portion of mobility transportation impact fees otherwise due or to become due by offering to dedicate non-site-related right-of-way and/or construct non-site-related roadway improvements included in the calculation of the transportation impact fees. This offer must specifically request or provide for a mobility transportation impact fee credit. Such construction must be in accordance with City, county, or state design standards, whichever is applicable. 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 non-site-related right-of-way shall be valued at:

- (1) 115 percent of the most recent assessed value by the property appraiser, or
- (2) By such other appropriate method as the City Council may have accepted prior to the effective date of this article for right-of-way dedications and/or roadway capital improvements, or
- (3) By fair market value established by private appraisers acceptable to the City.

Credit for the dedication of right-of-way 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.

(b) Applicants for credit for construction of non-site-related transportation improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the City Manager. The City Manager shall determine credit for transportation improvement 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. 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. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate and return such signed document to the City Manager before credit will be given. The failure of the applicant to sign, date, and return such document within 60 days shall nullify the credit.

(c) Except as provided in Section 19.04.11.B.1.(d), credit against mobility ~~impact~~ fees otherwise due will not be provided until:

- (1) The construction is completed and accepted by the City, the county, or the state, whichever is applicable; or
- (2) A suitable maintenance and warranty bond is received and approved by the City Manager when applicable.

(d) Credit may be provided before completion of specified transportation improvements if adequate assurances are given by the applicant that the standards set out in Section 19.04.11.B.1.(c) will be met and if the feepayer posts security as provided below for the costs of such construction. 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. If the transportation construction project will not be constructed within one year of the acceptance of the offer by the City Manager, the amount of the security shall be increased by ten percent 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. If the transportation construction project is not to be completed within five years of the date of the feepayer's offer, the City Council must approve the transportation construction project and its scheduled completion date prior to the acceptance of the offer by the City Manager.

(e) Any claim for credit must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived.

(f) Credits shall not be transferable from one project or development to another without the approval of the City Council and may be transferred to a development in a different mobility ~~impact~~ fee district upon a finding by the City Council that the dedication right-of-way or transportation construction for which the credit was given benefits such different mobility ~~impact~~ fee district.

(g) 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 within ten 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.

19.04.12. *Review and Update.*

~~A. The fee schedule contained in Section 19.04.05.A shall be reviewed by the City Council at least once every two years following its adoption.~~

- (a) The mobility fee is based on the assumptions and analysis in the mobility fee study. Not later than five years from the date Ordinance 2025-08-LC is enacted and not later than every five years thereafter, the City shall conduct a full reevaluation and update of the assumptions and analysis in the mobility fee study and of all components of the mobility fee. However, in the event that full reevaluation and updates are not complete within the required five-year period, the last adopted mobility fee shall remain in effect until the reevaluation is complete. Nothing herein shall prevent the City from updating the mobility fee earlier than every five years if the City determines that significant changes in the mobility fee study have occurred, and that such changes are likely to have a significant impact on the amount of the mobility fee.
- (b) The administration fees may be reviewed annually and revised by resolution of the City Council.

19.04.13. *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.~~

- (a) Any person, firm, corporation or partnership that violates any provision of this Article may be punished by a fine of not more than five hundred dollars (\$500.00) or sixty (60) days in jail, or both. Enforcement of this Article may be through the issuance of a citation, in accordance with State Law.
- (b) Violations include, but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false or misleading information on any document, or to any city employee, concerning the calculation, exemption, or payment of a mobility fee.
- (c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this article, or who fails, neglects, or refuses to pay a mobility fee may be held responsible for the violation and be subject to the penalties and remedies provided for in this article.
- (d) In addition to the enforcement of this article through issuance of a citation in accordance with State Law, the City may withhold issuance of the certificate of occupancy or certificate of

completion and/or bring suit to restrain, enjoin r otherwise prevent the violation of this article in any court of competent jurisdiction, to recover costs incurred by the City in whole or in part because of the violation of this article, and/or to compel payment of a mobility fee pursuant to this article. Issuance of and/or payment of a citation for violation of this article dos not preclude the City from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.

- (e) Failure to pay a mobility fee required by this article is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.
- (f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the City. Nothing contained herein shall prohibit the City Council from enforcing its codes by any other means.

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. Any ordinance, resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed 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. Upon its adoption by the City Council and signature by the Mayor, the City Clerk shall publish a legal notice stating that the City Council has enacted this Ordinance and that it shall become effective 90 days after publication of such notice, pursuant to section 163.31801(4)(d), Florida Statutes.

ADOPTED THIS ____ DAY OF _____,
2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

Rey Bailey, City Clerk

Kimberly Romano Kopp, City Attorney

First Reading: _____

Second Reading: _____

EXHIBIT "A"

Destin, Florida Mobility Fee Study Memo

Introduction

Mobility fees are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. This study examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the city's transportation network and promoting sustainable solutions for all modes of travel. The mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

The content within this memo will provide a comprehensive overview of the city's Mobility Plan, highlighting how increased mobility fees can facilitate its implementation. It will outline a proposed fee schedule, project fee revenue over the lifespan of the Mobility Plan and examine the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail.

The findings of this memo aim to support policy decisions by the City Council, ultimately enhancing Destin's connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

MOBILITY PLAN OVERVIEW

The Destin Mobility Plan, adopted in September 2024, serves as a comprehensive blueprint for addressing the city's current and future transportation needs. This plan aims to increase capacity, enhance safety, and improve walking and biking options throughout Destin. It encompasses over 60 projects, including the completion and upgrades to the Cross Town Connector, new roadway construction, multi-use trails, sidewalks, bike lanes, intersection enhancements, and community parking facilities. The total estimated cost for implementing all projects within the plan is approximately \$152 million.

To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role. The combined cost of these seven key projects exceeds \$30 million. Below is a list of the specific projects intended to be funded by the mobility fee:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	\$9,149,623
MU-1	Powerline easement (west) multi-use path	\$10,000,000
NC-5	Mattie M. Kelly Boulevard	\$844,581
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	\$135,828
CC-4	Azalea Drive Extension	\$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	\$19,399
SW-9	Indian Trail Sidewalk	\$278,099
Total Cost:		\$30,060,059

Mobility Fee

FEE SCHEDULE

Table 1 presents the calculated maximum mobility fee by land use code, derived from projected Equivalent Dwelling Units (EDUs) and the total cost of necessary infrastructure improvements. The Methodology section of this report provides further details.

Table 1 Maximum Fee table

Proposed Land Uses	ITE Code	ITE 11th	ITE Rate	% New Trips	New 1-way trips	EDU	Maximum Fee
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00	\$14,365
Long-term Residential							
Less than 500 sq. ft.				100%	3.30	0.70	\$10,047
500—749 sq. ft.				100%	4.00	0.85	\$12,173
750—999 sq. ft.				100%	4.52	0.96	\$13,776
1,000—1,499 sq. ft.				100%	5.08	1.08	\$15,475
1,500—1,999 sq. ft.				100%	5.61	1.19	\$17,078
2,000—2,999 sq. ft.				100%	6.16	1.31	\$18,778
3,000—3,999 sq. ft.				100%	6.69	1.42	\$20,381
4,000 sq. ft. or more				100%	7.08	1.50	\$21,578
Short-term Residential							
Less than 500 sq. ft.				100%	4.68	0.99	\$14,257
500—749 sq. ft.				100%	7.05	1.49	\$21,466
750—999 sq. ft.				100%	8.83	1.87	\$26,901
1,000—1,499 sq. ft.				100%	10.72	2.27	\$32,662
1,500—1,999 sq. ft.				100%	12.50	2.65	\$38,097
2,000—2,999 sq. ft.				100%	14.40	3.05	\$43,858
3,000—3,999 sq. ft.				100%	16.18	3.43	\$49,293
4,000 sq. ft. or more				100%	17.51	3.71	\$53,352
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71	\$10,267
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48	\$6,901
Mobile Home Park (240)	240	Dwelling	7.12	100%	3.56	0.76	\$10,846
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85	\$12,171
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00	\$28,753
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86	\$41,141

Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01	\$57,575
Strip Retail Plaza <40k (822)	822	1000 sq. ft.	54.45	40%	10.89	2.31	\$33,178
Automobile Sales (New) (840)	840	1000 sq. ft.	27.84	100%	13.92	2.95	\$42,409
Supermarket (850)	850	1000 sq. ft.	93.84	24%	11.2608	2.39	\$34,307
Drive-in Bank (912)	912	1000 sq. ft.	100.35	32%	16.06	3.41	\$48,916
Automobile Parts and Service Center (943)	943	1000 sq. ft.	16.6	100%	8.30	1.76	\$25,287
Convenience Store (851)	851	1000 sq. ft.	762.28	16%	59.08	12.53	\$179,984
Golf Course (430)	430	Acres	3.74	100%	1.87	0.40	\$5,697
Marina (420)	420	Berths	2.41	100%	1.21	0.26	\$3,671
Fast-Food Restaurant with Drive-Through Window (934)	934	1000 sq. ft.	467.48	23%	52.59	11.15	\$160,226
High-Turnover (Sit-Down) Restaurant (932)	932	1000 sq. ft.	107.2	38%	20.37	4.32	\$62,053
Fine Dining Restaurant (931)	931	1000 sq. ft.	83.84	38%	15.93	3.38	\$48,531
Convenience Store/Gas Station (945)	945	Fueling Positions	265.12	16%	20.55	4.36	\$62,598
General Office Building (710)	710	1000 sq. ft.	10.84	100%	5.42	1.15	\$16,513
Medical-Dental Office Building - Stand-Alone (720)	720	1000 sq. ft.	36.00	100%	18.00	3.82	\$54,839
Hospital (610)	610	1000 sq. ft.	10.77	100%	5.39	1.14	\$16,406
Nursing Home (620)	620	1000 sq. ft.	6.75	100%	3.38	0.72	\$10,282
Church (560)	560	1000 sq. ft.	7.6	100%	3.80	0.81	\$11,577
Private School (K-12) (532)	532	Students	2.48	100%	1.24	0.26	\$3,778
Day Care Center (565)	565	Students	4.09	100%	2.05	0.43	\$6,230
General Light Industrial (110)	110	1000 sq. ft.	4.87	100%	2.44	0.52	\$7,419
Warehousing (150)	150	1000 sq. ft.	1.48	100%	0.74	0.16	\$2,254

Context

The following sections provide a comprehensive overview of the legal framework established by Florida Statutes that permits the implementation of a mobility fee. Additionally included is a summary of the extraordinary circumstances that demonstrate the need for an increase beyond the standard allowable percentage, as permitted by Section 163.31801 of the Florida Statutes. Finally, the necessary regulatory amendments that City staff should pursue following the adoption of the mobility fee are described.

SUMMARY OF CONTEXT

Florida law allows local governments to create a “Mobility Plan” and associated fees for the purpose of funding transportation improvements in their jurisdictions. The law states that these fees cannot be used to block or delay development approvals if developers have agreed to pay the transportation costs associated with their projects. It also says that any revenue gained as a result of these fees must be dedicated to the projects outlined in the Mobility Plan. Such fees must also follow other Florida laws for impact fees. To ensure full compliance with Florida law, there are five actions that must be taken as part of or prior to the new fee’s adoption: the new study and associated fees must be adopted within one year of beginning the study; 90 days’ notice is required before adopting an increased fee; two publicly noticed workshops must be held; approval of the fee increase must receive a two-thirds majority vote from Council; and the Plan and fee study must be consistent with Florida Statutes.

The current mobility fee study, which was conducted under unusual economic conditions, aims to change fees that have not been updated since 2008. Increased construction costs, inflation, and supply chain disruptions are among the factors that have made it necessary to raise the fees in order to keep up with the higher costs of materials and labor.

There are two changes that must be made to City policies and regulations to reflect this new fee. First, the Comprehensive Plan needs to be updated to explicitly reference the Mobility Plan and fee, replacing terms like “transportation impact fee” with “mobility fee”. Second, the Land Development Code must be revised to include the new Mobility Fee schedule and relevant policies from the Comprehensive Plan and Mobility Plan, which ensures that all City documents stay consistent with current transportation funding goals and with each other.

LEGAL FRAMEWORK

Florida Statutes s. 163.3180 authorizes local governments to establish a mobility plan and associated fees for their transportation systems. However, localities cannot use this alternative system to delay or deny applications for site plan approvals, plat approvals, final subdivision approvals, building permits, or their functional equivalents, provided that developers commit to funding the transportation impacts their projects create, as defined by the local government's fee structure.

The revenue generated from the mobility fee must be allocated to the implementation of the Mobility Plan, which serves as the foundational basis for the fee itself. Additionally, the

mobility fee must adhere to Section 163.31801 of the Florida Statutes, which outlines regulations for impact fees.

To ensure compliance with Section 163.31801, the following steps are required prior to or as part of the fee's adoption:

- The new study and associated fees must be adopted within 12 months of initiating the fee study.
- A minimum of 90 days' notice is required before the effective date of any fee increase.
- At least two publicly noticed workshops must be conducted.
- The ordinance approving the fee increase must receive a two-thirds majority vote from the City Council.
- The Mobility Plan and Mobility Fee Study align with all relevant stipulations outlined in Sections 163.3180 and 163.31801 of the Florida Statutes.

EXTRAORDINARY CIRCUMSTANCES

The mobility fee study is being conducted under exceptional circumstances that highlight the need for a substantial increase in the City's current transportation impact fee, which has remained unchanged since June 2008. This fee update will be closely aligned with the Phase 1 projects outlined in the recently adopted Mobility Plan and described above.

The timing of this fee update is particularly critical given the extraordinary economic conditions stemming from various factors. The ongoing repercussions of policies implemented to mitigate the impacts of COVID-19, along with sustained disruptions in global supply chains vital to the availability of construction materials and equipment, have led to significant price increases in construction costs. These price hikes are driven by inflation, characterized by a substantial increase in the U.S. dollar money supply, persistent supply chain challenges, and robust demand for new construction.

Additionally, a strong housing market, fluctuations in the labor market, and heightened government spending on infrastructure have further contributed to elevated demand and prices in the construction sector. The U.S. Bureau of Labor Statistics' Producer Price Index by Commodity for Construction Materials serves as a key indicator of these trends. Since March 2020, when the COVID-19 pandemic began, material prices have surged by 32% as of November 2023. While this study does not predict that such price increases will continue at the same pace, the extraordinary events of the past three years necessitate an update to project costs and, consequently, the impact fee.

Moreover, it's important to highlight that construction costs have significantly risen since the current impact fee was established in 2008. The Producer Price Index for Construction Materials increased from 200.4 in June 2008 to 337.3 in June 2023, reflecting the urgent need for a fee adjustment to account for these rising costs.

REGULATORY AMENDMENTS

The following outlines the two regulatory amendments required to City documents after the adoption of the mobility fee, ensuring consistency with the City’s policies, Comprehensive Plan, and Land Development Code:

- **Comprehensive Plan:** The Mobility Plan and associated fee should be explicitly referenced within the Comprehensive Plan. Additionally, all instances of “transportation impact fee” must be updated to “mobility fee,” and any language that ties the mobility fee to concurrency should be removed.
- **Land Development Code (LDC):** The section of the LDC addressing transportation impact fees should be revised to include the Mobility Fee schedule. This update must also incorporate references to the relevant policies within the Comprehensive Plan and the Mobility Plan.

Methodology

This section outlines the methodology used to determine the new mobility fee, which follows a proportionate share allocation model. This approach estimates the costs of infrastructure improvements required to support new development and allocates these costs based on projected increases in transportation demand. The demand is forecasted by calculating the number of new daily trips generated by future development, using data from the Destin Mobility Plan, adopted in September 2024.

The Destin Mobility Plan identifies key infrastructure projects needed to accommodate growth, including new transportation facilities and improvements to existing facilities.

The total cost of the infrastructure improvements outlined in the Destin Mobility Plan is divided by the projected growth in Equivalent Dwelling Units (EDUs), ensuring that each new development contributes its proportional share of the transportation improvements necessary to support future growth.

SUMMARY OF STEPS USED TO CALCULATE MOBILITY FEE

These steps are described in more detail in the following sections.

1. Calculate Standard Service Unit. When new homes or businesses are built, they add traffic to the roads. To fairly measure how much traffic each use type adds, Equivalent Dwelling Units (EDUs) are used. One EDU represents the traffic generated by a typical single-family home. This allows us to compare different types of buildings and figure out how much traffic they’ll create. Each building type is evaluated based on how much traffic it generates compared to a single-family home, and only new trips are counted.
2. Analyze the relationship between dwelling units and trip generation. To ensure the fee is fair, we looked at how the size of a home affects the impact it has on traffic. Three main sources of information were used for this analysis: property data, such as home size and number of bedrooms; household occupancy data, the number of people living in homes of different sizes; and household trip rates, or how

often people travel based on their household size. This information was used to figure out how the square footage of a home relates to the amount of traffic the home generates. We found that larger homes with more bedrooms tend to generate more trips.

- a. For short-term rental properties, a similar method was used. However, since short-term rentals are typically more frequently occupied, the calculation was adjusted to assume they were always fully booked.
3. Calculate Equivalent Dwelling Units (EDUs). An EDU measures the traffic impact of a typical single-family home, using Institute of Transportation Engineers (ITE) land use code 210 as the standard. The number of trips people make, based on data from the National Household Travel Survey (NHTS), is adjusted to match the ITE's traffic rates for homes. This adjustment makes sure the data is consistent and takes into account the differences in traffic created by different types of households. For other kinds of uses, we calculate how much traffic they generate compared to that single-family home. Pass-by trips and diverted link trips were not counted, and only one side of the trip (either arrival or departure) was counted to avoid double-counting the trip.
4. Estimate the cost of Phase 1 improvements. The total estimated cost of Phase 1 improvements is \$30,060,059.
5. Estimate EDUs through 2040. Population and employment growth forecasts were used to estimate the total number of EDUs expected by 2040. To calculate the projected EDUs, the expected growth in people and jobs was converted to square footage, as needed, and then matched with the appropriate ITE code for each job type. This calculation gives us an estimate of 2092.62 EDUs by 2040.
6. Calculate the Mobility Fee. Divide the total cost of planned improvements (from Step 4) by the estimated EDUs (from Step 5):

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (EDUs)} = \$14,364.79$$

CALCULATING STANDARDIZED SERVICE UNIT

The transportation demand created by different land use types are standardized into a unit of measurement known as the service unit, defined as the Equivalent Dwelling Unit (EDU). One EDU represents the transportation demand generated by a typical single-family detached home. This standardized metric allows for consistently comparing various land uses based on their impact on the transportation system.

Trip generation data—measuring vehicle movements generated by different types of development—forms the foundation for calculating service units. Mobility fees account for demand across all transportation modes, including motorized and non-motorized travel.

Each land use type is evaluated according to its relative travel demand compared to a standard single-family home. Trip generation rates are adjusted to reflect only net new trips that contribute additional demand to the transportation system.

RELATIONSHIP BETWEEN DWELLING UNITS AND TRIP GENERATION

This section reviews how the relationship between dwelling unit size, the number of bedrooms, and trip-making behavior was developed for the Destin context. The goal is to ensure that the mobility fee accurately reflects the impact of various residential development scales. The data for this analysis were drawn from three key sources:

1. **Parcel characteristics**, including land use type, number of bedrooms, and building square footage, were obtained from the Okaloosa County Property Appraiser's records. This provided detailed insights into the physical attributes of the housing stock in the area.
2. **Household occupancy** data from the 2021 American Community Survey (ACS) Public Use Microdata Sample (PUMS)¹ for Okaloosa County allowed for localized estimates of residents per household by dwelling unit type and size. The results are presented in Table 2.

Table 2 Persons/household by # of bedrooms, SFDU (2021 ACS PUMS, Okaloosa County)

# of bedrooms	Persons per Household
1	1.74
2	1.98
3	2.42
4	3.06
5	3.67

3. **Household person trip rates** were sourced from the 2022 National Household Travel Survey (NHTS)², with a focus on the South Atlantic region and Metropolitan Statistical Areas (MSAs) under one million residents, which provides region-specific data on travel behavior. This data is crucial in informing the relationship between housing characteristics and transportation demand in Destin.

Table 3 Trips per Person by Household Size (NHTS 2021, South Atlantic)

Household Size	Daily Trips per Person
1	2.61
2	2.35
3	2.48
4	2.22
5	1.60

¹ <https://www.census.gov/programs-surveys/acs.html>

² <https://nhts.ornl.gov>

6	1.12
7	1.55

These sources were combined to establish the relationship between square footage and trip generation for single-family homes. A logarithmic regression model was used to capture the non-linear relationship between dwelling unit size and the number of trips generated. The resulting estimates of trips per household size for single-family dwelling units (SFDU) are presented in Figure 1.



Figure 1 Relationship between trips and square footage for a single-family residential home

Short-Term Rental Trip Generation

Trip generation rates for short-term rentals were calculated similarly to those for single-family homes, with adjustments reflecting the higher utilization rates of short-term rental properties. Trip-making rates were adjusted to assume 100% occupancy based on the number of bedrooms. The resulting expected trips based on the number of square feet are depicted in Figure 2.

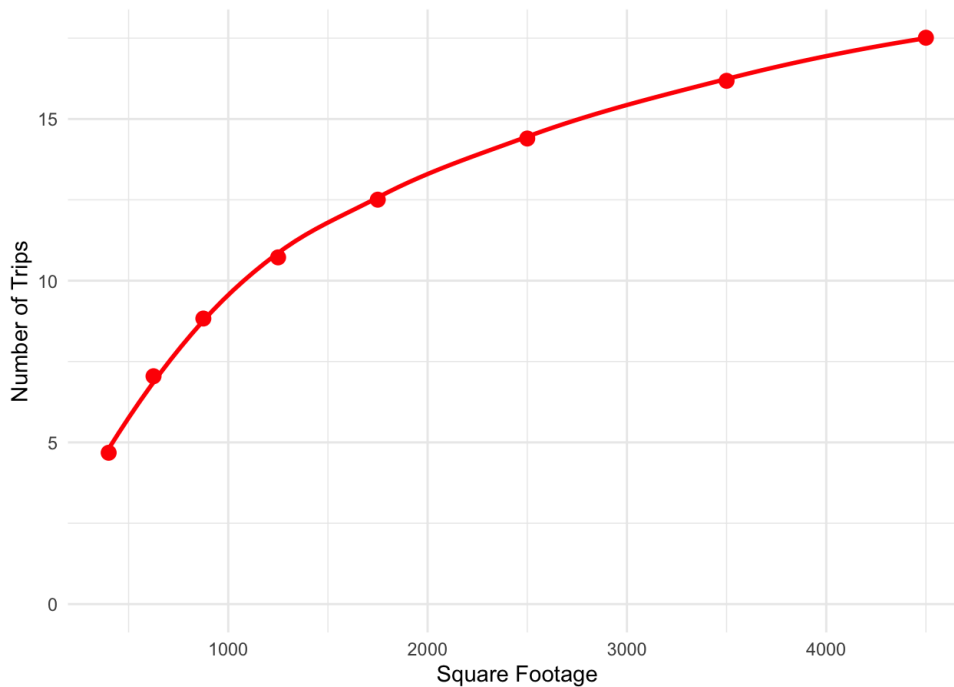


Figure 2 Relationship between trips and square footage for a short-term rental

CALCULATING EQUIVALENT DWELLING UNITS (EDUs)

This step involves standardizing transportation demand across different land uses into EDUs, allowing for consistent fee calculations. The EDU is based on the transportation impact of a typical single-family detached home, using Institute of Transportation Engineers (ITE) land use code 210 as the benchmark. Household trip rates calculated using the National Household Travel Survey (NHTS) are refactored by adjusting them to match the proportionate ITE residential trip generation rates. This adjustment ensures all rates are sourced from ITE and are internally consistent, while also representing the varying impacts of different household types.

Pass-by trips refer to vehicles already on the road that stop at a development before continuing their route. Diverted-link trips divert from their original route to visit a development before rejoining the network. Since these trips do not generate new traffic, they are excluded from the EDU calculations. Additionally, ITE trip generation rates are halved to represent only the production side (as trip generation includes both arrivals and departures). The resulting EDUs are presented in Table 4.

Table 4 EDU by land use type

Proposed Land Uses	ITE Code	Unit Type	ITE Rate	% New Trips	New 1-way trips	EDU
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00
Long-term Residential						
Less than 500 sq. ft.				100%	3.30	0.70

500—749 sq. ft.				100%	4.00	0.85
750—999 sq. ft.				100%	4.52	0.96
1,000—1,499 sq. ft.				100%	5.08	1.08
1,500—1,999 sq. ft.				100%	5.61	1.19
2,000—2,999 sq. ft.				100%	6.16	1.31
3,000—3,999 sq. ft.				100%	6.69	1.42
4,000 sq. ft. or more				100%	7.08	1.50
Short-term Residential						
Less than 500 sq. ft.				100%	4.68	0.99
500—749 sq. ft.				100%	7.05	1.49
750—999 sq. ft.				100%	8.83	1.87
1,000—1,499 sq. ft.				100%	10.72	2.27
1,500—1,999 sq. ft.				100%	12.50	2.65
2,000—2,999 sq. ft.				100%	14.40	3.05
3,000—3,999 sq. ft.				100%	16.18	3.43
4,000 sq. ft. or more				100%	17.51	3.71
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48
Mobile Home Park (240)		Dwelling	7.12	100%	3.56	0.76
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86
Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01

Calculation of the Mobility Fee

After calculating EDUs, the next step is to allocate the costs of necessary transportation improvements based on expected growth in EDUs. By estimating the number of new EDUs, we determine each development's proportional share of infrastructure costs for the projects outlined in the Destin Mobility Plan.

PLANNED IMPROVEMENTS

The cost of planned transportation infrastructure improvements comes from the Destin Mobility Plan, which details essential projects needed to support growth. These include road expansions, multimodal enhancements like bike lanes and sidewalks, and other upgrades. Cost estimates for these projects were developed. Based on the Mobility Plan,

as illustrated in 5, Phase 1 projects that are to be funded by the Mobility Fee are anticipated to cost \$30,060,059.

Table 5 Phase I Mobility Fee Projects

ID	Name	Cost	Phase
NC-4	98 Palms Boulevard	\$9,149,623	1
MU-1	Powerline easement (west) Multi-use Path	\$10,000,000	1
NC-5	Mattie M. Kelly Boulevard	\$844,581	1
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	\$135,828	1
CC-4	Azalea Drive Extension	\$9,632,529	1
IS-8	Calhoun Avenue at Sibert Ave	\$19,399	1
SW-9	Indian Trail Sidewalk	\$278,099	1
	TOTAL	\$30,060,059	

ESTIMATING EQUIVALENT DWELLING UNITS (EDUs) THROUGH 2040

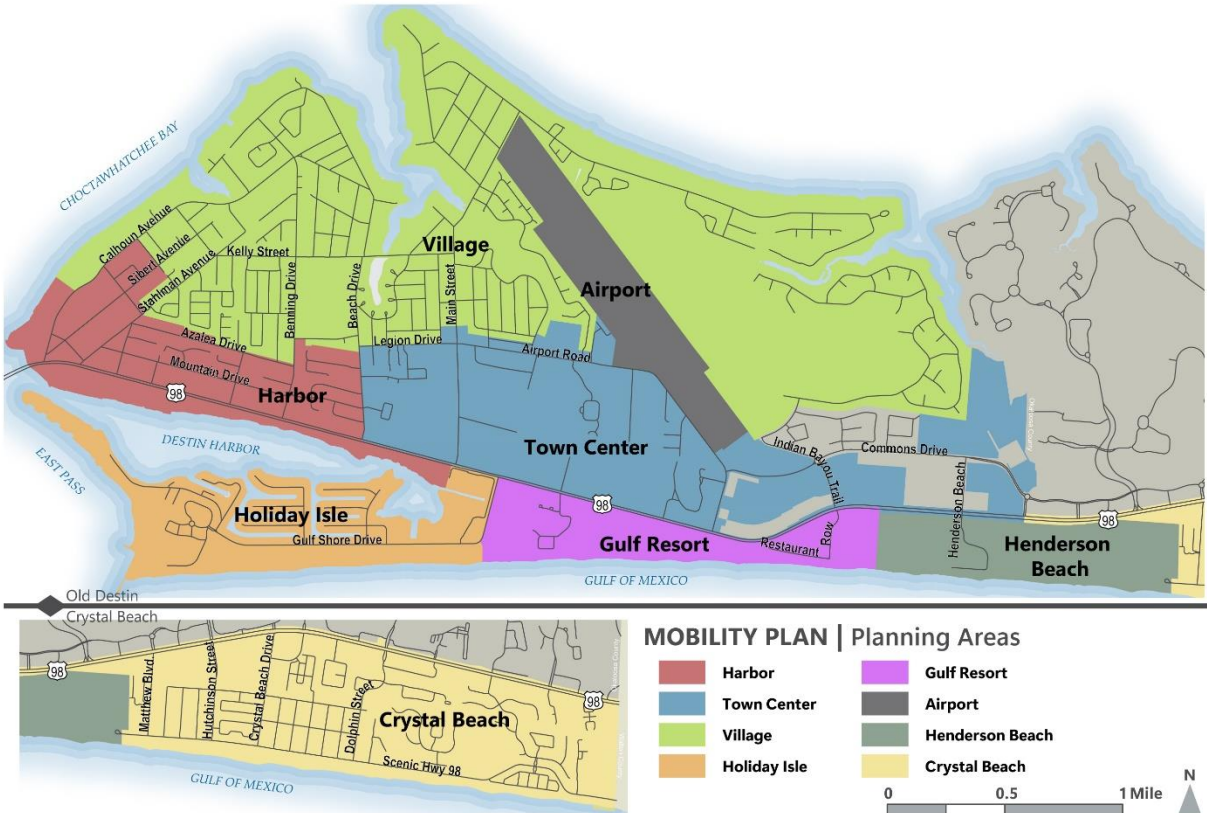
Population and employment growth forecasts for Destin were used to project the total number of EDUs expected by 2040. These assumptions are documented in Table 6. The growth projections for people and jobs are translated into EDUs by converting growth units to square footage³, when necessary, and matching the mixture of associated Institute of Transportation Engineers (ITE) land use code presently on the ground in Destin for each job type. The result is an estimate of EDUs anticipated by 2040.

Table 6 Population and employment growth forecast (new units anticipated by 2040)

Planning Area	SF Pop	MF Pop	Housing Units	Hotel/Motel	Seasonal	Ser Emp	Com Emp	Ind Emp	Tot Emp
Airport	0	0	0	0	0	2	0	0	2
Crystal Beach	104	236	163	80	340	59	45	7	111
Gulf Resort	11	63	36	84	59	301	138	34	473
Harbor	59	284	165	96	280	51	45	10	106
Henderson Beach	3	1	2	0	6	3	1	0	4
Holiday Isle	38	262	144	30	225	64	23	8	95
Town Center Commons	90	472	270	198	449	211	165	31	407
Village	173	331	242	59	531	22	16	3	41
Grand Total	478	1649	1022	547	1890	713	433	93	1239

Figure 1. Planning Area Map.

³ The following estimates of square footage per employee were utilized in this conversion process: 250 sq. ft. per service employee, 450sq. ft. per commercial employees, and 1,000 sq. ft. per employee for industrial jobs.



CALCULATING THE MOBILITY FEE

With the total number of Equivalent Dwelling Units (EDUs) projected by 2040 and the cost of planned infrastructure improvements established, the Mobility Fee is calculated by distributing the improvement costs across the anticipated EDUs. Based on the forecast presented in Table 6, 2092.62 EDUs are anticipated by 2040.

The final step in calculating the fee per EDU is dividing the total cost of the planned improvements by the total projected EDUs.

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (forecasted EDUs)} = \$14,364.79$$

With the calculation complete, the maximum Mobility Fee per EDU is \$14,364.79. This maximum fee, applied to EDUs per land use type, are presented in Table 1 in the Fee Schedule section of this memo.

ORDINANCE NO. 2025-08-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO THE IMPOSITION OF MOBILITY FEES; PROVIDING FOR ADOPTION OF A MOBILITY FEE STUDY AND TABLE OF MOBILITY FEES; PROVIDING FOR MOBILITY FEE DISCOUNTS; PROVIDING FOR CITY ENFORCEMENT; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; 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 Sections 163.3180 and 163.31801, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City's future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City; and

WHEREAS, section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance" ; and

WHEREAS, the City Council has engaged 3TP Ventures ("3TP") to prepare a Demonstrated-Need Study dated June 27, 2024 (the "Mobility Fee Study") to convert the City of Destin's prior usage of impact fees to mobility fees, and to establish the City's Mobility Fee schedule; and

WHEREAS, the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations; and

WHEREAS, 3TP has also prepared the Destin, Florida Mobility Fee Study Memo attached as Exhibit A, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study"); and

WHEREAS, the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

WHEREAS, the City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public comment taken; and

WHEREAS, based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City;
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

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. Amending Chapter 19 of the Land Development Code.

19.04.00. - ~~Transportation impact~~ Mobility fee.

19.04.01. *Intents and purposes.*

A. *Legislative findings:*

~~1. The City Council has determined that the City of Destin must expand its transportation system in order to maintain current levels of service if new development is to be accommodated without decreasing current levels of service. This must be done in order to promote and protect the public health, safety, and welfare.~~

2. 1. 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.

3. 2. 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.

~~4. 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 transportation capital improvements necessary to accommodate such development. This must be done in order to promote and protect the public health, safety, and welfare.~~

5. 3. The City Council has determined that each of the types of land development described in Section 19.04.05.A., will generate vehicular and pedestrian traffic necessitating the acquisition of rights-of-way, road construction, road improvements, pedestrian and bicycle improvements.

6. 4. The City Council has determined that the fees established by Section 19.04.05.A. are derived from, based upon, and do not exceed the costs of providing additional rights-of-way and multi-modal improvements necessitated by the new land developments for which the fees are levied.

~~7. 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 of additional transportation capital improvements in the City of Destin.~~

5. The City Council has determined that Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City's

future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City.

6. The City Council has determined that section 163.31801, Florida Statutes (the “Florida Impact Fee Act”) prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth (“Mobility Fees”) in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstance”.

7. City Council has engaged 3TP Ventures (“3TP”) to prepare a Demonstrated-Need Study dated June 27, 2024 (the “Mobility Fee Study”) to convert the City of Destin’s prior usage of impact fees to mobility fees, and to establish the City’s Mobility Fee schedule.

8. The City Council has determined that the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations.

9. 3TP has also prepared the Destin, Florida Mobility Fee Study Memo, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the “Demonstrated Need Study”).

10. The City Council has determined that the based on the Demonstrated Need Study and other evidence presented at the prior public hearings, workshops, and meetings, the City Council hereby makes the following factual findings:

- The City of Destin has not raised impact fees in sixteen years; and
- Impacts related to COVID-19 policies between March 2020 and November 2023, material prices surged by 32%; and
- Sustained disruptions to global supply chains for construction materials and equipment, housing market strength, labor market fluctuations, and heightened governmental spending on infrastructure, have led to increases in construction prices.
- Materials increased from 200.4 in June 2008 to 337.2 in June 2023 (1982:100).

11. The City Council has conducted publicly noticed workshops on February 18, 2025 and March 3, 2025, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in section 163.31801, Florida Statutes, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public

comment taken.

12. Based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the City extraordinary circumstances relating to not raising fees for 16 years despite ongoing extraordinary events including but not limited to the COVID-19 policies, price surges, and sustained disruptions in supplies, which, if left unaddressed, result in conditions injurious to the public health, safety, morals and welfare of the residents of the City.
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-in limitations established in section 163.31801, Florida Statutes.

B. This article is intended to assist in the implementation of the City of Destin Comprehensive Plan.

C. 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 transportation capital improvements in the City of Destin.~~ (1) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction; (2) ensure that the mobility fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction; (3) Specifically earmark funds collected under the mobility fee for use in acquiring, constructing, or improving capital facilities to benefit new users; and (4) Ensure that revenues generated by the mobility fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

D. This article shall not apply to development for which the City of Destin is the applicant.

19.04.04. Adoption of mobility fee study and ~~imposition of mobility transportation impact fee.~~

The City Council hereby adopts and incorporates the following by reference:

- (a) The Destin, Florida Mobility Fee Study Memo attached as Exhibit A to Ordinance No. 2025-08-LC.
- (b) The Table of Mobility Fees

Table of Mobility Fees		
<u>Proposed Land Uses</u>	<u>Unit</u>	<u>Fee per Unit</u>
<u>Long-term Residential</u>	<u>Dwelling</u>	
<u>Less than 500 sq. ft.</u>		\$5,023
<u>500—749 sq. ft.</u>		\$6,086
<u>750—999 sq. ft.</u>		\$6,888
<u>1,000—1,499 sq. ft.</u>		\$7,737
<u>1,500—1,999 sq. ft.</u>		\$8,539
<u>2,000—2,999 sq. ft.</u>		\$9,389
<u>3,000—3,999 sq. ft.</u>		\$10,190
<u>4,000 sq. ft. or more</u>		\$10,789
<u>Short-term Residential</u>		
<u>Less than 500 sq. ft.</u>		\$14,257
<u>500—749 sq. ft.</u>		\$21,466
<u>750—999 sq. ft.</u>		\$26,901
<u>1,000—1,499 sq. ft.</u>		\$32,662
<u>1,500—1,999 sq. ft.</u>		\$38,097
<u>2,000—2,999 sq. ft.</u>		\$43,858
<u>3,000—3,999 sq. ft.</u>		\$49,293
<u>4,000 sq. ft. or more</u>		\$53,352
<u>Multifamily Housing (Low-Rise) (220)</u>	<u>Dwelling</u>	\$10,267
<u>Multifamily Housing (Mid-Rise) (221)</u>	<u>Dwelling</u>	\$6,901
<u>Mobile Home Park (240)</u>	<u>Dwelling</u>	\$10,846
<u>Hotel/Motel (310)</u>	<u>Room</u>	\$12,171
<u>Shopping Center >150k (820)</u>	<u>1000 sq. ft.</u>	\$28,753
<u>Shopping Plaza 40-150k (821)</u>	<u>1000 sq. ft.</u>	\$41,141
<u>Shopping Plaza 40-150k - w/Supermarket (821)</u>	<u>1000 sq. ft.</u>	\$57,575
<u>Strip Retail Plaza <40k (822)</u>	<u>1000 sq. ft.</u>	\$33,178
<u>Automobile Sales (New) (840)</u>	<u>1000 sq. ft.</u>	\$42,409
<u>Supermarket (850)</u>	<u>1000 sq. ft.</u>	\$34,307
<u>Drive-in Bank (912)</u>	<u>1000 sq. ft.</u>	\$48,916
<u>Automobile Parts and Service Center (943)</u>	<u>1000 sq. ft.</u>	\$25,287
<u>Convenience Store (851)</u>	<u>1000 sq. ft.</u>	\$179,984
<u>Golf Course (430)</u>	<u>Acres</u>	\$5,697
<u>Marina (420)</u>	<u>Berths</u>	\$3,671

<u>Fast-Food Restaurant with Drive-Through Window (934)</u>	<u>1000 sq. ft.</u>	<u>\$160,226</u>
<u>High-Turnover (Sit-Down) Restaurant (932)</u>	<u>1000 sq. ft.</u>	<u>\$62,053</u>
<u>Fine Dining Restaurant (931)</u>	<u>1000 sq. ft.</u>	<u>\$48,531</u>
<u>Convenience Store/Gas Station (945)</u>	<u>Fueling Positions</u>	<u>\$62,598</u>
<u>General Office Building (710)</u>	<u>1000 sq. ft.</u>	<u>\$16,513</u>
<u>Medical-Dental Office Building - Stand- Alone (720)</u>	<u>1000 sq. ft.</u>	<u>\$54,839</u>
<u>Hospital (610)</u>	<u>1000 sq. ft.</u>	<u>\$16,406</u>
<u>Nursing Home (620)</u>	<u>1000 sq. ft.</u>	<u>\$10,282</u>
<u>Church (560)</u>	<u>1000 sq. ft.</u>	<u>\$11,577</u>
<u>Private School (K-12) (532)</u>	<u>Students</u>	<u>\$3,778</u>
<u>Day Care Center (565)</u>	<u>Students</u>	<u>\$6,230</u>
<u>General Light Industrial (110)</u>	<u>1000 sq. ft.</u>	<u>\$7,419</u>
<u>Warehousing (150)</u>	<u>1000 sq. ft.</u>	<u>\$2,254</u>

~~A. Any person who applies for a certificate of occupancy, is hereby required to pay a transportation 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 19.04.05.A., shall be issued unless and until the required transportation impact fee has been paid.~~

~~C. Any development that received a final development order or development permit on or before [the date of adoption of the ordinance creating the "new" fee schedule] shall be subject to the "old" fee schedule in Section 19.04.05, provided that development proceeds to issuance of the certificate of occupancy without expiration of the development order or development permit. Notwithstanding the foregoing, if the fee for a proposed development would be lower under the provisions of subsection D below, subsection D shall apply.~~

~~D. All other development shall be subject to the following fee schedules in Section 19.04.05:~~

~~1. The "old" fee schedule for certificates of occupancy issued before [90 days from ordinance adoption].~~

~~2. The "new" fee schedule for certificates of occupancy issued on or after [90 days from ordinance adoption].~~

~~E. The City may provide estimates of impact fees at time of 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.~~

~~**19.04.05. Computation of the amount of the transportation impact fee.**~~

~~**Effect on Land Development Regulations:**~~

- ~~(a) The payment of mobility fees does not ensure compliance with the City's land development~~

regulations.

- (b) The listing of a land use in the mobility fee schedule is solely for purpose of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning or comprehensive plan requirements. In addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any land use classification or zoning district.

A. At the option of the feepayer, the amount of the transportation impact fee may be determined by the following fee schedules:

~~Insert OLD FEE SCHEDULE HERE AND INSERT NEW FEE SCHEDULE HERE IN STRIKETHROUGH FORMAT~~

~~1. 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.~~

~~2. 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.~~

~~3. 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:~~

~~(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.~~

~~B. If a feepayer opts not to have the impact fee determined according to paragraph A. of this section, 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. The documentation submitted shall show the basis upon which the independent fee calculation was made. 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.~~

~~C. The City Manager shall consider the documentation submitted by the feepayer but is not required to accept such documentation as he/she shall reasonably deems to be inaccurate or not reliable and~~

~~may, in the alternative, require the feepayer to submit additional or different documentation for consideration. If an acceptable independent fee calculation study is not presented, the feepayer shall pay the transportation impact fee based upon the schedule shown in paragraph A. of this section. If an acceptable independent fee calculation study is presented, the City Manager may adjust the fee to that appropriate to the particular development. 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 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 a feepayer's independent impact fee calculation study.~~

19.04.06. *Payment of fee.*

~~A. The feepayer shall pay the transportation impact fee required by this article to the City Manager prior to the issuance of certificate of occupancy.~~

A. Mobility fees and administration fees shall be assessed, collected, and paid upon the issuance of a building permit for any development within the City of Destin.

B. All funds collected shall be promptly transferred for deposit in the mobility transportation impact fee trust fund established by Section 19.04.08 and used solely for the purposes specified in this article.

19.04.07. Mobility Transportation impact fee district.

A. There is hereby established a mobility road impact fee district which shall be all lands lying within the incorporated limits of the City.

19.04.08. Mobility Transportation impact fee trust fund established.

A. There is hereby established a mobility transportation impact fee trust fund for the mobility transportation impact fee district established by Section 19.04.07.

B. Funds withdrawn from these accounts must be used in accordance with the provisions of Section 19.04.09.

19.04.09. *Use of funds.*

A. Funds collected from the mobility transportation impact fee shall be used solely for the purpose of capital improvements to and expansion of transportation facilities, ~~identified in the impact fee study on which the "new" fee schedule is based and shall not be used for periodic or routine maintenance.~~

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 transportation capital improvements for which mobility transportation impact fees may be expended, mobility 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 mobility transportation impact fee district established by Section 19.04.07.
- D. At least once each fiscal period, the City Manager shall present to the City Council a proposed capital improvement program for transportation, assigning funds, including any accrued interest, from the mobility road impact fee trust fund to specific road improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the mobility road impact fee trust fund until the next fiscal period, except as provided by Section 19.04.10.
- E. Funds may be used to provide refunds as described in Section 19.04.10.

19.04.10. *Refund of fees paid.*

A. Any funds not expended or encumbered by the end of the calendar quarter immediately following six years from the date the mobility transportation impact fee was 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 six-year period.

19.04.11. *Exemptions and credits.*

A. Any claim of exemption must be made no later than the time of application for a building permit certificate of occupancy. Any claim not so made shall be deemed waived. The following shall be exempted from payment of the mobility fee 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; alterations of an existing nonresidential building where no additional square footage is added, where the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.

2. The construction of residential accessory buildings or structures which will not produce additional vehicular trips over and above those produced by the principal building or use of the land.

3. The replacement of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use provided that no additional trips will be produced over and above those produced by the original use of the land.

4. The installation of a replacement mobile home on a lot or other such site when a mobility transportation 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. Public elementary and secondary schools.

6. The development or construction of housing that is "affordable", as defined in section 420.9071, Florida Statutes. This exception shall only be effective upon the developer entering into an agreement approved by the City Council, under such circumstances and in such form as is acceptable to the City Council in its reasonable judgment, to maintain the housing as "affordable."

B. Credits:

1. No credit shall be given for site-related improvements or site-related right-of-way dedications.

2. All mandatory or required right-of-way dedications and/or transportation improvements made by a feepayer, subsequent to the effective date of this article, except site-related improvements and any other improvements not included in the calculation of the mobility transportation impact fees, shall be credited on a pro rata basis against mobility transportation impact fees otherwise due or to become due for development that prompted the City or the county to require such dedications or transportation improvements. Such credits shall be determined and provided as set forth in Section 19.04.11.B.3.

3. A feepayer may obtain credit against all or a portion of mobility transportation impact fees otherwise due or to become due by offering to dedicate non-site-related right-of-way and/or construct non-site-related roadway improvements included in the calculation of the transportation impact fees. This offer must specifically request or provide for a mobility transportation impact fee credit. Such construction must be in accordance with City, county, or state design standards, whichever is applicable. 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 non-site-related right-of-way shall be valued at:

- (1) 115 percent of the most recent assessed value by the property appraiser, or
- (2) By such other appropriate method as the City Council may have accepted prior to the effective date of this article for right-of-way dedications and/or roadway capital improvements, or
- (3) By fair market value established by private appraisers acceptable to the City.

Credit for the dedication of right-of-way 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.

(b) Applicants for credit for construction of non-site-related transportation improvements shall submit acceptable engineering drawings and specifications, and construction cost estimates to the City Manager. The City Manager shall determine credit for transportation improvement 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. 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. The applicant must sign and date a duplicate copy of such letter or certificate indicating his/her agreement to the terms of the letter or certificate and return such signed document to the City Manager before credit will be given. The failure of the applicant to sign, date, and return such document within 60 days shall nullify the credit.

(c) Except as provided in Section 19.04.11.B.1.(d), credit against mobility ~~impact~~ fees otherwise due will not be provided until:

- (1) The construction is completed and accepted by the City, the county, or the state, whichever is applicable; or
- (2) A suitable maintenance and warranty bond is received and approved by the City Manager when applicable.

(d) Credit may be provided before completion of specified transportation improvements if adequate assurances are given by the applicant that the standards set out in Section 19.04.11.B.1.(c) will be met and if the feepayer posts security as provided below for the costs of such construction. 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. If the transportation construction project will not be constructed within one year of the acceptance of the offer by the City Manager, the amount of the security shall be increased by ten percent 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. If the transportation construction project is not to be completed within five years of the date of the feepayer's offer, the City Council must approve the transportation construction project and its scheduled completion date prior to the acceptance of the offer by the City Manager.

(e) Any claim for credit must be made no later than the time of application for a building permit ~~certificate of occupancy~~. Any claim not so made shall be deemed waived.

(f) Credits shall not be transferable from one project or development to another without the approval of the City Council and may be transferred to a development in a different mobility ~~impact~~ fee district upon a finding by the City Council that the dedication right-of-way or transportation construction for which the credit was given benefits such different mobility ~~impact~~ fee district.

(g) 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 within ten 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.

19.04.12. *Review and Update.*

~~A. The fee schedule contained in Section 19.04.05.A shall be reviewed by the City Council at least once every two years following its adoption.~~

- (a) The mobility fee is based on the assumptions and analysis in the mobility fee study. Not later than five years from the date Ordinance 2025-08-LC is enacted and not later than every five years thereafter, the City shall conduct a full reevaluation and update of the assumptions and analysis in the mobility fee study and of all components of the mobility fee. However, in the event that full reevaluation and updates are not complete within the required five-year period, the last adopted mobility fee shall remain in effect until the reevaluation is complete. Nothing herein shall prevent the City from updating the mobility fee earlier than every five years if the City determines that significant changes in the mobility fee study have occurred, and that such changes are likely to have a significant impact on the amount of the mobility fee.
- (b) The administration fees may be reviewed annually and revised by resolution of the City Council.

19.04.13. *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.~~

- (a) Any person, firm, corporation or partnership that violates any provision of this Article may be punished by a fine of not more than five hundred dollars (\$500.00) or sixty (60) days in jail, or both. Enforcement of this Article may be through the issuance of a citation, in accordance with State Law.
- (b) Violations include, but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false or misleading information on any document, or to any city employee, concerning the calculation, exemption, or payment of a mobility fee.
- (c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this article, or who fails, neglects, or refuses to pay a mobility fee may be held responsible for the violation and be subject to the penalties and remedies provided for in this article.
- (d) In addition to the enforcement of this article through issuance of a citation in accordance with State Law, the City may withhold issuance of the certificate of occupancy or certificate of

completion and/or bring suit to restrain, enjoin r otherwise prevent the violation of this article in any court of competent jurisdiction, to recover costs incurred by the City in whole or in part because of the violation of this article, and/or to compel payment of a mobility fee pursuant to this article. Issuance of and/or payment of a citation for violation of this article dos not preclude the City from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.

- (e) Failure to pay a mobility fee required by this article is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.
- (f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the City. Nothing contained herein shall prohibit the City Council from enforcing its codes by any other means.

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. Any ordinance, resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed 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. Upon its adoption by the City Council and signature by the Mayor, the City Clerk shall publish a legal notice stating that the City Council has enacted this Ordinance and that it shall become effective 90 days after publication of such notice, pursuant to section 163.31801(4)(d), Florida Statutes.

ADOPTED THIS ____ DAY OF _____,
2025.

By: _____
Bobby Wagner, Mayor

ATTEST:

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

Rey Bailey, City Clerk

Kimberly Romano Kopp, City Attorney

First Reading: _____

Second Reading: _____

DESTIN MOBILITY PLAN

September 2024





ACKNOWLEDGEMENTS



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

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Councilman Torey Geile
Councilman Dewey Destin
Councilman Jim Bagby
Councilwoman Terésa Hebert
Councilman Johnny King
Councilman Kevin Schmidt

Consulting provided by:

3TP VENTURES
Think ► Plan ► Do



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EXECUTIVE SUMMARY

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

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

There are 67 mobility projects which include the Cross Town Connector, New Streets, Sidewalks, Bike Lanes, Multi-Use Paths, Intersection Enhancements, and Community Parking. The following map displays the projects that are recommended by this Plan.



Old Destin
Crystal Beach



MOBILITY PLAN | Mobility Projects

- Cross Town Connector
- New Streets
- Sidewalk
- Bike Lane
- Multi-Use Path
- # Intersection Enhancement
- # Community Parking



Chapter 1 Overview

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

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

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

1.1 Transportation Projects

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

1.2 Implementation Overview

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



Chapter 2 Why This Plan?

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DESTIN IN 2023



Population and Employment

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

Mobility

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

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

Safety

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

DESTIN IN 2050



Population and Employment Forecast

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

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

DESTIN IN 2050



Transportation Impact

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

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

Chapter 3 The Plan

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3.1 Big Picture

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

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

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

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

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

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



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

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



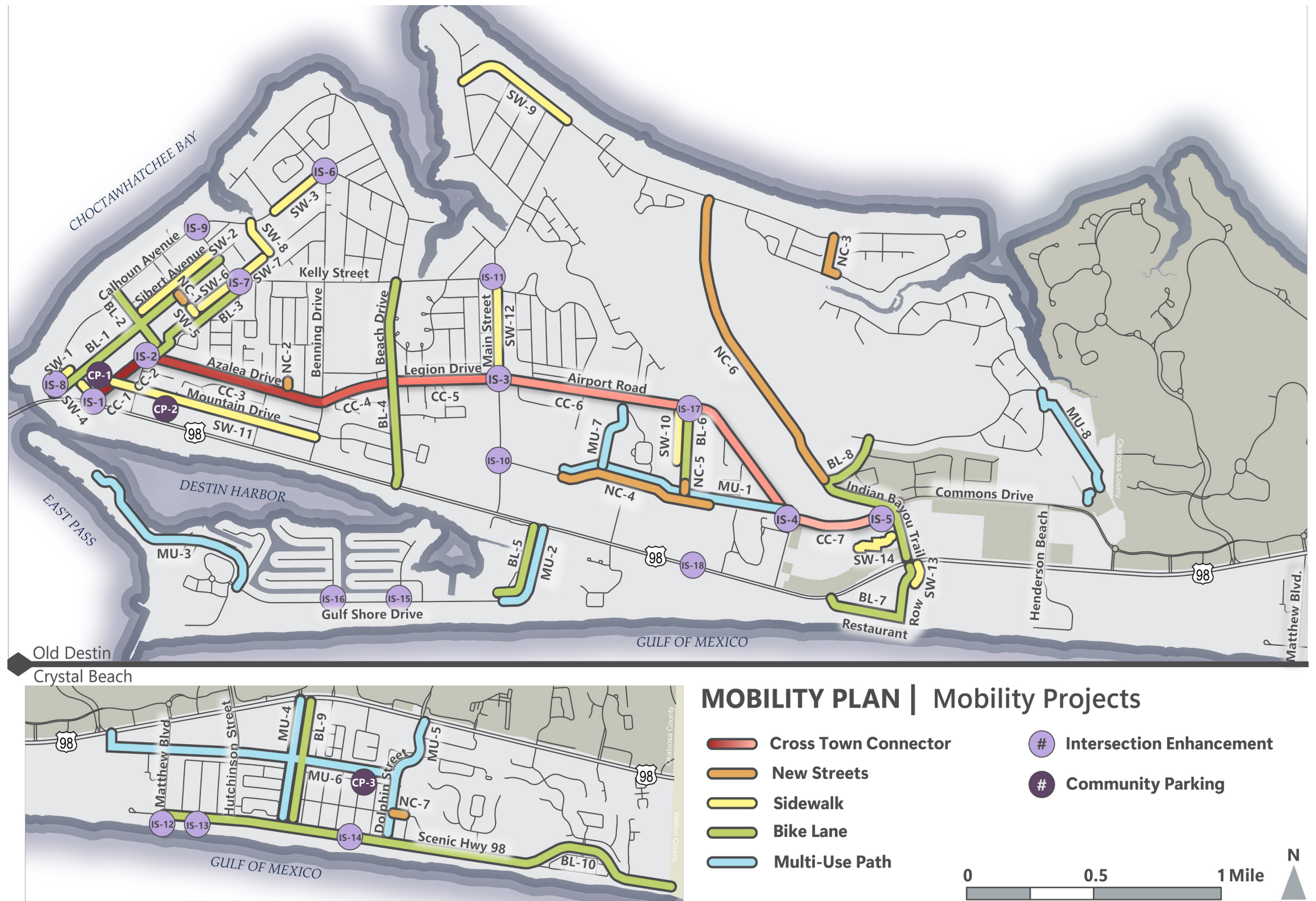
3.2 Project Descriptions

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

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

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

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



Destin's Network Connectivity Projects: Cross Town Connector

Destin Cross Town Connector Projects List

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

Destin's Network Connectivity Projects: New Streets

Destin New Street Projects List

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

Destin's Network Connectivity Projects: Bike/Pedestrian

Destin Sidewalk Projects List

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

Destin Bike Projects List

Name	ID	Location	Improvement	Benefit Score	Phase
Sibert Avenue Bicycle Lanes	BL-1	Calhoun Avenue to Kelly Street	Bicycle Lanes	5	2
Forest Street Bicycle Lanes	BL-2	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	5	3
Stahlman Avenue Bicycle Lanes	BL-3	Azalea Drive to Kelly Street	Bicycle lanes	1	3
Beach Drive Bicycle Lanes	BL-4	Harbor Boulevard to Kelly Street	Bicycle lanes	5	2

Gulf Shore Drive Bicycle Lanes	BL-5	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	3	2
Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	Existing end roadway to Airport Road	Bicycle lanes	3	3
Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	3	2
Indian Bayou Trail Bicycle Lanes	BL-8	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	1	2
Crystal Beach Drive Bicycle Lanes	BL-9	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	3	3
Scenic 98 (east) Bicycle Lanes	BL-10	Matthew Boulevard to Walton County Line	Bicycle Lanes	3	3

Destin Multi-use Path Projects List

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

Destin's Community Parking Projects

Destin Community Parking Projects List

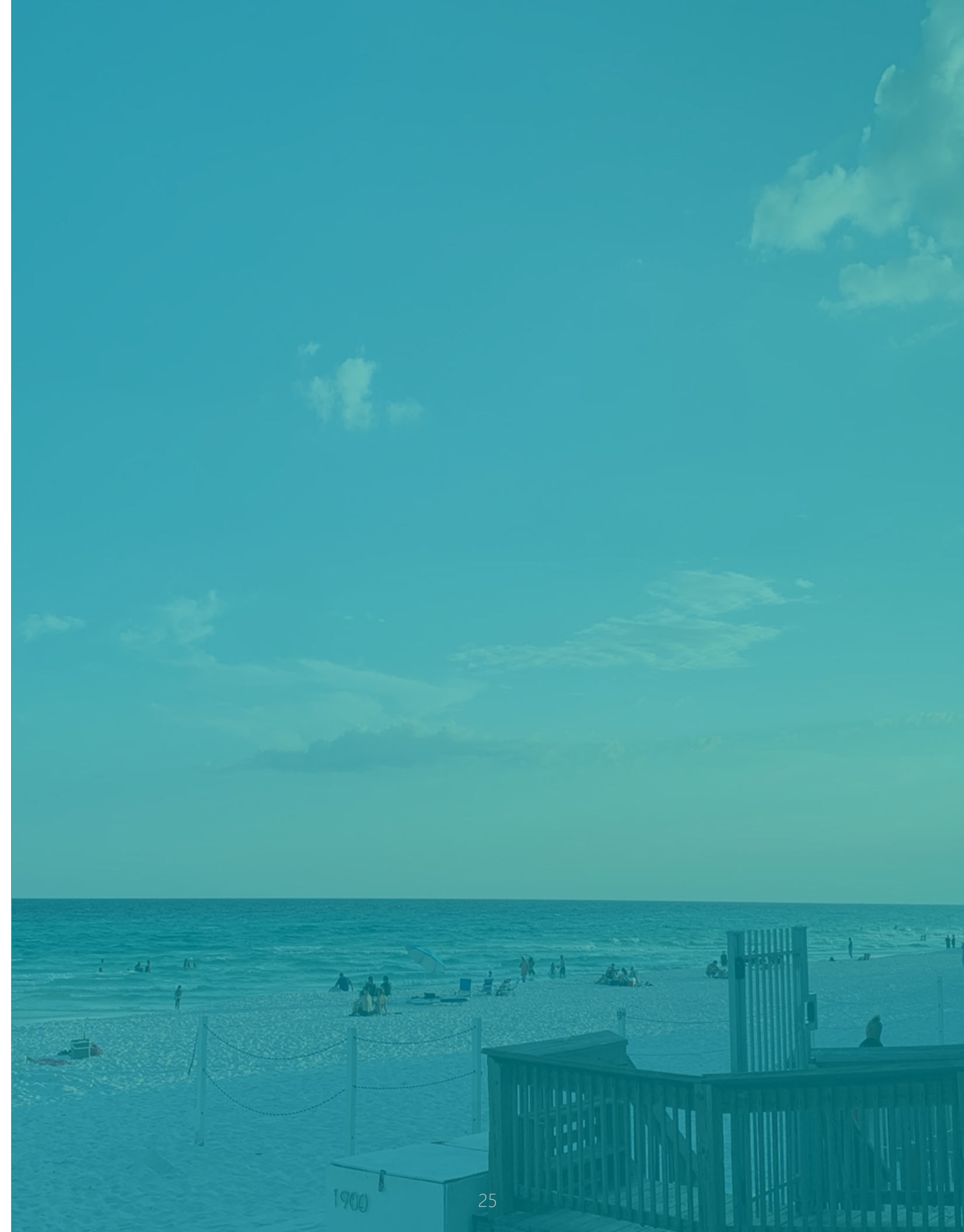
Name	ID	Location	Improvement	Benefit Score	Phase
Zerbe Street Public Parking Lot	CP-1	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	5	1
Marler Street Public Parking Lot	CP-2	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	5	2
Crystal Beach Parking Lot (FPL easement)	CP-3	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	1	3

Destin's Intersection Enhancement Projects

Destin Intersection Enhancement Projects List

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

Stahlman Avenue at Kelly Street	IS-7	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	1	3
Calhoun Avenue at Sibert Ave	IS-8	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	1	1
Calhoun Avenue at Kelly St	IS-9	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	1	3
Main Street at 98 Palms Blvd	IS-10	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	3	3
Main Street at Kelly Street	IS-11	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	3	2
Scenic 98 East at Matthew Blvd	IS-12	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Shirah St	IS-13	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	1	3
Scenic 98 East at Pompano St	IS-14	Intersection with Pompano Street	Mid-block crossing links to beach access	1	3
Gulf Shore Drive at Moreno Point Rd	IS-15	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	3	3
Gulf Shore Drive at Norriego Rd	IS-16	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	1	3
Mattie M. Kelly Blvd at Airport Rd	IS-17	Intersection with Airport Rd	Signalization	3	3
Mattie M. Kelly Blvd at U.S. 98	IS-18	Intersection with U.S. 98	Signalization	5	3

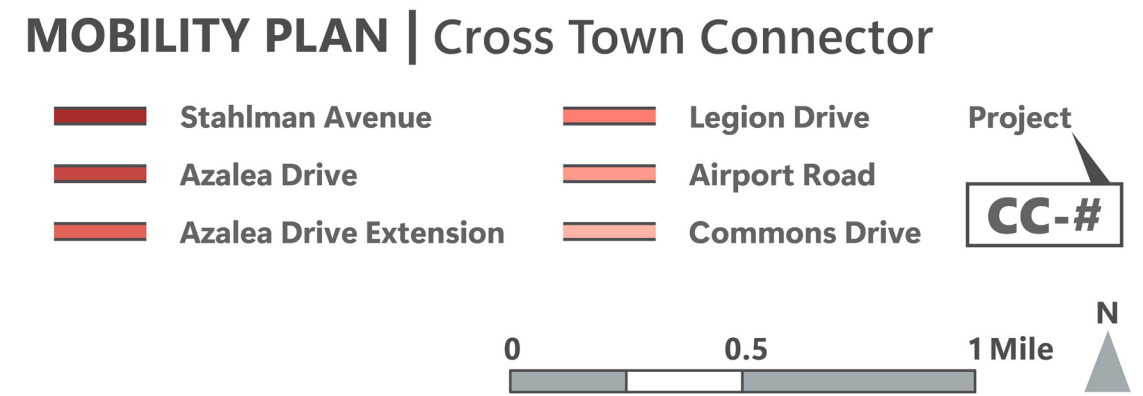
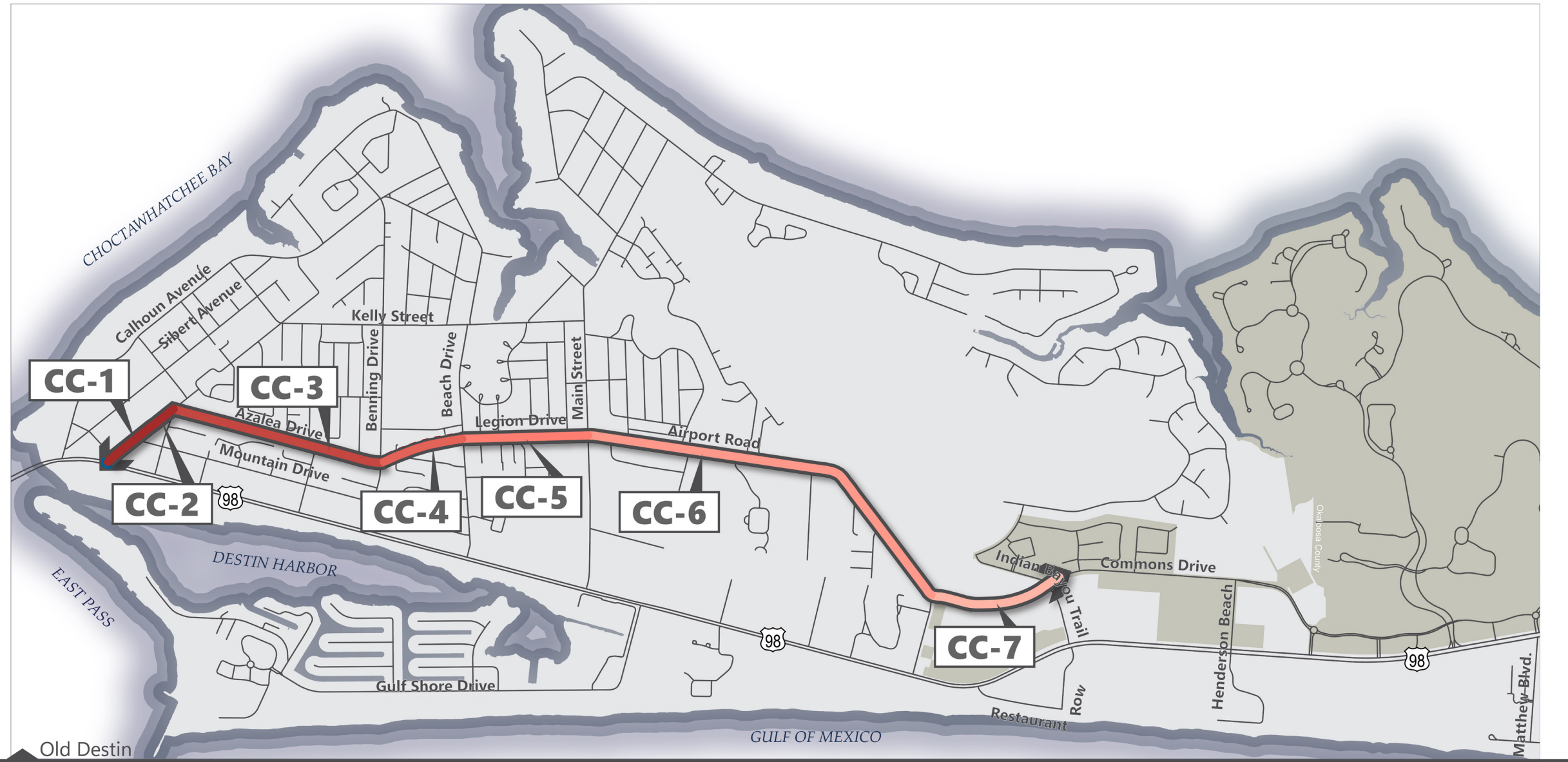


CROSS TOWN CONNECTOR

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

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

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



CC-1 Stahlman Avenue



Details

Project:
CC-1
Name:
Stahlman Avenue
Location:
Harbor Boulevard to Mountain Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$276,915

Priority

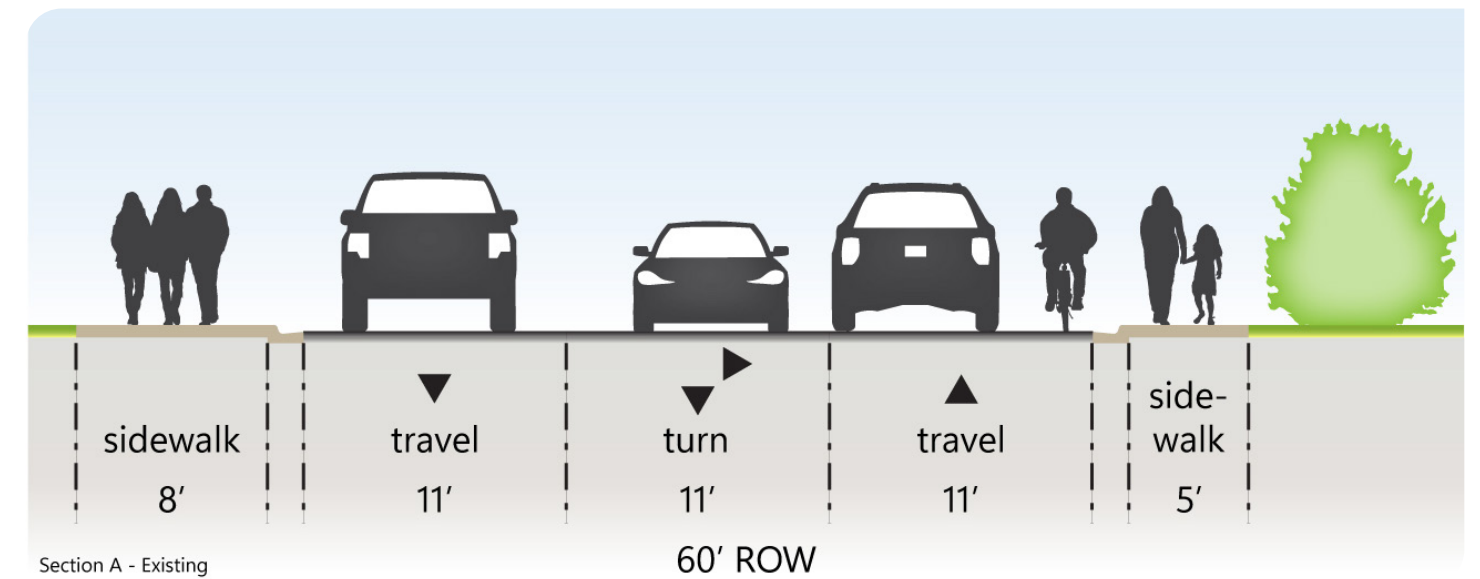
Phase:

2

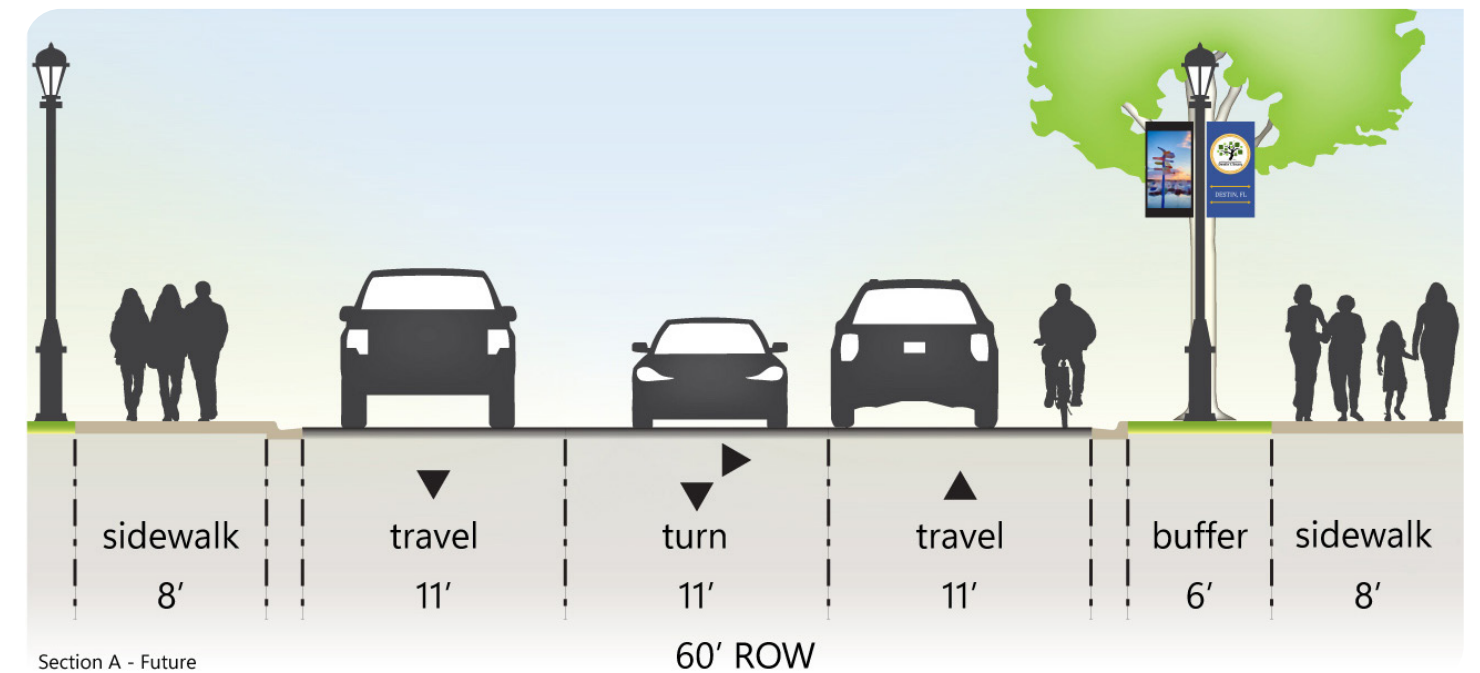
Improvements

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

Existing:



Future:



CC-2 Stahlman Avenue



Details

Project:
CC-2
Name:
Stahlman Avenue
Location:
Mountain Drive to Azalea Drive
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$2,327,859

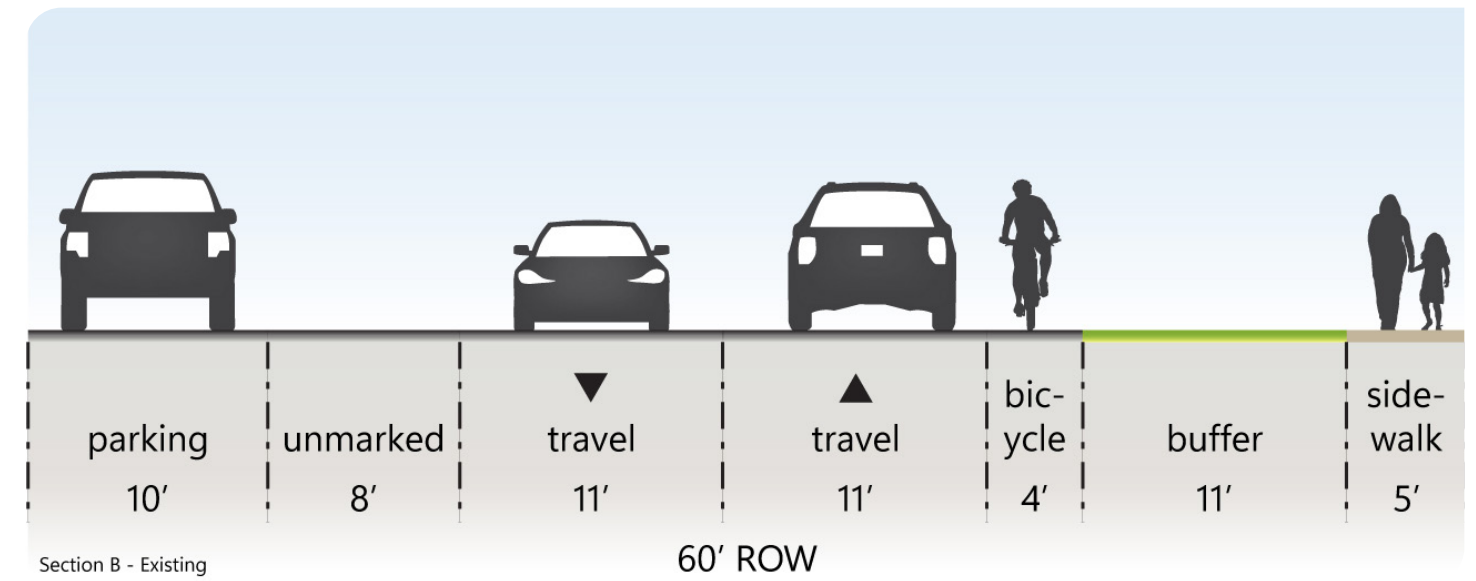
Priority

Phase:
2

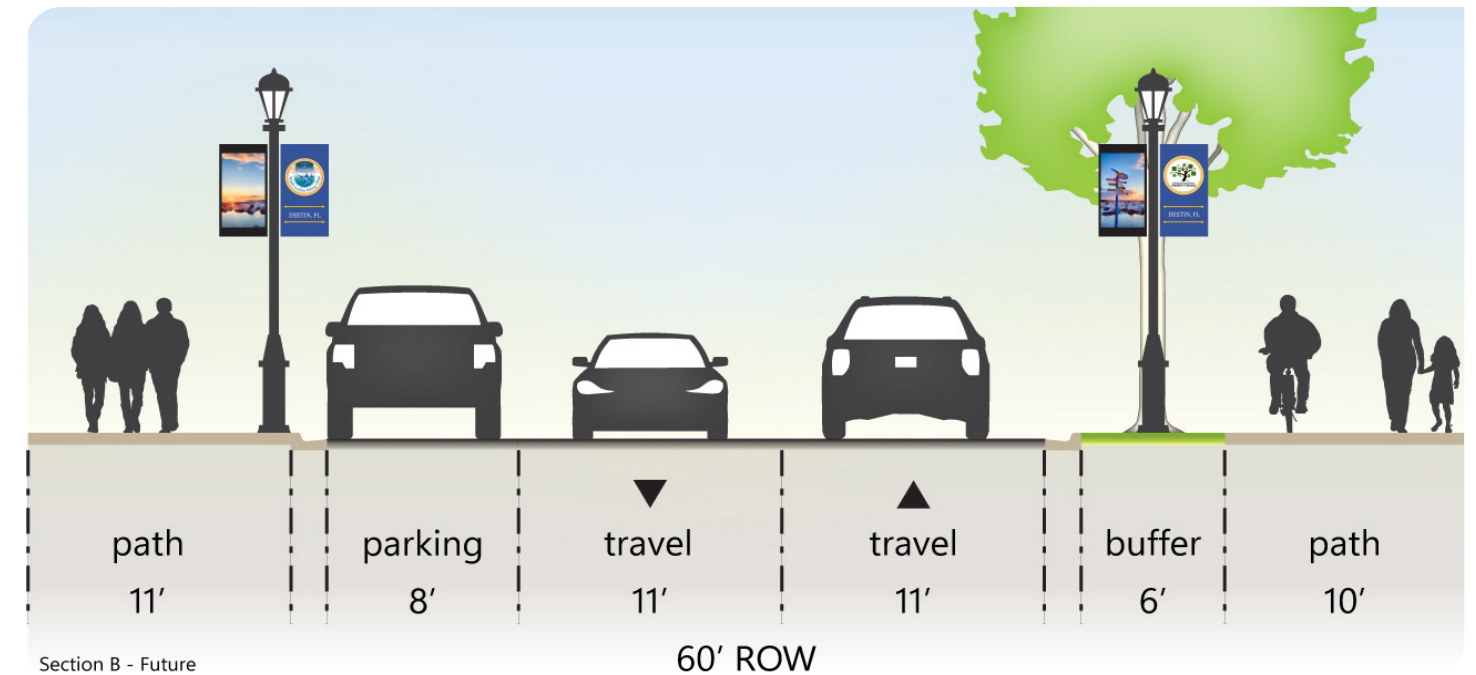
Improvements

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

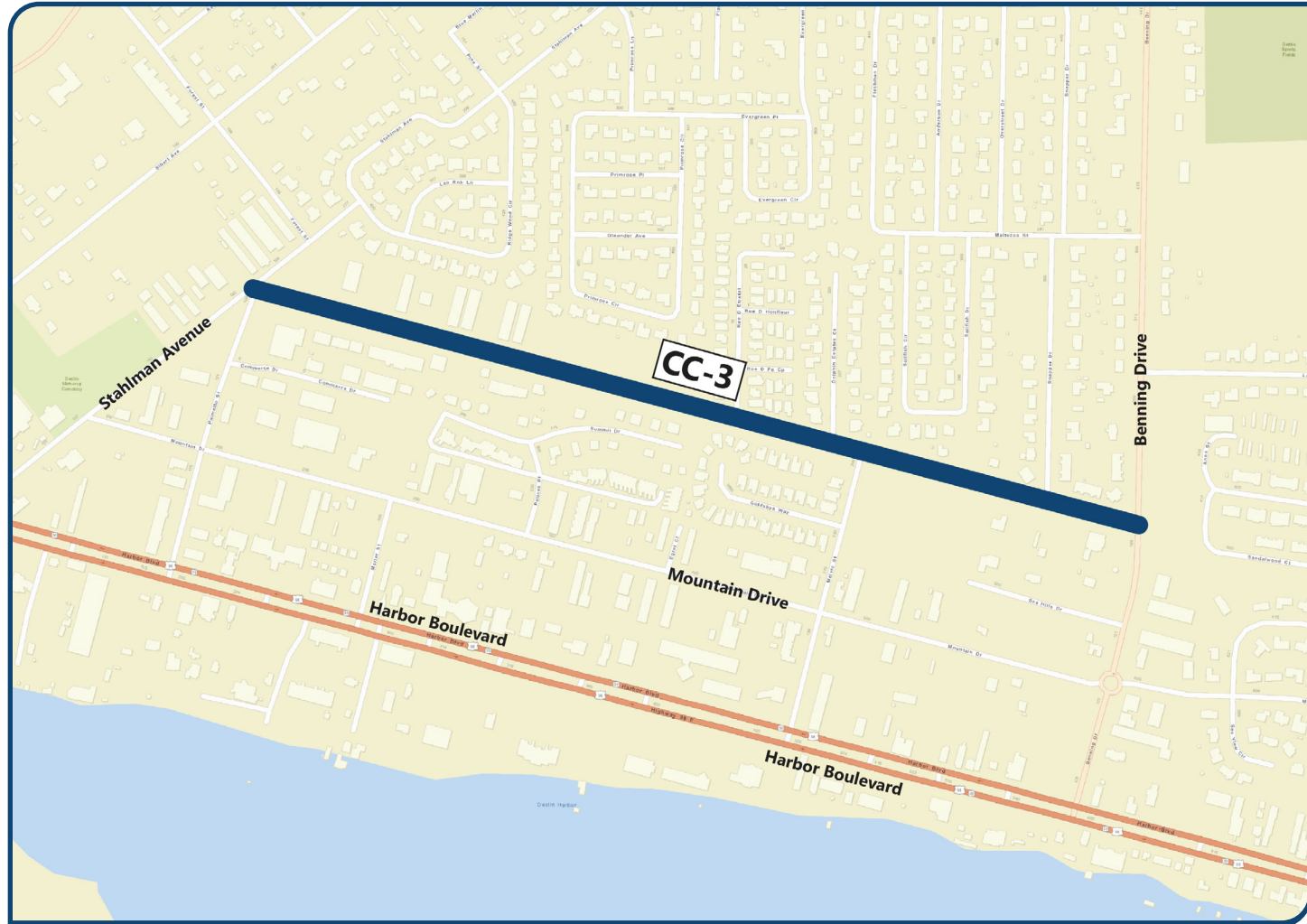
Existing:



Future:



CC-3 Azalea Drive



Details

Project:
CC-3
 Name:
Azalea Drive
 Location:
Stahlman Avenue to Benning Drive
 Initiative:
Cross Town Connector
 Source:
 Comp Plan Policy 2-1.1.3; LDC Table 8-1; Pathways Plan, SW-15; LDC Table 8-7A Level One Priority; Pathways Plan, BL-12

Cost

\$8,725,686

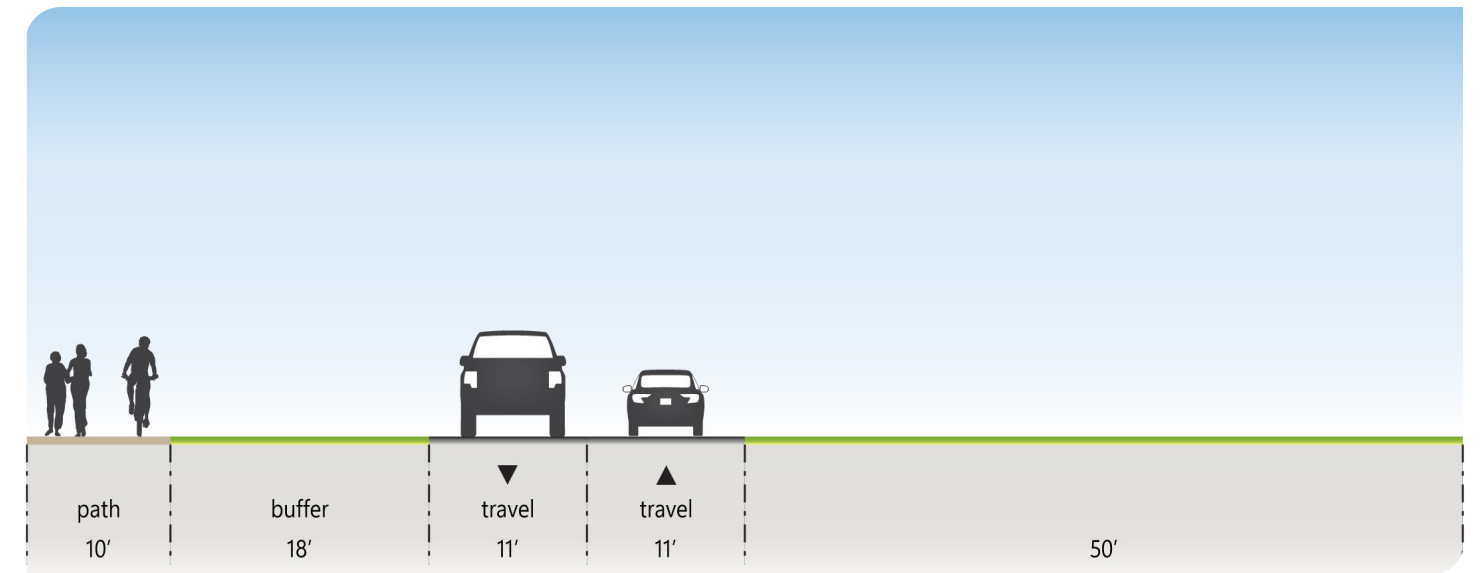
Priority

Phase:
3

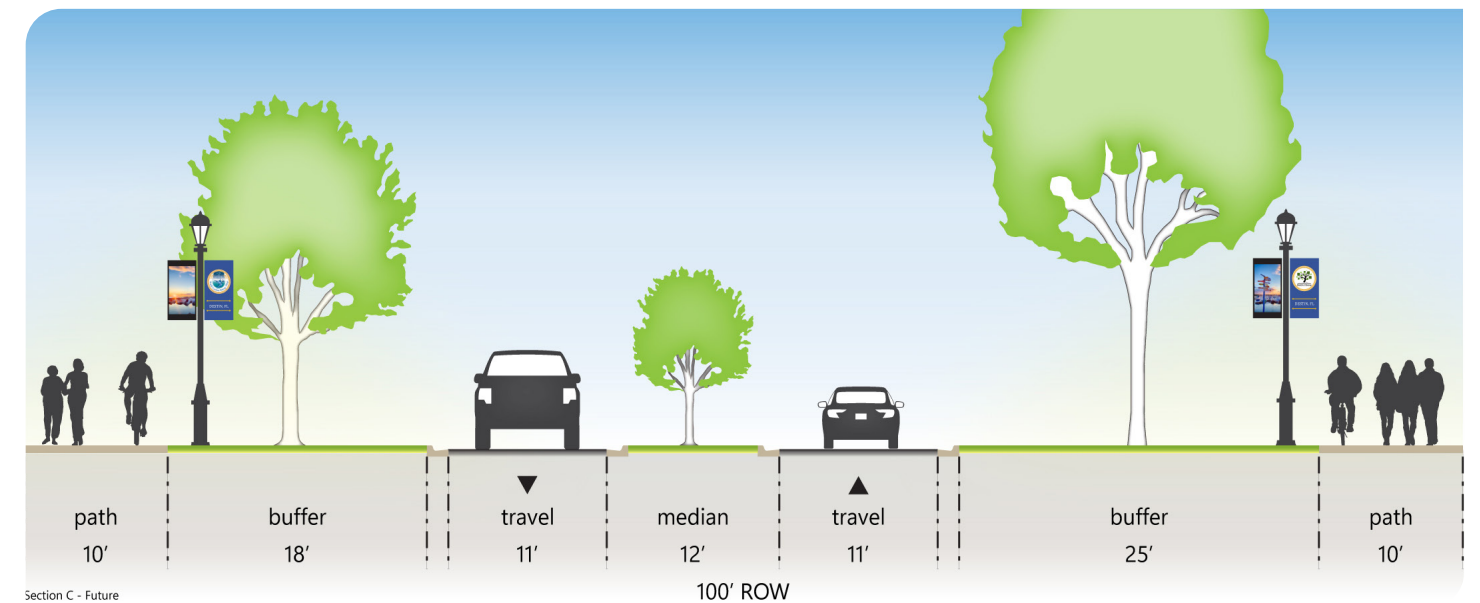
Improvements

- Add street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

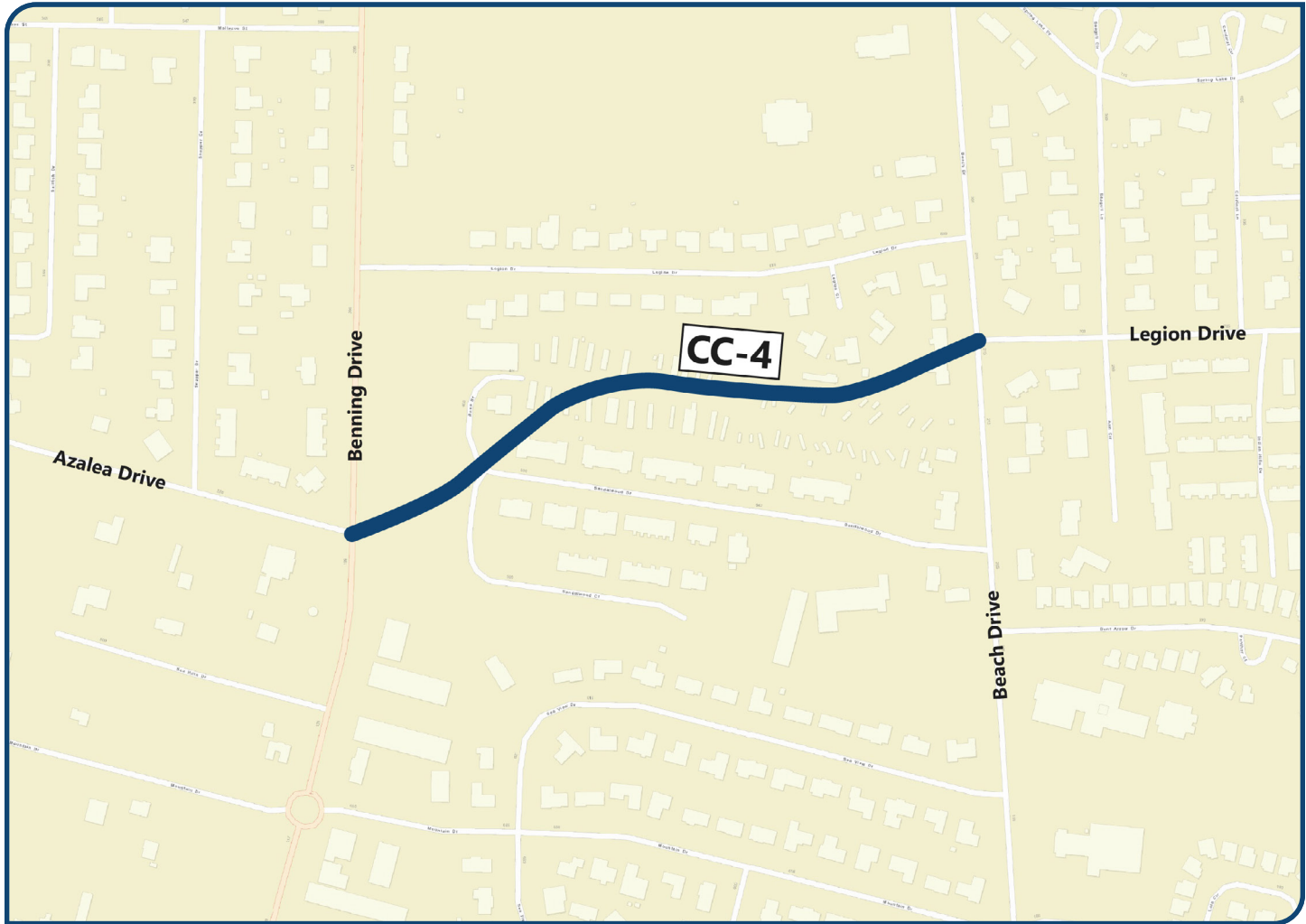
Existing:



Future:



CC-4 Azalea Drive Extension



Details

Project:
CC-4

Name:
Azalea Drive Extension

Location:
Benning Drive to Beach Drive

Initiative:
Cross Town Connector

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

Cost

\$9,632,529

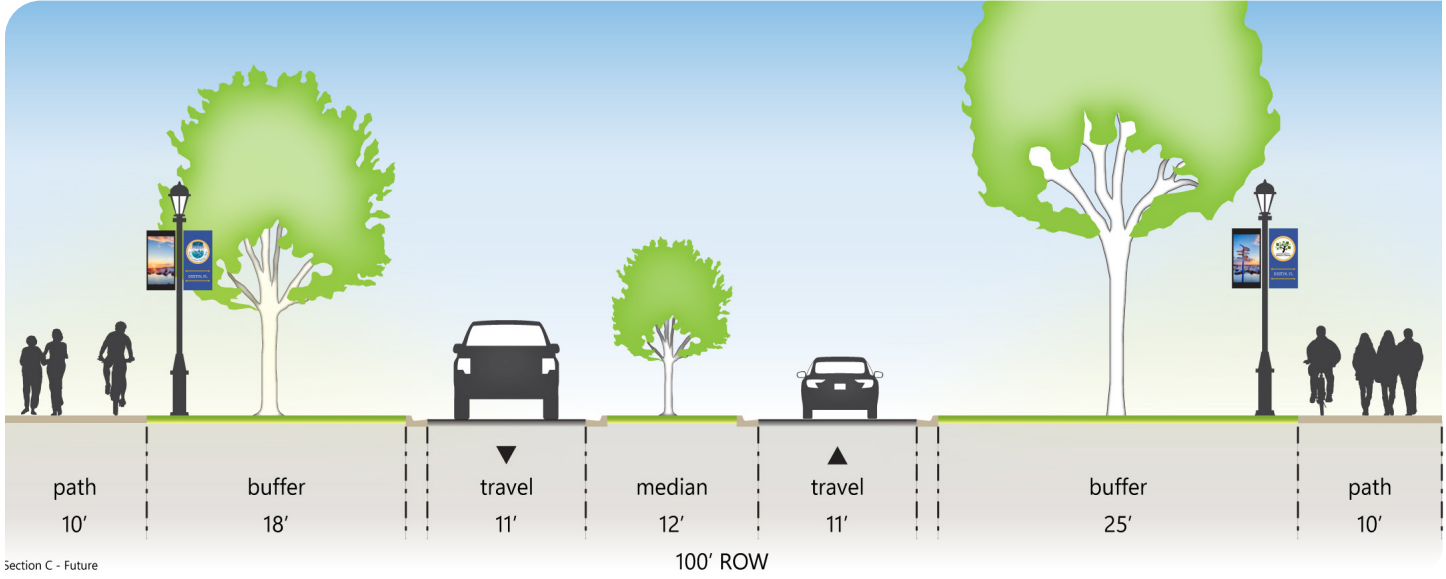
Priority

Phase:
1

Improvements

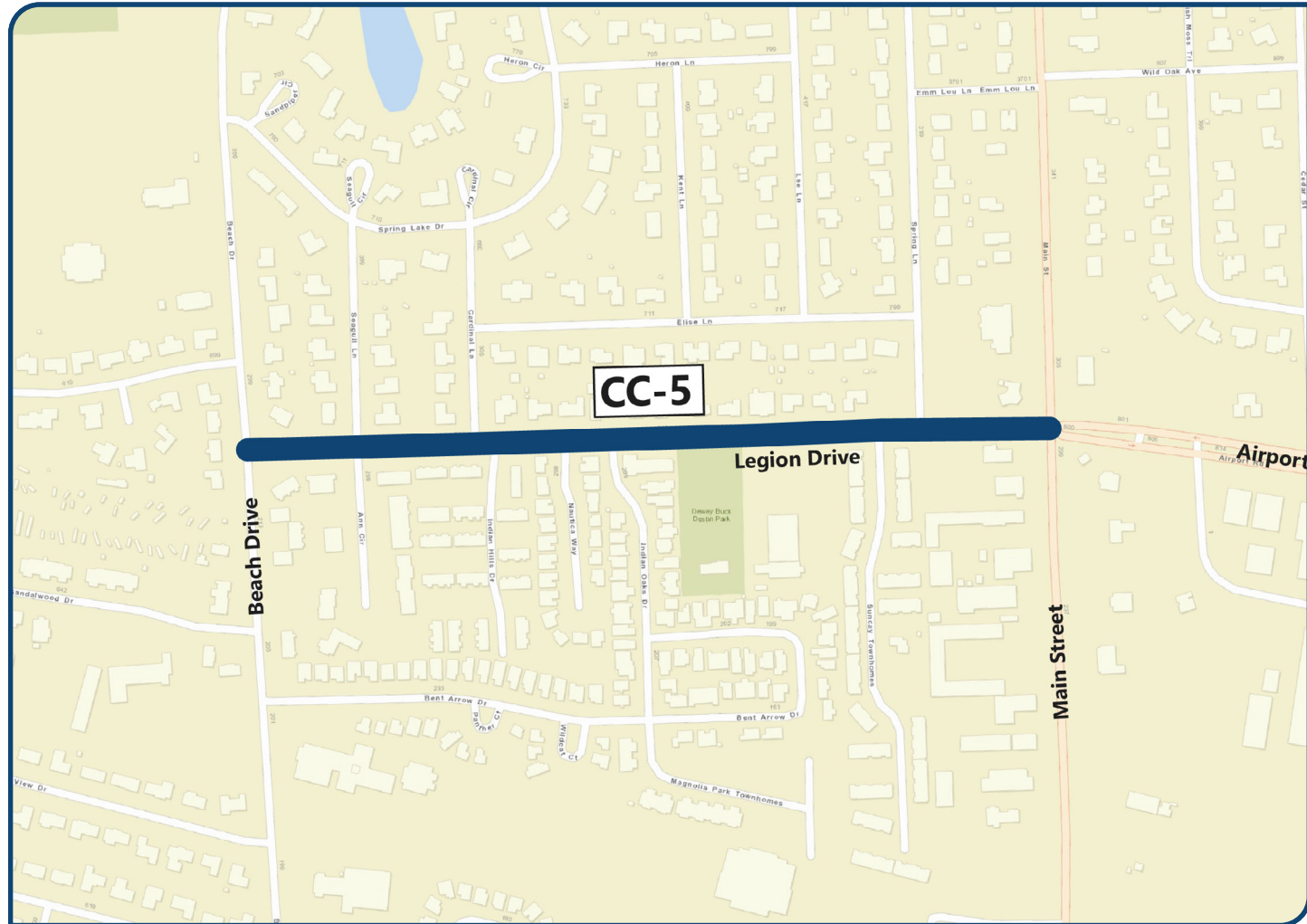
- Construct with street trees, lighting, pedestrian amenities, and multi-use pathway to fill gaps
- Add planted median where feasible
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, etc.) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Future:



Section C - Future

CC-5 Legion Drive



Details

Project:
CC-5
Name:
Legion Drive
Location:
Beach Drive to Main Street
Initiative:
Cross Town Connector
Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,116,415

Priority

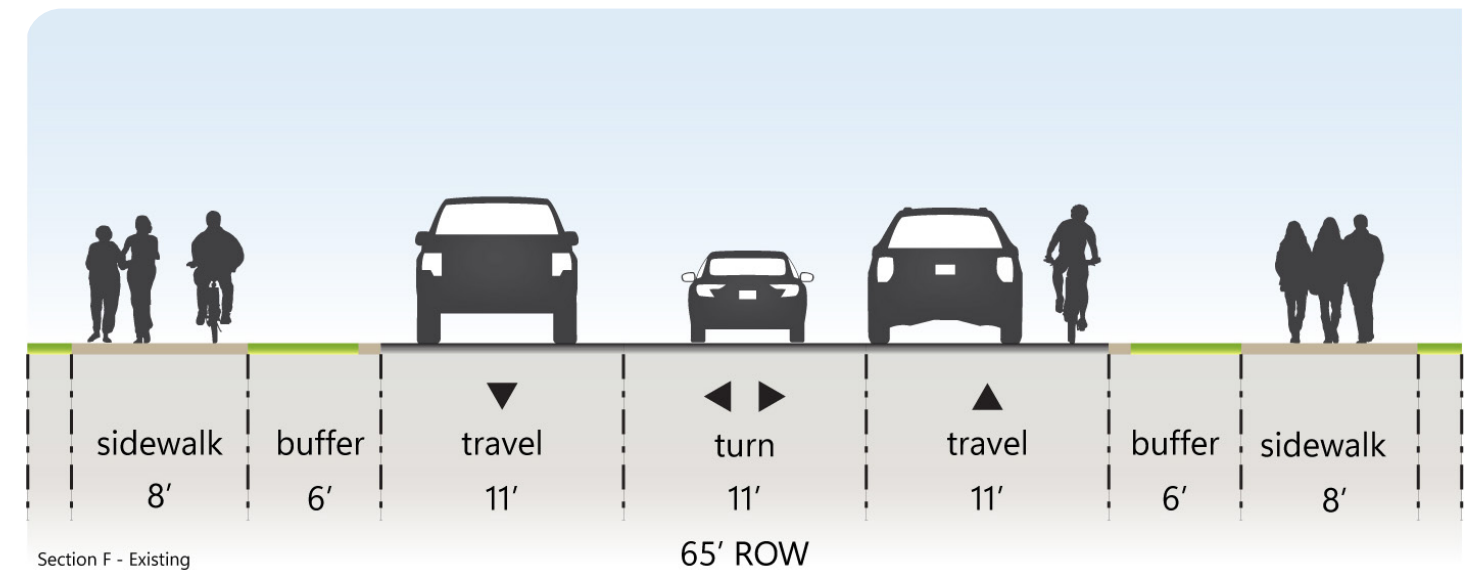
Phase:

2

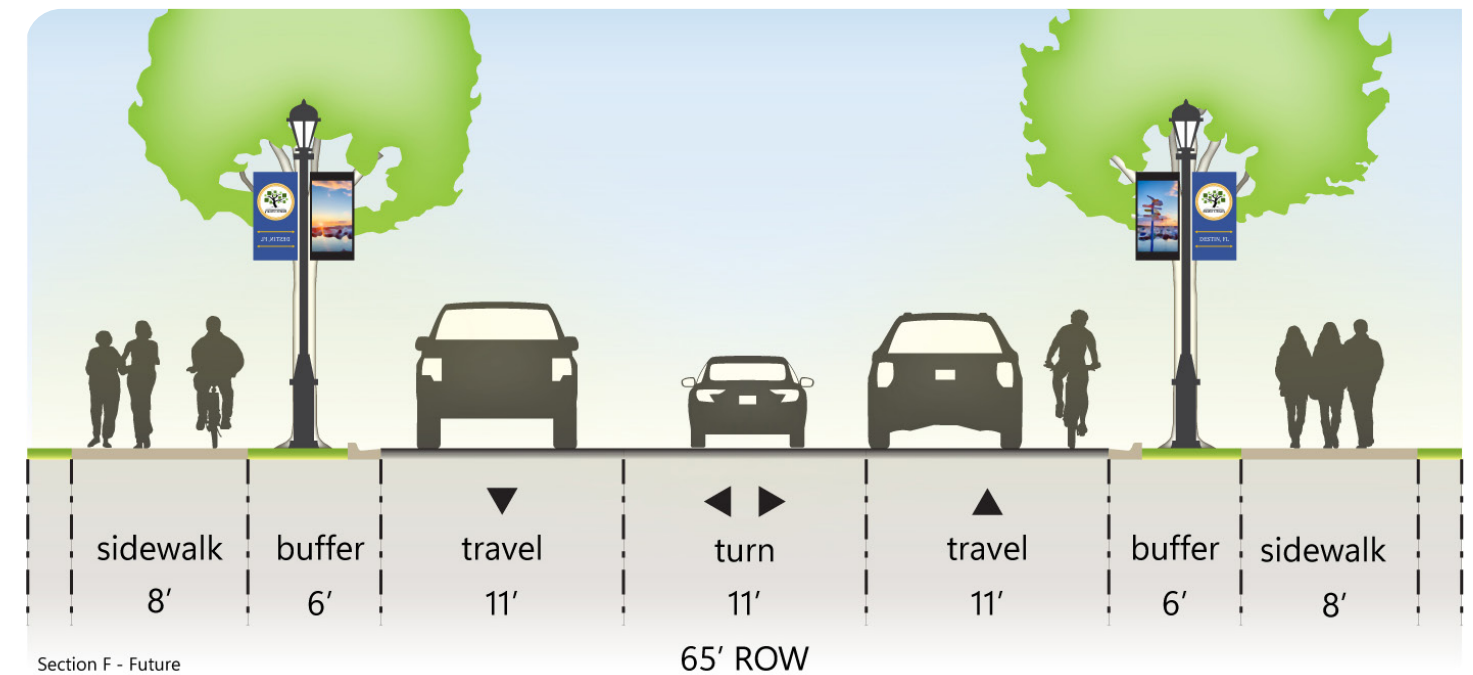
Improvements

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

Existing:



Future:



CC-6 Airport Road



Details

Project:
CC-6
 Name:
Airport Road
 Location:
Main Street to Commons Drive
 Initiative:
Cross Town Connector
 Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$4,143,607

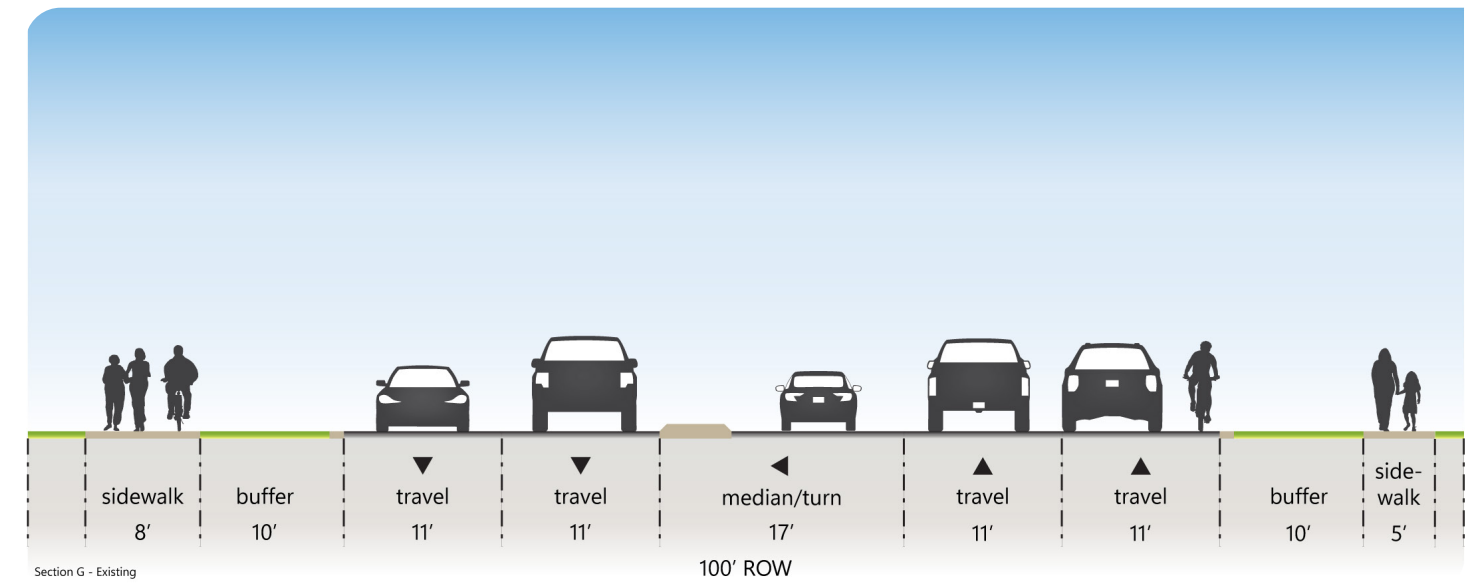
Priority

Phase:
3

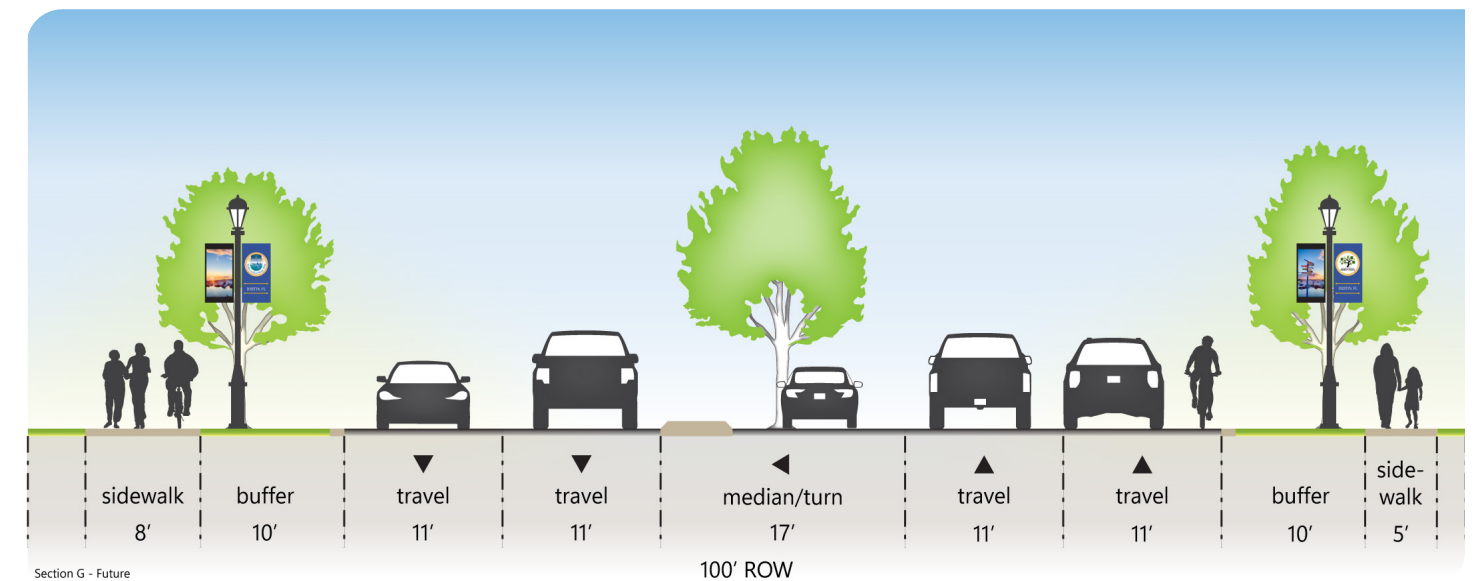
Improvements

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

Existing:



Future:



CC-7 Commons Drive



Details

Project:
CC-7
 Name:
Commons Drive
 Location:
Airport Road to Indian Bayou Trail
 Initiative:
Cross Town Connector
 Source:
Comp Plan Policy 2-1.1.3; LDC Table 8-1

Cost

\$1,130,271

Priority

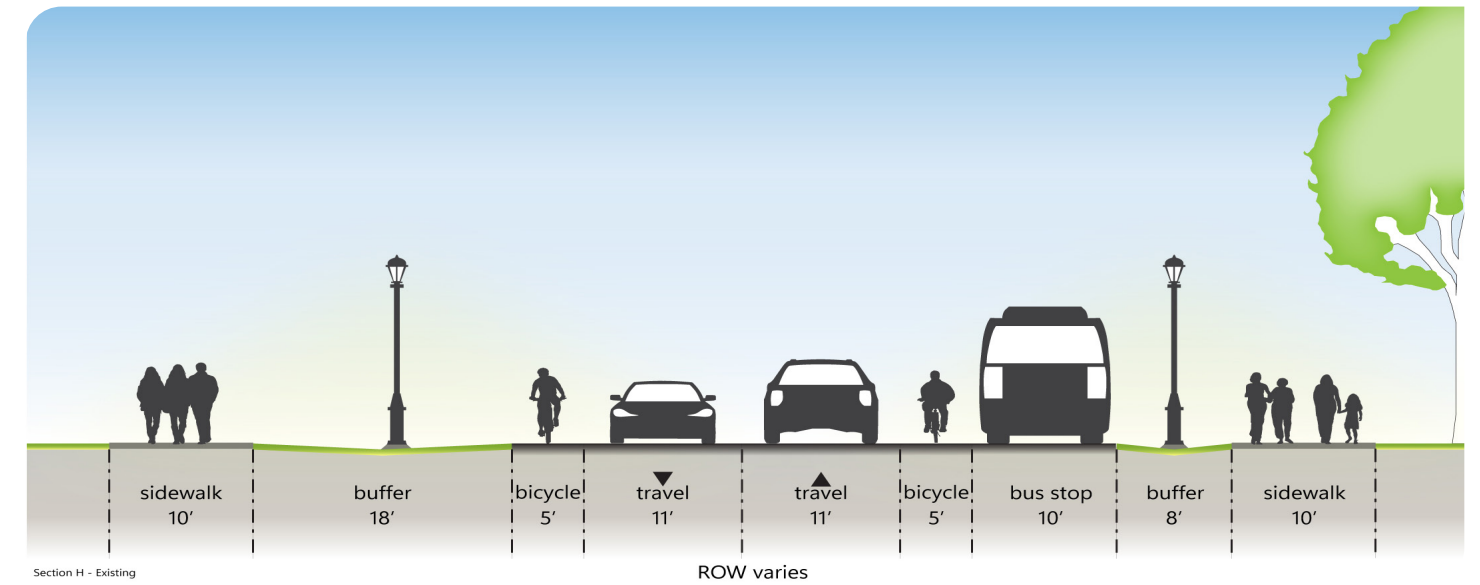
Phase:

2

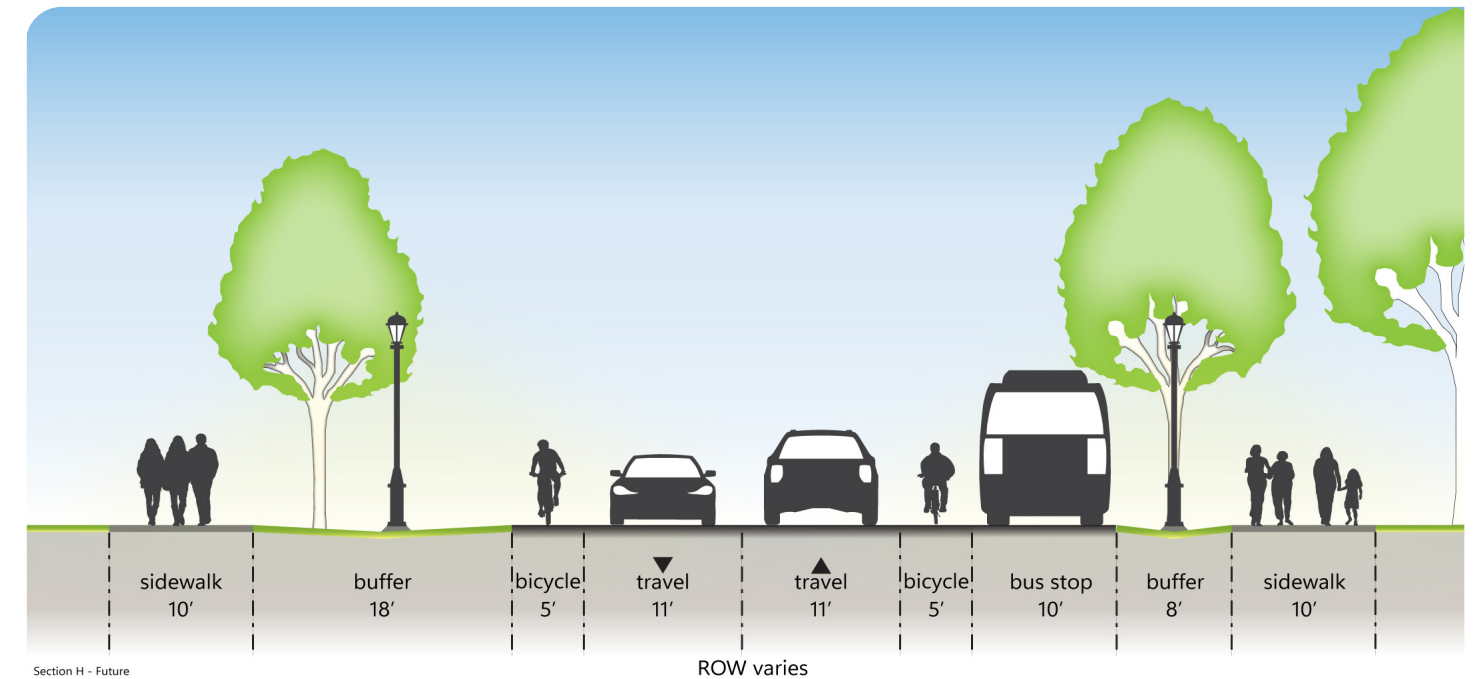
Improvements

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

Existing:



Future:



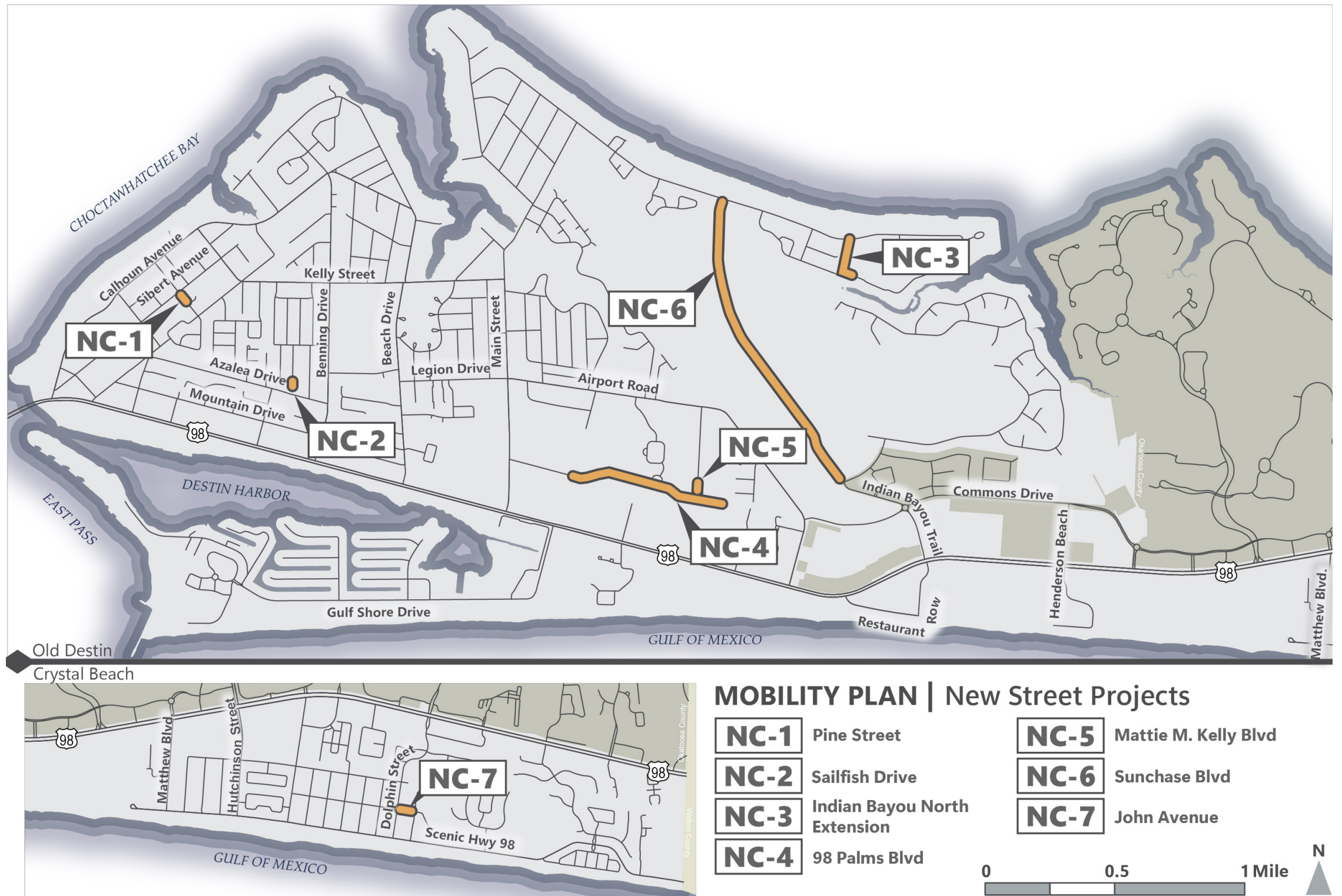
NEW STREETS

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

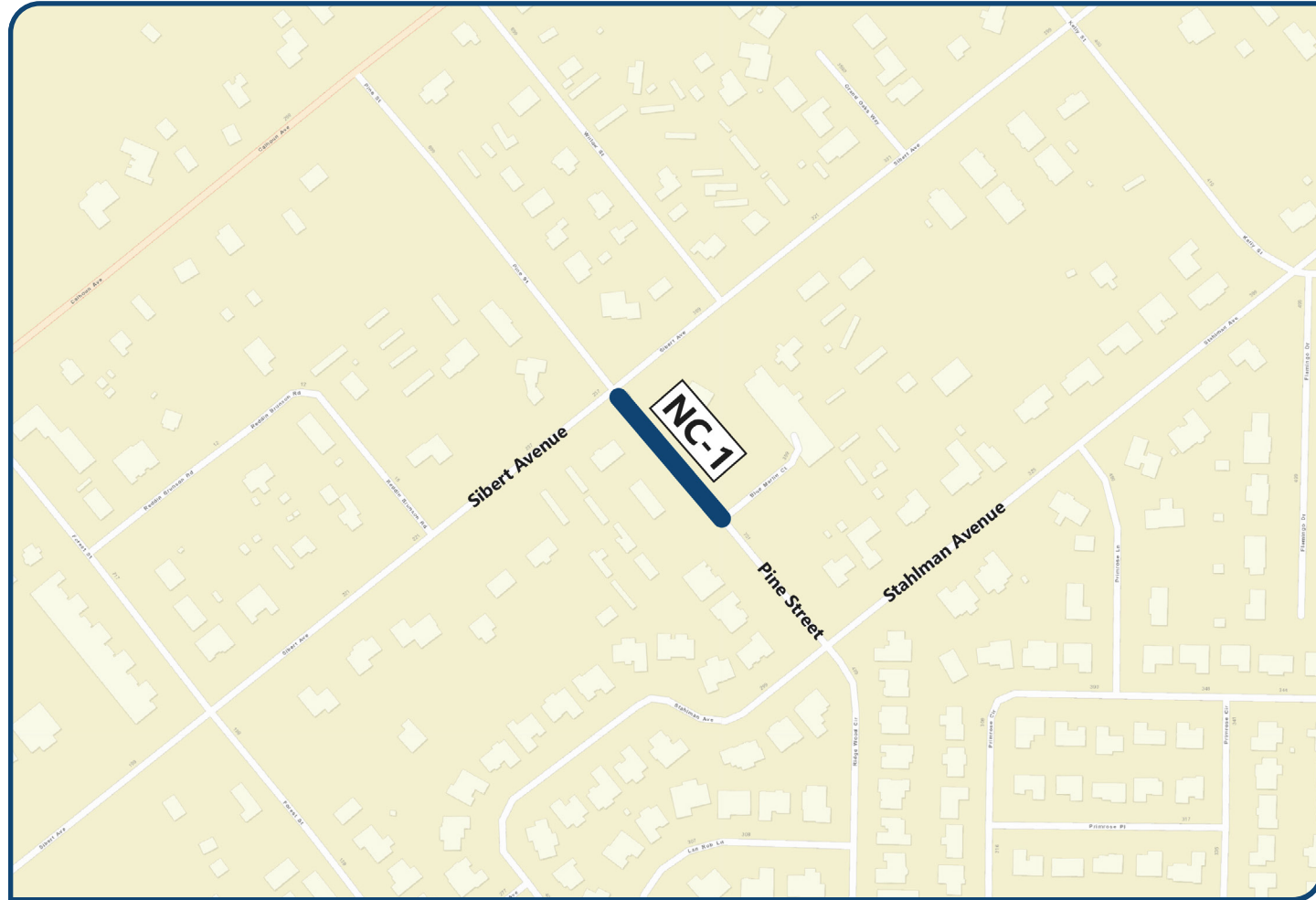
The new streets include short local street connections intended to reduce travel distance or alleviate pressure on the City's collector roadway network. These new streets include extending Pine Street between Sibert Avenue and Stahlman Avenue, connecting Sailfish Drive with Azalea Drive, connecting Indian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

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

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



NC-1 Pine Street



Details

Project: NC-1	Initiative: New Street
Name: Pine Street	Source: Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1
Location: Sibert Avenue to Blue Marlin Court	

Improvements

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

Cost

\$743,042

Priority

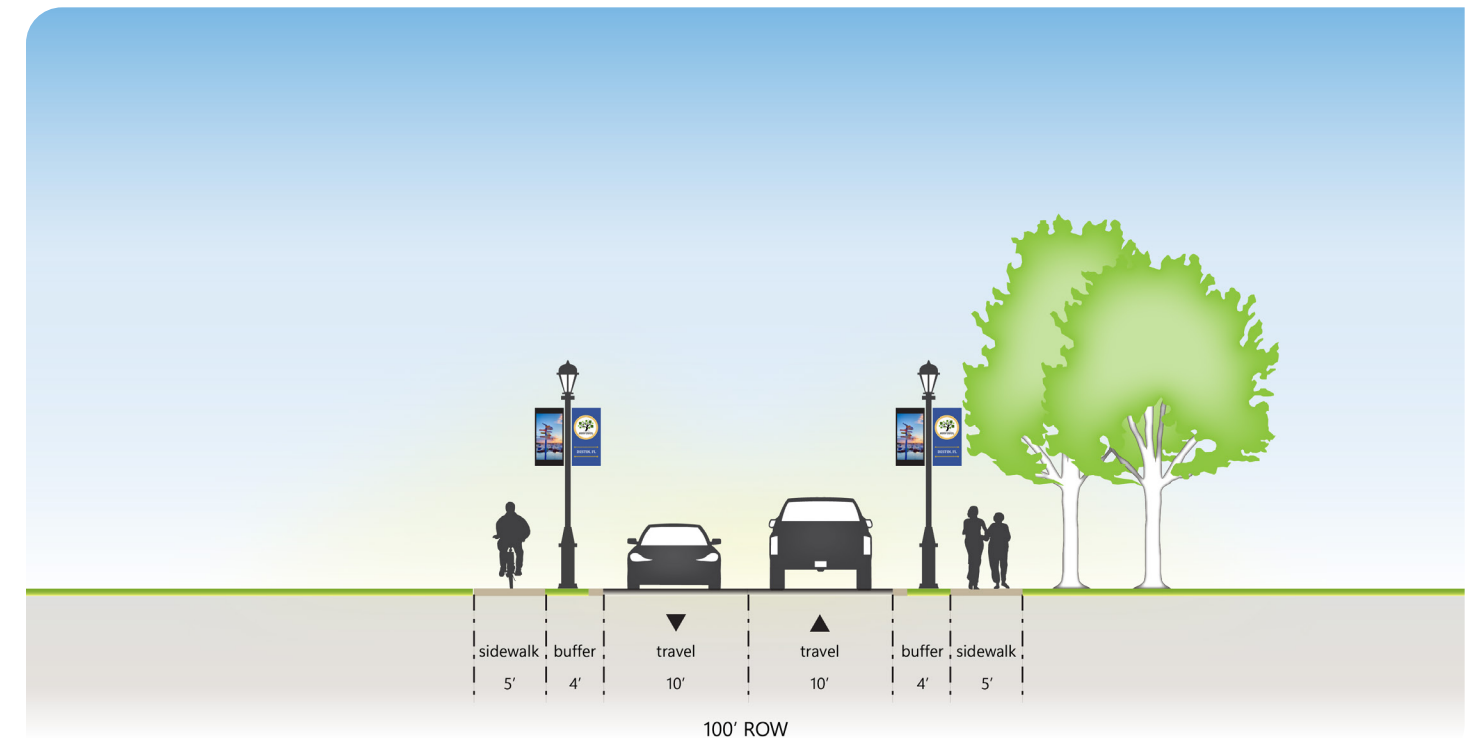
Benefit Score:

3

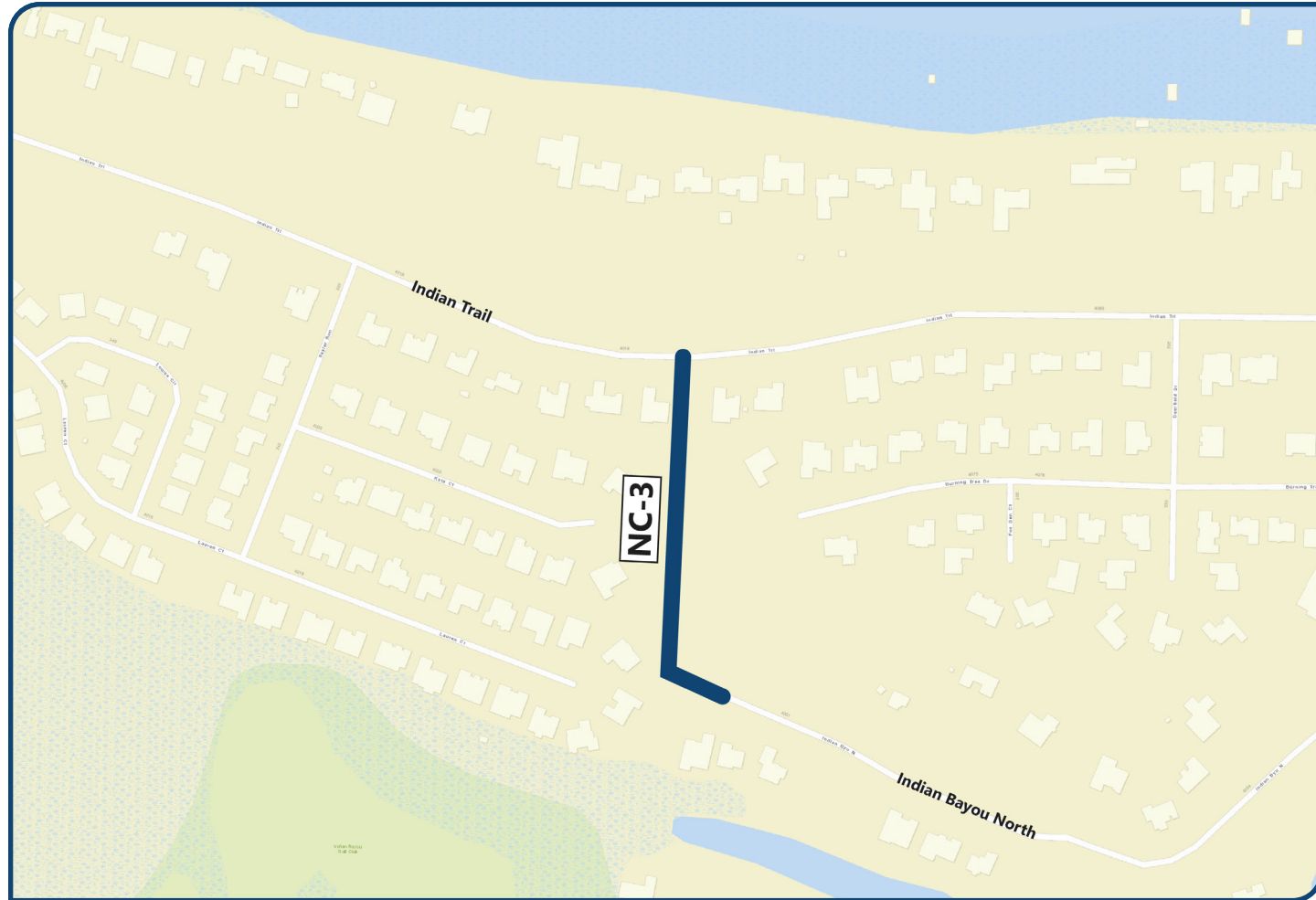
Phase:

2

Proposed:



NC-3 Indian Bayou North Extension



Details

Project: NC-3	Initiative: New Street
Name: Indian Bayou North Extension	Source: Comp Plan Policy 2-1.3.16; LDC 8.01.00E; LDC Table 8-1;
Location: Current end of Indian Bayou North to Indian Trail	Pathways Plan, MUT-7; LDC Table 8-7B Level Two Priority

Improvements

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

Cost

\$1,857,605

Priority

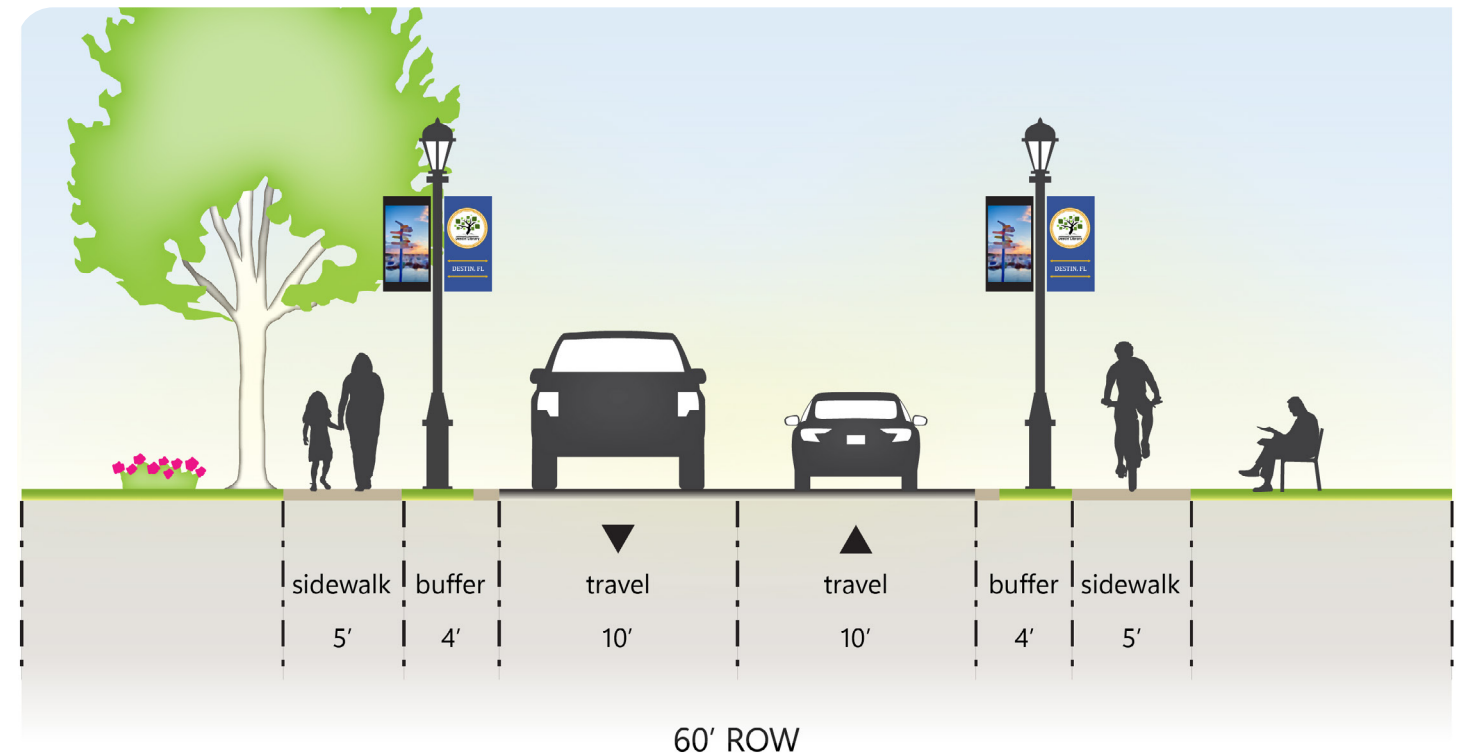
Benefit Score:

5

Phase:

2

Proposed:



60' ROW

NC-4 98 Palms Boulevard



Details

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

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

Improvements

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

Cost

\$9,149,623

Priority

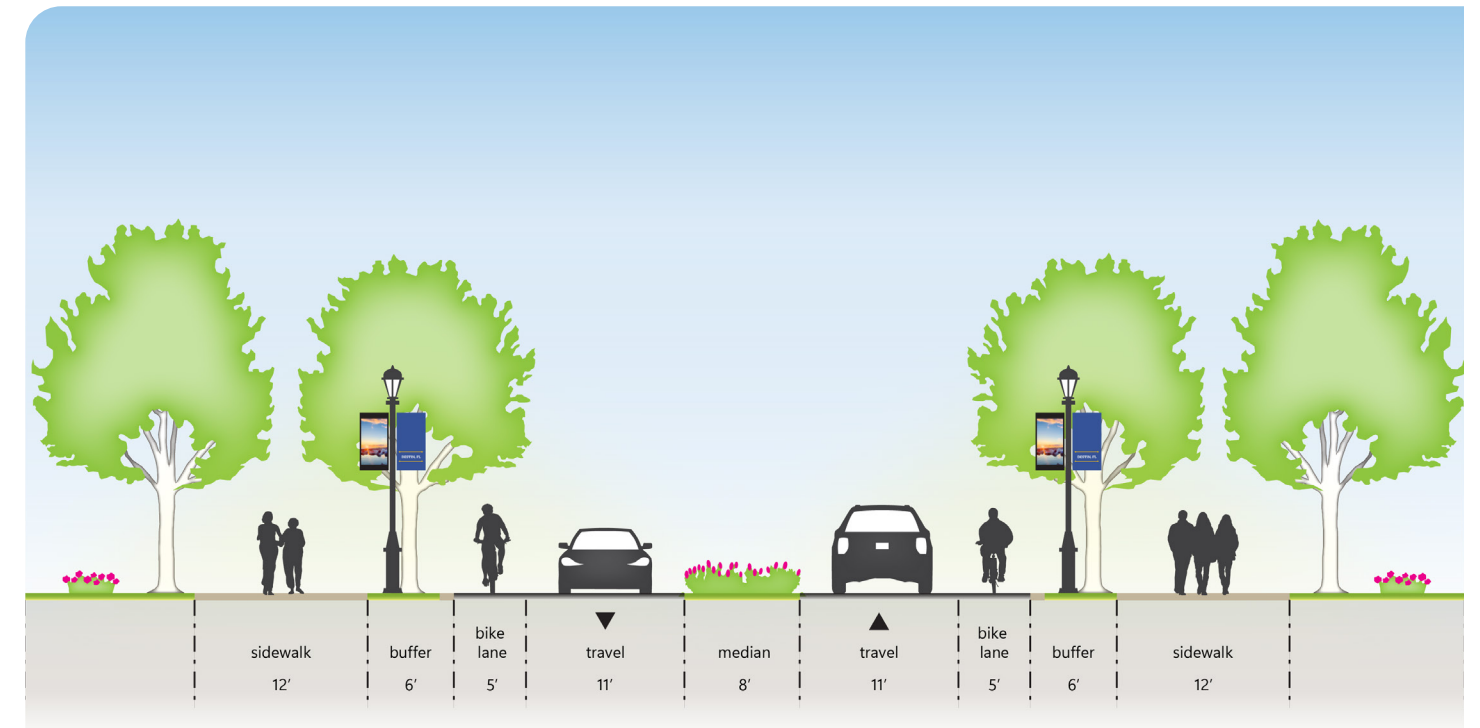
Benefit Score:

5

Phase:

1

Proposed:



ROW varies

NC-5 Mattie M. Kelly Boulevard



Details

Project:
NC-5
 Name:
Mattie M. Kelly Boulevard
 Location:
From existing ends of northern and southern roadways

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

Improvements

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

Cost

\$844,581

Priority

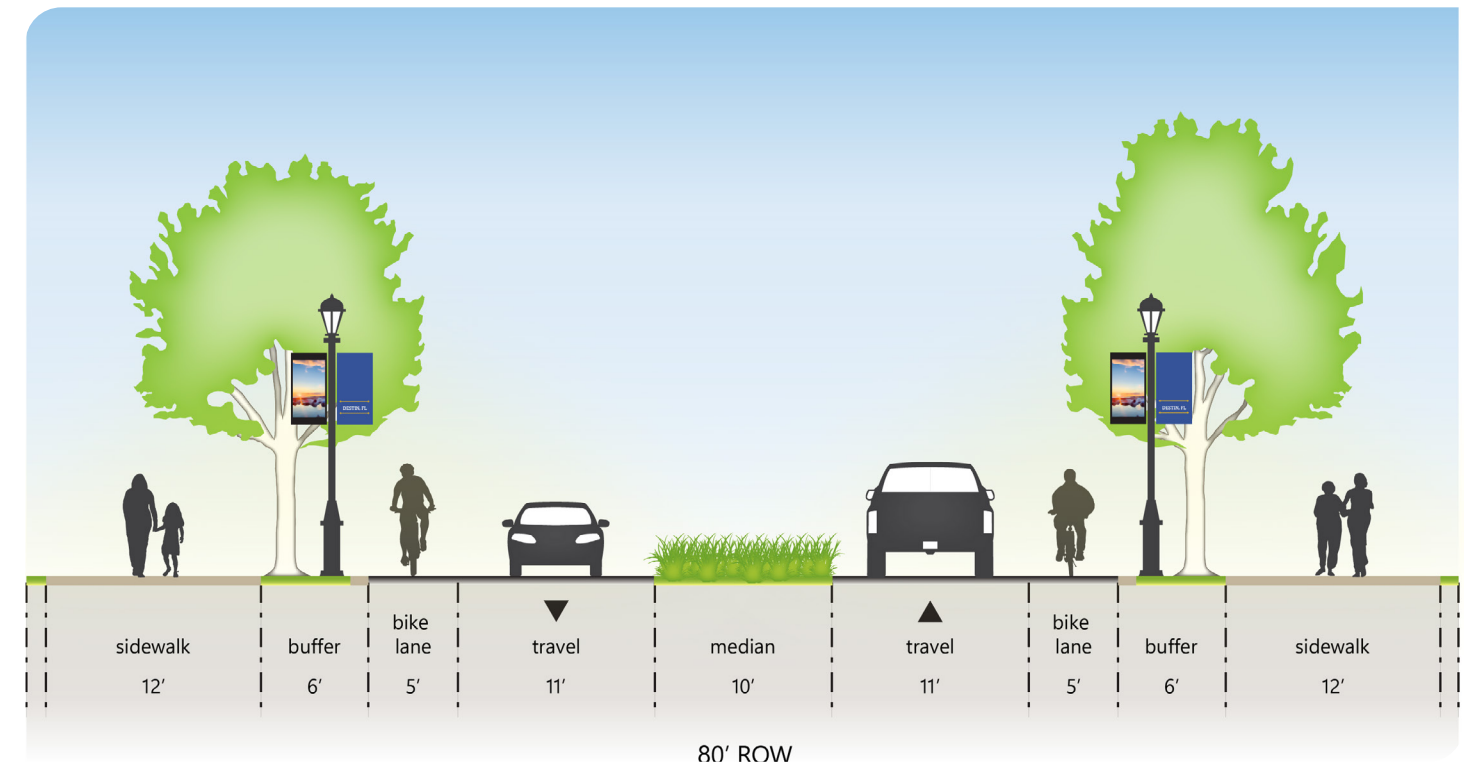
Benefit Score:

1

Phase:

1

Proposed:



NC-6 Sunchase Boulevard



Details

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

Improvements

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

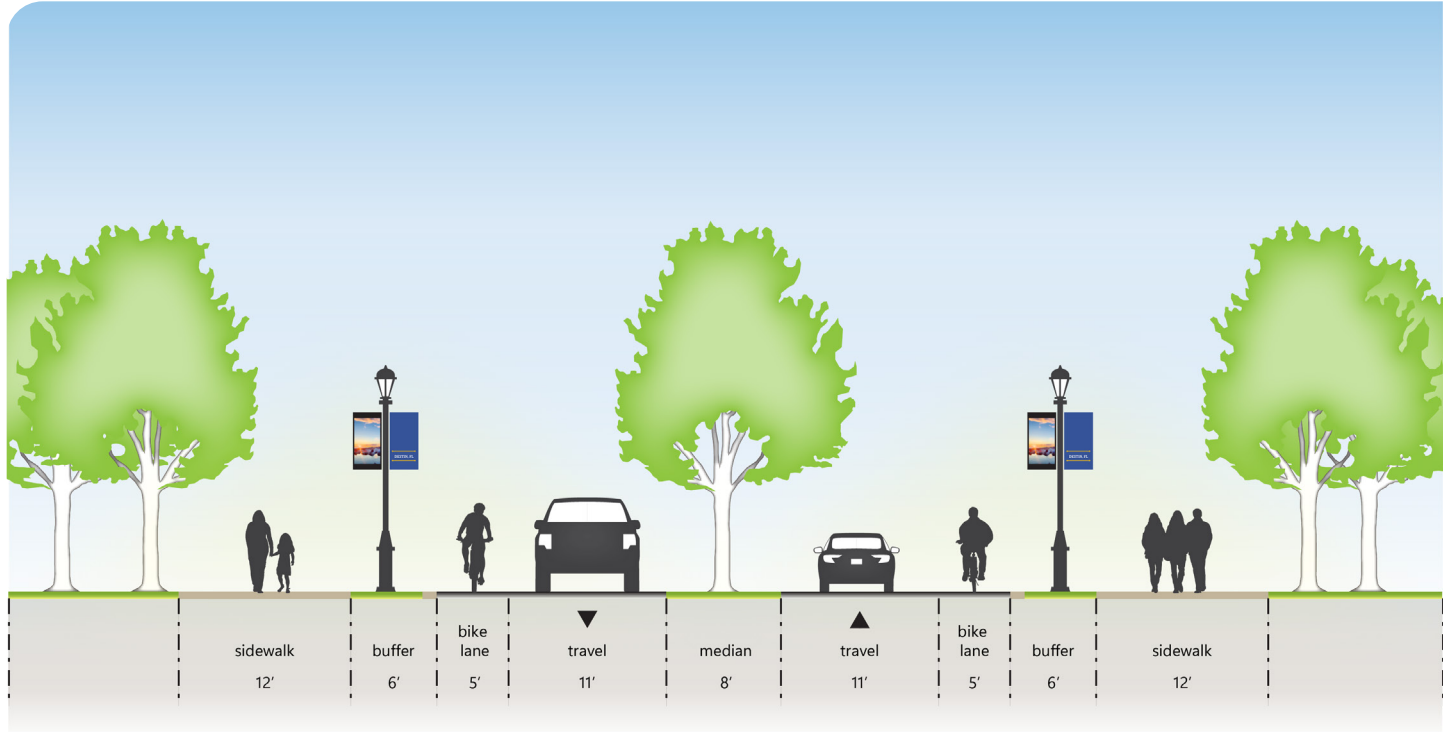
Cost

\$17,313,901

Priority

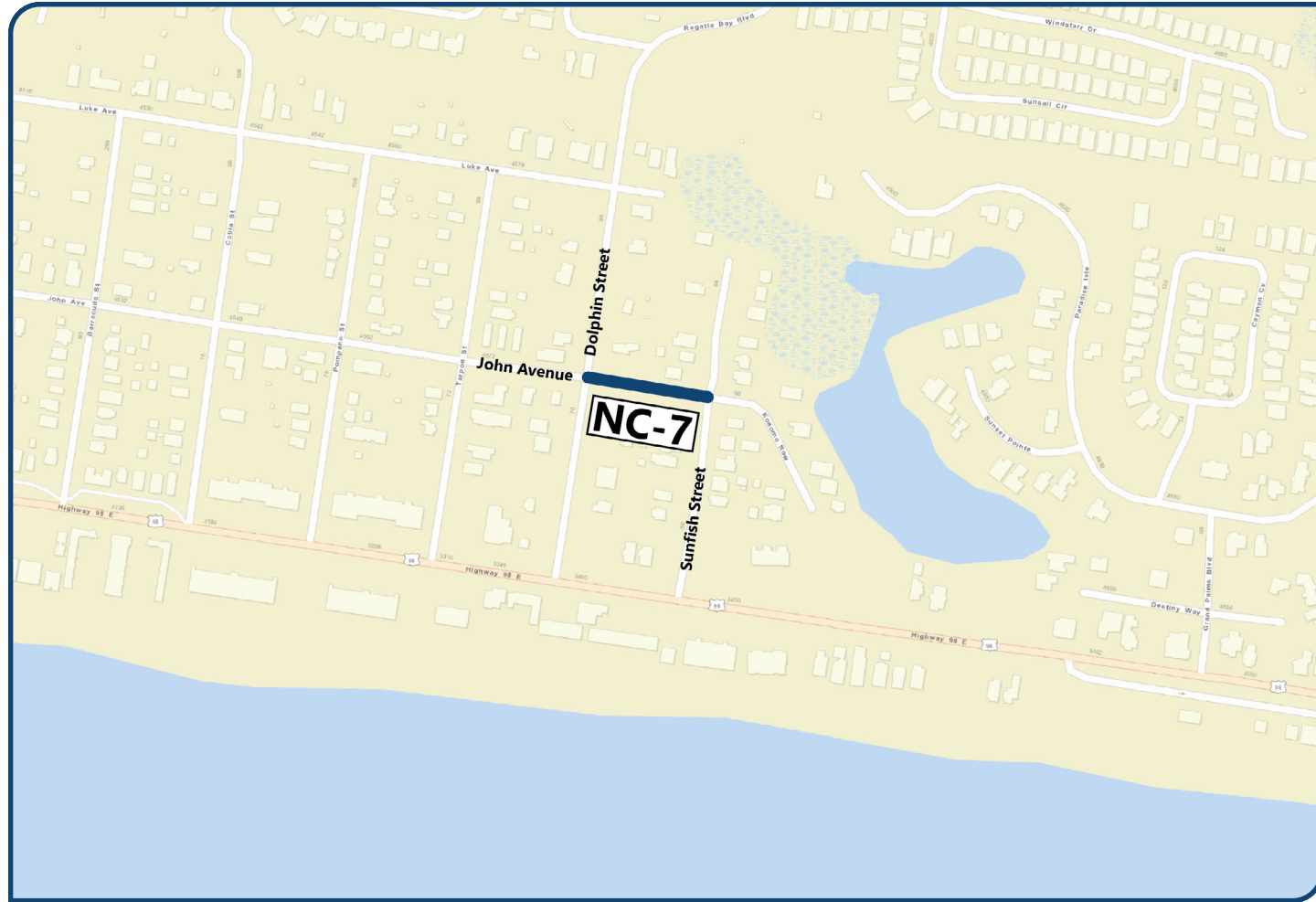
Benefit Score: 5	Phase: 3
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Proposed:



ROW varies

NC-7 John Avenue



Details

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

Initiative:
New Street
 Source:

Improvements

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

Cost

\$866,882

Priority

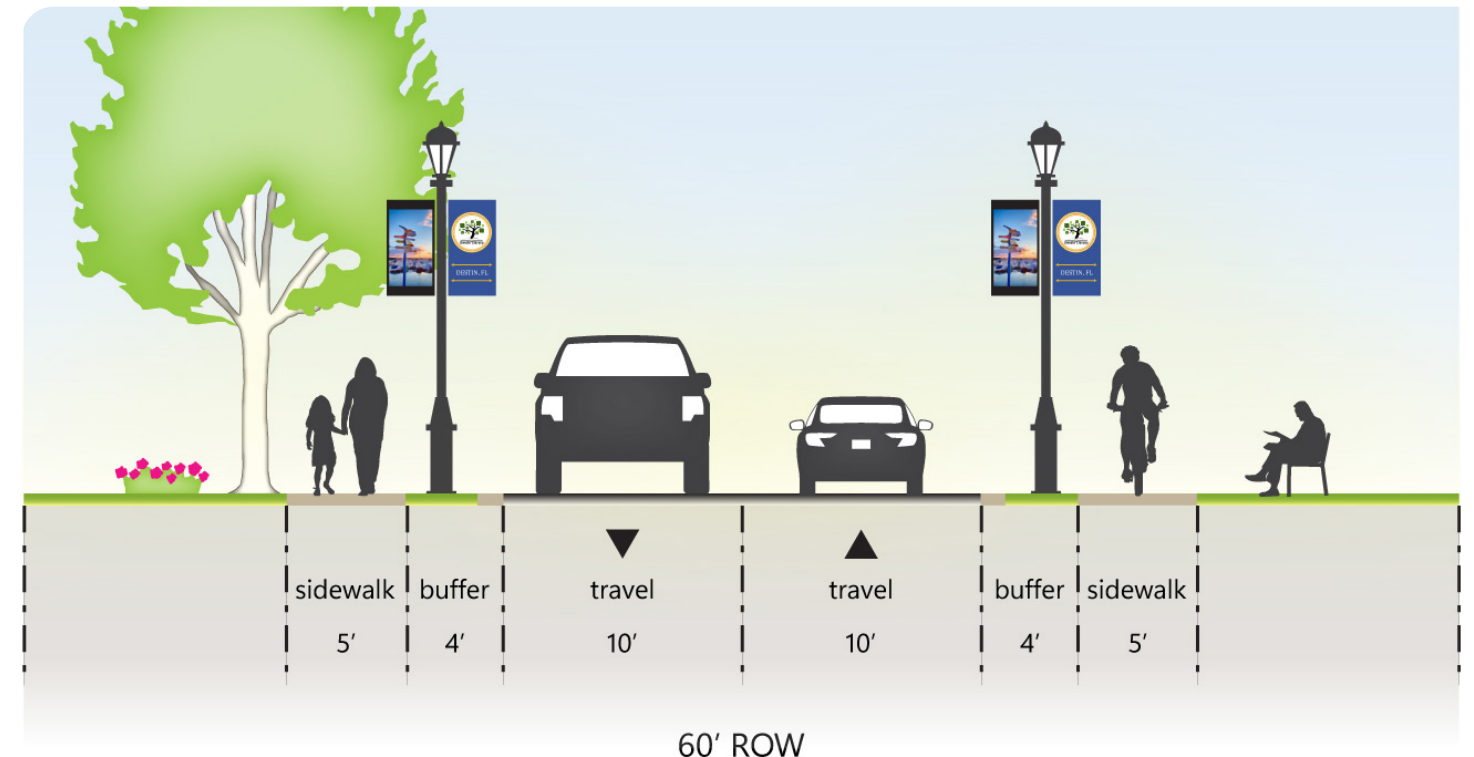
Benefit Score:

1

Phase:

2

Proposed:



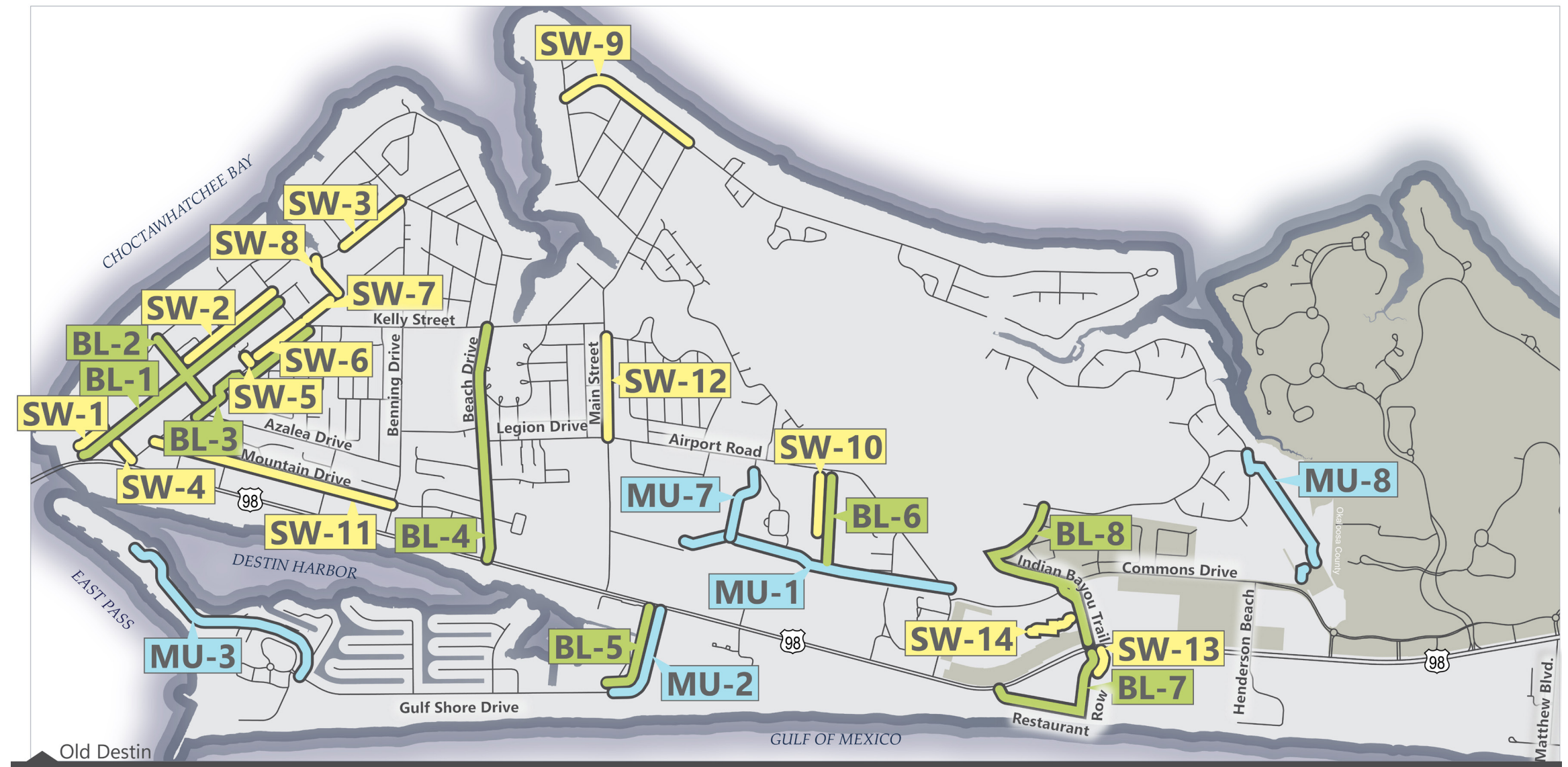
60' ROW

BIKE AND PEDESTRIAN

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

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

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



MOBILITY PLAN | Bike/Pedestrian Projects

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



SW-1 Sibert Avenue Sidewalk



Improvements

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

Details

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

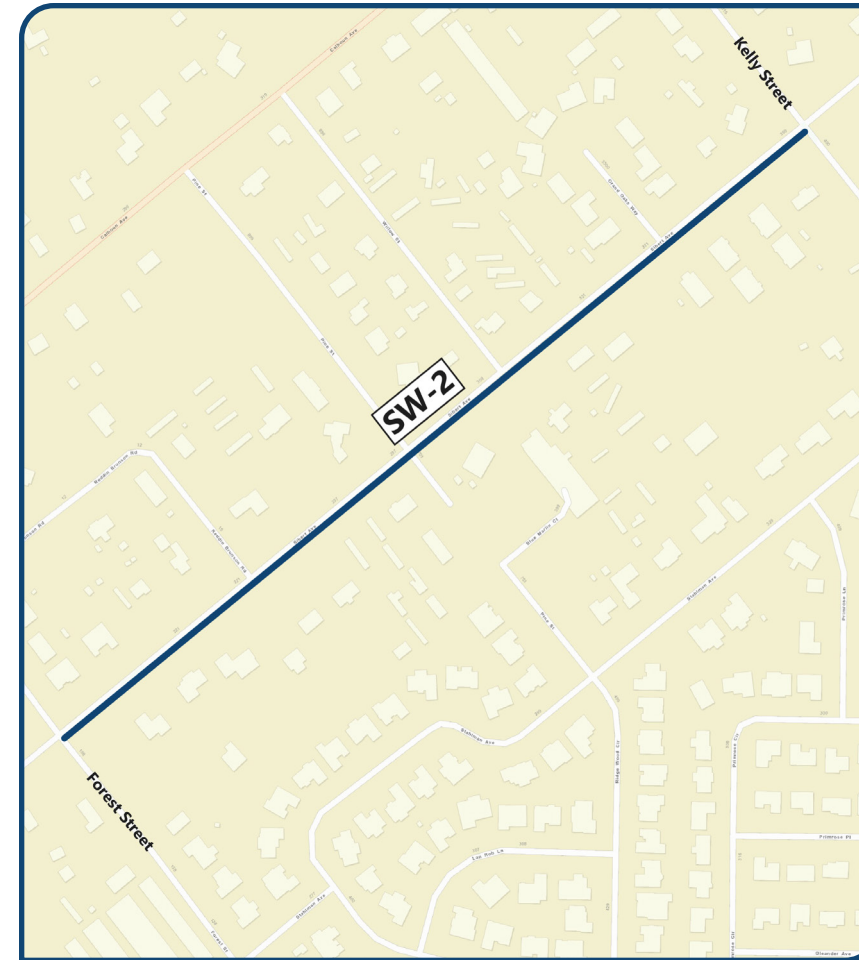
Cost

\$ 105,269

Priority

Benefit Score: 3	Phase: 2
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SW-2 Sibert Avenue Sidewalk



Improvements

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

Details

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

Cost

\$ 419,030

Priority

Benefit Score: 3	Phase: 2
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SW-3 Sibert Avenue Sidewalk



Improvements

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

Details

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

Cost

\$ 255,506

Priority

Benefit Score: 3	Phase: 3
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SW-4 Zerbe Street Sidewalk



Improvements

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

Details

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

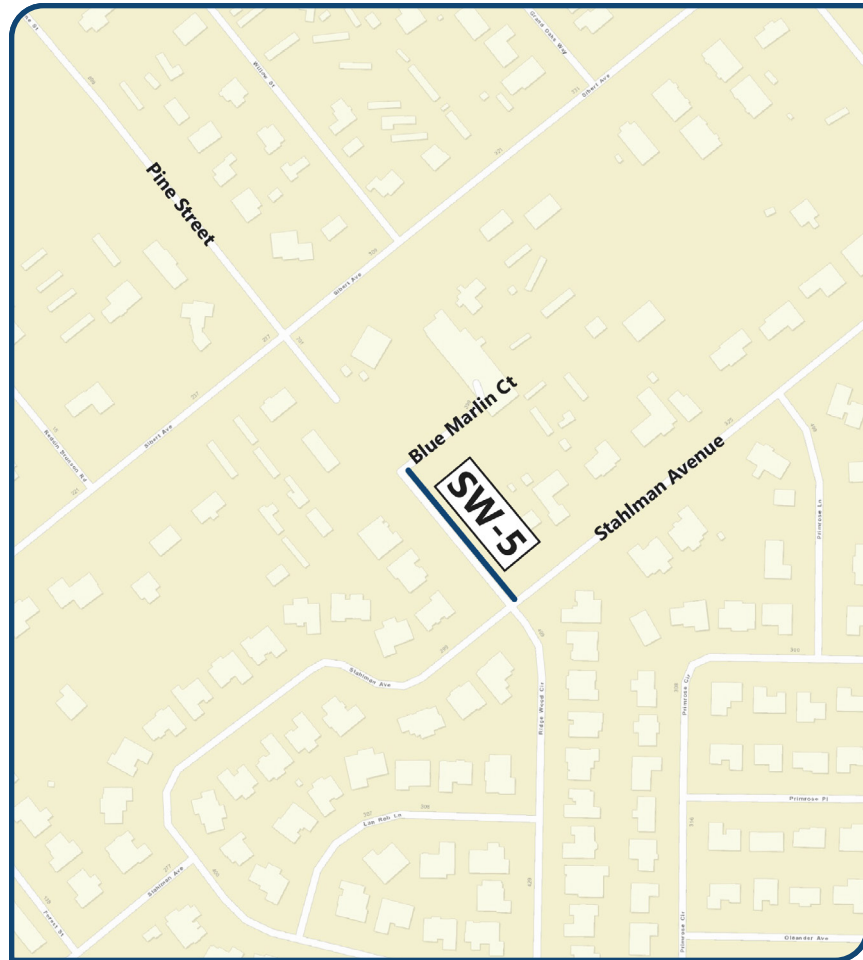
Cost

\$ 103,606

Priority

Benefit Score: 1	Phase: 2
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SW-5 Pine Street Sidewalk



Improvements

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

Details

Project:
SW-5
Name:
Pine Street Sidewalk
Location:
Blue Marlin Court to Stahlman Avenue
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-5; LDC Table 8-7C Level Three Priority

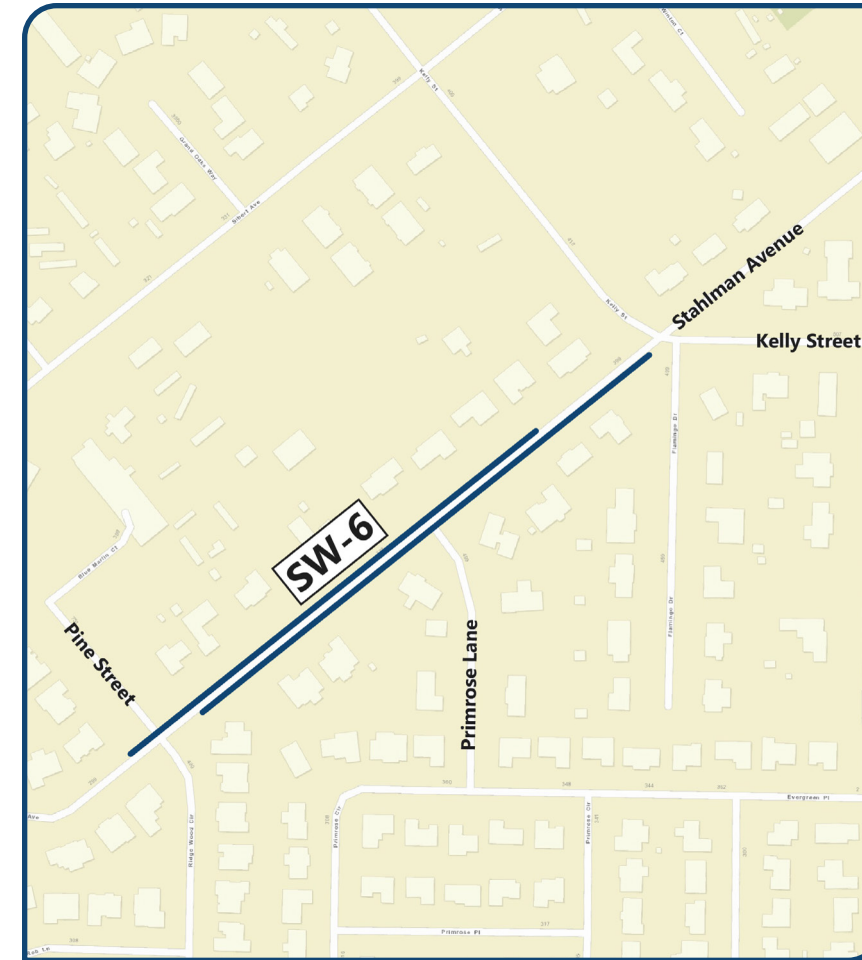
Cost

\$ 31,082

Priority

Benefit Score: 1	Phase: 2
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SW-6 Stahlman Avenue Sidewalk



Improvements

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

Details

Project:
SW-6
Name:
Stahlman Avenue Sidewalk
Location:
Pine Street to Primrose Lane
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, SW-2; LDC Table 8-7C Level Three Priority

Cost

\$ 123,461

Priority

Benefit Score: 1	Phase: 3
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SW-7 Stahlman Avenue Sidewalk



Improvements

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

Details

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

Cost

\$ 169,656

Priority

Benefit Score: 3	Phase: 3
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SW-8 Hickory Street Sidewalk



Improvements

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

Details

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

Cost

\$ 79,613

Priority

Benefit Score: 1	Phase: 2
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SW-9 Indian Trail Sidewalk



Improvements

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

Details

Project:
SW-9
Name:
Indian Trail Sidewalk
Location:
Bayou Drive to Main Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-9; LDC Table 8-7C Level Three Priority

Cost

\$ 278,099

Priority

Benefit Score: 1	Phase: 1
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SW-10 Mattie M. Kelly Boulevard (northern) sidewalk



Improvements

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

Details

Project:
SW-10
Name:
Mattie M. Kelly Boulevard (northern) Sidewalk
Location:
Existing sidewalk to Airport Road
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, SW-14; LDC Table 8-7C Level Three Priority

Cost

\$ 222,801

Priority

Benefit Score: 1	Phase: 2
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SW-11 Mountain Drive Sidewalk



Improvements

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

Details

Project:
SW-11
Name:
Mountain Drive Sidewalk
Location:
Stahlman Avenue to the roundabout
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$674,700

Priority

Benefit Score: 3	Phase: 2
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SW-12 Main Street Sidewalk



Improvements

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

Details

Project:
SW-12
Name:
Main Street Sidewalk
Location:
Legion Drive to Kell Aire Drive
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$269,815

Priority

Benefit Score: 1	Phase: 2
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SW-13 Restaurant Row Sidewalk



Improvements

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

Details

Project:
SW-13
Name:
Restaurant Row Sidewalk
Location:
Public parking lot to U.S. 98
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$58,460

Priority

Benefit Score: 3	Phase: 2
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SW-14 Town Hall Pedestrian Access



Improvements

- Create a 0.17 mile sidewalk on the east side of Restaurant Row between the public parking lot and U.S. 98
- A minimum of one bench and one other pedestrian amenity (benches, bike racks, pedestrian-scaled lighting, street trees, trash receptacles, drinking fountains, planter boxes, newspaper boxes, historical or location/information markers, passenger shelter for transit stops) shall be located on either edge of the public sidewalk every 150 horizontal feet of sidewalk

Details

Project:
SW-14
Name:
Town Hall Pedestrian Access
Location:
Indian Bayou Trail to Morgan Sports Center
Initiative:
Pedestrian/Bike
Source:
Public and Stakeholder Engagement

Cost

\$100,763

Priority

Benefit Score: 1	Phase: 2
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BL-1 Sibert Avenue Bicycle Lanes



Improvements

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

Details

Project:
BL-1
 Name:
Sibert Avenue Bicycle Lanes
 Location:
Calhoun Avenue to Kelly Street
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, BL-1; LDC Table 8-7A Level One Priority

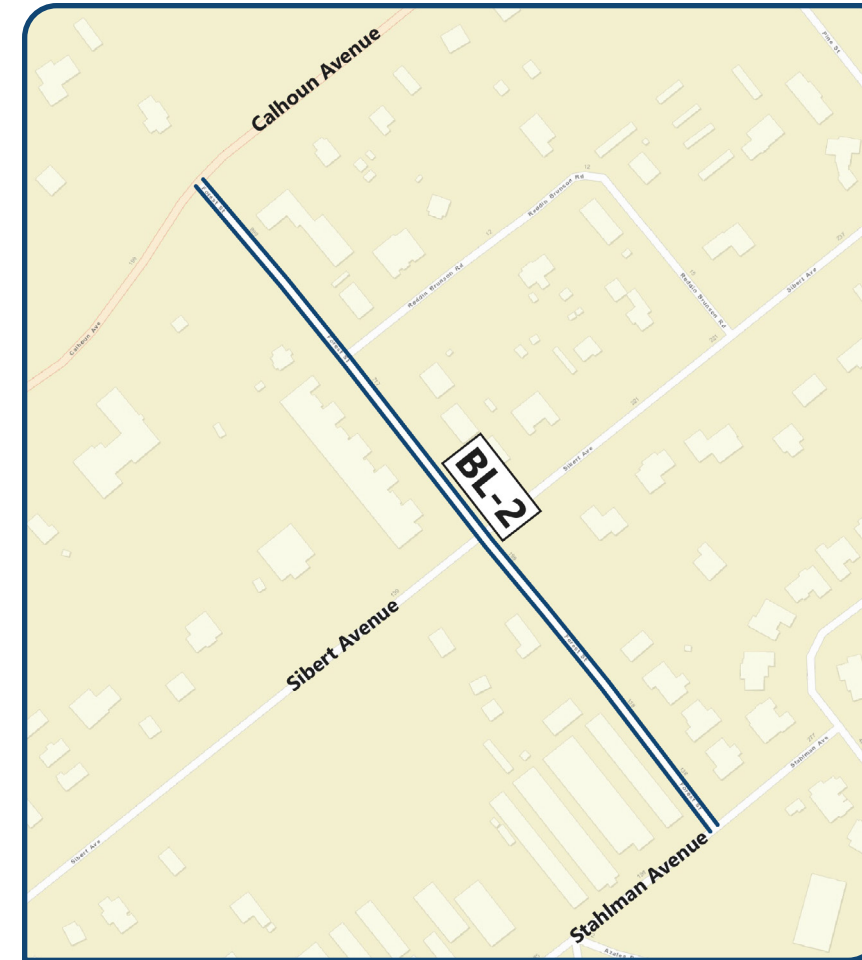
Cost

\$ 600,696

Priority

Benefit Score: 5	Phase: 2
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BL-2 Forest Street Bicycle Lanes



Improvements

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

Details

Project:
BL-2
 Name:
Forest Street Bicycle Lanes
 Location:
Calhoun Avenue to Stahlman Avenue
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, BL-12; LDC Table 8-7A Level One Priority

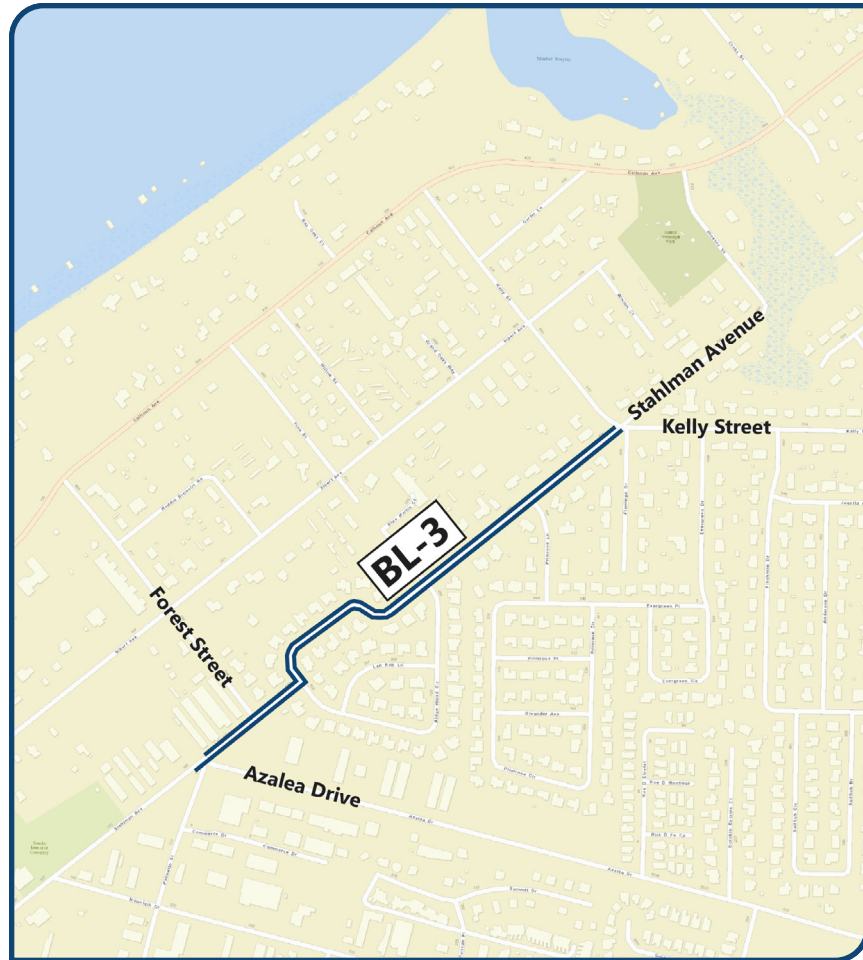
Cost

\$ 85,215

Priority

Benefit Score: 5	Phase: 3
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BL-3 Stahlman Avenue Bicycle Lanes



Improvements

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

Details

Project:
BL-3
Name:
Stahlman Avenue Bicycle Lanes
Location:
Azalea Drive to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-6; LDC Table 8-7C Level Three Priority

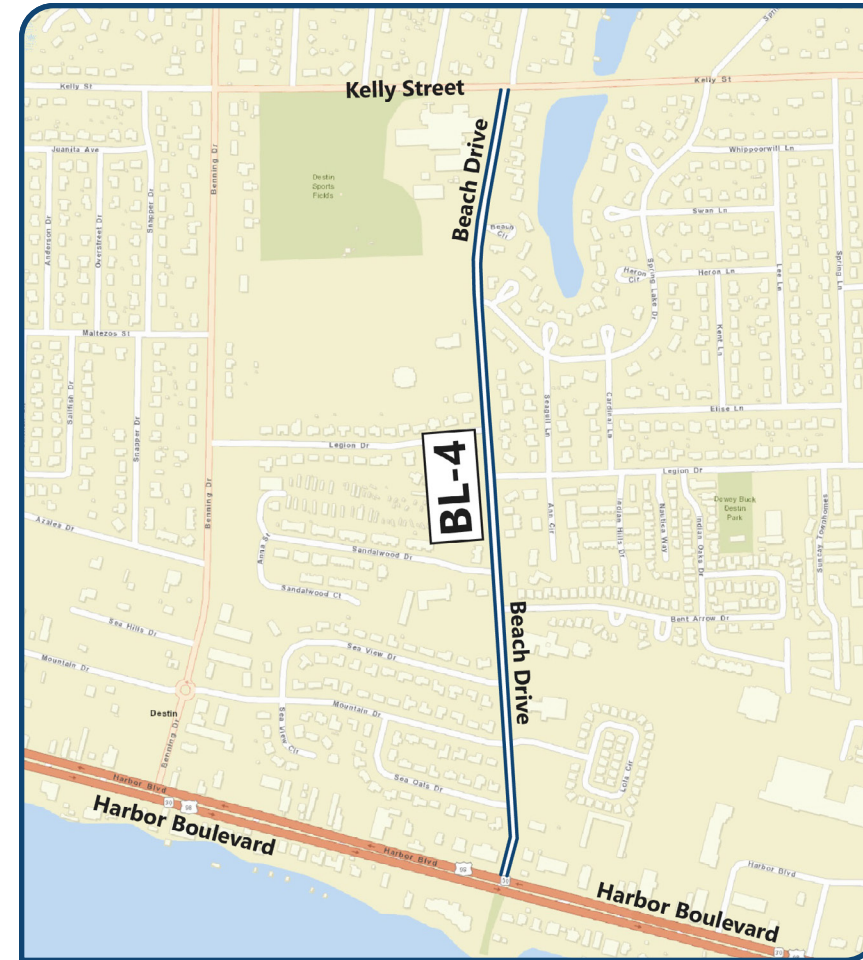
Cost

\$ 360,417

Priority

Benefit Score: 1	Phase: 3
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BL-4 Beach Drive Bicycle Lanes



Improvements

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

Details

Project:
BL-4
Name:
Beach Drive Bicycle Lanes
Location:
Harbor Boulevard to Kelly Street
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-5; LDC Table 8-7A Level One Priority

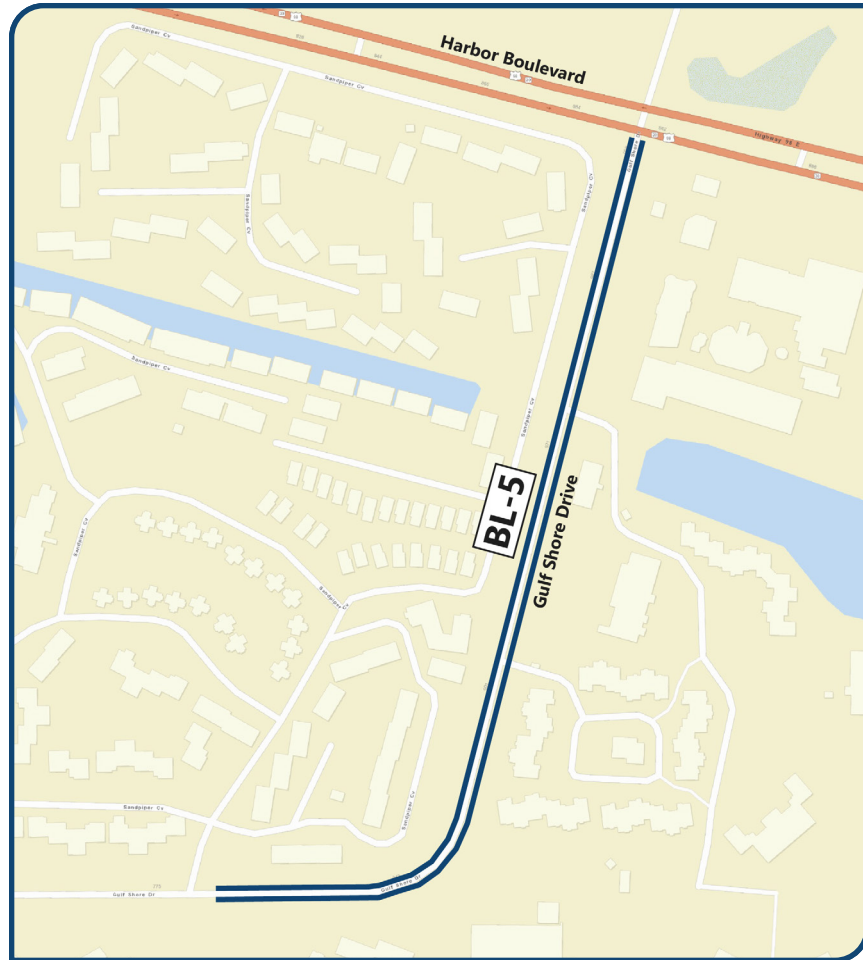
Cost

\$ 573,455

Priority

Benefit Score: 5	Phase: 2
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BL-5 Gulf Shore Drive Bicycle Lanes



Improvements

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

Details

Project:
BL-5
Name:
Gulf Shore Drive Bicycle Lanes
Location:
Sandpiper Cove to Harbor Boulevard
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-2; LDC Table 8-7B Level Two Priority

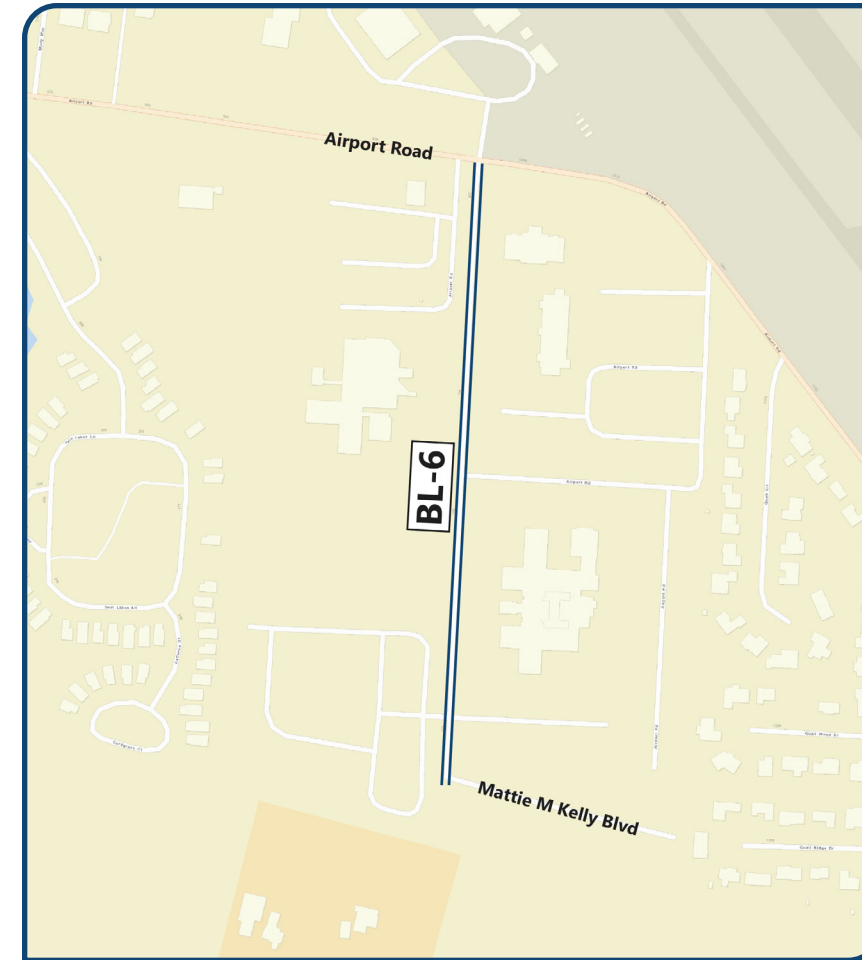
Cost

\$ 257,042

Priority

Benefit Score: 3	Phase: 2
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BL-6 Mattie M. Kelly Boulevard (northern) Bicycle Lanes



Improvements

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

Details

Project:
BL-6
Name:
Mattie M. Kelly Boulevard (northern) Bicycle Lanes
Location:
Existing end roadway to Airport Road
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-1; Pathways Plan, BL-11; LDC Table 8-7B Level Two Priority

Cost

\$ 185,377

Priority

Benefit Score: 3	Phase: 3
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BL-7 Scenic 98 (west)/Restaurant Row Bicycle Lanes



Improvements

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

Details

Project:
BL-7
Name:
Scenic 98 (west)/Restaurant Row Bicycle Lanes
Location:
Emerald Coast Parkway to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-8; LDC Table 8-7B Level Two Priority

Cost

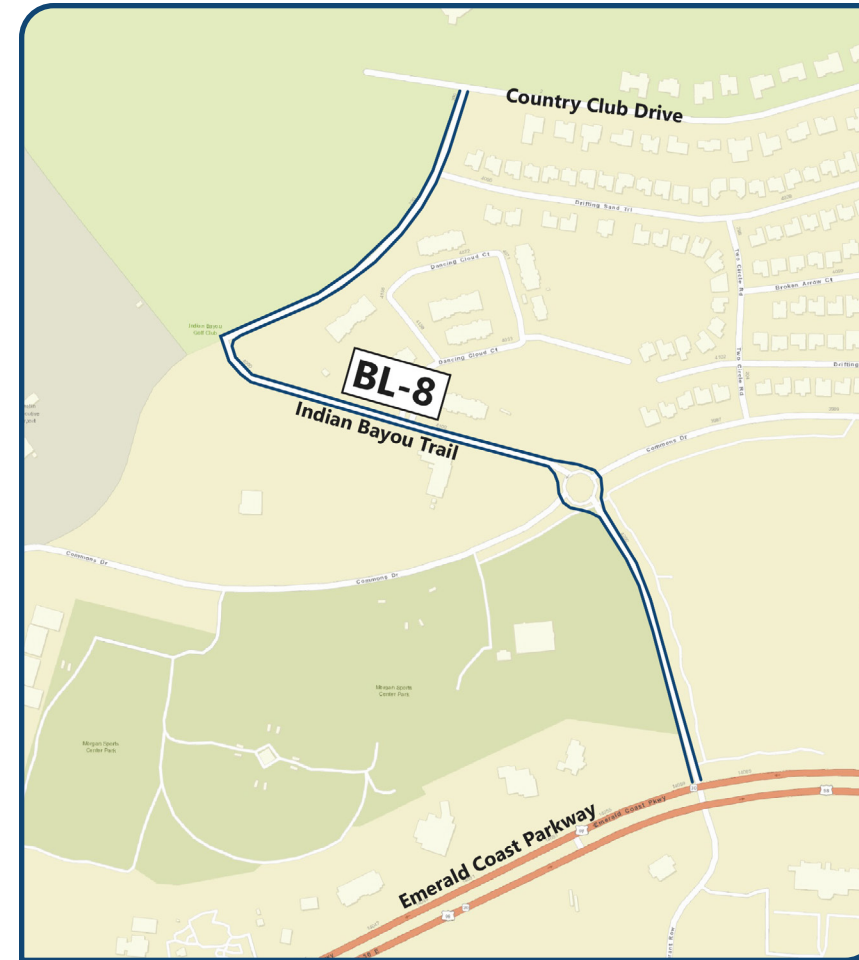
\$ 2,286,414

Priority

Benefit Score:
3

Phase:
2

BL-8 Indian Bayou Trail Bicycle Lanes



Improvements

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

Details

Project:
BL-8
Name:
Indian Bayou Trail Bicycle Lanes
Location:
Emerald Coast Parkway to Country Club Drive
Initiative:
Pedestrian/Bike
Source:
Pathways Plan, BL-7; LDC Table 8-7C Level Three Priority

Cost

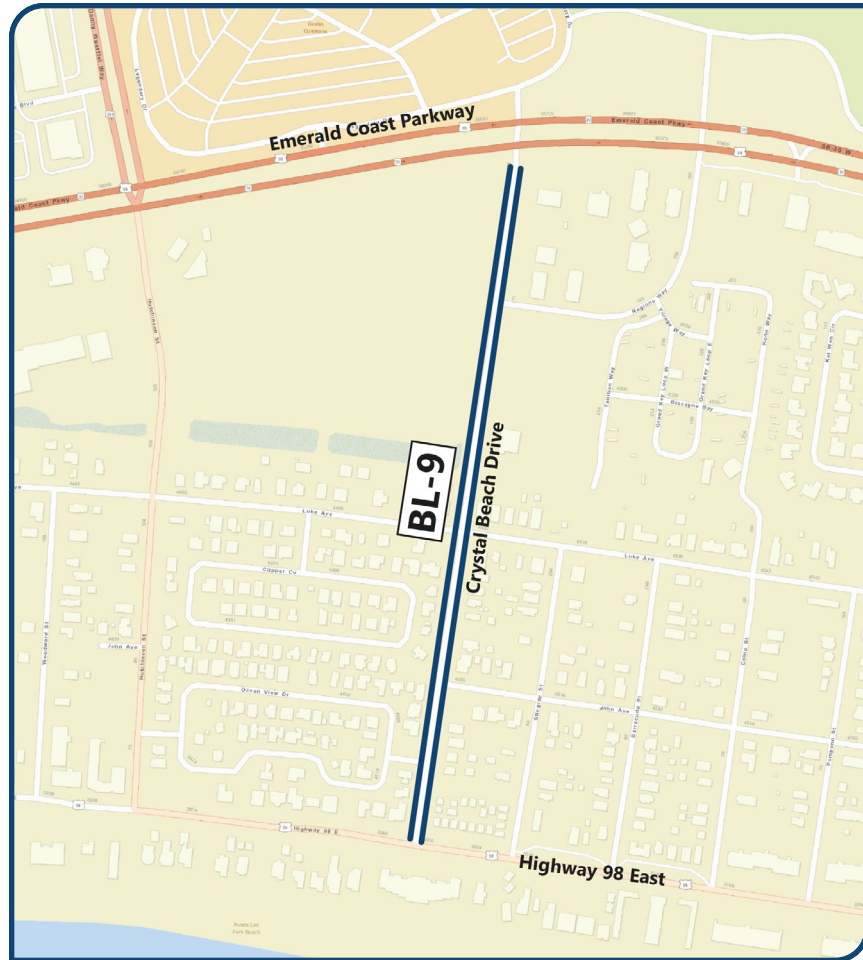
\$ 541,324

Priority

Benefit Score:
1

Phase:
2

BL-9 Crystal Beach Drive Multiuse Path



Improvements

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

Details

Project:
BL-9
Name:
Crystal Beach Drive Multiuse Path
Location:
Scenic 98 East to Emerald Coast Parkway
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2; Pathways Plan, BL-4; LDC Table 8-7B Level Two Priority

Cost

\$ 352,036

Priority

Benefit Score:
3

Phase:
3

BL-10 Scenic 98 (east) Bicycle Lanes



Improvements

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

Details

Project:
BL-10
Name:
Scenic 98 (east) Bicycle Lanes
Location:
Matthew Boulevard to Walton County Line
Initiative:
Pedestrian/Bike
Source:
Comp Plan Map 2-2

Cost

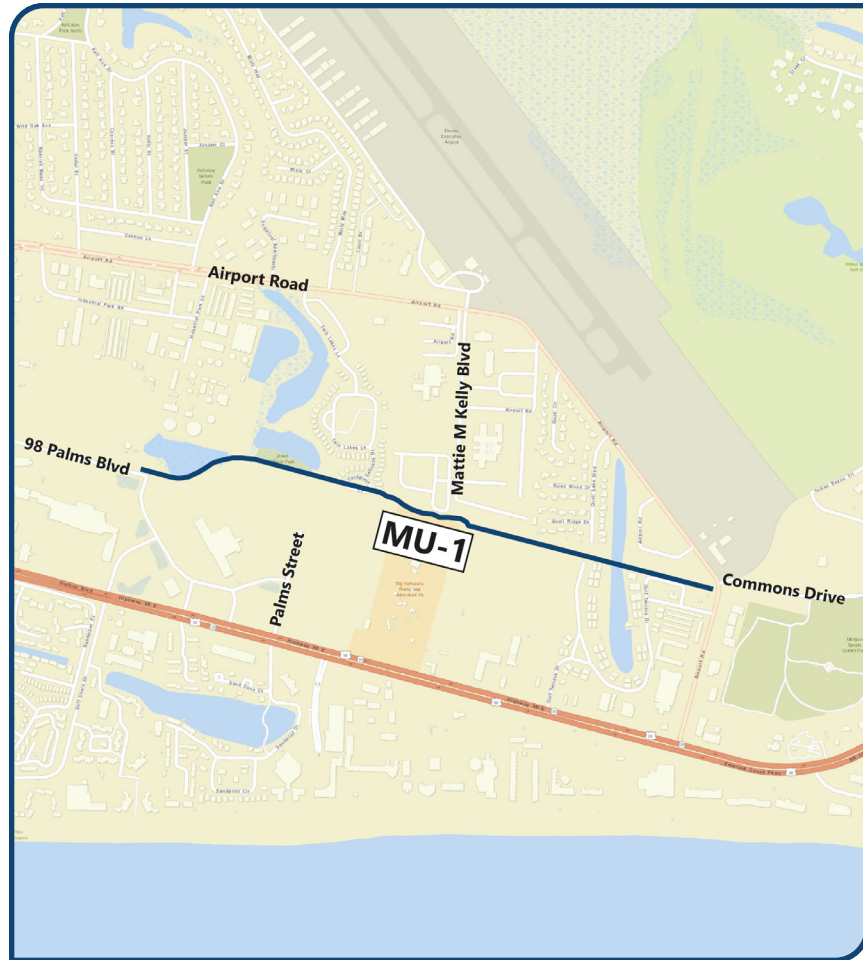
\$ 9,673,289

Priority

Benefit Score:
3

Phase:
3

MU-1 Powerline Easement (west) Multi-use Path



Improvements

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

Details

Project:
MU-1
 Name:
Powerline Easement (west) Multi-use Path
 Location:
Main Street to Airport Road
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, MUT-5; LDC Table 8-7B Level Two Priority

Cost

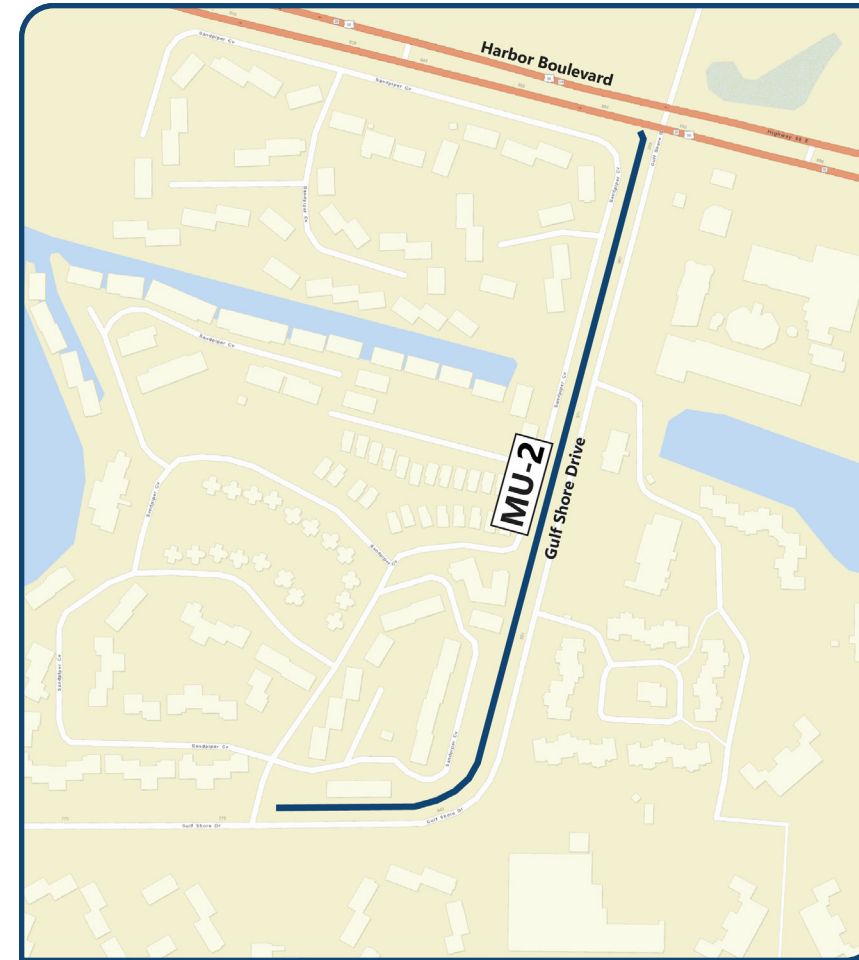
\$10,000,000

Priority

Benefit Score:
3

Phase:
1

MU-2 Gulf Shore Drive Multi-use Path



Improvements

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

Details

Project:
MU-2
 Name:
Gulf Shore Drive Multi-use Path
 Location:
Sandpiper Cove to Harbor Boulevard
 Initiative:
Pedestrian/Bike
 Source:
Comp Plan Map 2-2; Pathways Plan, MUT-3; LDC Table 8-7B Level Two Priority

Cost

\$ 298,017

Priority

Benefit Score:
3

Phase:
2

MU-3 Gulf Shore Drive Multi-use Path



Improvements

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

Details

Project:
MU-3
 Name:
Gulf Shore Drive Multi-use Path
 Location:
Norriego Point to Durango Road
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, MUT-4; LDC Table 8-7A Level One Priority

Cost

\$ 557,162

Priority

Benefit Score: 5	Phase: 2
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MU-4 Crystal Beach Drive Multi-use Path



Improvements

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

Details

Project:
MU-4
 Name:
Crystal Beach Drive Multi-use Path
 Location:
Scenic 98 to Emerald Coast Parkway
 Initiative:
Pedestrian/Bike
 Source:
Pathways Plan, MUT-15; LDC Table 8-7A Level One Priority

Cost

\$ 408,154

Priority

Benefit Score: 5	Phase: 3
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MU-5 Dolphin Street/Regatta Bay Boulevard Multi-use Path



Improvements

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

Details

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

Cost

\$ 453,504

Priority

Benefit Score: 5	Phase: 2
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MU-6 Powerline easement (east) Multi-use Path



Improvements

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

Details

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

Cost

\$983,456

Priority

Benefit Score: 5	Phase: 2
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MU-7 West of Twin Lakes Multi-use Path



Improvements

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

Details

Project:
 MU-7
 Name:
 West of Twin Lakes Multi-use Path
 Location:
 98 Palms Blvd to Airport Road
 Initiative:
 Pedestrian/Bike
 Source:
 Public and Stakeholder Engagement

Cost

\$1,336,550

Priority

Benefit Score: 1	Phase: 2
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MU-8 Indian Trail to Destin High School Multi-Use Path



Improvements

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

Details

Project:
 MU-8
 Name:
 Indian Trail to Destin High School Multi-Use Path
 Location:
 Along Indian Bayou
 Initiative:
 Pedestrian/Bike
 Source:
 Public and Stakeholder Engagement

Cost

\$1,432,873

Priority

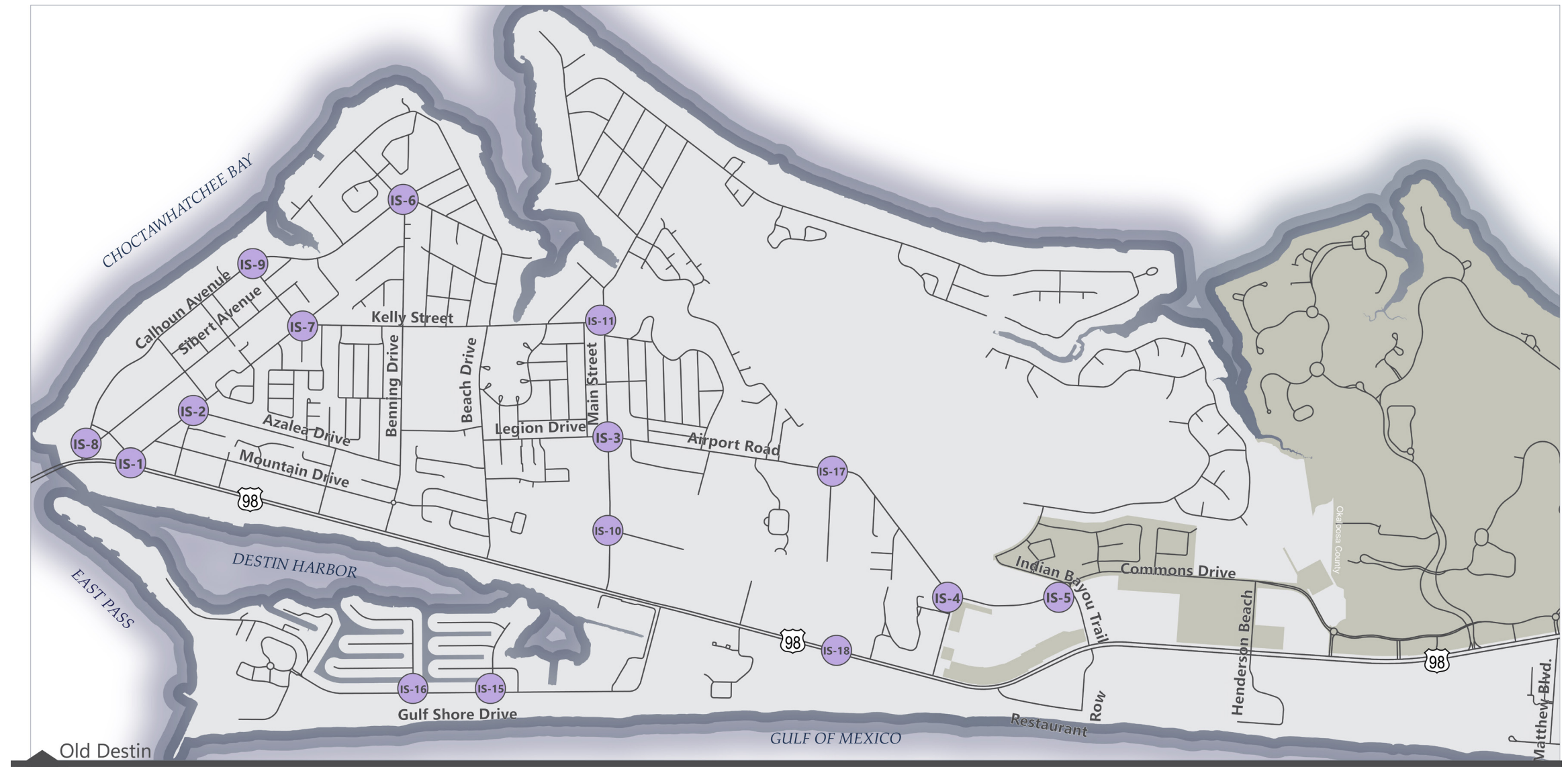
Benefit Score: 3	Phase: 2
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INTERSECTION ENHANCEMENTS

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

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

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



MOBILITY PLAN | Intersection Enhancements

- Intersection Safety Project**
- | | |
|---|---------------------------------------|
| # 1 Stahlman Avenue @ Zerbe Street and Harbor Boulevard | 10 Main Street @ 98 Palm Boulevard |
| 2 Stahlman Avenue @ Azalea Drive | 11 Main Street @ Kelly Street |
| 3 Legion Drive/Airport Road Intersection with Main Street | 12 Scenic 98 East @ Matthew Boulevard |
| 4 Airport Road @ Commons Drive | 13 Scenic 98 East @ Shirah Street |
| 5 Commons Drive @ Indian Bayou Trail | 14 Scenic 98 East @ Pompano Street |
| 6 Benning Drive @ Sibert Avenue, 1st Street, and 4th Street | 15 Gulf Shore Drive @ Moreno Point Rd |
| 7 Stahlman Avenue @ Kelly Street | 16 Gulf Shore Drive @ Norriego Rd |
| 8 Calhoun Avenue @ Sibert Avenue | 17 Mattie M. Kelly Blvd @ Airport Rd |
| 9 Calhoun Avenue @ Kelly Street | 18 Mattie M. Kelly Blvd @ U.S. 98 |

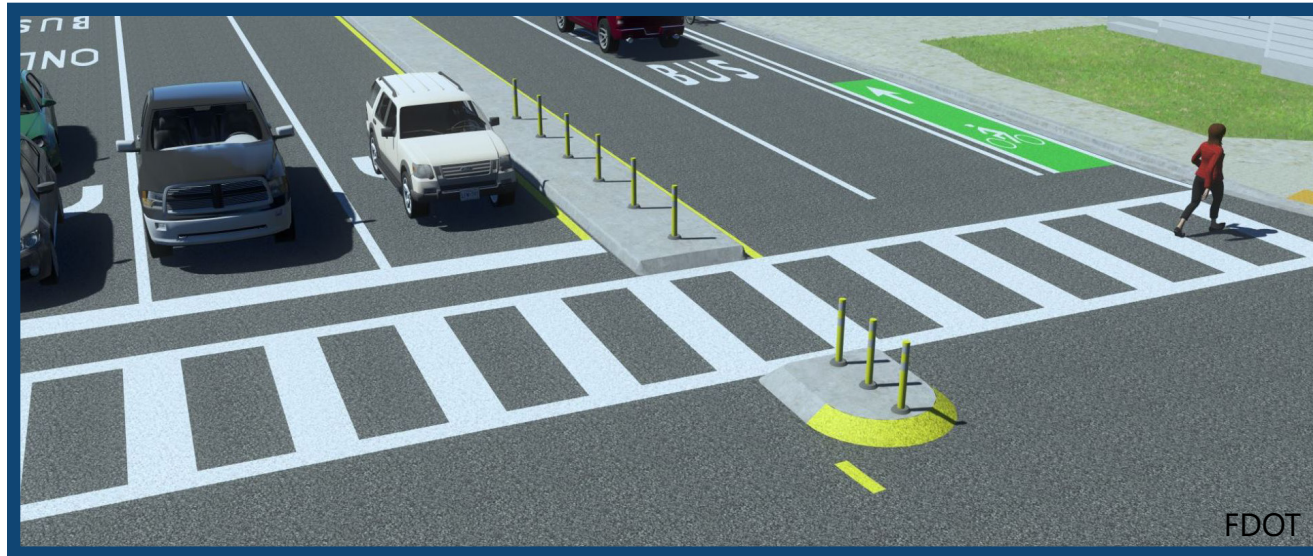


Intervention Types

1

Extended Central Medians

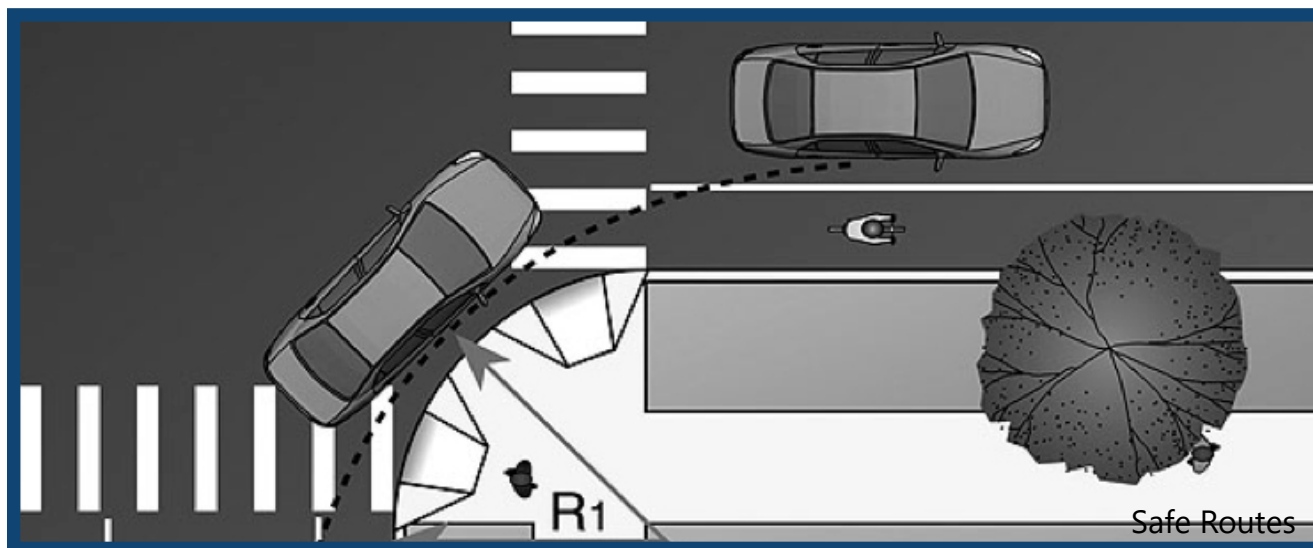
Raised medians are located between opposing lanes of traffic within a street. When the median extends through a marked crosswalk, drivers must slow down to make a sharper turn. Extended central medians are traffic calming measures which increase pedestrian visibility and safety.



2

Curb Radius Reduction

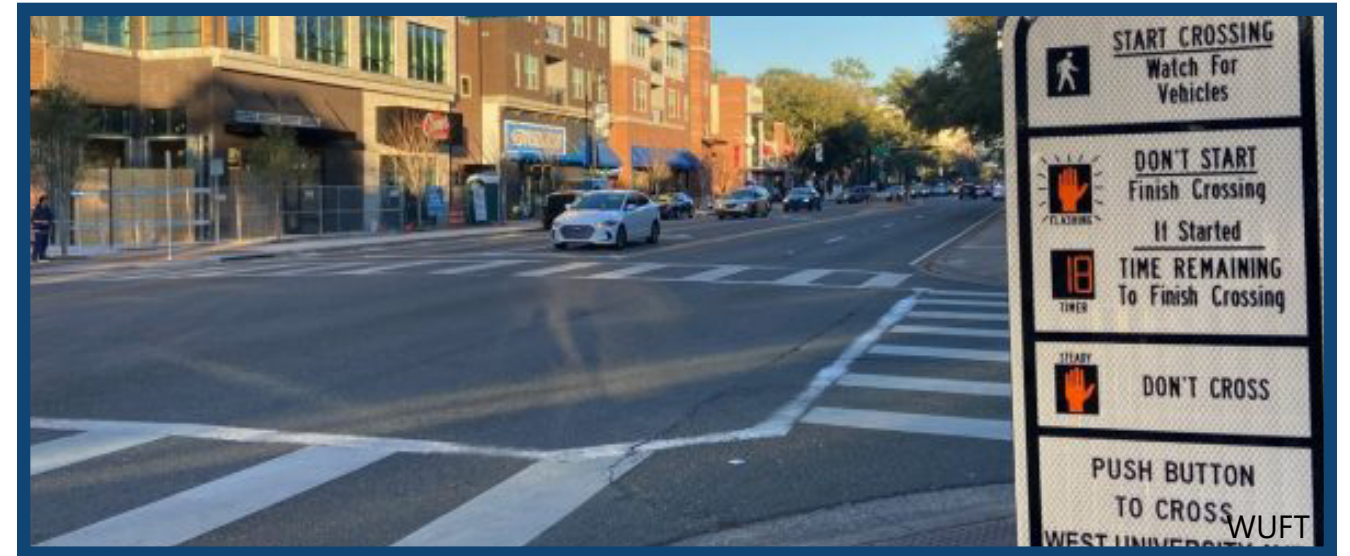
Appropriately designed curb radii account for all road users, including pedestrians and bicyclists. Tighter curb radii prevent high speed vehicular turns and increases pedestrian visibility. Intersections with tight curb radii tend to reduce crossing distances for pedestrians as well.



3

Crosswalks

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



4

Pedestrian Refuge Islands

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



5

Rapid-Flashing Beacon

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



6

Pedestrian Priority Signs

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



7

Roundabouts with Bicycle and Pedestrian Accommodations

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



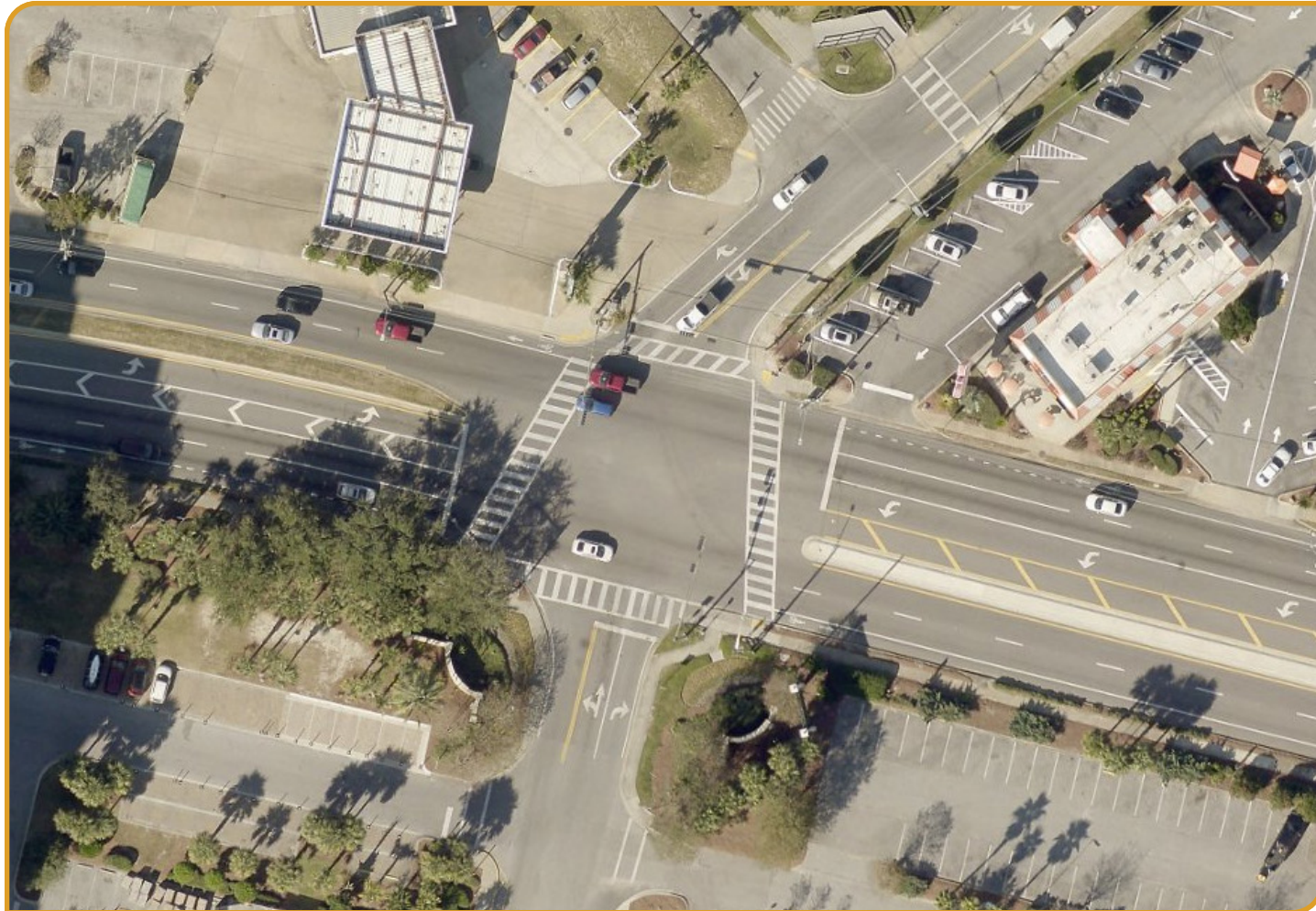
8

Painted Crosswalks

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



IS-1 Stahlman Avenue at Harbor Boulevard & Zerbe Street



Improvements

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

Cost

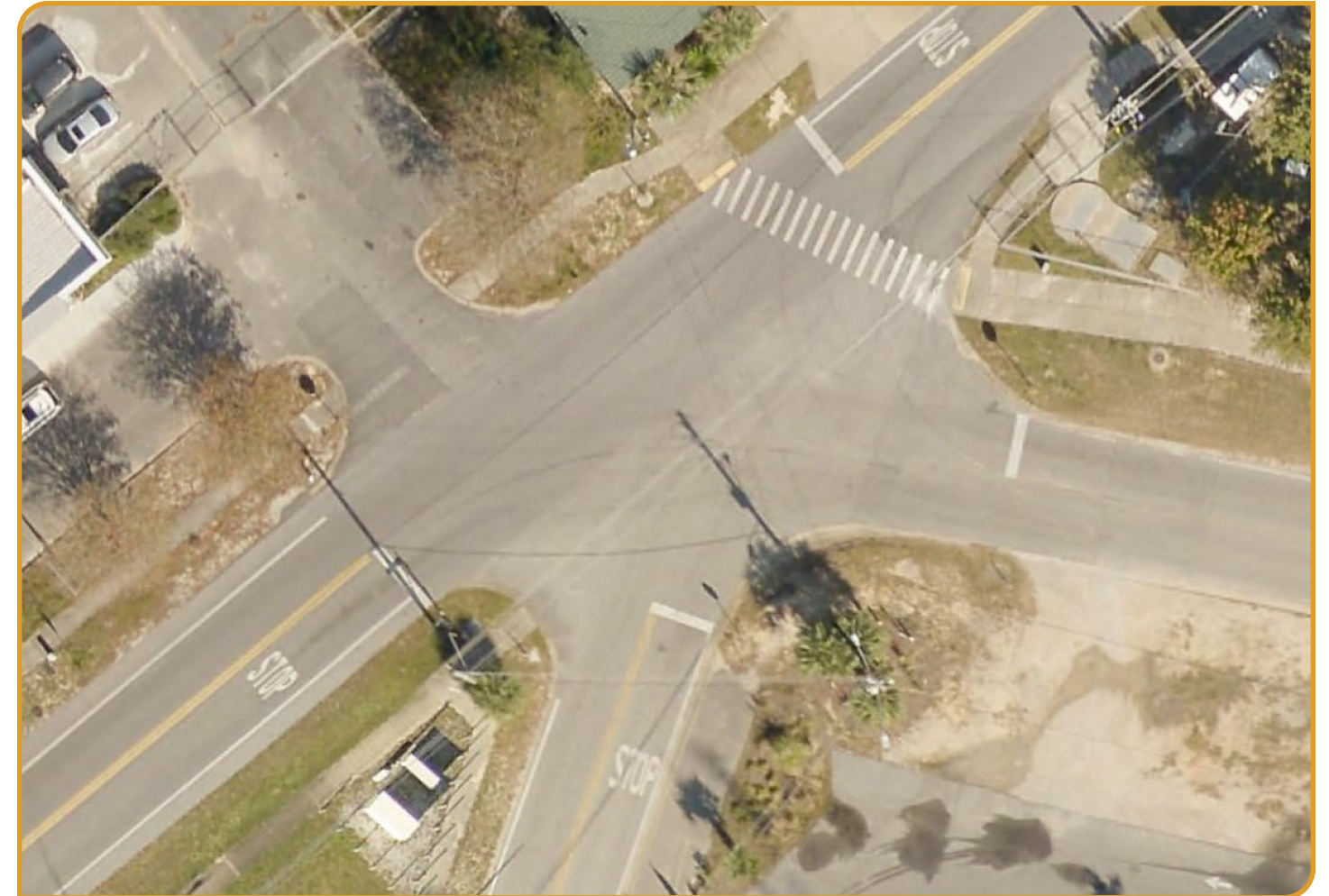
\$135,828

Priority

Benefit Score:
5

Phase:
1

IS-2 Stahlman Avenue at Azalea Drive



Improvements

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

Cost

\$123,159

Priority

Benefit Score:
3

Phase:
2

IS-3 Legion Drive/Airport Road at Main Street



Improvements

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

Cost

\$631,990

Priority

Benefit Score: 5	Phase: 2
----------------------------	--------------------

IS-4 Airport Road at Commons Drive



Improvements

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

Cost

\$66,983

Priority

Benefit Score: 5	Phase: 2
----------------------------	--------------------

IS-5 Commons Drive at Indian Bayou Trail



Improvements

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

Cost

\$38,798

Priority

Benefit Score: 3	Phase: 2
----------------------------	--------------------

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



Improvements

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

Cost

\$1,201,471

Priority

Benefit Score: 1	Phase: 2
----------------------------	--------------------

IS-7 Stahlman Avenue at Kelly Street



Improvements

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

Cost

\$1,062,945

Priority

Benefit Score: 1	Phase: 3
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IS-8 Calhoun Avenue at Sibert Avenue



Improvements

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

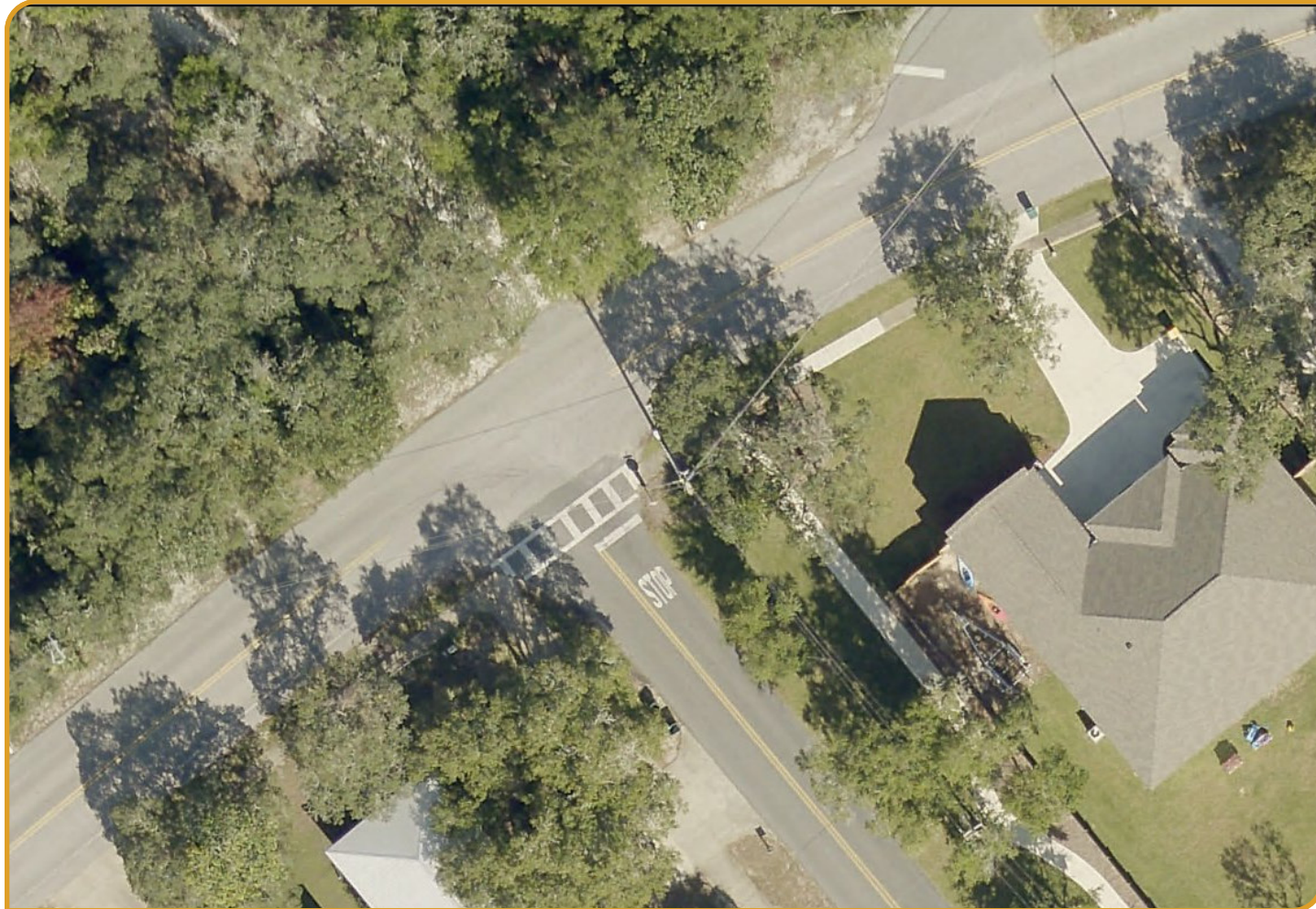
Cost

\$19,399

Priority

Benefit Score: 1	Phase: 1
----------------------------	--------------------

IS-9 Calhoun Avenue at Kelly Street



Improvements

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

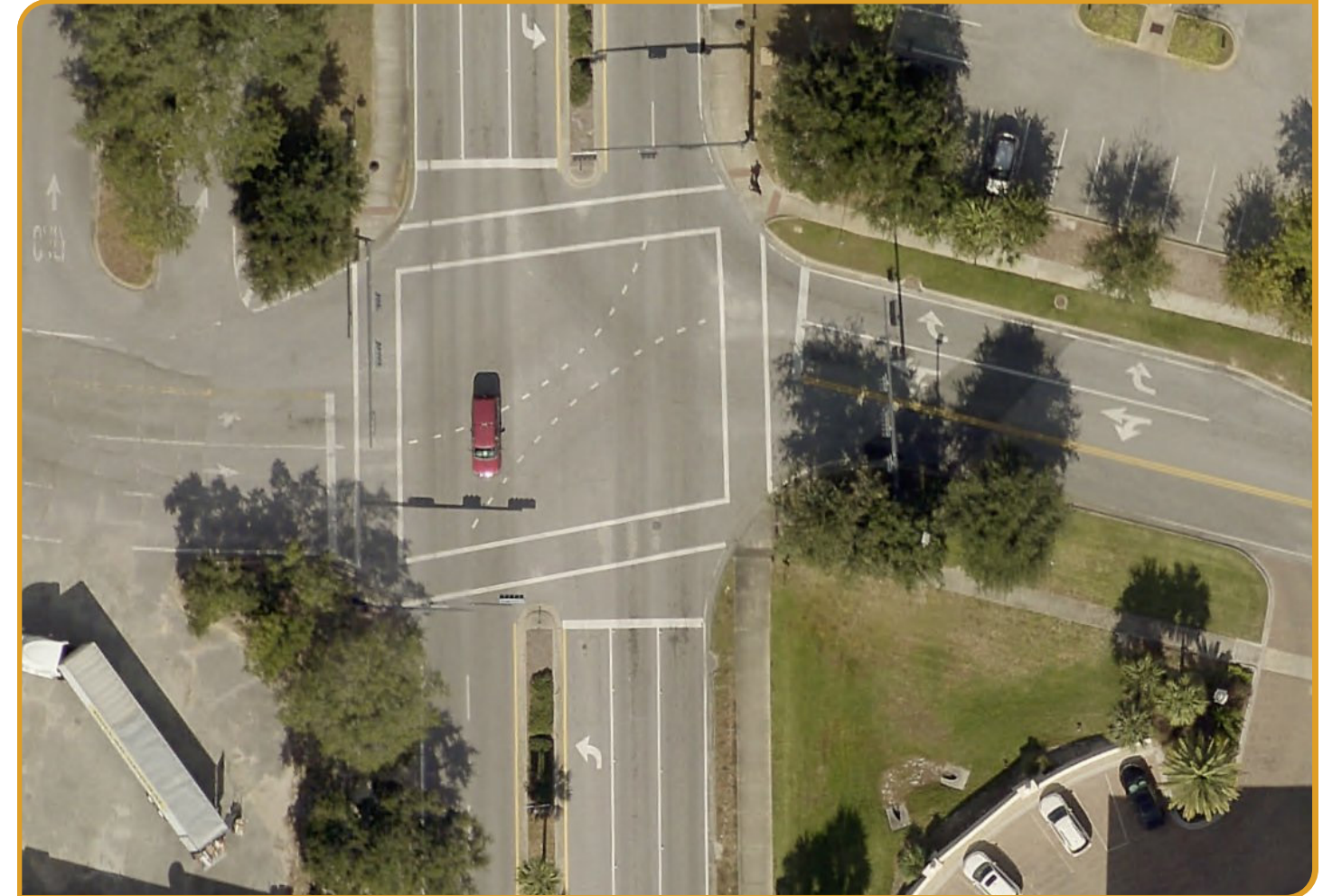
Cost

\$20,668

Priority

Benefit Score: 1	Phase: 3
----------------------------	--------------------

IS-10 Main Street at 98 Palms Blvd



Improvements

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

Cost

\$566,135

Priority

Benefit Score: 3	Phase: 3
----------------------------	--------------------

IS-11 Main Street at Kelly Street



Improvements

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

Cost

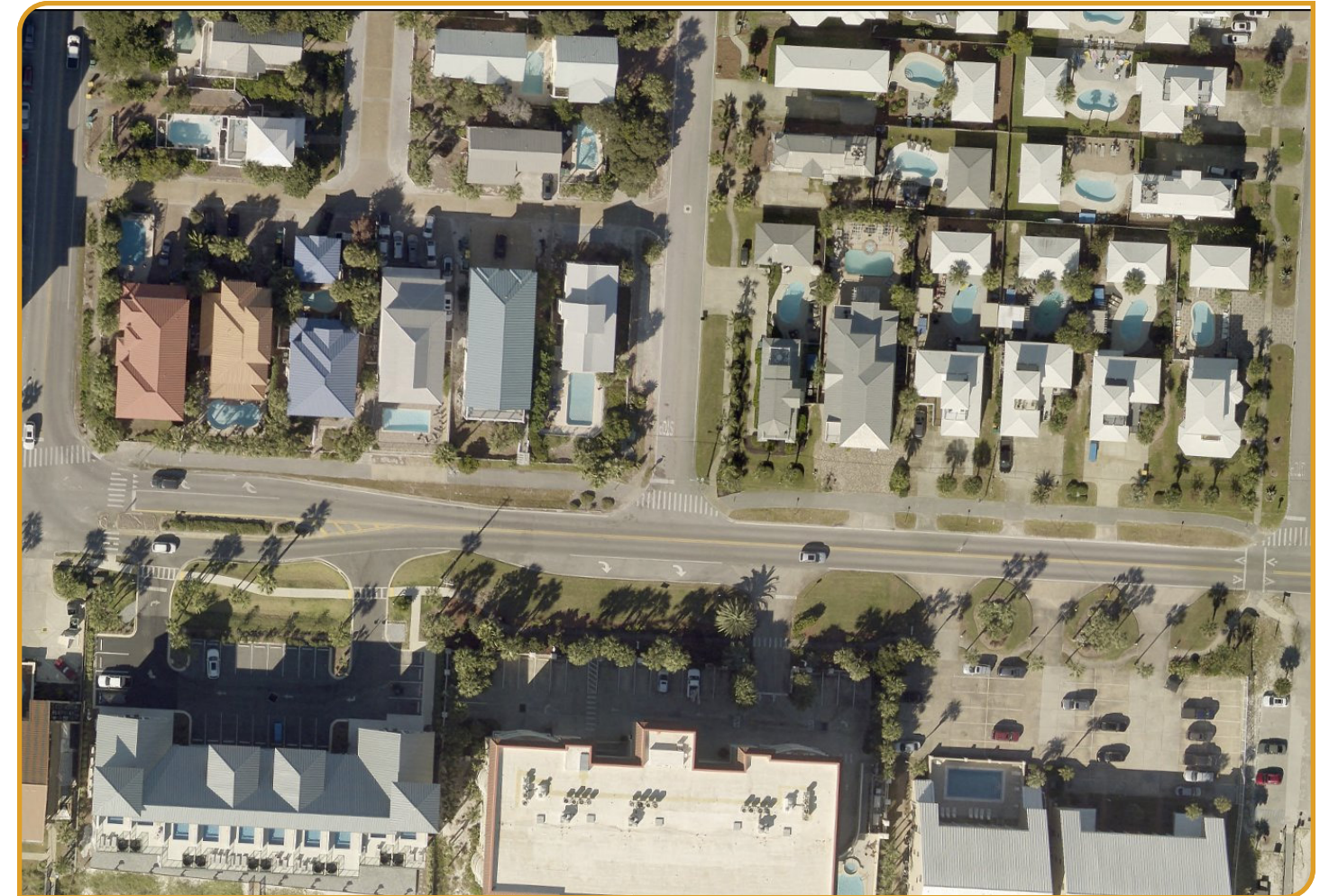
\$240,253

Priority

Benefit Score:
3

Phase:
2

IS-12 Scenic 98 at Matthew Blvd



Improvements

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

Cost

\$791,371

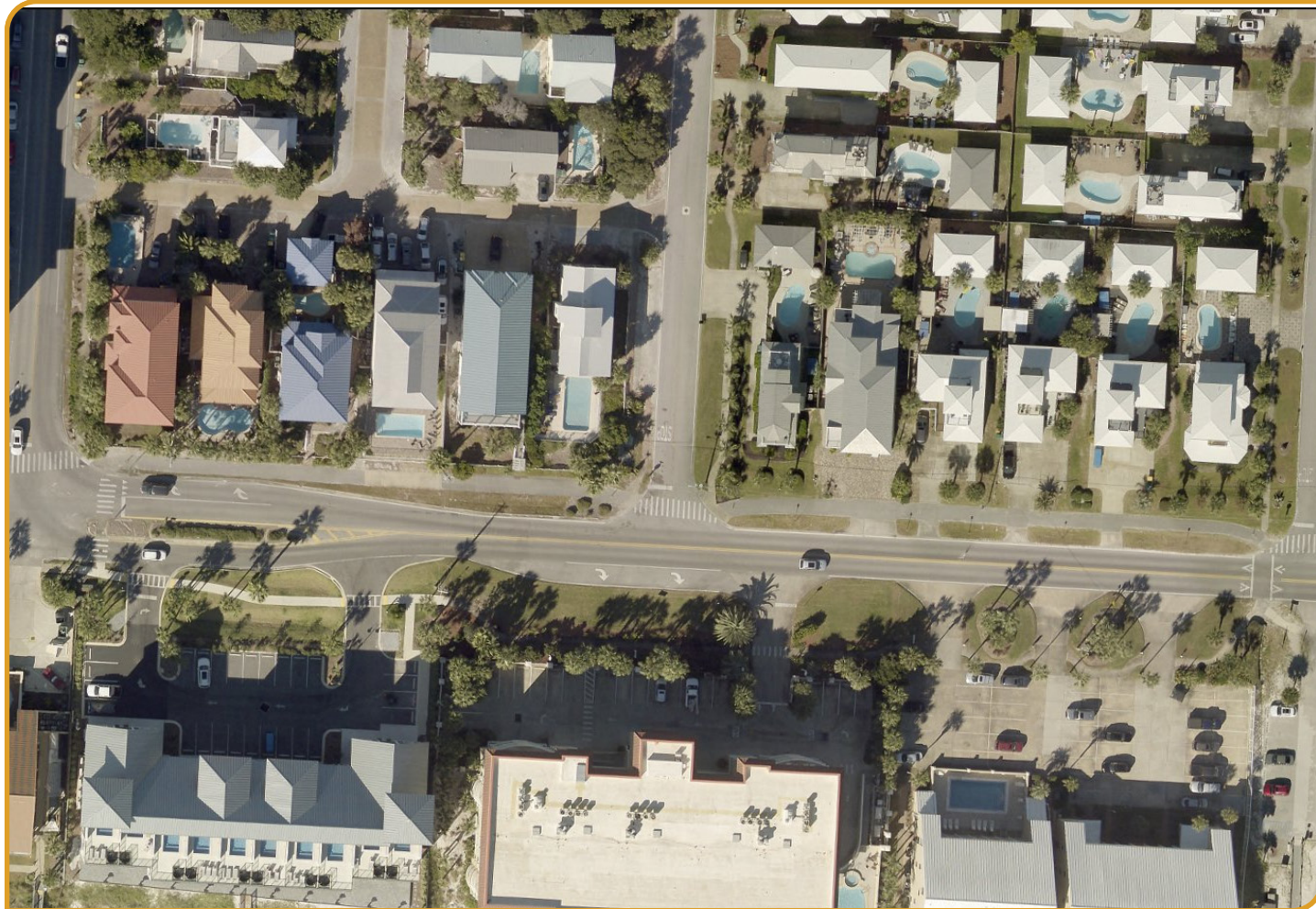
Priority

Benefit Score:
1

Phase:
3

MOBILITY PLAN | Intersection Enhancements

IS-13 Scenic 98 at Shirah Street



Improvements

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

Cost

\$791,371

Priority

Benefit Score:
1

Phase:
3

MOBILITY PLAN | Intersection Enhancements

IS-14 Scenic 98 at Pompano Street



Improvements

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

Cost

\$791,371

Priority

Benefit Score:
1

Phase:
3

IS-15 Gulf Shore Drive at Moreno Point Road



Improvements

- Straighten crosswalk
- Remove unnecessary crosswalk
- ADA compliance

Cost

\$9,217

Priority

Benefit Score: 3	Phase: 3
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IS-16 Gulf Shore Drive at Norriego Road



Improvements

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

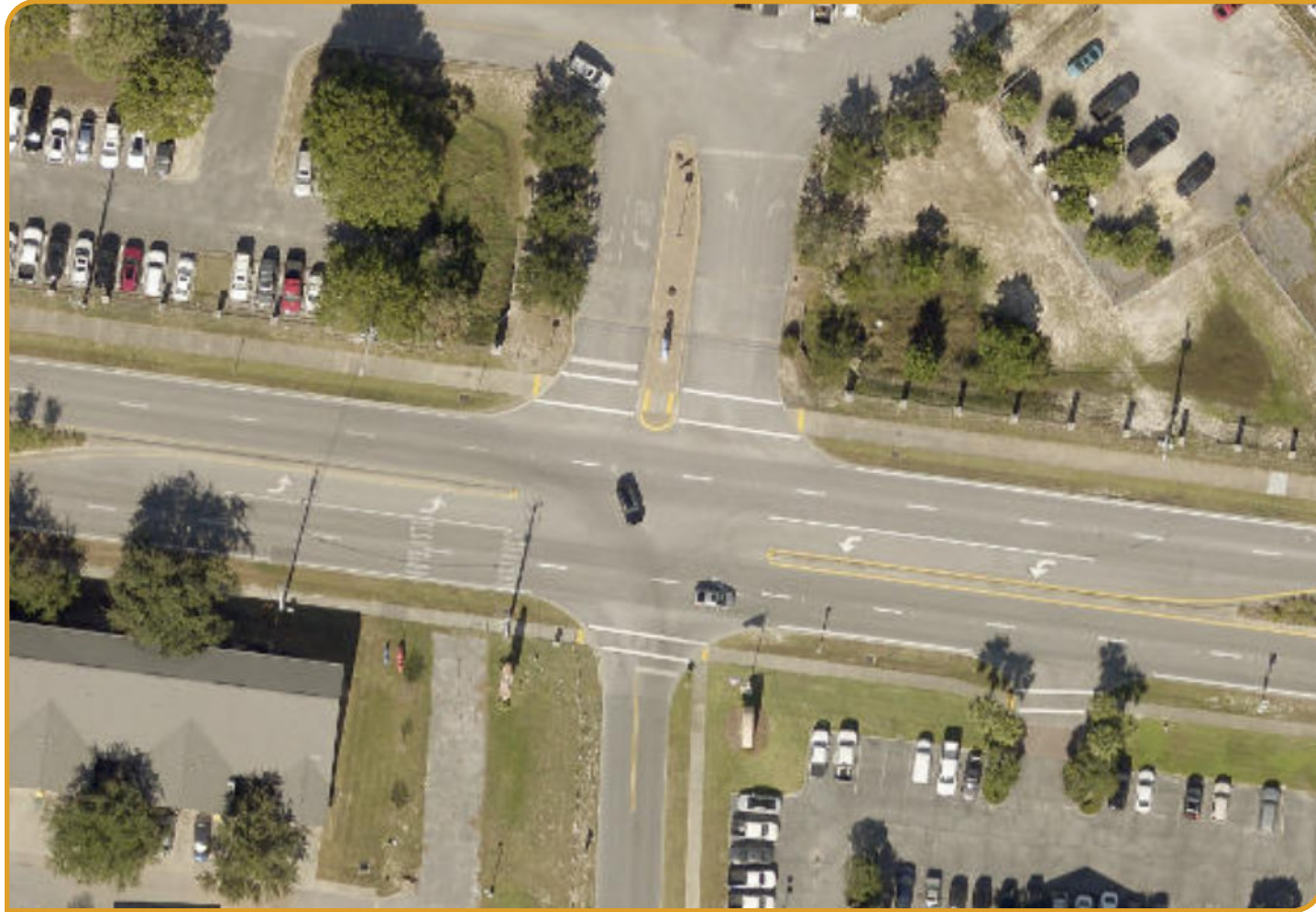
Cost

\$9,217

Priority

Benefit Score: 1	Phase: 3
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IS-17 Signalization of Mattie M. Kelly Blvd at Airport Road



Improvements

- Signalization

Cost

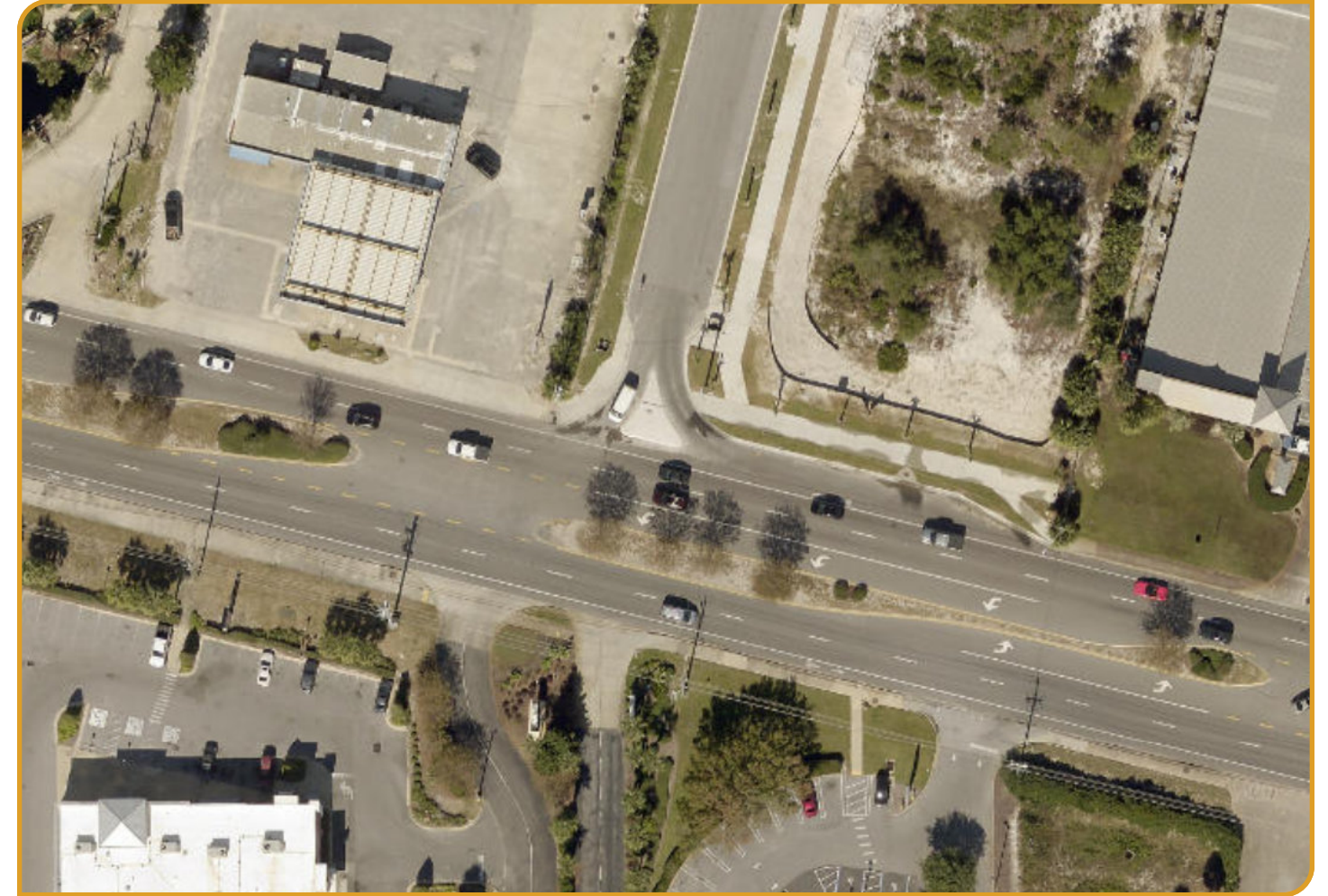
\$772,480

Priority

Benefit Score:
3

Phase:
3

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



Improvements

- Signalization

Cost

\$772,480

Priority

Benefit Score:
5

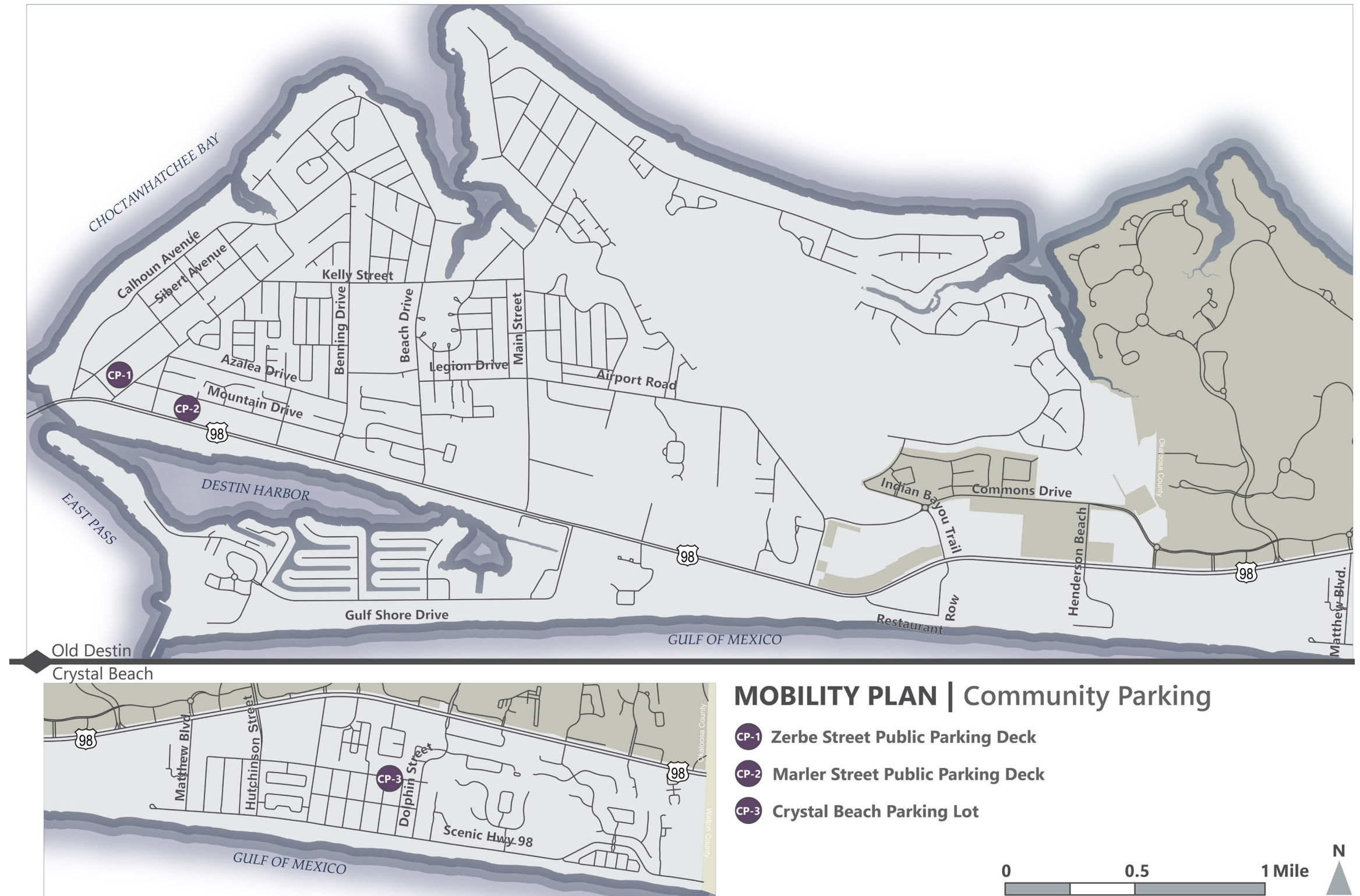
Phase:
3

COMMUNITY PARKING

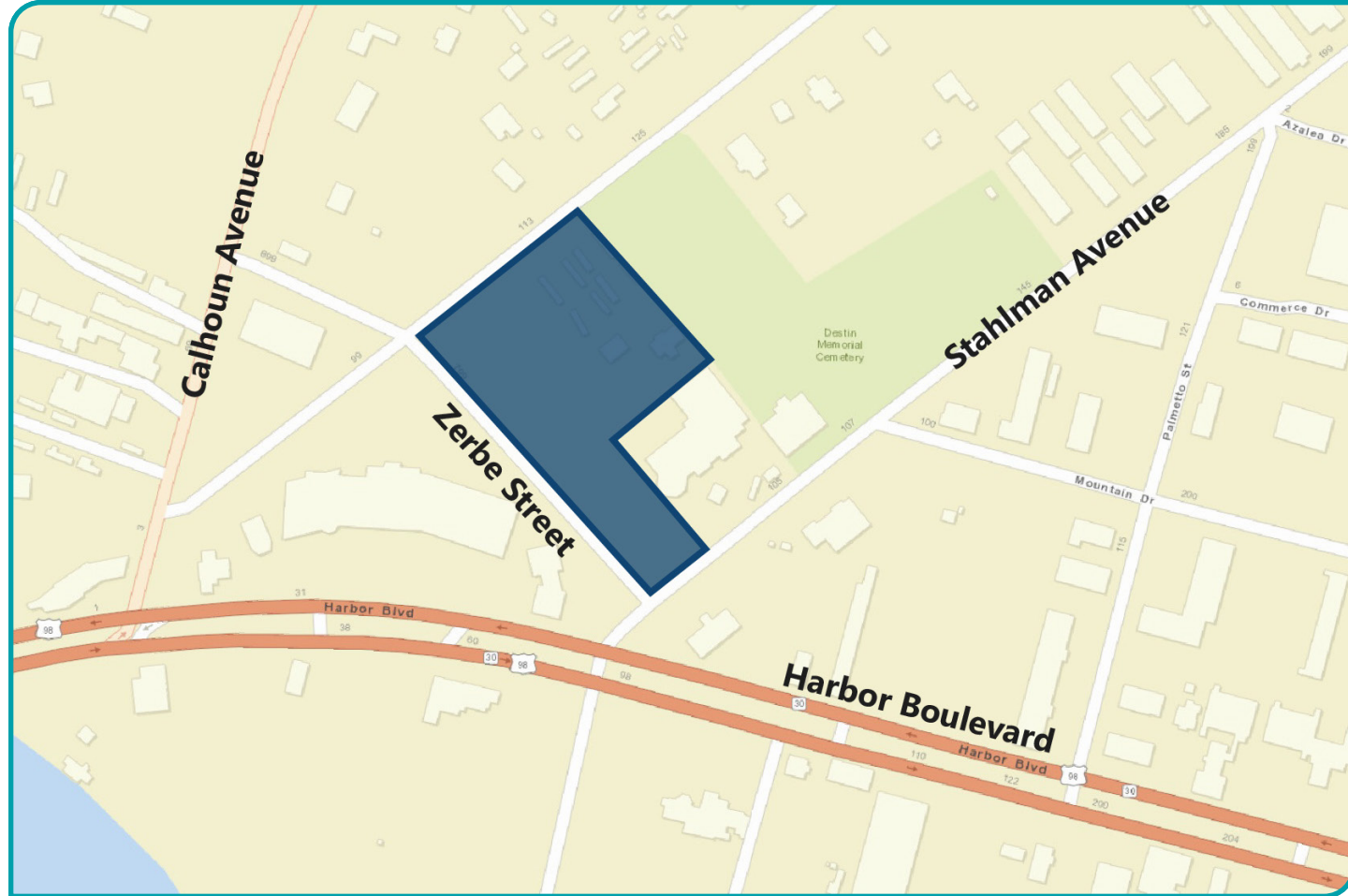
Public parking is a necessity for Destin, especially during peak months (mid-June through August). The Destin Harbor District has four public parking lots: Destin Community Center Pay-to-Park and Permit Parking, Destin Library (after business hours), Marler Street Pay-to-Park, and Zerbe Street Pay-to-Park.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

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

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



Zerbe Street Parking Deck



Details

Project:
CP-1
Name:
Zerbe Street Parking Deck
Location:
Zerbe Street at Sibert Avenue
Initiative:
Community Parking
Number of parking spots proposed:
625

Cost

\$31,772,869

Priority

Benefit Score:
5

Phase:
1

Marler Street Parking Deck



Details

Project:
CP-2
Name:
Marler Street Parking Deck
Location:
Marler St at Mountain Dr and Harbor Blvd
Initiative:
Community Parking
Number of parking spots proposed:
350

Cost

\$18,442,179

Priority

Benefit Score:
5

Phase:
2

Crystal Beach Parking Lot



Details

Project:
CP-3
 Name:
Crystal Beach Parking Lot
 Location:
Utility easement between Cobia St and Dolphin St
 Initiative:
Community Parking
 Number of parking spots proposed:
250

Cost

\$1,501,500

Priority

Benefit Score: 1	Phase: 3
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3.3 Project Prioritization

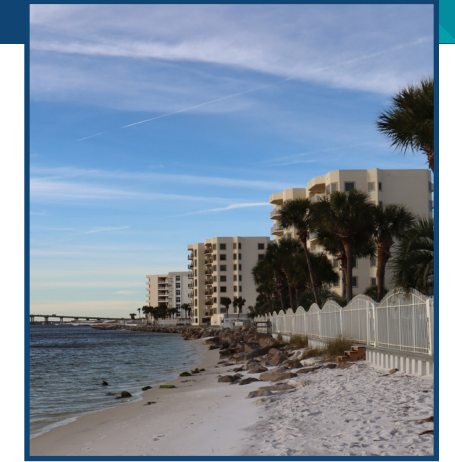
Each project has a prioritization score designed to help the City determine the order of implementation. These scores are calculated by combining a 'Benefit Score' with a 'Phase' assignment. The Benefit Scores are based on data such as crash history, level of service (LOS), and proximity to attractions. Projects are then preliminarily assigned to Phase 1, 2, or 3 based on their total score.

For new street projects, the Benefit Score reflects the reduction in distance traveled before and after the street's implementation. Bike and pedestrian projects are scored based on criteria from the 2009 Pathways Master Plan. Intersection enhancements receive a Benefit Score that averages the level of service (LOS) and crash history. Community parking projects are evaluated based on demand and proximity to key areas like population centers, employment hubs, and activity centers.

Once all projects had a Benefit Score, they were grouped and prioritized from high to low and then distributed into three phases. The Azalea Drive Extension project, which is part of the Cross Town Connector, is already

underway, and therefore was automatically assigned to Phase 1. The initial rankings were presented to the Local Planning Agency, Parks and Recreation Committee, and the Public Works and Safety Committee. Each committee identified their top projects according to their specific goals and objectives.

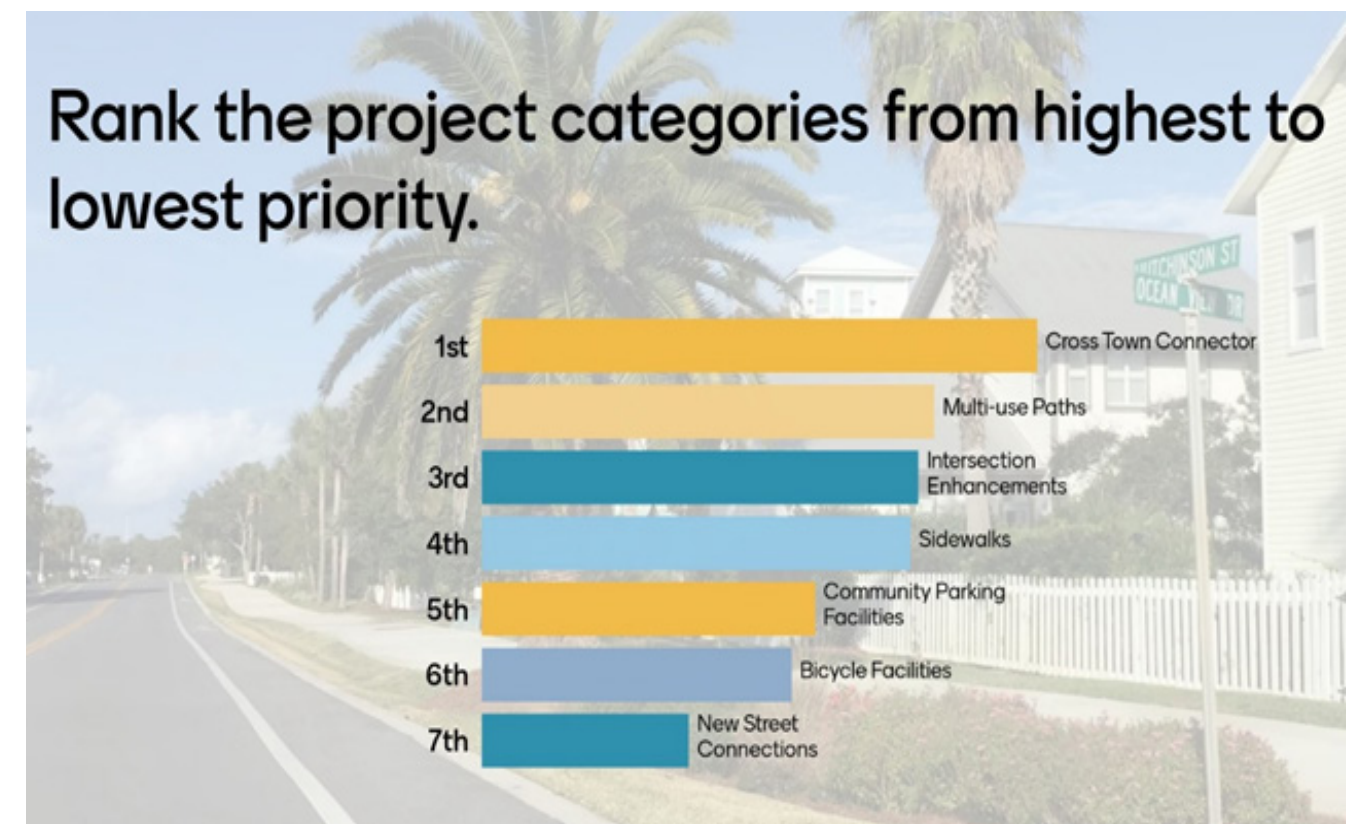
The final project distribution and ranking by phase were established by combining the Benefit Score with the input from these committees. These rankings provide a strategic order for implementing mobility projects in Destin.



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

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

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



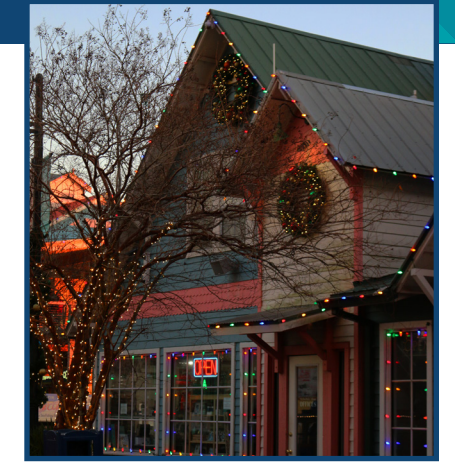
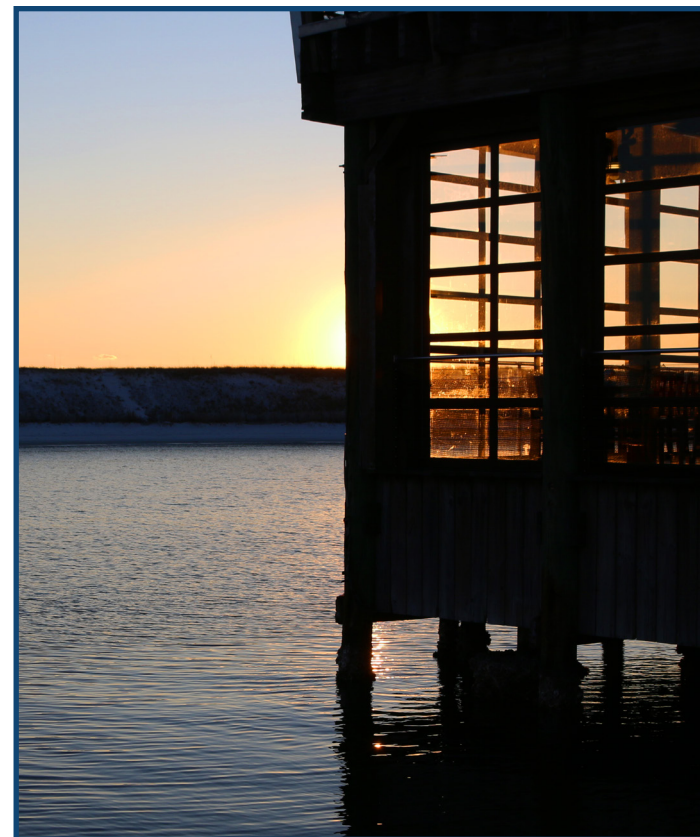
Next people gave their input on individual projects at four stations corresponding to broad project types – Connectivity, Bike/Pedestrian, Community Parking, and Intersection Enhancements. The top project priorities for each category are listed below.

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

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

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

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



3.4 Implementation

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

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

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

The table below shows the financial breakdown of project types by phase.

Phase	Estimated Total Cost	Project Types				
		Cross Town Connector	New Streets	Bike/ Ped	Intersection Enhancement	Community Parking
Phase 1 2024 - 2032	\$61.8 million	1	2	2	2	1
Phase 2 2033 - 2041	\$40.5 million	4	3	21	6	1
Phase 3 2042 - 2050	\$49.5 million	2	2	9	10	1
Total	\$152 million	7	7	32	18	3

Chapter 4

Existing Conditions Report

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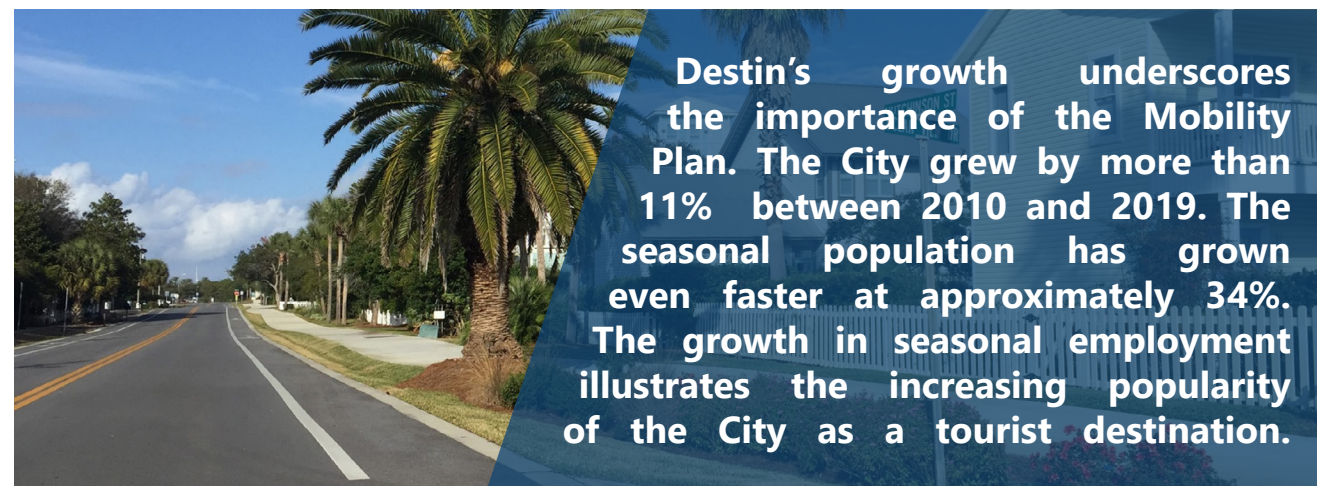
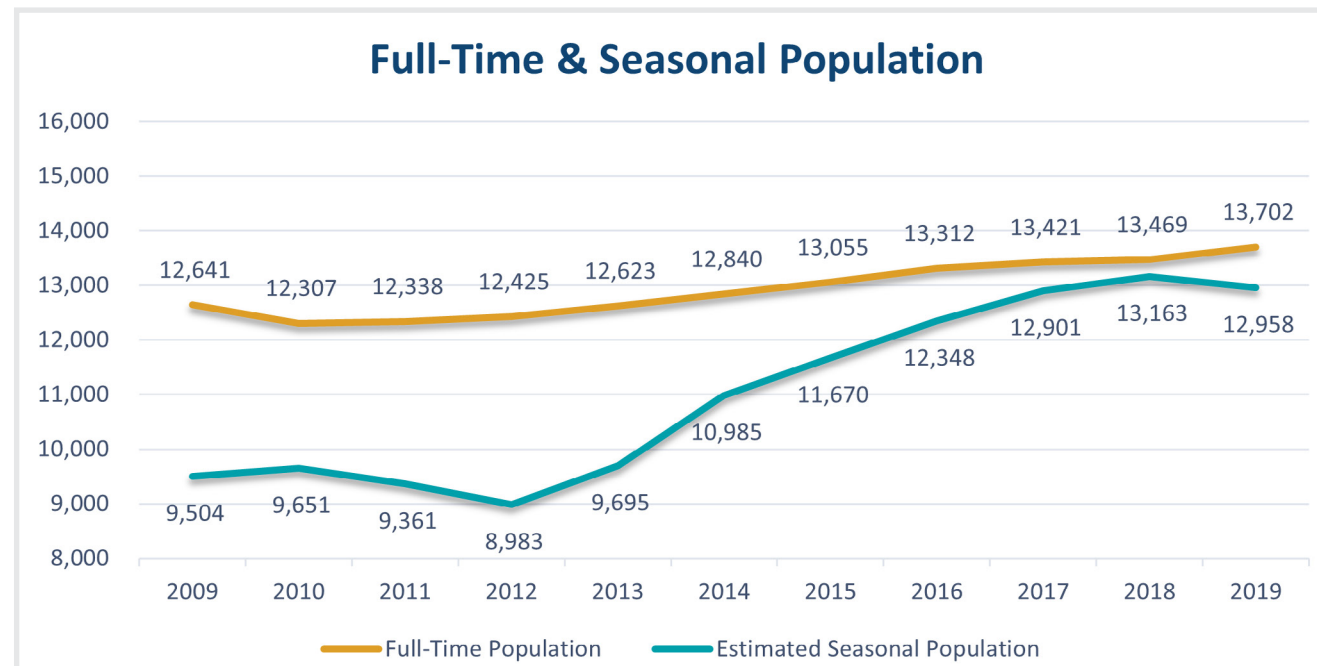
4.1 SUMMARY

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SUMMARY

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

Population and Employment



Population and Employment Forecast

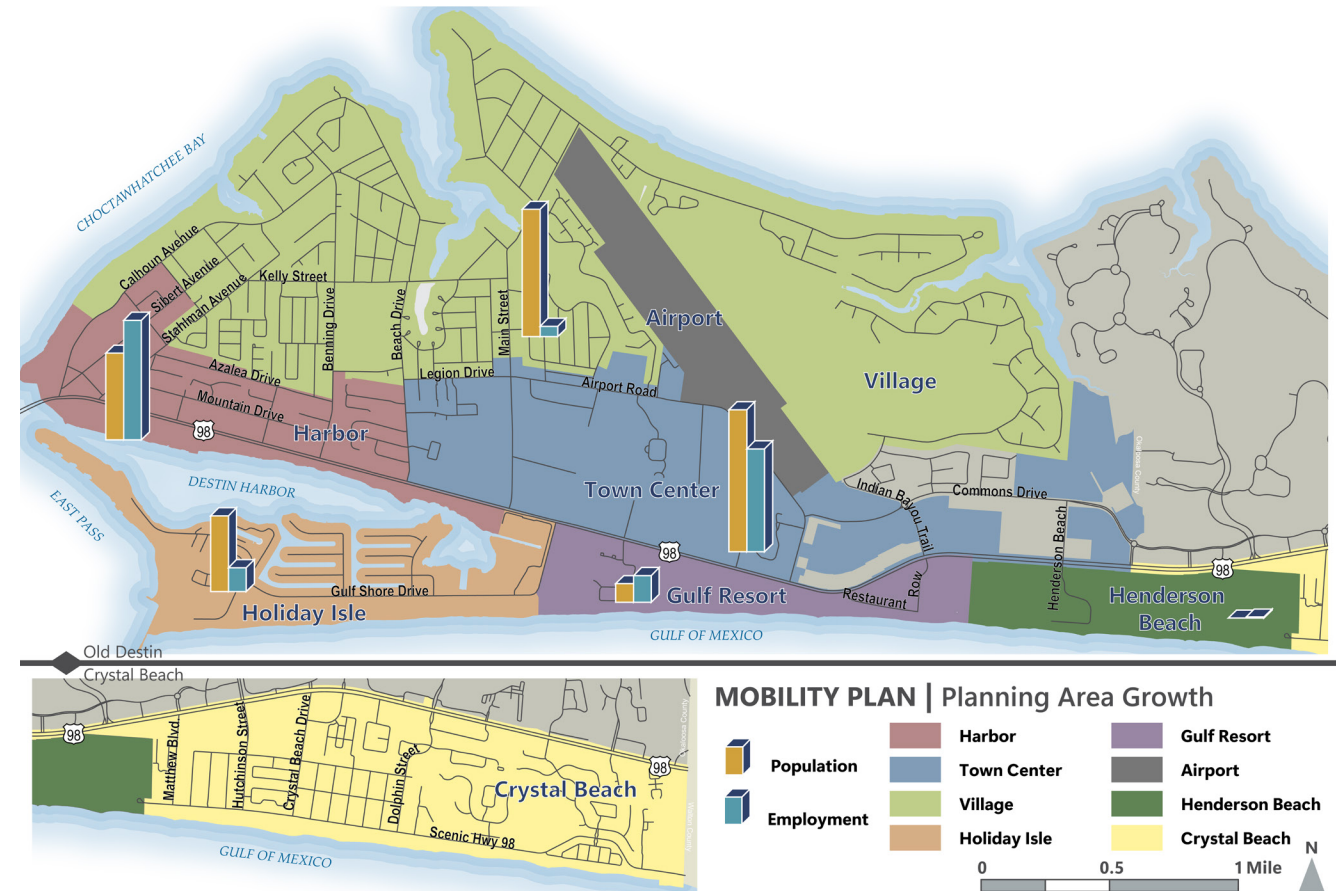
Destin is forecast to continue growing through 2050, which will affect future transportation demand, performance, and investment needs. The full-time and seasonal population growth is expected to generate demand for more than 1,000 new housing units by 2050. The forecast growth will in turn increase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

Destin Population & Employment Forecast Growth 2020 to 2050

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



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

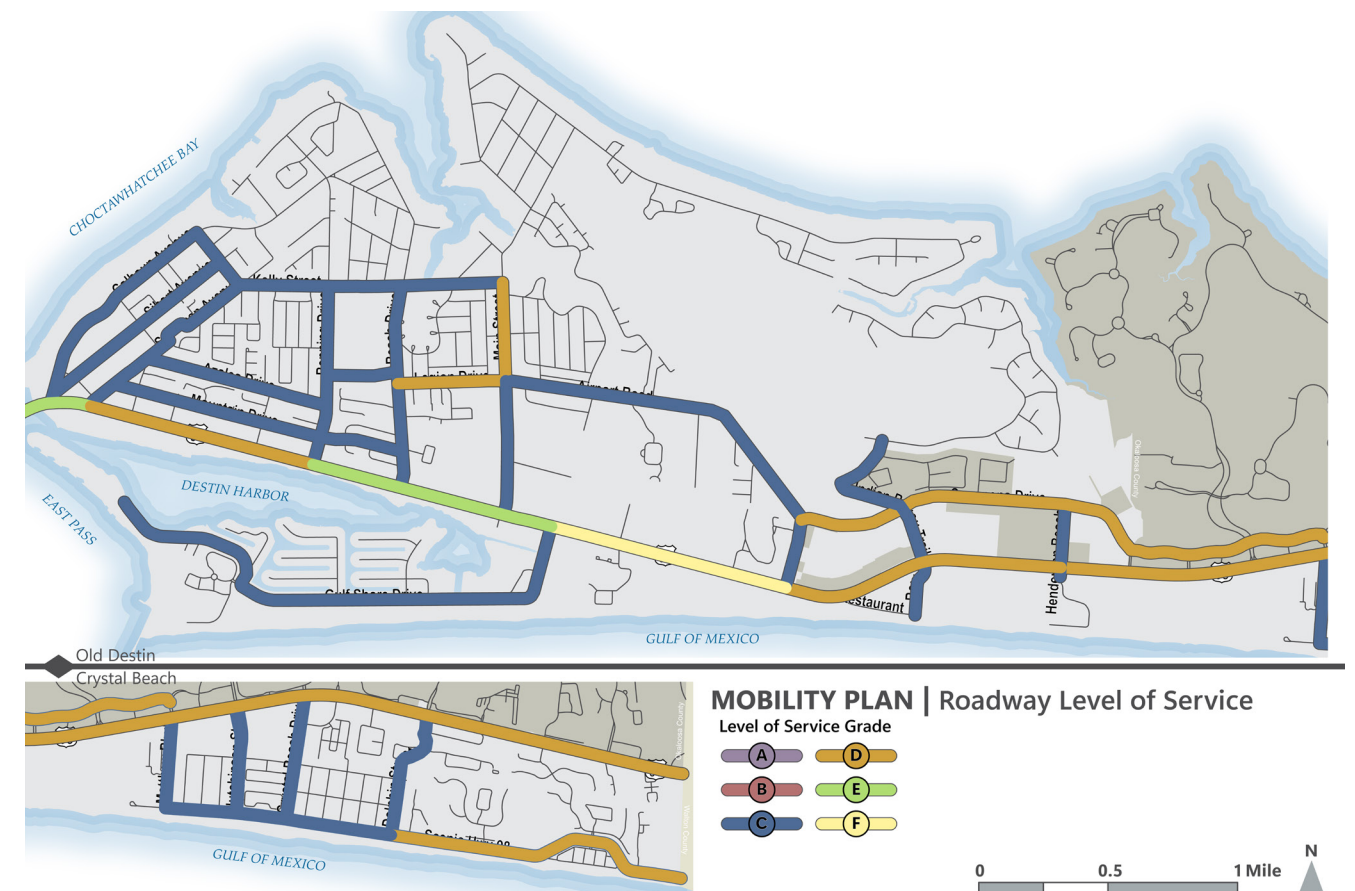


Traffic

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

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

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

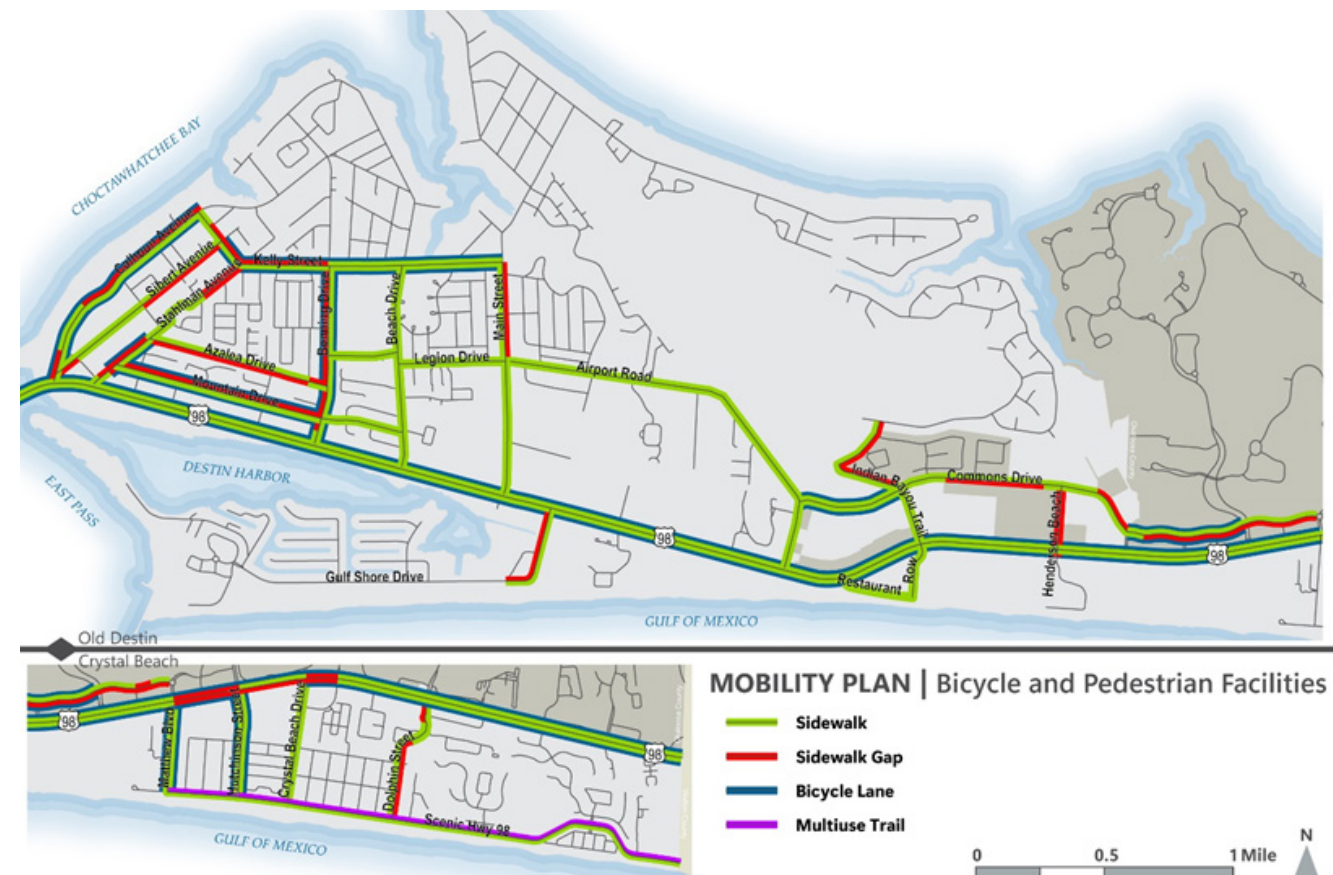


Multimodal

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

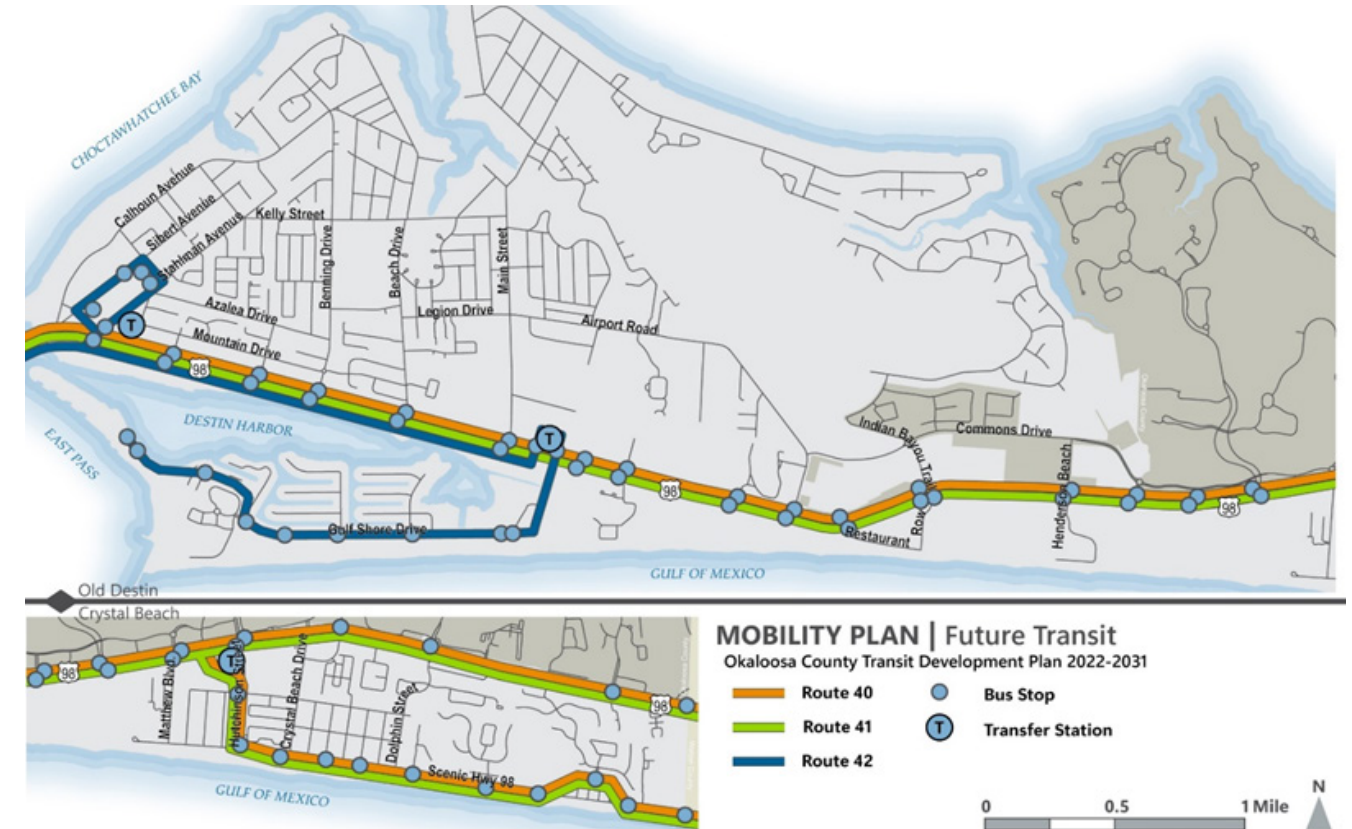
The advent of the MMTD meant that Destin began setting a standard and tracking performance for multimodal level of service (MMLOS). The standards adopted in 2020 are B for bicycle, B for pedestrian, and C for transit. While most of the network falls short of those standards, the City has made progress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

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



Transit

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



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

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

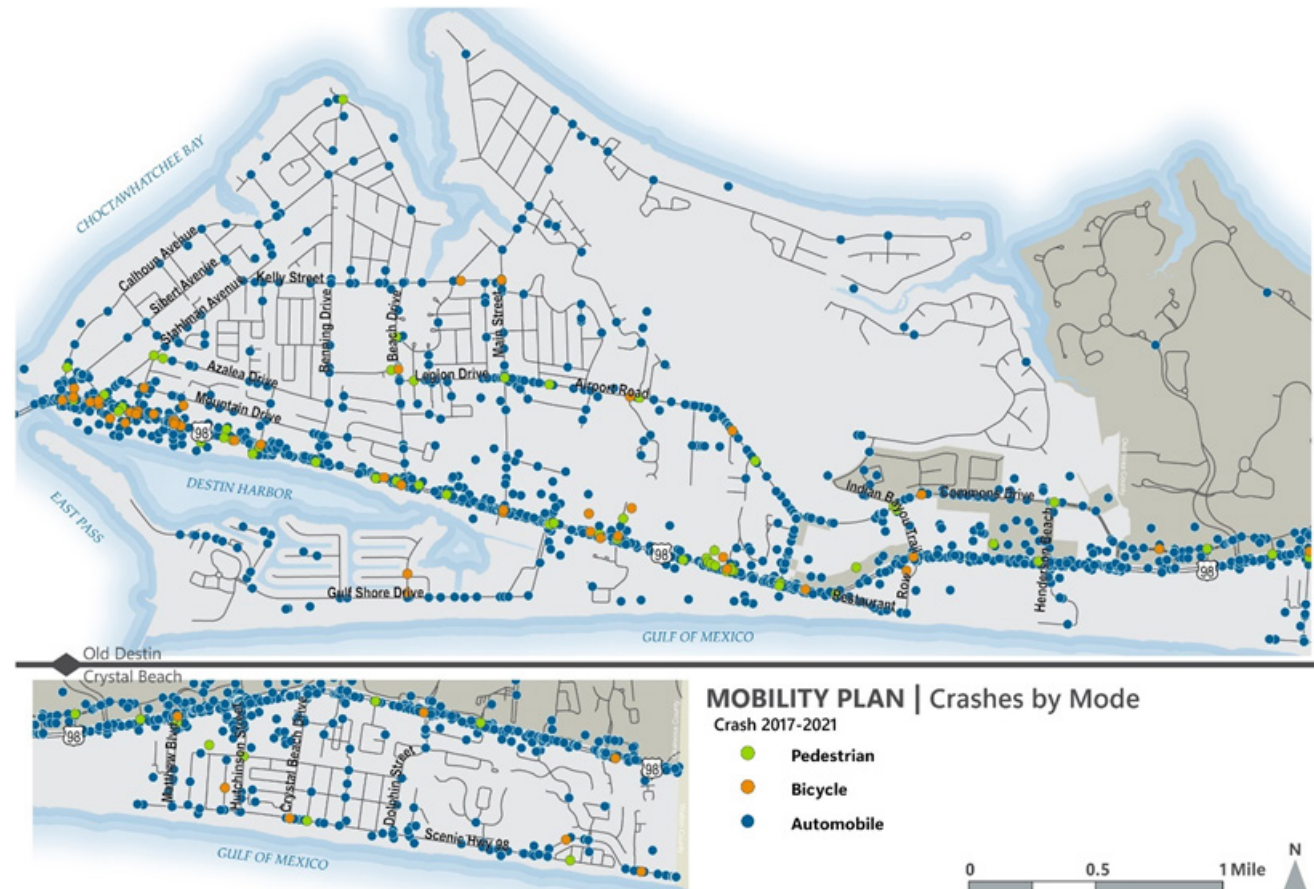
Safety

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

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

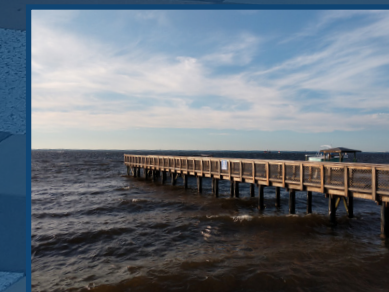
Addressing safety will require the City to collect more data on the specific causes and situations that led to crashes. The federal government’s increased interest in safety planning and implementation at the local level is an opportunity. Planning and implementation grants are available from the Federal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

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



Summary

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



DEMOGRAPHICS

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

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

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

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

4.2 DEMOGRAPHICS

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Findings and Implications at a Glance

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

Population

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

Full-time Population

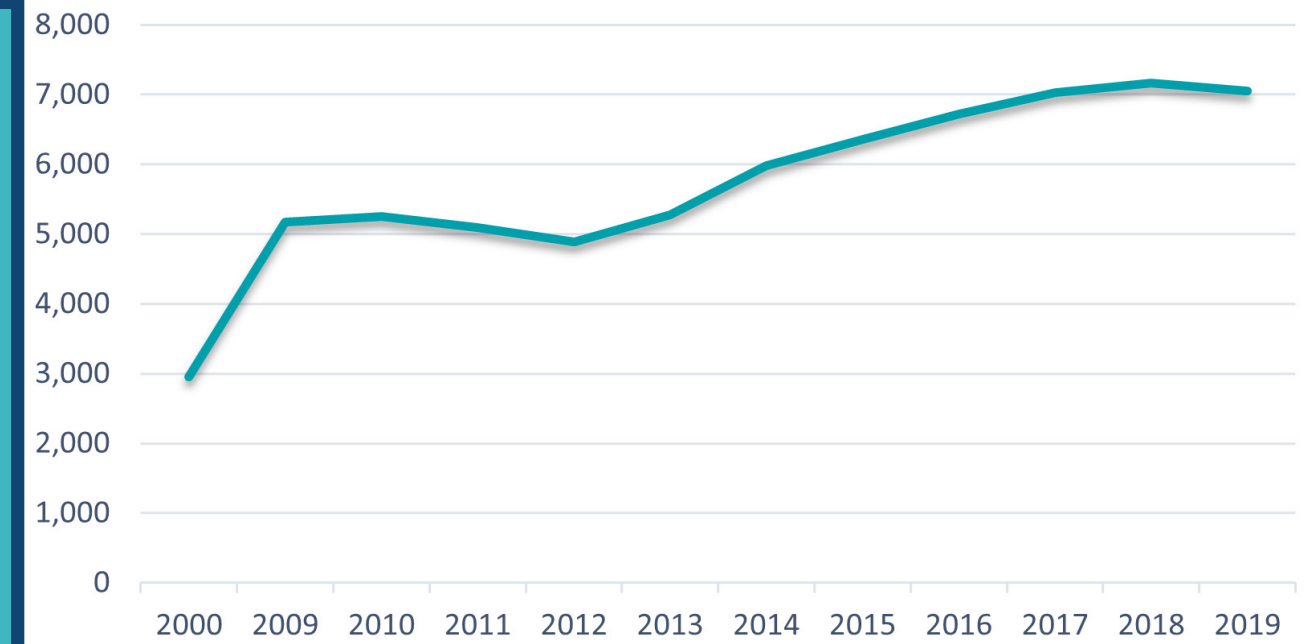
Destin has experienced steady and expansive growth over the past 30 years. The City experienced its most rapid growth in the 1990s, with lower but still steady growth since. This is reflected in the large difference in 1990-2019 population change found in Destin as opposed to Okaloosa County as a whole.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

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

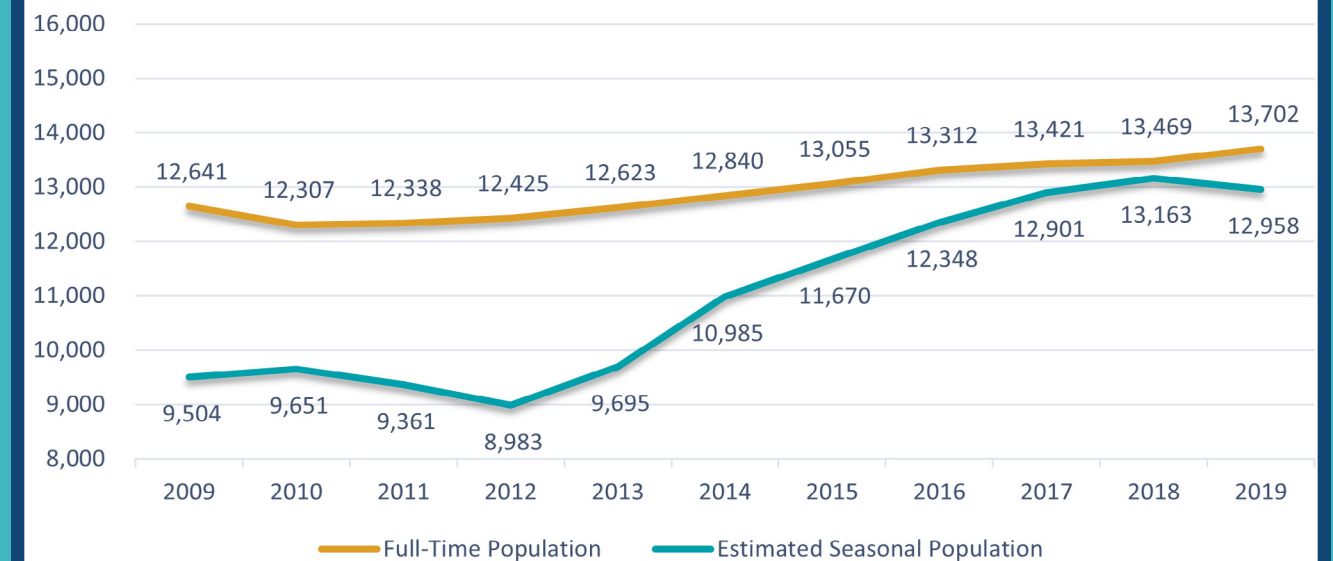
Seasonal Population

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

Seasonal Homes



Full-Time & Seasonal Population



Resident Age

Age of population can influence future population growth patterns. Florida as a whole continues to see its median age increase, but Destin has not exhibited this same pattern. In fact, the 2020 median age estimate of 41.9 is less than the City's 2000 median age of 42.4. Florida's median age reported by the Census Bureau for 2020 was 42.2.

A more detailed examination of population by age reveals a changing populace in Destin. In 2000, the population was decidedly older; the 40-44 age group was largest, and the population 40 and up was predominant. By 2010, there was less differentiation in the five-year age bands, with growth in both the youngest and oldest cohorts. In 2019, ages are more stratified, with 50-54 now the largest age bracket, but 25-35 brackets notably larger than prior years.



Income

Annual Median Household Income (\$)

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

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

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



Employment

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

Destin Employment by Job Type

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

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

Destin Employment Mix Summary

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

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

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

Destin Population and Employment Summary

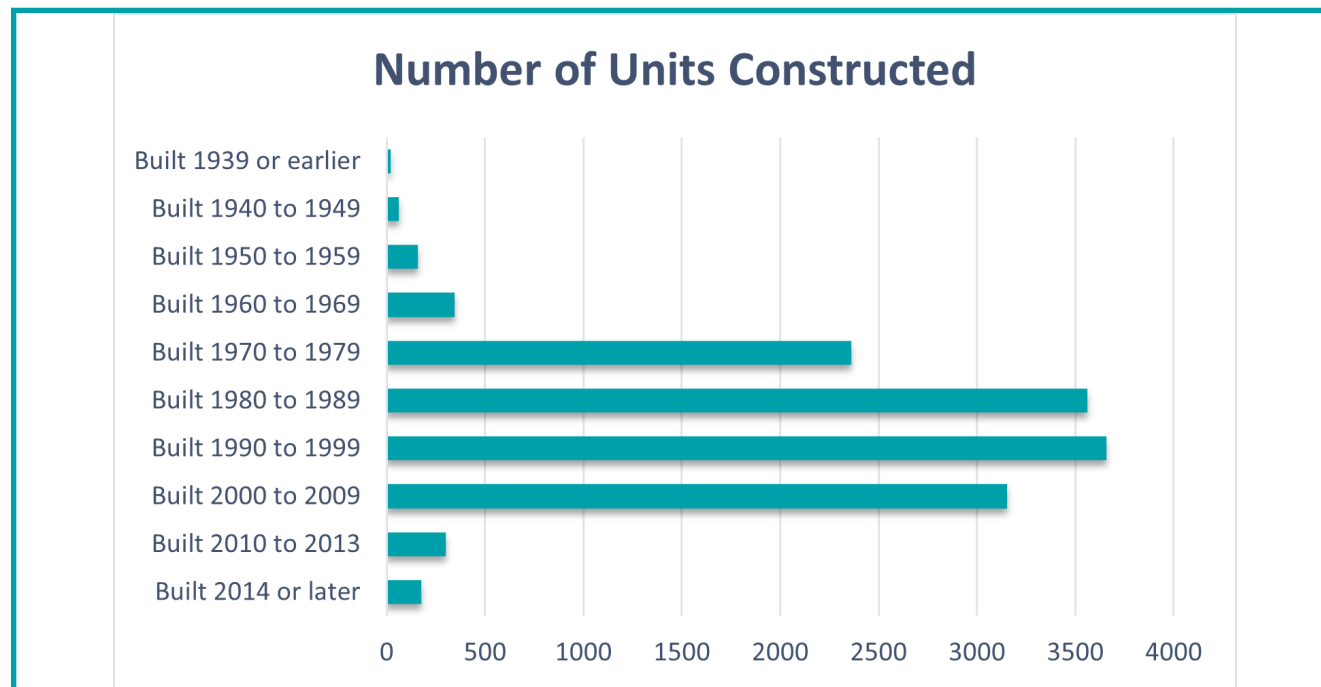
	2003-2018	2009-2018	2013-2018
Employment Change	667	733	642
Population Change	2,365	1,452	829
Emp/Pop Change Ratios	0.39	0.50	0.77

Housing

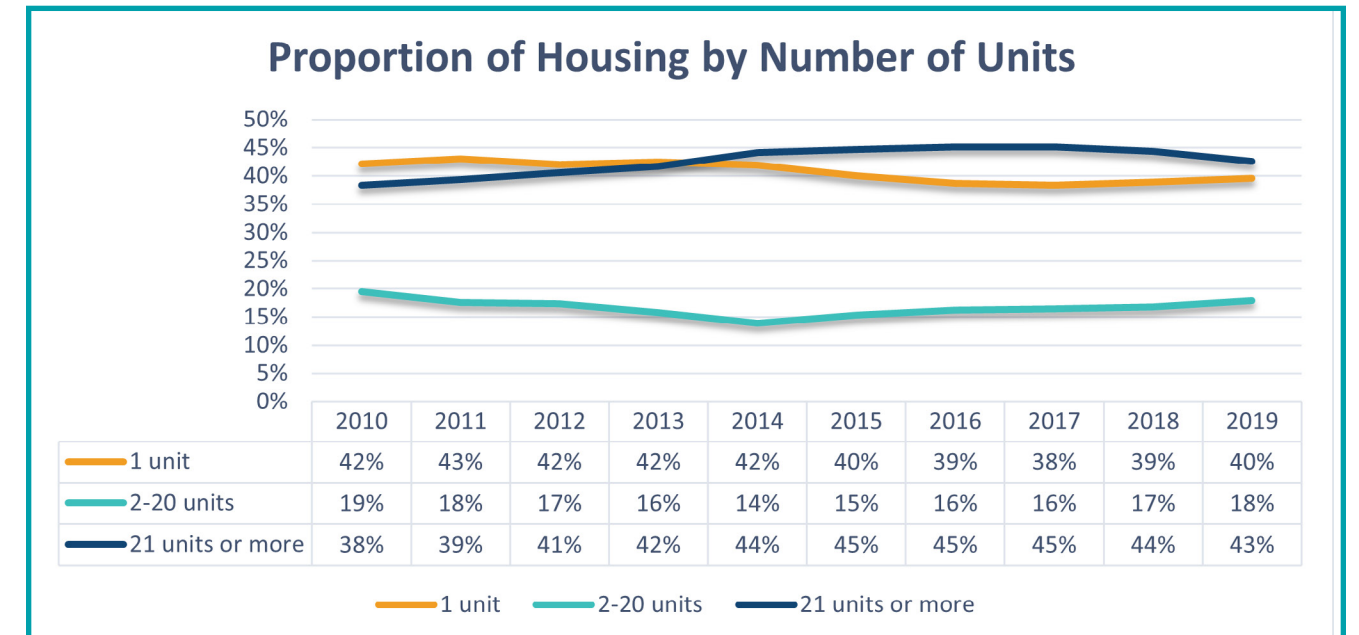
Destin is nearing full capacity of its existing housing stock. While the Census lists Destin's vacancy rate as exceedingly high, with more than 8,000 of Destin's 13,800 housing units classified as vacant in the 2019 American Community Survey, much of this vacancy is due to seasonal use. Extracting seasonal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

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

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

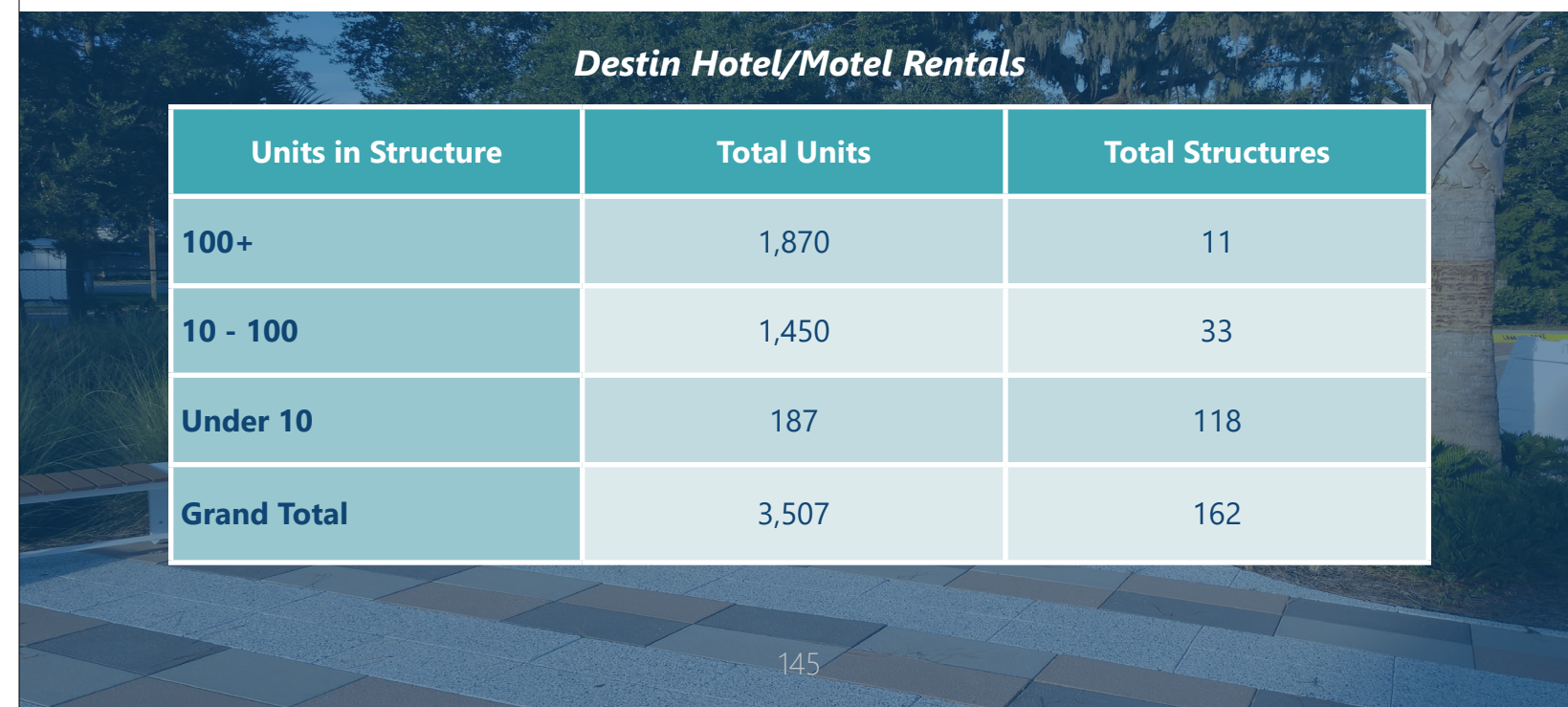


Over the past decade, there has been a change in the type and intensity of housing with an increase in Destin's housing stock in complexes of 20+ units. Between 2010 and 2017 the stock of units in large complexes rose from 38% to 45%. That dropped slightly to 43% in 2019, but this still suggests either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



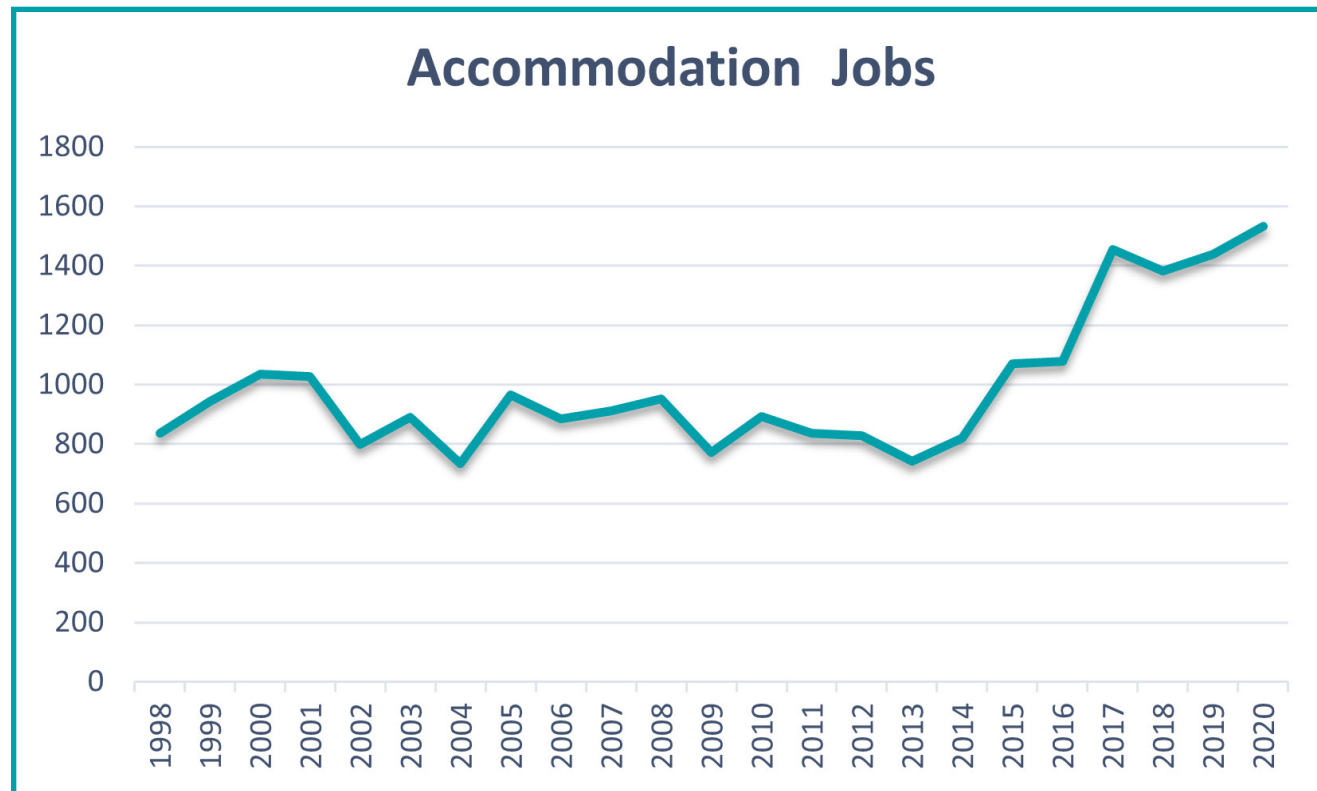
Short Term Rental Units

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





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



4.3 2050 GROWTH FORECAST

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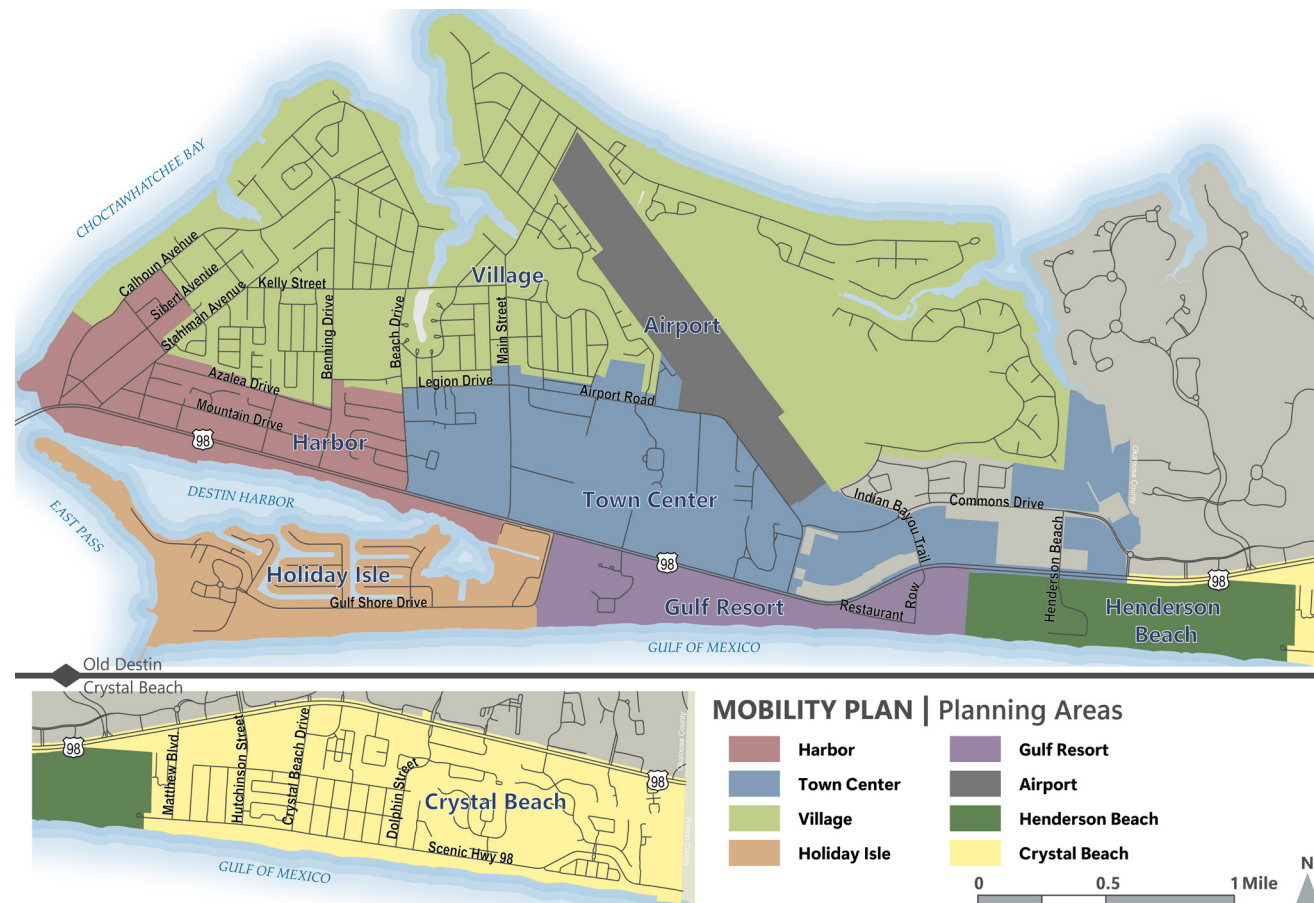
2050 GROWTH FORECAST

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

Planning Area Summary

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

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



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

Parcel Breakdown by Planning Area

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

Countywide Population Forecasts

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

Okaloosa County Population Forecast

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

Citywide Population, Employment and Accommodation Forecast

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

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

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

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

Planning Area Forecast

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

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

Planning area growth allocations were thus based on the following data points:

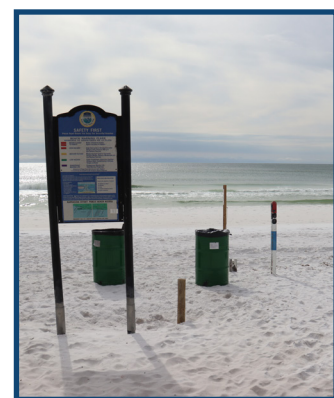
- Existing land use allocation from County parcel data and Census tract data
- Baseline NWFRPM traffic analysis zone (TAZ) level allocations, and future TAZ level allocations
- Historic population and employment growth
- Known vacancies (total parcels and total acreage)
- Destin land use policy
- Developments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



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

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

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



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

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

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

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

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

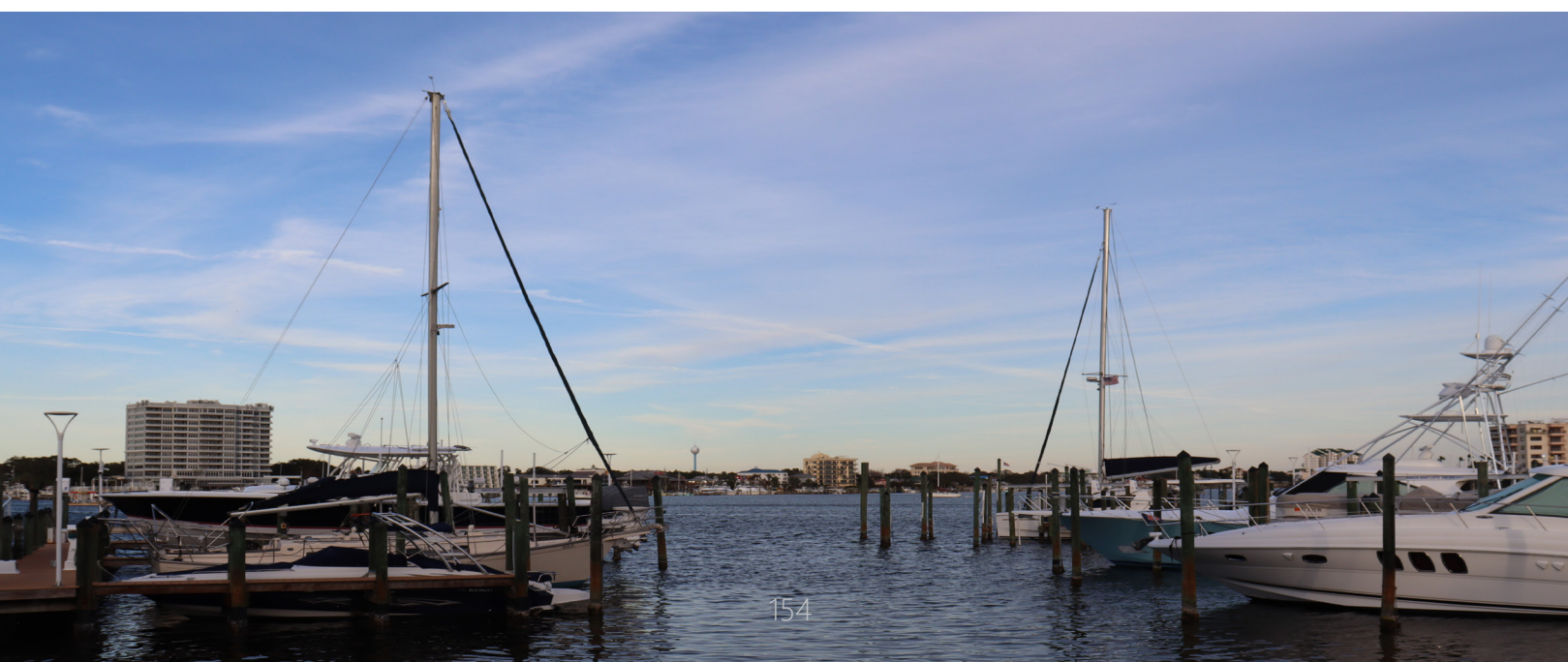
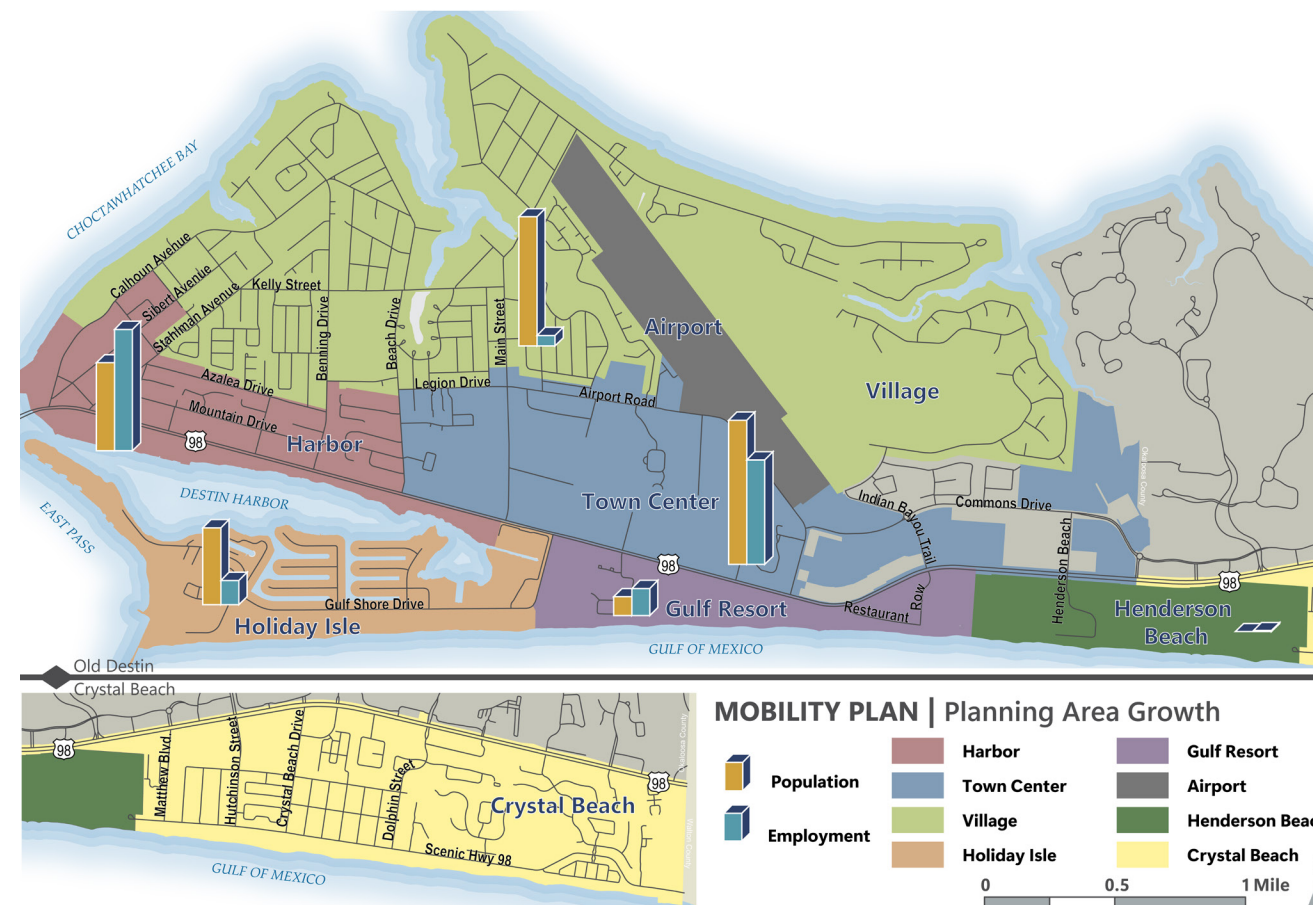
These inter- and intra-area breakdowns result in the planning area forecast provided here:

Planning Area Growth Est. Net Change 2020 to 2050

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



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



4.4 MOBILITY

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MOBILITY

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

Findings and Implications at a Glance

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



Motor Vehicles

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

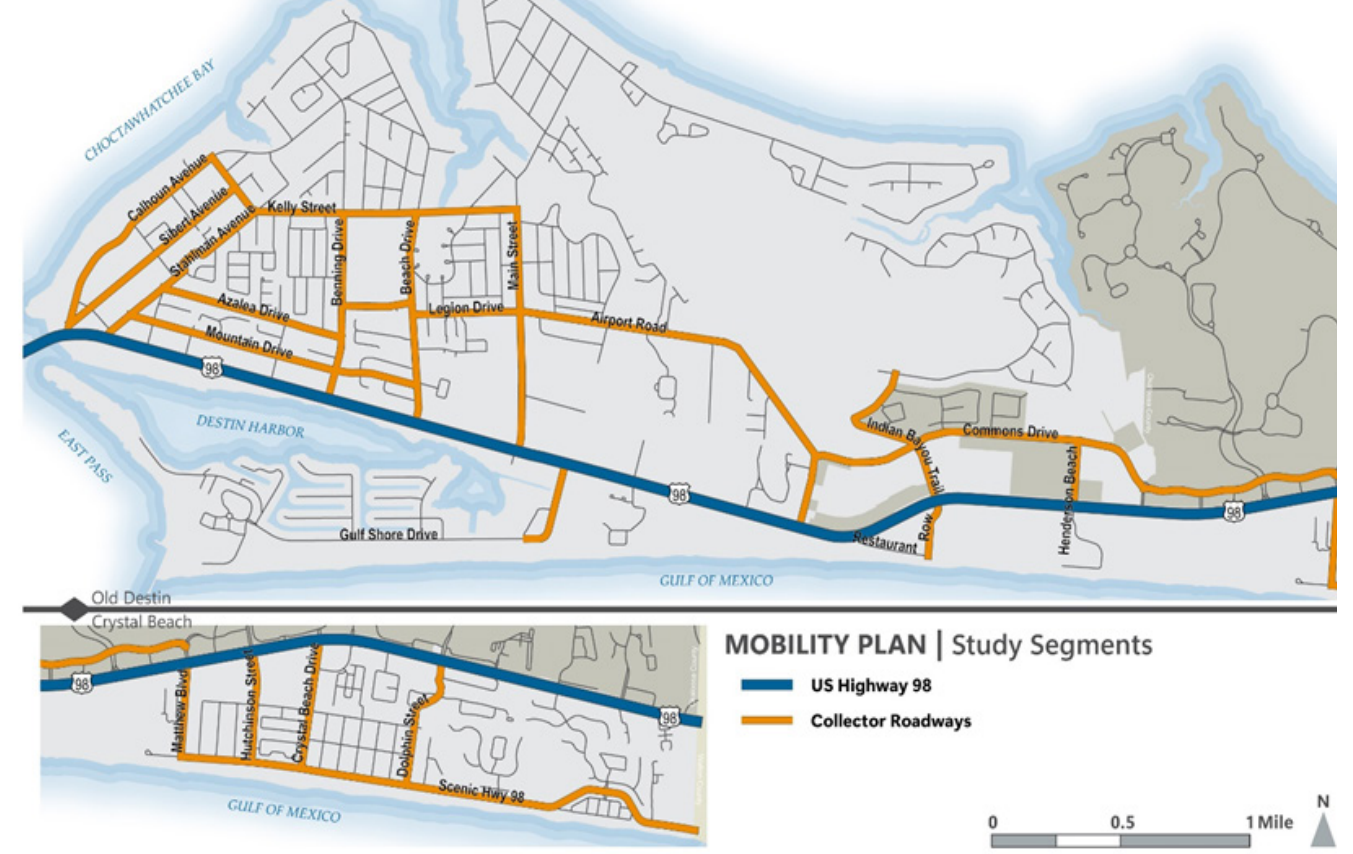


Roadways

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

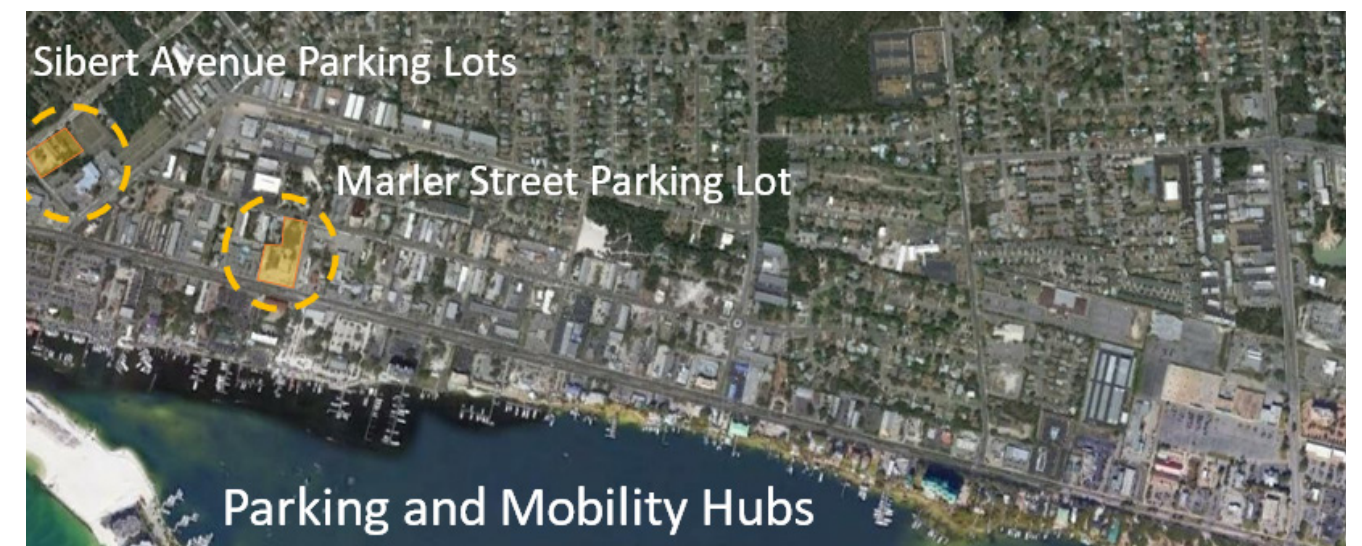
U.S. 98 is Destin's primary facility for moving people and freight and connecting the City to adjacent communities. FDOT classifies U.S. 98 as an urban principal arterial. The department has also been working to classify roadways according to their context (i.e. their surrounding land use and building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

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



Parking

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



Traffic Counts

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

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

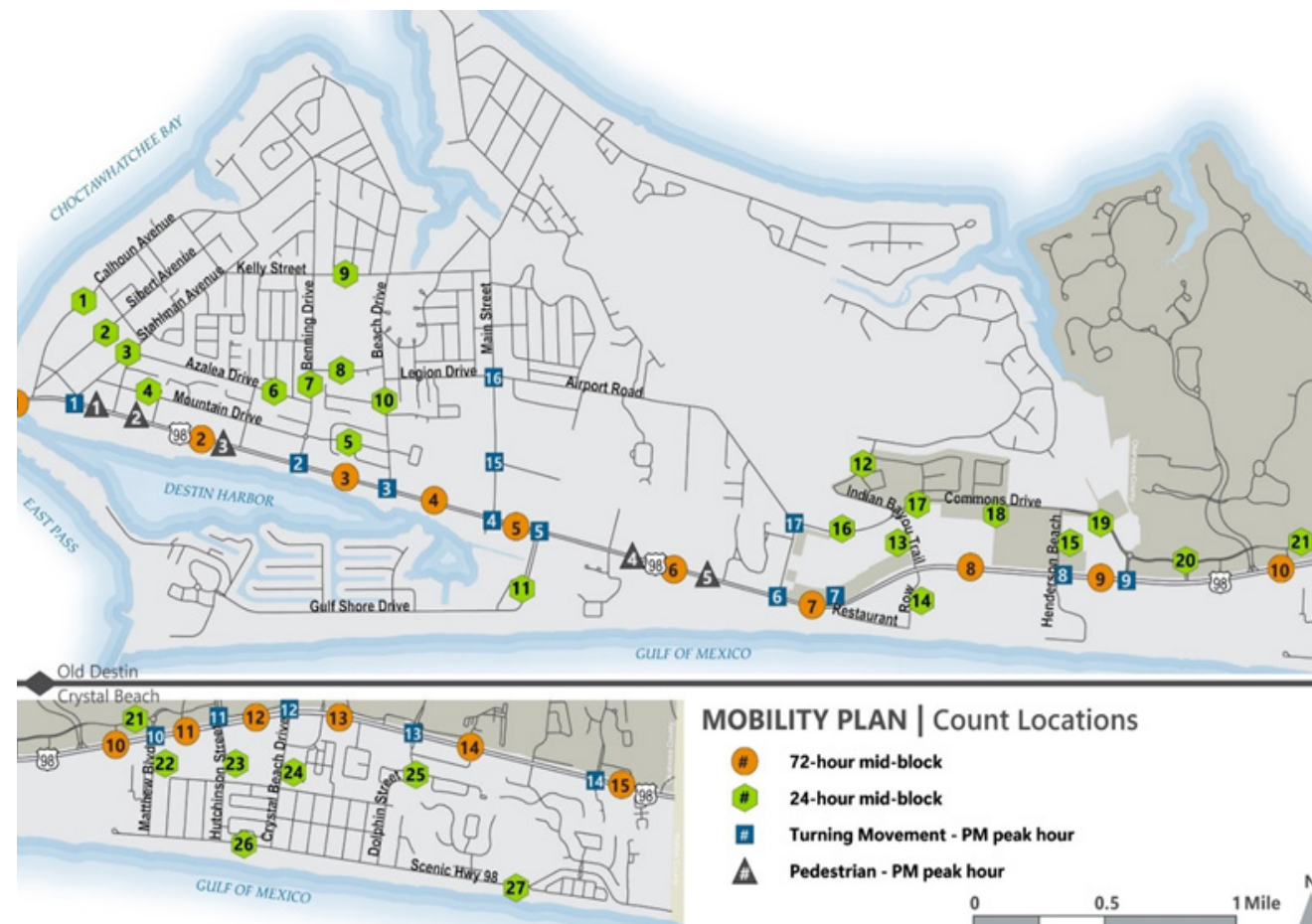
PM Peak Hour Traffic Counts for Arterial and Collector Roadways

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

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

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

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



Roadway Level of Service

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

given other competing transportation or societal goals. As FDOT states in its Quality/Level of Service Handbook, "transportation professionals widely consider LOS D for the automobile mode an acceptable condition, and this threshold is often used as a design condition in urbanized areas."

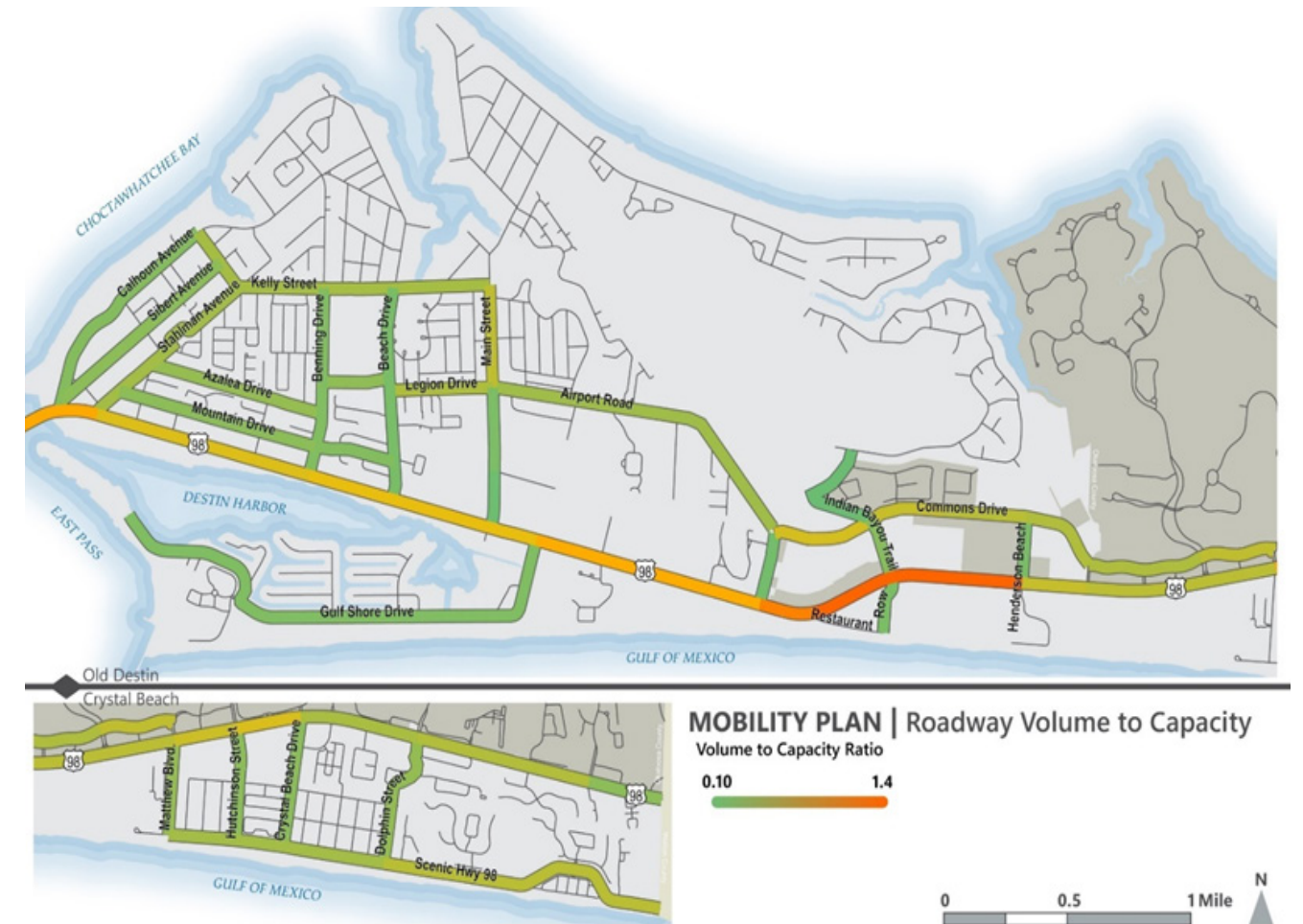
Therefore LOS D is the standard for performance of the state-maintained U.S. 98/Harbor Boulevard. The City's policy as described in the Comprehensive Plan is also to maintain its system of collector roadways at an LOS of D or better. However, there are a different set of standards, described in the subsequent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



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



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



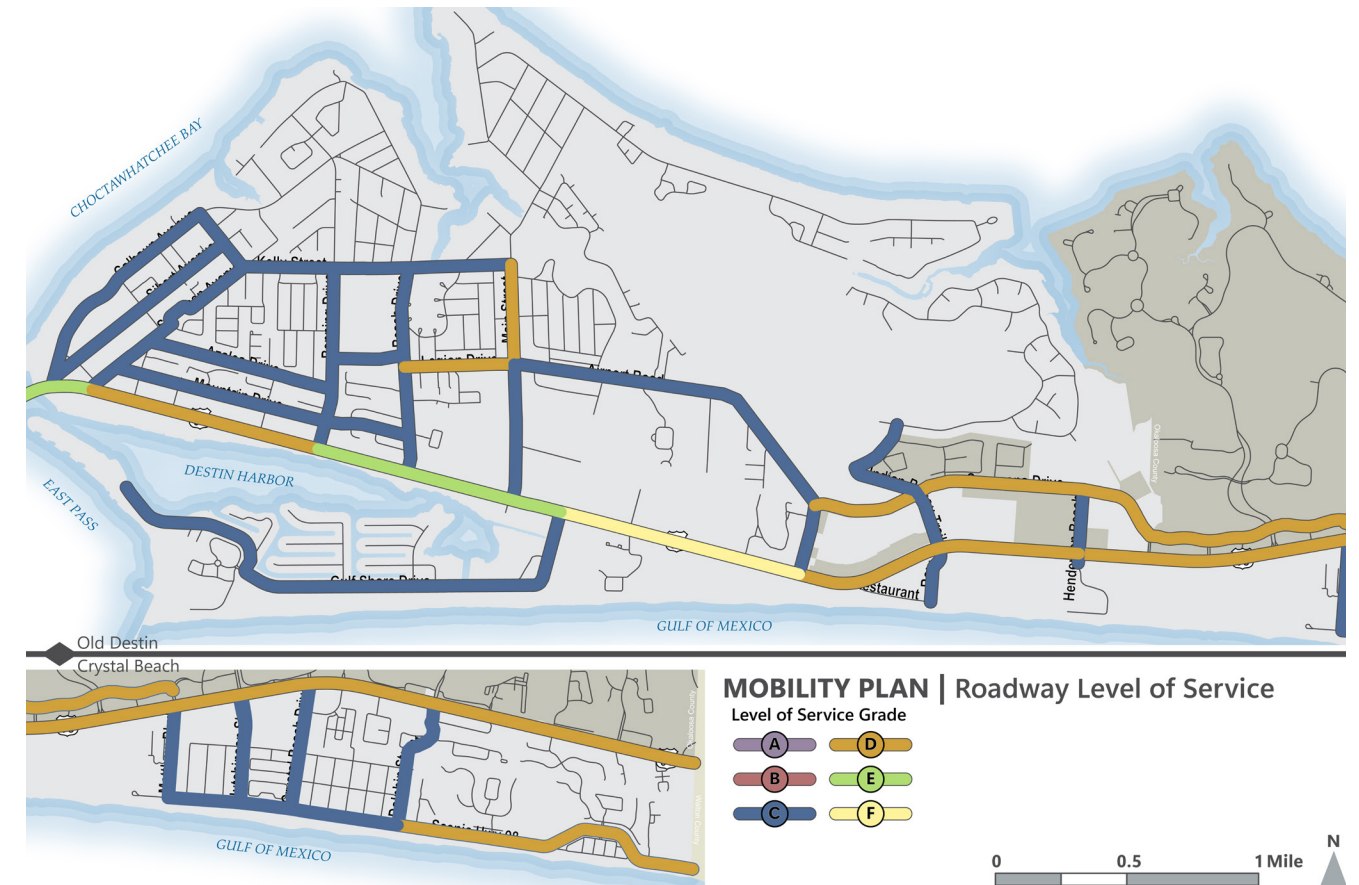
The tables below list segments of both collector roadways and U.S. 98 where the peak hour LOS is D, E, or F. None of the City's collectors fall below an LOS D standard. However, several segments of U.S. 98 on the eastern side of Destin are operating at LOS E and one segment (Gulf Shore Drive to Airport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



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

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

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



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

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

Roadway Improvements

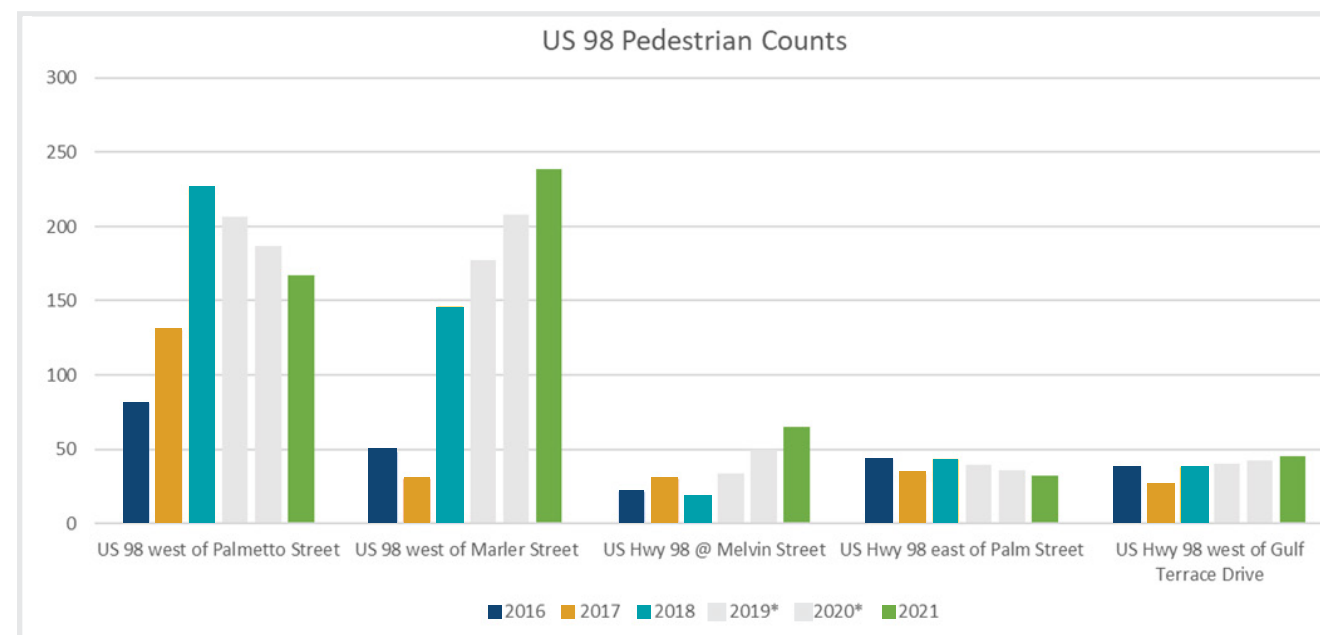
The most significant recent roadway improvement added capacity to U.S. 98 east of Airport Road. This FDOT-led project widened U.S. 98 from four to six lanes. The project also added bicycle lanes, new sidewalks, and better drainage infrastructure. The project improved level of service for this stretch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

Multimodal

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

Pedestrian Counts

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



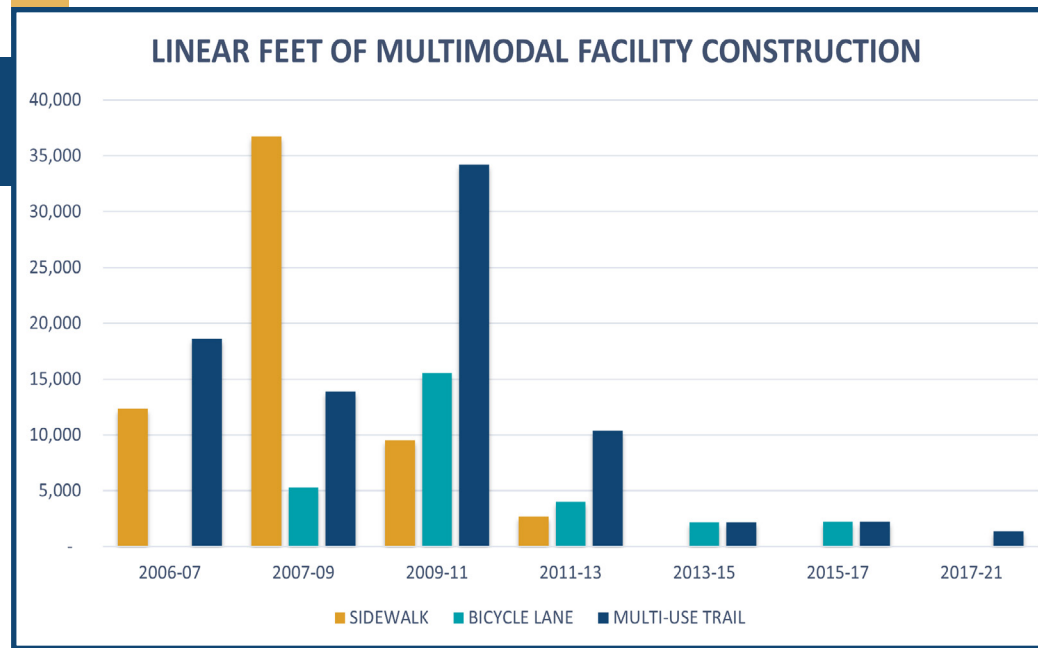
Multimodal Level of Service

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

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

MMLOS for Collectors

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



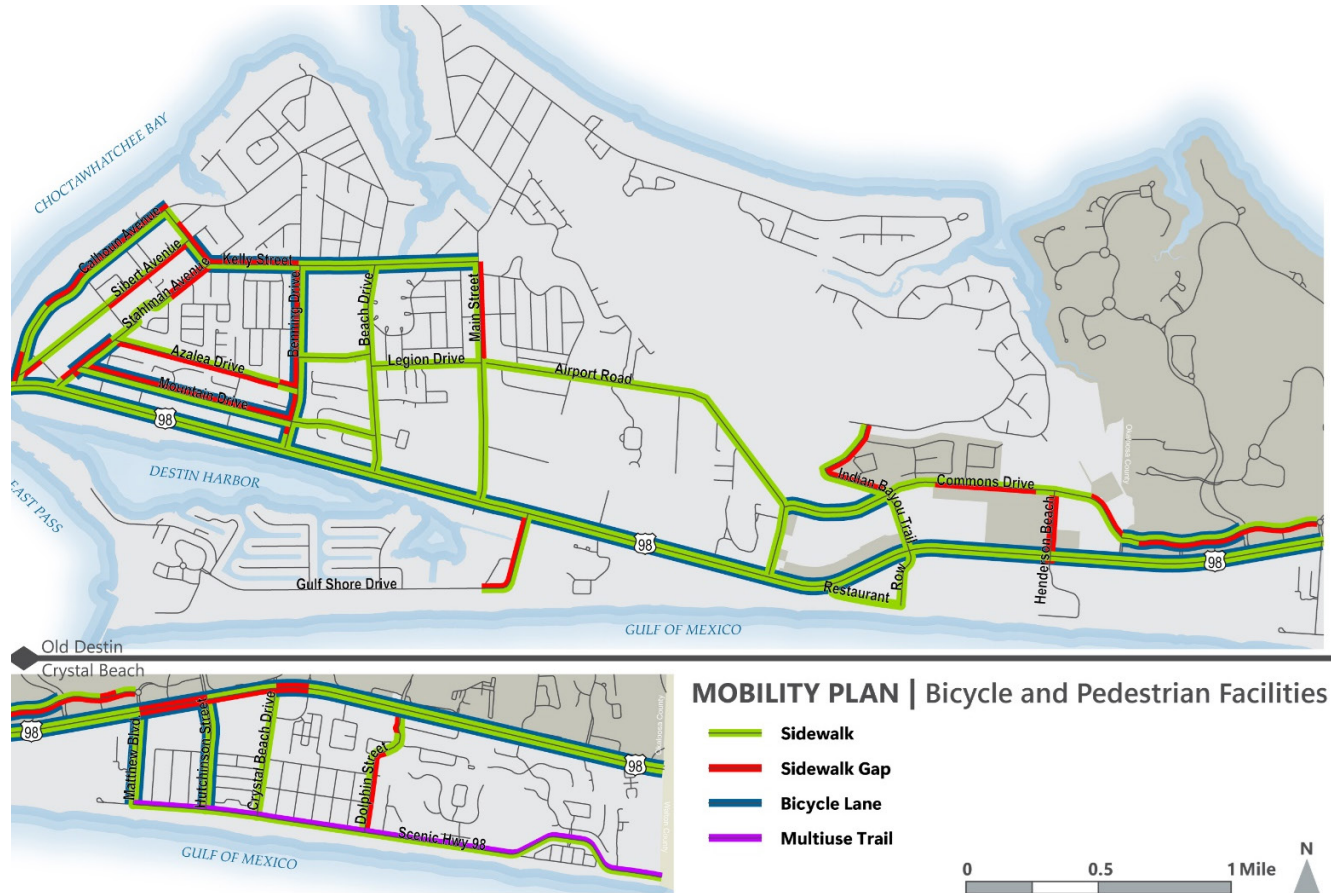
Multimodal Improvements

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

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

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

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



Transit

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

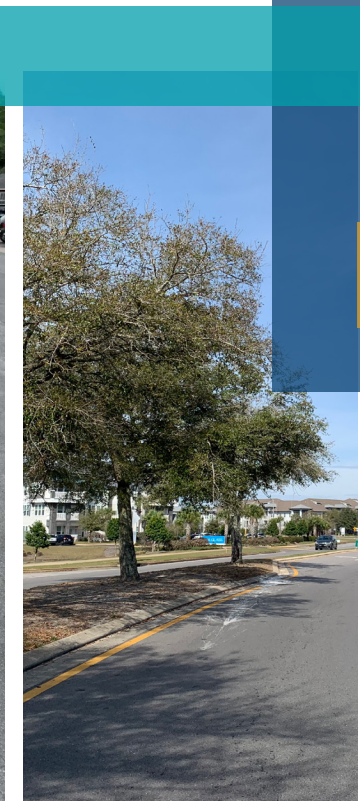
Bus transit can also help the City optimize its parking supply by bringing in workers that do not require a parking space, and helping people park once and explore the community by a combination of foot and transit, using a trolley-like service. But generally speaking the number of people that use transit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

Governance

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

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

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



Fare Structure

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

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

Fixed Route Fares

31 Day Pass	\$40.00
31 Day Reduced Pass*	\$20.00
31 Day Express'	\$50.00
31 Day Reduced Express* '	\$25.00
15 Day Pass	\$20.00
15 Day Reduced*	\$10.00
All Day Pass	\$4.00
All Day Reduced*	\$2.00
Single Ride	\$2.00
Single Reduced Ride*	\$1.00
Single Express Ride'	\$3.00
Single Reduced Express*'	\$2.00
Transfer	Free
Paratransit to Fixed Route	\$1.00

* Disabled riders are eligible for a Reduced Fare with a valid EC Rider Reduced Fare ID card. MEDICARE cards will also be accepted as proof of eligibility for Reduced Fare.

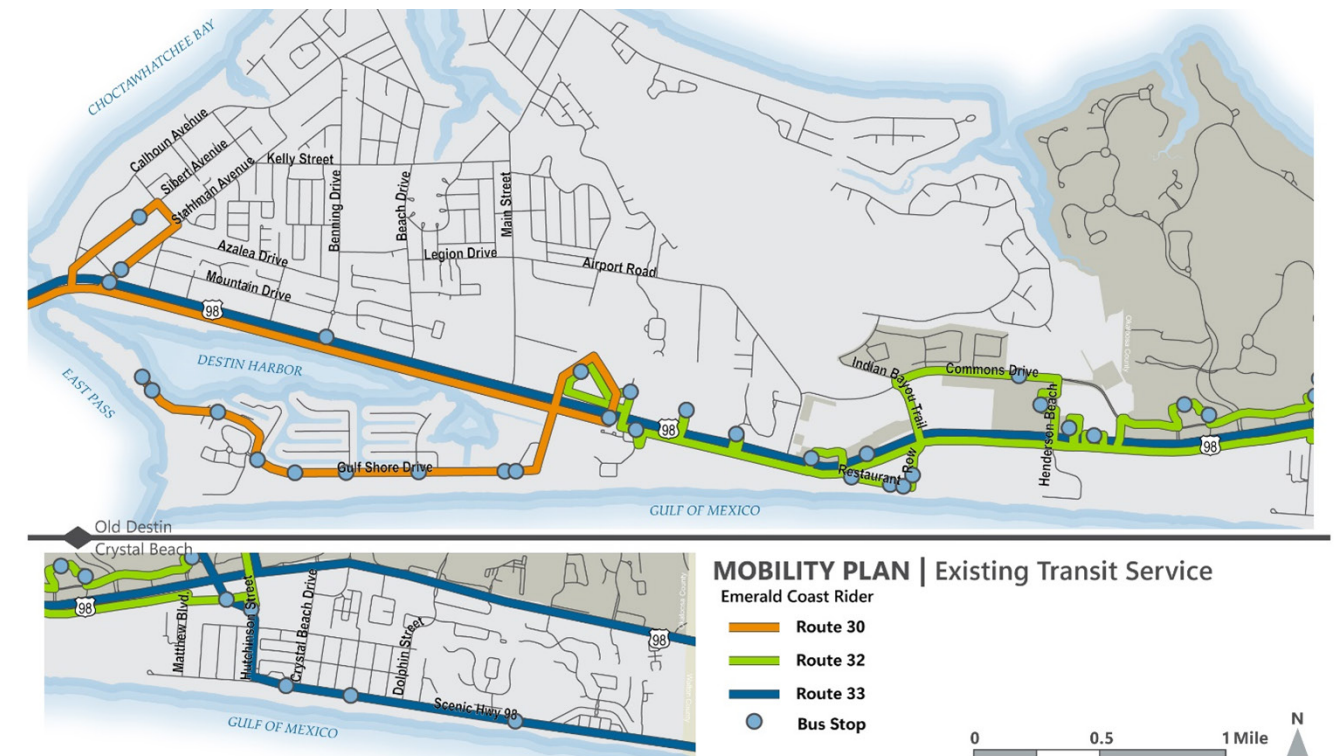
' Currently, there is no express bus service to/from Destin

Fixed Routes

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

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

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



Demand Response Service

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

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

Planned Future Fixed Route Service Improvements

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

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

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



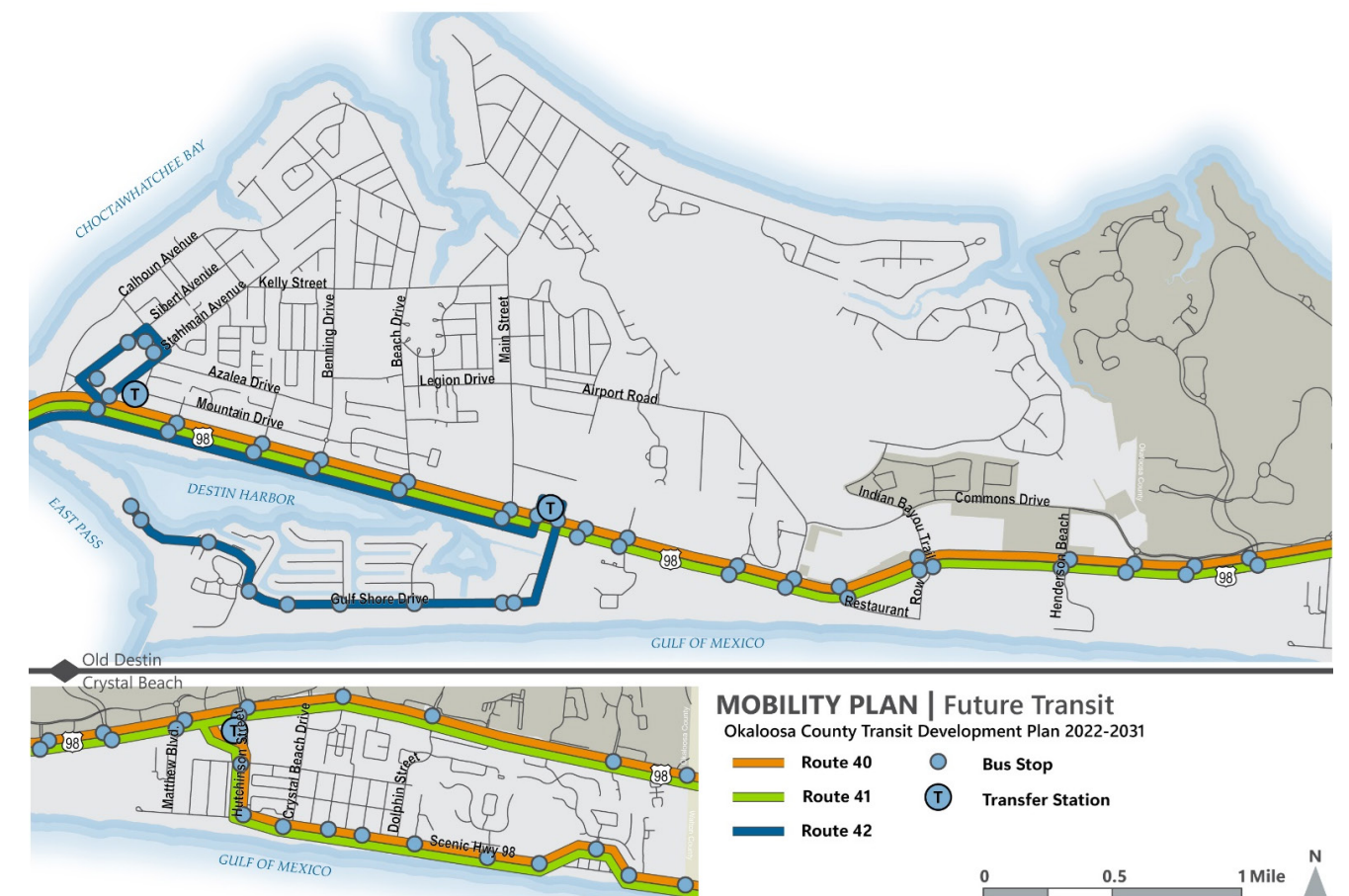
Figure 1 - Existing Transit Service and 1/4 Mile Walkshed

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

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

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

The plan also recommends land use and urban design strategies to support more transit use, such as mixed use development in close proximity to bus stations

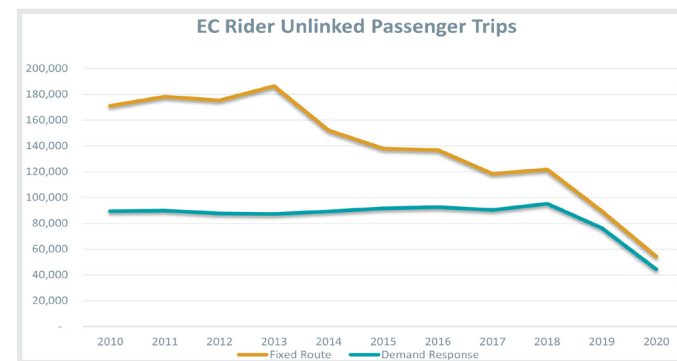


Park and Ride

There is one designated park and ride lot within the City of Destin on Legendary Drive at the Destin Commons shopping center. Destin has four other park and ride lots in the Harbor District where people can park and access an EC Transit service. These are the Destin Community Center, Destin Library, Marler Street, and Zerbe Street.

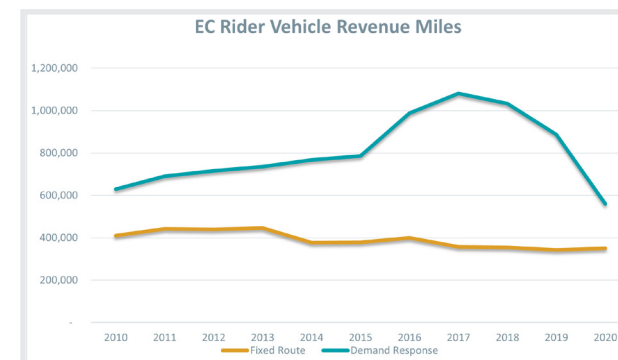
Performance

In 2020, EC Rider operated 32 demand response and 10 fixed transit vehicles during peak periods. Within the calendar year the service provided 54,130 fixed route passenger trips and 44,430 demand response trips, with 350,560 fixed route revenue miles and 560,710 demand response revenue miles.



Unlinked Passenger Trips

Throughout the past decade, passenger trips have declined with annual fixed-route trips peaking in 2013 (~186,000) to a low in 2020 (~54,000). Annual demand response ridership remained steady up to 2018 (~95,000) when it began to decline in 2019 (~76,000) and 2020 (~44,000).

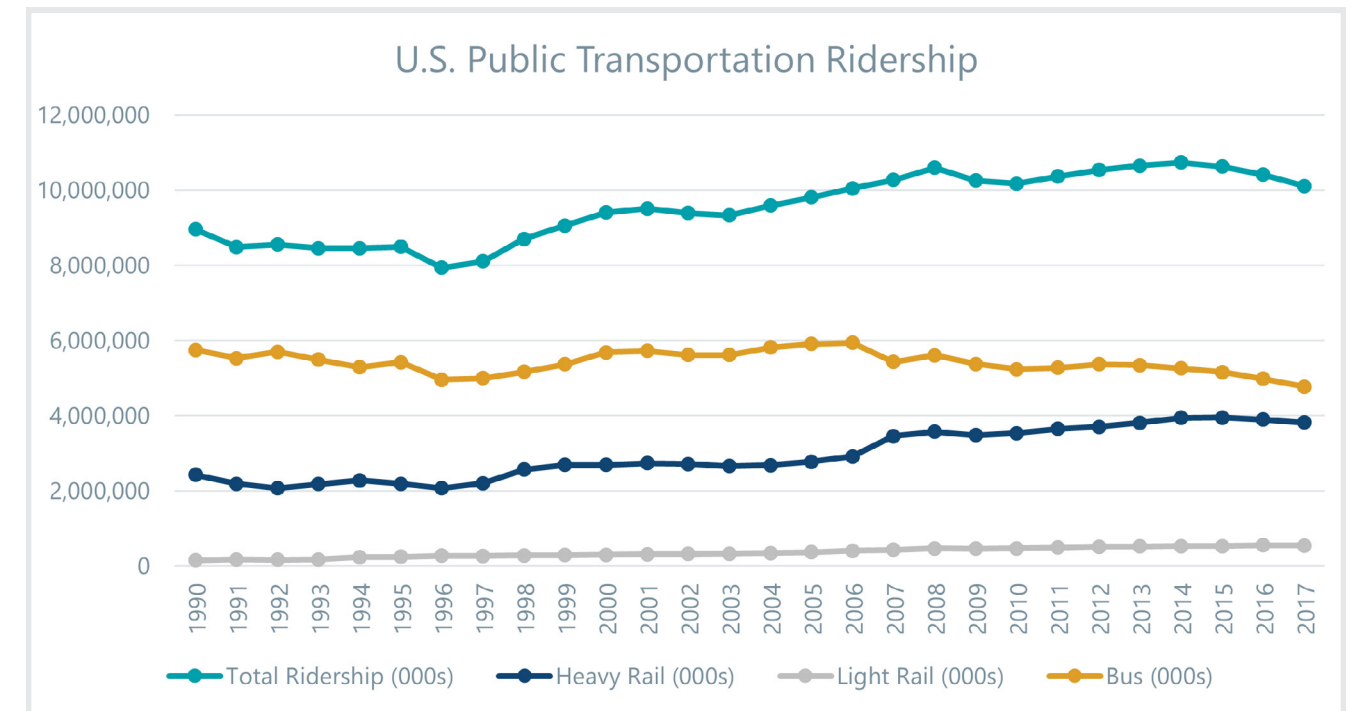


Vehicle Revenue Miles

Fixed route vehicle revenue miles remained relatively consistent throughout the decade between 2010 and 2020, with demand response vehicle revenue miles dropping in response to decreased ridership.

Factors Affecting Transit Ridership

Transit ridership in Destin and the communities serviced by EC Transit reflect broader trends in transit use across the country. The COVID pandemic exacerbated these trends, causing ridership levels to plummet. Transit use is far shy of its pre-COVID levels, even while other modes of transportation have bounced back. This points to a potentially bleak future for transit outside of the major metropolitan areas where it is essential. But transit remains an important part of the transportation mix in Destin and elsewhere. Many people rely on it for travel to and from work. This section outlines some of the causes of ridership decline, looking at data from across the country in the absence of local research on the topic.



Since 1990 (according to the American Public Transportation Association - APTA), nationwide transit ridership peaked in 2014 and has declined every year since. This downturn looks to have different root causes than previous downturns, which coincided with major national economic downturns. Among the most discussed root causes are income improvements and the emergence of ride-hailing services. If transit ridership in Destin is to improve, addressing these causes must be part of the discussion.

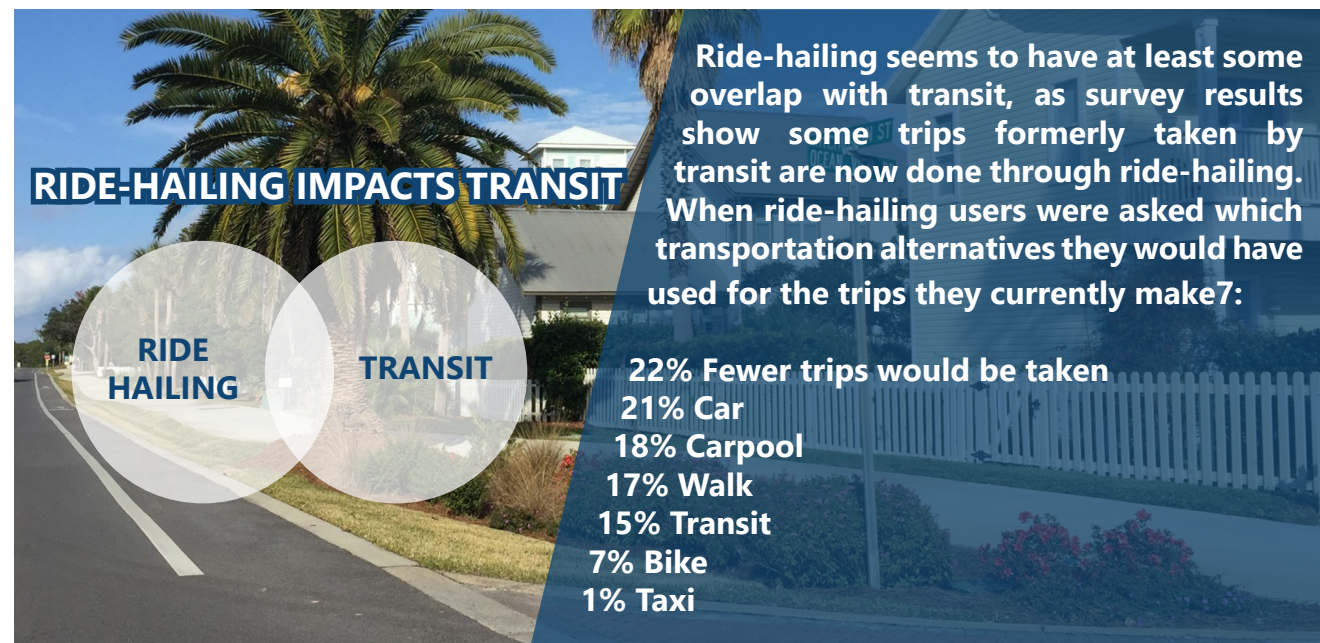
Real Income

Real per capita disposable income (inflation adjusted) rose nearly \$4,000 from 2013 to 2017 after a half-decade of stagnation. This is a more robust growth rate than any time in the previous 30 years. There have been improvements in employment rates over the same period, which are generally associated with ridership improvements. However, improvements in real per capita income are allowing former transit riders to have increased access to non-transit modes, which is mitigating to some extent the transit ridership boost from economic activity. Trends in vehicle miles of travel (VMT) support this hypothesis, as after nearly a decade of declining or steady total VMT, travel has been increasing again since 2013.

Ride-Hailing Services

Ride-hailing services such as Uber, Lyft, and others are transforming transportation throughout the United States. With ride-hailing's surge in availability and ridership being a relatively recent phenomenon, there is little information on the impacts ride-hailing has on public transportation. The largest study to date on ride-hailing's impact on transportation behavior found the majority

of ride-hailing service users did not have any change in transit use after adopting ride-hailing as a mode choice . A minority of respondents reported change in transit use after adopting ride-hailing. The overall change in behavior was limited but showed declines for the primary transit modes and technologies. For those with a change in transit use, bus use declined 6% and light rail use declined 3% while commuter rail increased by 3%. These findings, along with demographic data on ride-hailers (who are generally more affluent and own more cars than transit users as a whole) suggest ride-hailing users and transit users have only modest overlaps, and ride-hailing replaces transit in only certain circumstances. Results from the same research showed ride-hailing is a substitute for travel for all the primary modes of surface transportation, including for local and regional trips (see graphic on the right). Other surveys of ride-hailing customers have found one-quarter to one-half of riders would have otherwise traveled via public transportation for their trip and understanding this dynamic within each region would require additional study.



Other studies pertaining to ride-hailing and public transportation found more mixed results. A Pew Research Center study found frequent ride-hailing users are less likely than other Americans to own a car – but also rely heavily on a range of other transportation options, suggesting ride-hailing and transit are mutually beneficial as ride-hailers abandon cars and add transit as a travel mode . This is corroborated by an APTA report noting ride-hailing services often see service demand in the 10 PM – 4 AM time period when public transit is infrequent or unavailable, furthering the complementary nature of the service . Conversely, a study focused on mobility in New York City noted during 2015 and 2016 when ride-hailing services expanded substantially in New York, bus ridership declined both years while subway ridership declined sharply from 2015 to 2016 . Looking more closely at the types of trips taken via ride-hailing services, the number of trips under 3 miles were effectively unchanged from 2013 to 2016, while the number of trips above 3 miles and particularly longer than 5 miles grew exponentially.



Other Possible Causes of Transit Ridership Decline

There is less research on other root causes of ridership decline, but other possibilities have been discussed.

Regional growth and urban settlement patterns

Regional growth patterns and low-income household settlement patterns have changed significantly over the past several decades. All of the major regions of the country have seen urban footprints grow significantly, even those not seeing significant increases in population. Transit coverage has not been able to keep up with the expanding geography of urban areas. Transit systems for the most part have not expanded, changed their service delivery model, or added routes to adequately serve developing areas. Many systems cover areas substantially the same as they have been for decades. The reasons for this are complex, but the limitations can mostly be explained by lack of funding, lack of understanding of benefits of different service delivery models, lack of ability or regional will to expand transit systems across jurisdictional lines, and lack of rationale for serving suburban and exurban areas not designed to support transit – either in transportation infrastructure or physical development. In addition to the challenges of serving most newly developed areas with transit, there is the challenge of serving the older, inner ring suburbs first built in the 1950s, 1960s and 1970s. Some of these neighborhoods have transitioned from lower-middle to middle income neighborhoods into low-income neighborhoods where a higher percentage of the population have transit needs or a propensity to ride transit. This same demographic shift has been seen in the mill villages and industry-oriented neighborhoods of North Carolina. These were designed around walking to work and getting goods and services in the neighborhood or nearby downtowns. The current day residents of these neighborhoods seek employment and services outside of the neighborhood. They are potential transit riders, but the design of their communities, and lack of transit therein, is not helping to grow transit ridership.



Demographics

Some have suggested changing demographics have been a part of ridership decline. For instance, per Census data, immigrant workers are more likely to commute via transit than native-born workers, and the longer an immigrant stays in the U.S., the less likely they are to use transit. As immigration rates decline, so too would transit ridership. Similarly, there might be transit commuter ridership losses due to baby-boomers aging out of the workforce.

Housing Displacement of Lower Income Transit Riders

America's cities are getting more expensive, and it may be lower income transit riders are being priced out of neighborhoods with transit. The following table shows growth in rent from 2010-2016 for three types of areas within North Carolina: Census tracts in counties without fixed route transit, tracts adjacent to fixed route transit, and tracts in counties served by fixed route transit, not adjacent to transit.

Areas	Counts of Tracts	Average of 2010 rent	Average of 2016 rent	Average Percent Change in Rent
No Fixed Route Transit in County	880	\$476.95	\$546.79	14.6%
Counties with Fixed Route Transit	1214	\$639.24	\$737.43	15.4%
Adjacent to Transit	753	\$661.99	\$769.79	16.3%
Not Adjacent to Transit	461	\$602.08	\$684.56	13.7%
Grand Total	2094	\$571.04	\$657.31	15.1%



Retail Trends

Electronic commerce is likely influencing transit ridership, especially among transit-dependent populations. E-commerce retail sales have grown from approximately \$40 billion per quarter in 2010 to over \$120 billion per quarter in 2018. Shoppers are likely making fewer trips to brick and mortar establishments. There has also been a notable decline in the growth rate of retail employment starting in 2016 after several years of strong growth in the wake of the Great Recession's peak effect.

Other

Additionally, changes in congestion levels, lack of planning for faster transit in congested corridors, cross jurisdictional travel required due to lack of affordable housing closer to the jobs, changes in fuel prices, slowdowns in transit service expansions, changes in car ownership rates, increases in telecommuting, and new bicycle and pedestrian infrastructure also play roles in the level of transit ridership.



4.5 SAFETY

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SAFETY

The COVID pandemic brought a brief reduction in crashes in Destin and statewide related to the drop in vehicle miles traveled during the pandemic. Crashes increased in 2021 and continue to be a significant issue in the region. Serious crashes in Destin involving a fatality or serious injury are heavily concentrated on the U.S. 98 corridor. The roughly one mile stretch from the bridge to Beach Drive especially stands out. U.S. 98 also has many of the City’s crashes involving pedestrian and bicyclists. Creating safer crossings of this major arterial for residents and tourists that want to access the destinations south of U.S. 98 is an important priority. The streets that will comprise the Crosstown connector also have significant clusters of serious crashes, which should be considered as the connector is designed and improved. While the location of crashes is known and mapped on the following pages, more data is needed to identify and prioritize interventions. Safety is increasingly a top concern and priority of the U.S. DOT, creating an opportunity for the City to plan and set itself up for federal funds to address safety issues.

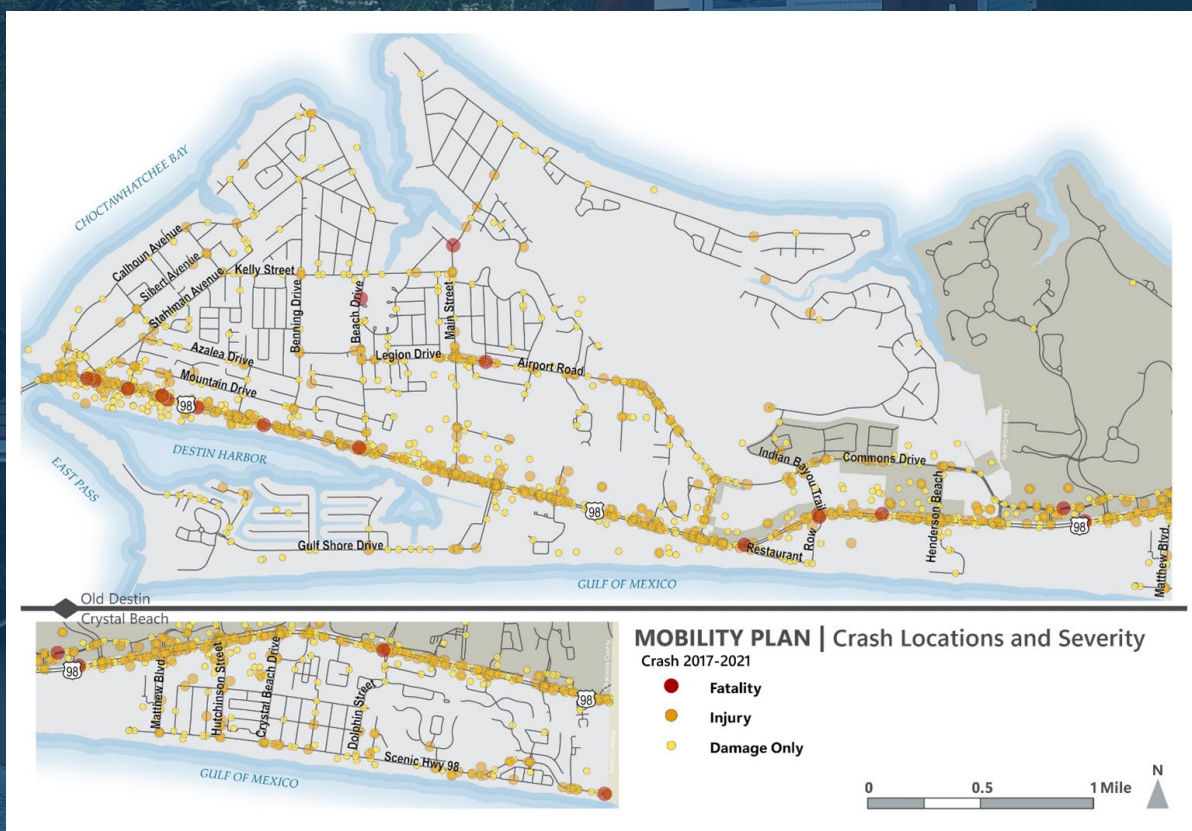
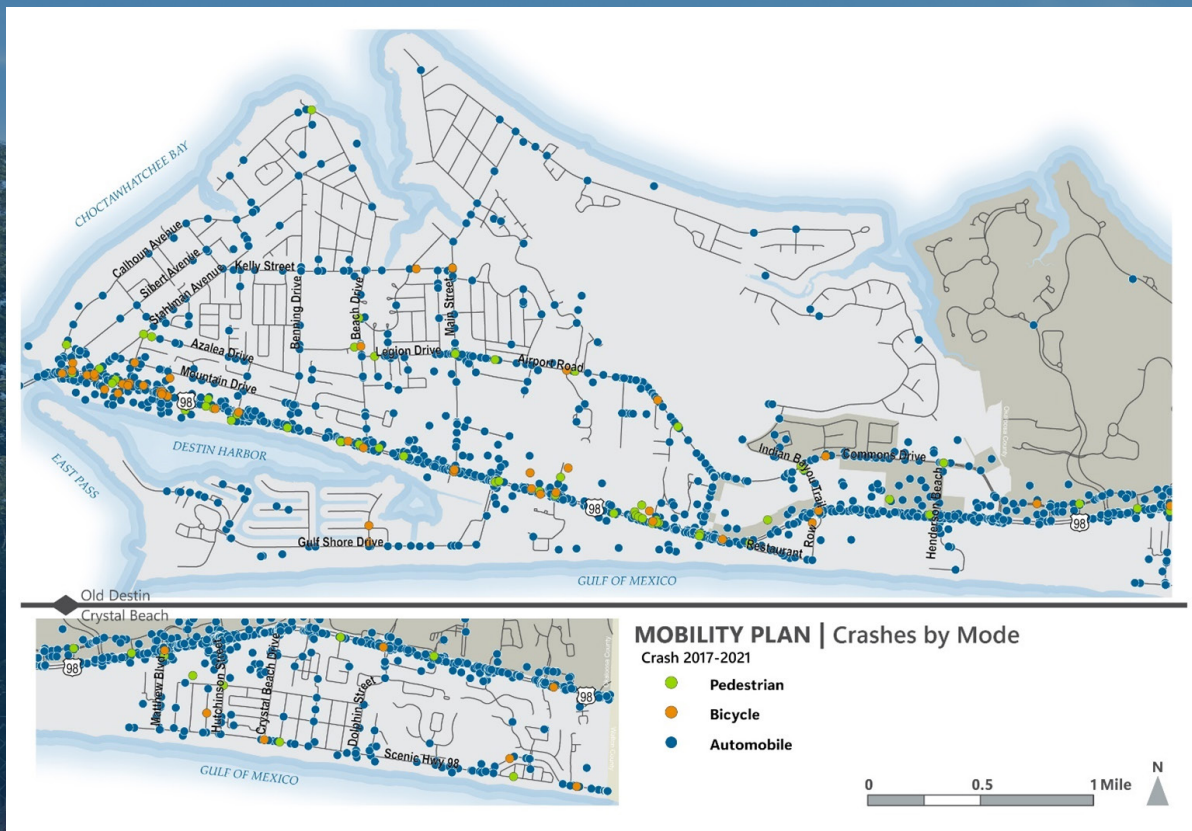
Findings and Implications at a Glance

This section presents safety and crash data that point to several key issues that will inform the recommendations of the mobility plan:

- U.S. 98 has several areas with crash clusters that are related to conflicts among the various users of the roadway; roadway design can help improve this situation.
- Collector roadways serving neighborhoods also have concentrations of crashes related to speed and design.
- Data driven assessment is needed to identify and prioritize interventions for safety.
- It is important that the assessment result in attainable goals that can be tracked and actively implemented.
- New federal planning and implementation programs provide funds directly to local governments to address roadway safety issues; this is something for Destin to consider as a way of identifying and implementing safety projects.

Crashes

The maps below show the locations for crashes between 2017 and 2021. U.S. 98 and some of the facilities that comprise the Crosstown Connector - specifically Legion Drive and Airport Road – have high numbers of crashes. Fatalities were especially concentrated on the western and eastern ends of U.S. 98. The speed and amount of travel likely contributed to these areas having concentrations of crashes resulting in a serious injury or fatality.



Crash Trends

State and County Trends

The COVID pandemic briefly reduced crashes as many people stayed home for significant portions of 2020. However, recent data show that crashes have picked back up since 2021. The national trend in crashes is upward, with fatalities reaching new highs in recent years. The data below show the trends in Florida, which mirror national trends. Especially disconcerting has been the significant increase in pedestrian and bicyclist fatalities.

- Total crashes decreased from 2019 to 2020 as did Vehicle Miles Traveled (VMT) within the County.
- Total crashes decreased 15% statewide and 14% within the county, while countywide VMT decreased 7.3% from 2019 to 2020.
- Total crashes increased 4.3% statewide and 1.9% countywide in 2021 as of 11/30/2021.

Crashes in Florida

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	395,785	3,176	515	653	140	901
2017	402,385	3,116	515	654	128	834
2018	403,626	3,135	531	720	160	1,020
2019	401,867	3,185	550	734	156	1,101
2020	341,399	3,332	552	715	169	1,096
2021	401,496	3,731	620	831	195	1,179

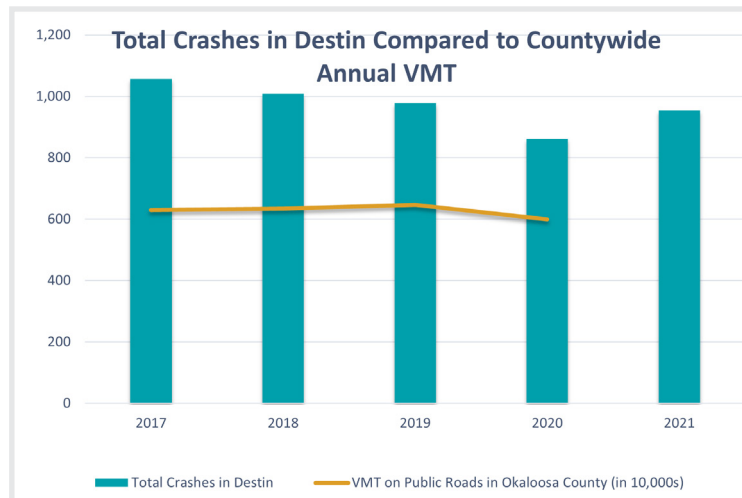
Crashes in Okaloosa County

Year	Total Crashes	Total Fatalities	Motorcycle Fatalities	Pedestrian Fatalities	Bicyclists Fatalities	Impaired Driving Fatalities
2016	3,214	21	1	8	-	4
2017	3,527	32	6	7	2	6
2018	3,532	27	4	6	1	11
2019	3,576	39	9	3	2	8
2020	3,075	45	6	13	2	5
2021	3,716	42	13	9	2	5

Destin Trends

The trendline for Destin has bucked the state and national trends, with crashes declining heading into the 2020 pandemic. The 2020 and 2021 data must be taken with a grain of salt, as VMT and travel behavior changed substantially during the pandemic and coming out of it in 2021. It will be important to carefully study 2022 data as it becomes available to decipher whether the 2017-2019 trendline has continued its downward trajectory or increased similar to other parts of the state and country.

- Destin crashes had been declining but increased in 2021 (compared to 2020).
- Total 2021 crashes (954) was a reduction from (pre-pandemic) 2019 crashes (978).

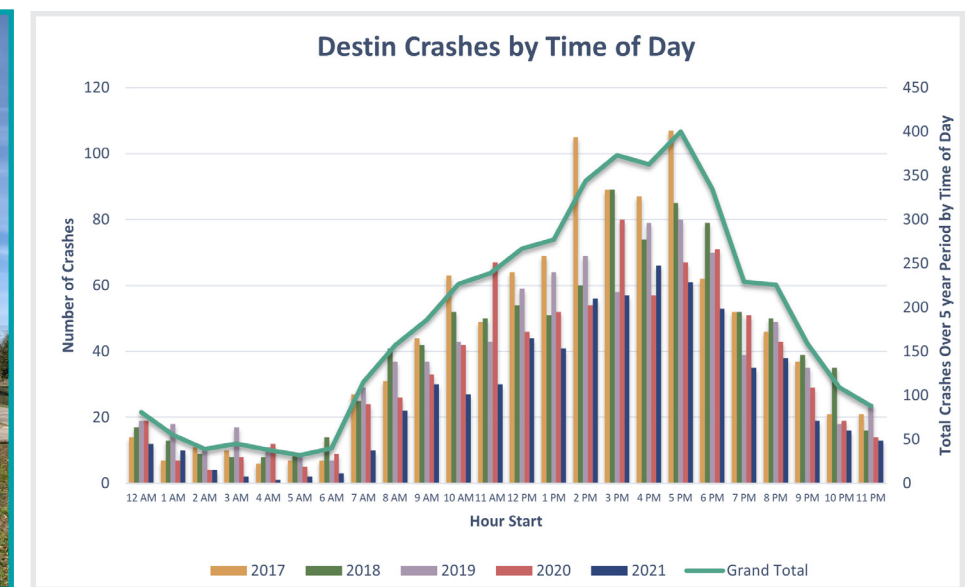


Crashes in Okaloosa County

Year	Annual VMT in County	% VMT Change	Total Crashes in Destin	% Crash Change
2016	6,104,353			
2017	6,294,202	3.1%	1,057	
2018	6,344,696	0.8%	1,009	-4.5%
2019	6,464,132	1.9%	978	-3.1%
2020	5,990,682	-7.3%	862	-11.9%
2021			954	10.7%

Prior to 2020, the number of crashes was decreasing while VMT was increasing. This is a counterintuitive trend that has several potential explanations. First, the project to widen U.S. 98 east of Airport Road had the effect of calming traffic temporarily and may have contributed to a reduction in crashes. Congestion in general can have the effect of slowing traffic and reducing the severity of crashes. Vehicle technology may also be a contributing factor. Newer vehicles typically come with technologies aimed at improving safety such as automatic emergency braking, blind spot detection, and driver monitoring systems. Whatever the causes for this trend, it is not safe to assume travel and crashes will diverge. Roadways across the country still have an unacceptable level of severe and fatal crashes. Technology can help improve the situation, but so can community and roadway design. As the projects recommended in this plan are implemented it is important to view each as an opportunity to enhance safety and continue to trend of fewer crashes.

Destin's daily crash pattern remained fairly steady between 2017 and 2021. Crashes most frequently occur during the afternoon and early evening before dropping after 7:00 PM.



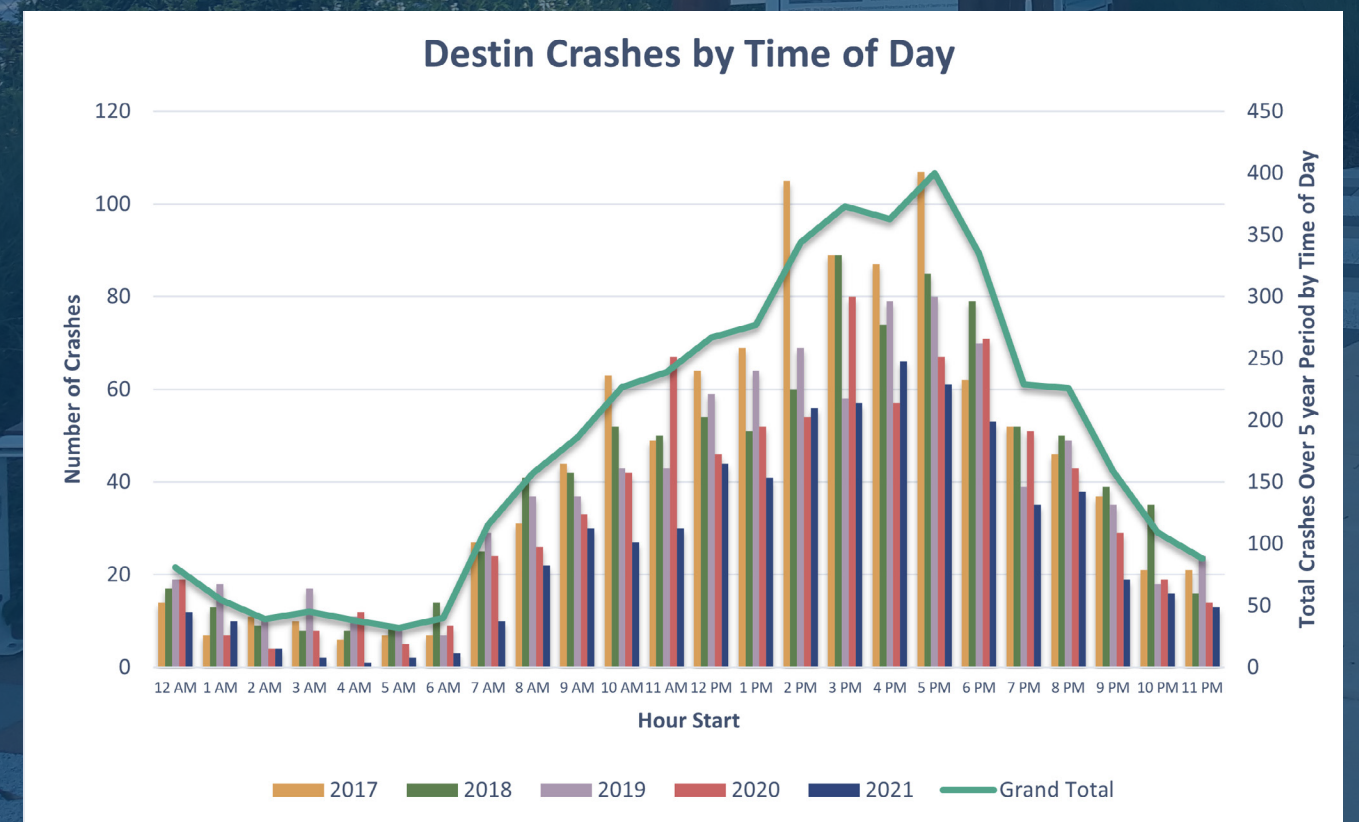
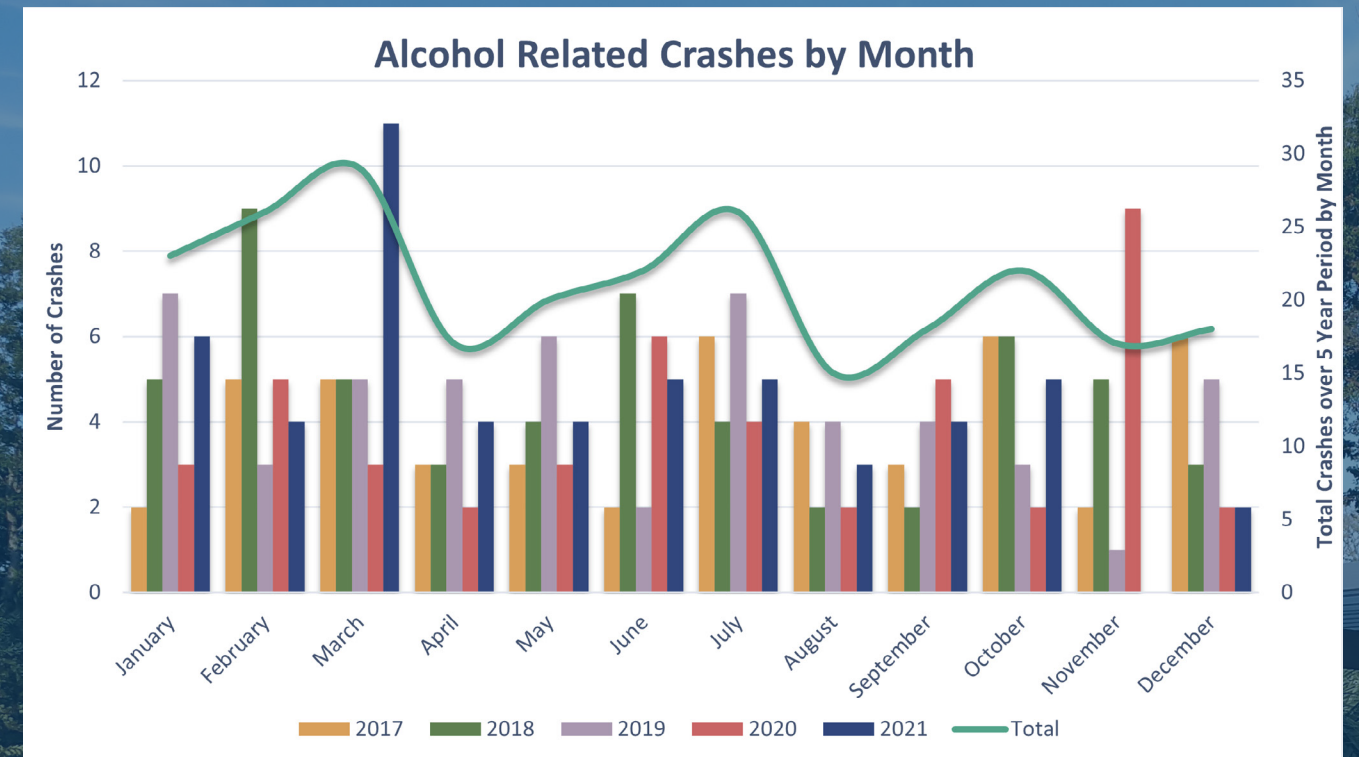
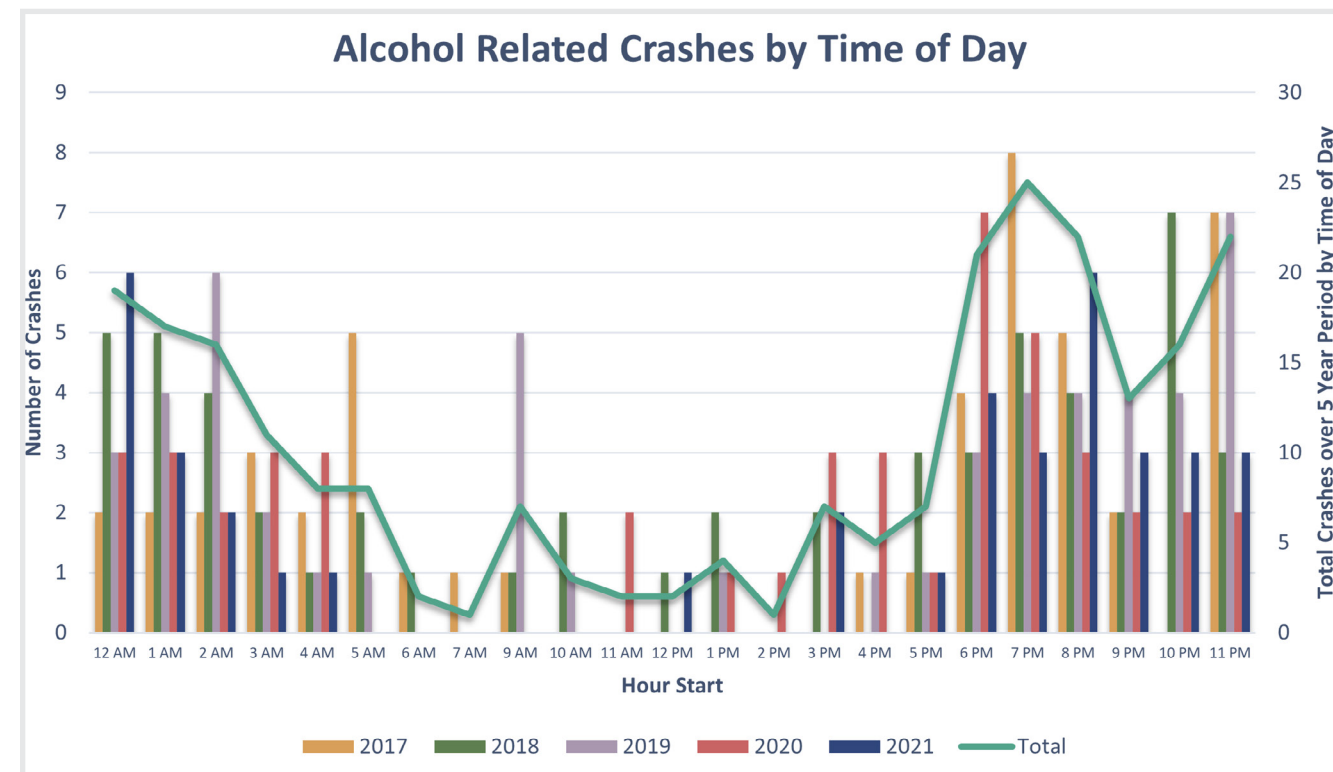


Alcohol-Related and Distracted Driver Crashes

Alcohol is a significant factor in many crashes and especially serious crashes resulting in a fatality or serious injury. These crashes peak between between 6 and 8 PM and in the overnight hours (11 PM to 1 AM). Very few alcohol-related crashes occur between 6 AM and 4 PM. Destin also shows a seasonality to these types of crashes; they have typically peaked in March, July, and October over the past 5 years.

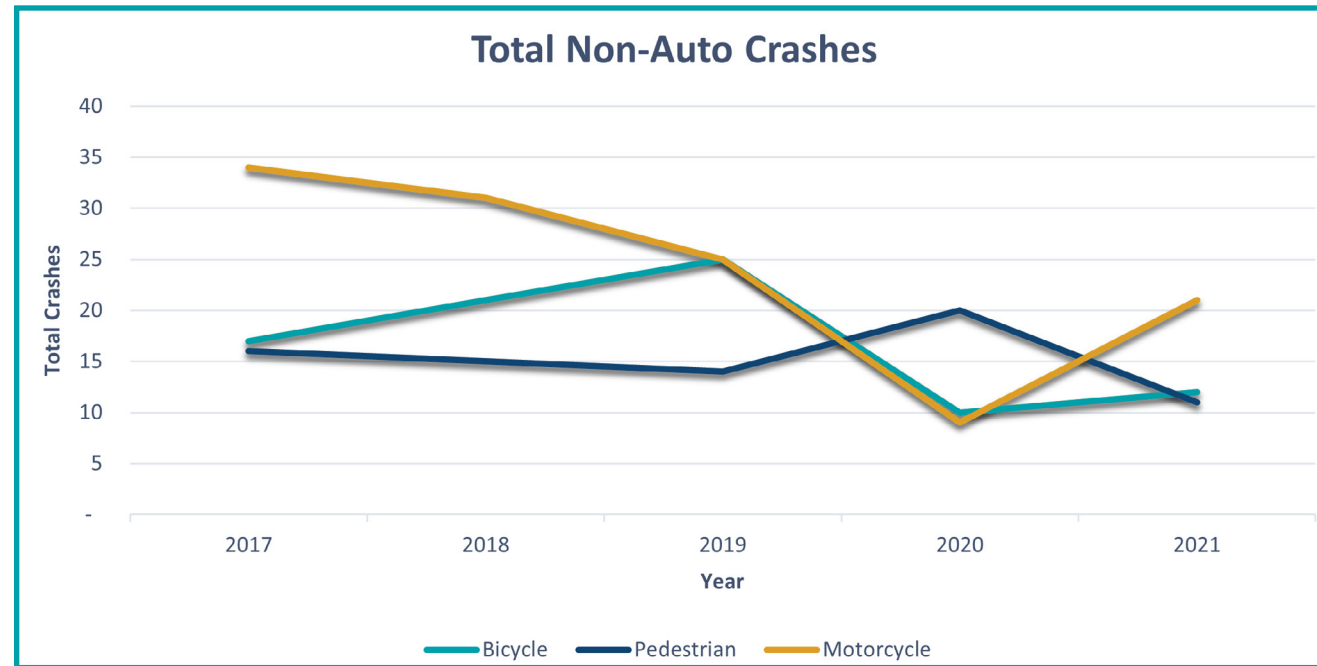
Distracted driving has become an urgent concern in recent years. These crashes occur with the greatest frequency in the early afternoon to evening hours (2 to 6 PM) with fewer occurring overnight or in the morning.

Data for Okaloosa County show an increase in alcohol-related crashes between 2019 and 2021. Countywide there were 55 alcohol-related crashes in 2019, 77 in 2020, and 83 in 2021. Serious injuries resulting from alcohol-related crashes doubled between 2019 and 2021.

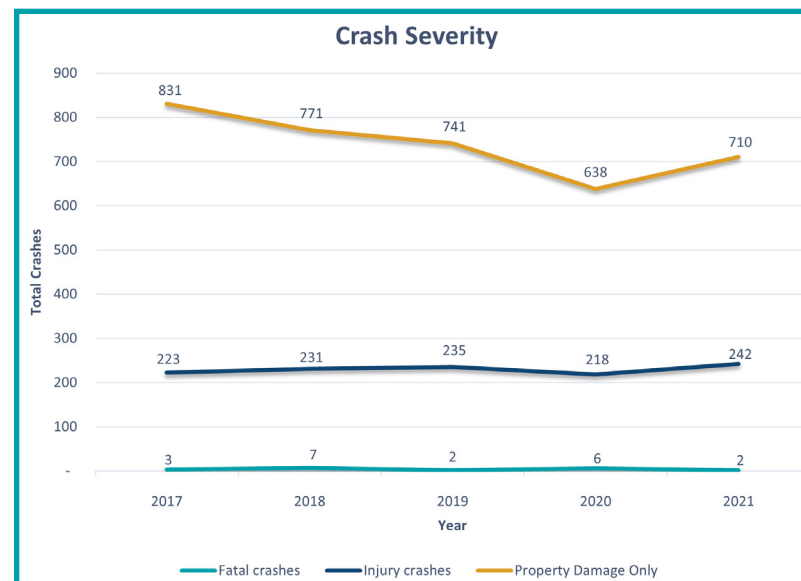


Crash Type and Crash Severity

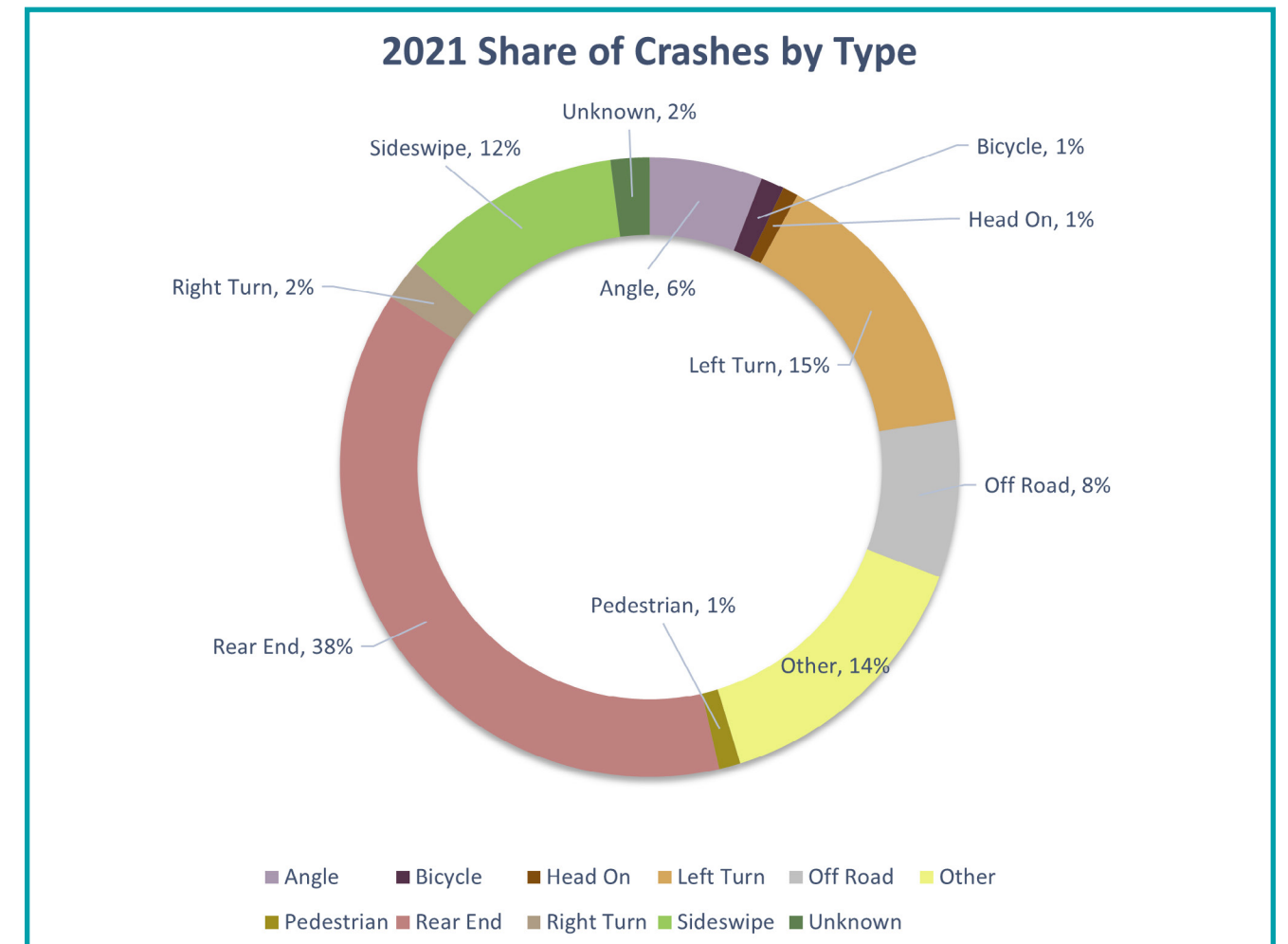
Non-auto crashes happen with greater frequency in Florida than much of the nation. This may be due in part to the climate, tourism, relatively flat terrain, and high concentration of older retirees in the state. Roadway design is also an important factor. Destin, like most Florida cities, has experienced many crashes involving pedestrians, bicyclists, and motorcycles. While these crashes have declined in absolute numbers since 2017, the pandemic is a confounding event that makes it difficult to know the true trend. As with auto crashes, it will be important to closely study the 2022 data to see if these crash types are truly declining.



The chart below shows the total number of crashes in Destin and if they involved fatalities, injuries, or property damage only. In some instances, a crash may have more than one fatality or injury. The overall trend line has been downward to crashes. However both injury crashes and property damage only crashes have increased since their 2020 pandemic-induced lull. Fatal crashes are too infrequent to draw any significant conclusions; they have been fairly flat since 2017 with upticks in 2018 and 2020. Overall bicycle and pedestrian crashes each comprise only about 1% of total crashes.



The most common type of crash is Rear end. These made up about 38% of crashes in 2021. Left turns and sideswipes were the other two largest crash types at 15% and 12% respectively.

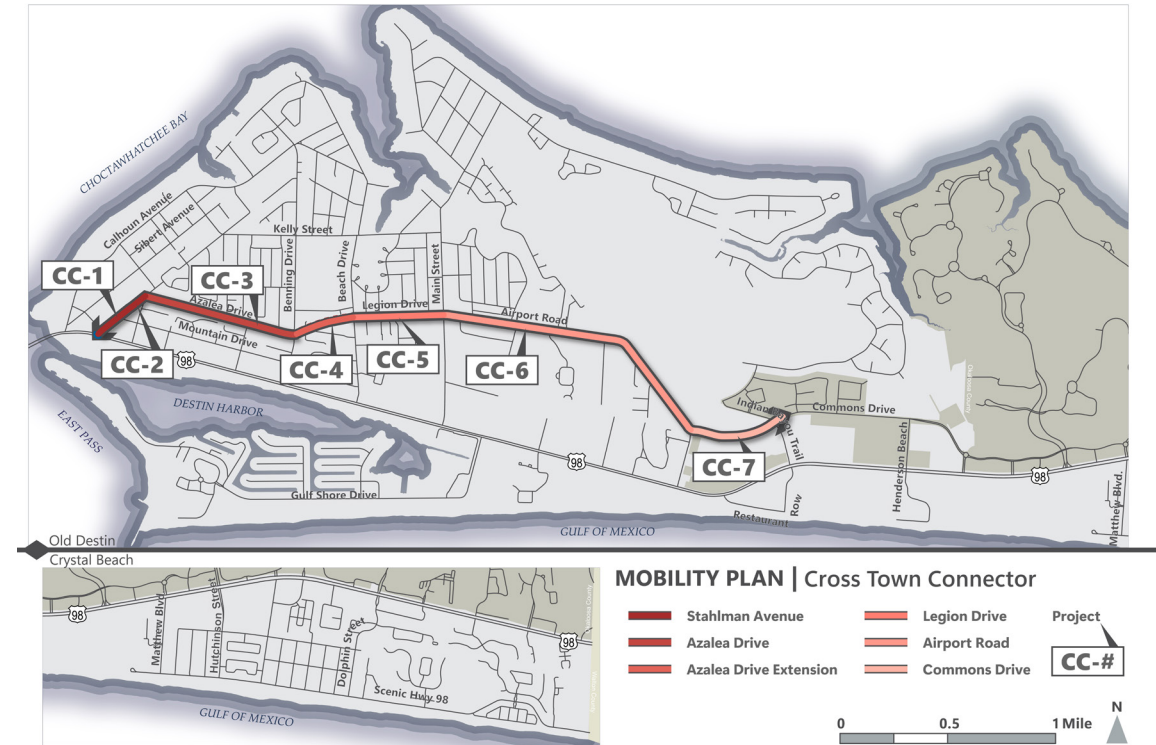


In conclusion, crashes are a significant issue in Destin. Not only do residents need to reach their destinations in a reasonable amount of time and by the mode of their choosing, they must also feel safe and comfortable in doing so. The emphasis in pedestrian and bicycle planning in recent years has been on creating streets that are safe and comfortable for people of all ages and abilities. Given the City's strong tourism industry and range of people from kids to retirees that visit or live here, designing future facilities for people of all ages and abilities is a suitable goal for Destin. This goal will help to make the transportation network better for all users.



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Cross Town Connector



APPENDIX

Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Azalea Drive Extension	CC-4	\$9,632,529	Azalea Drive to Legion Drive	New street connection to close gap in Cross Town Connector	●●●●●●●● (8)
2	Commons Drive	CC-7	\$1,130,271	Airport Road to Indian Bayou Trail	Add trees and pedestrian amenities	●●●●● (5)
3	Stahlman Avenue	CC-2	\$2,327,859	Mountain Drive to Azalea Drive	Reconstruct with parking (west side), buffer and trees (east side), lighting, pedestrian amenities, and multi-use pathways	●●●●● (4)
4	Stahlman Avenue	CC-1	\$276,915	Harbor Boulevard to Mountain Drive	Add lighting; reconstruct east side with buffer, trees, wider sidewalk, and pedestrian amenities	●●● (3)
4	Legion Drive	CC-5	\$1,116,415	Beach Drive to Main Street	Add trees, lighting, and pedestrian amenities	●●● (3)
4	Airport Road	CC-6	\$4,143,607	Main Street to Commons Drive	Add trees, lighting, and pedestrian amenities	●●● (3)
5	Azalea Drive	CC-3	\$8,725,686	Stahlman Avenue to Benning Drive	Add trees, lighting, pedestrian amenities, and multi-use pathways to fill gaps; Add planted median where feasible	●● (2)

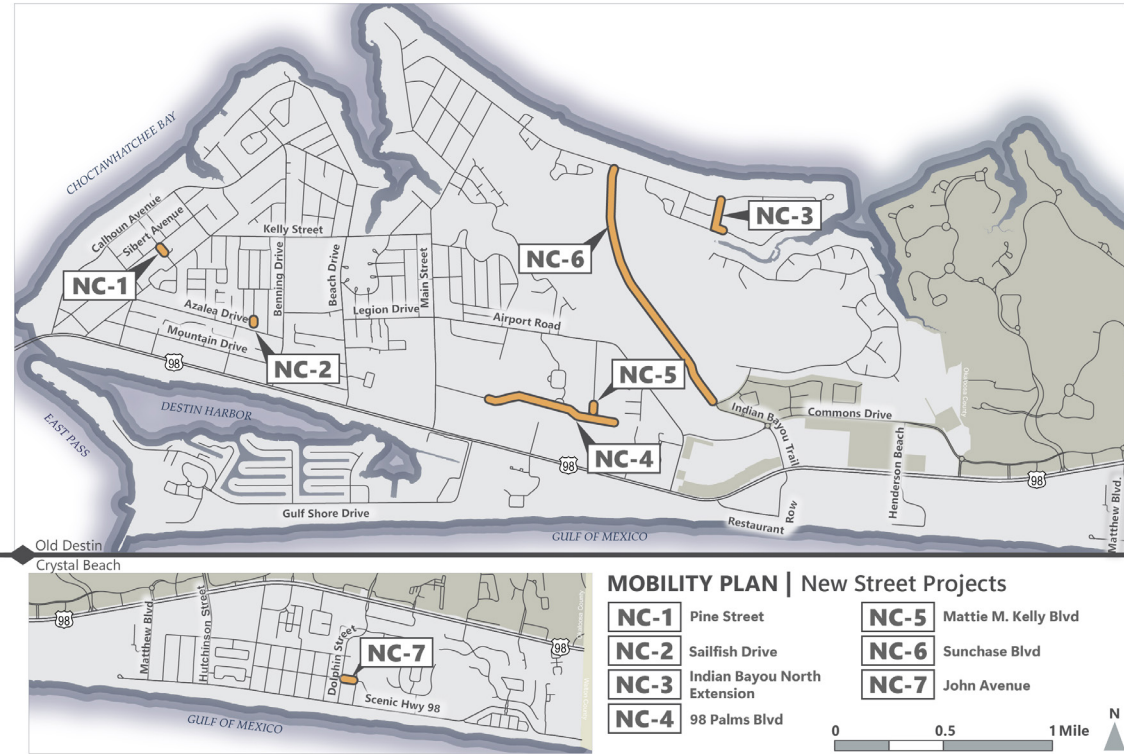


DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



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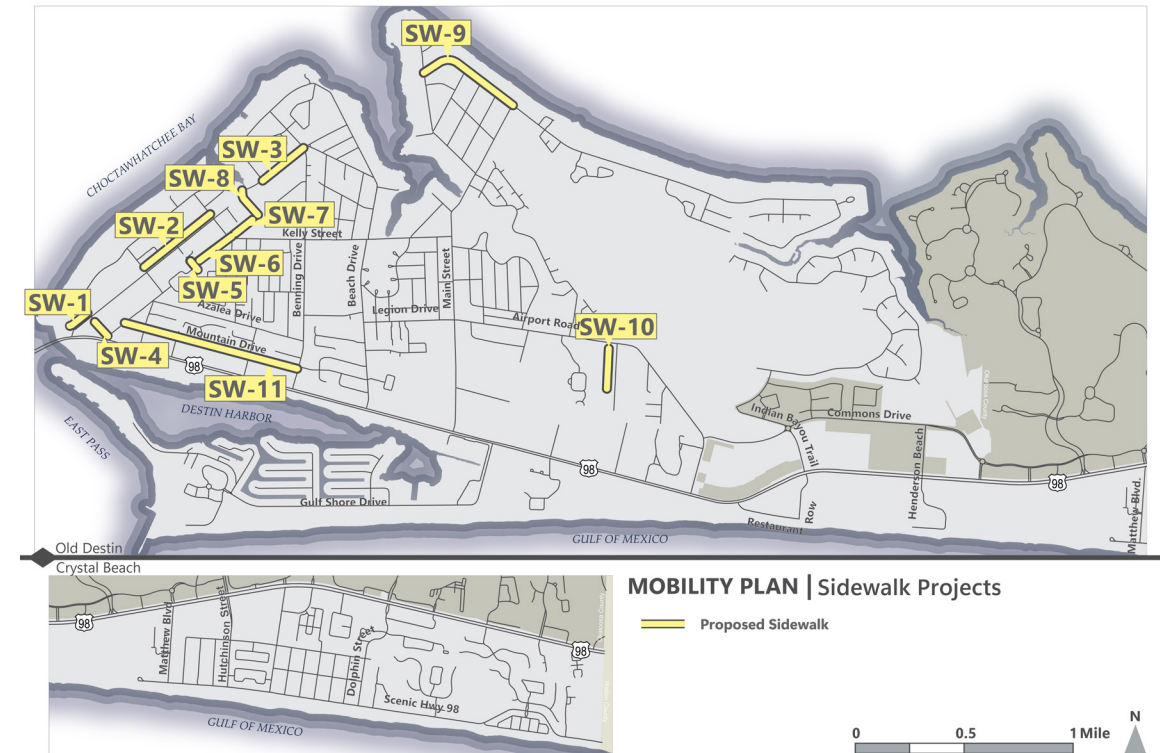
New Streets



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	98 Palms Boulevard	NC-4	\$9,149,623	From existing end of 98 Palms Boulevard to Mattie M. Kelly Boulevard	New minor collector	●●●●●●●●●● (16)
2	Mattie M. Kelly Boulevard	NC-5	\$844,581	From existing ends of northern and southern roadways	New minor collector	●●●●●●●●●● (12)
3	Sunchase Boulevard	NC-6	\$17,313,901	Indian Bayou Trail to Indian Trail	New minor collector	●●●●● (5)
4	Indian Bayou North Extension	NC-3	\$1,857,605	Current end of Indian Bayou North to Indian Trail	New local street (residential)	●●● (3)
4	John Avenue	NC-7	\$866,882	Dolphin Street to Sunfish Street	New local street (residential)	●●● (3)
5	Pine Street	NC-1	\$743,042	Sibert Avenue to Blue Marlin Court	New local street (residential)	(0)
5	Sailfish Drive	NC-2	\$619,202	Azalea Drive to Sailfish Circle	New local street (residential)	(0)

Sidewalks



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Trail Sidewalk	SW-9	\$278,099	Bayou Drive to Main Street	South side sidewalk	●●●●●●●●●● (9)
2	Mattie M. Kelly Boulevard (northern) Sidewalk	SW-10	\$222,801	Existing sidewalk to Airport Road	West side sidewalk	●●●●●● (6)
2	Mountain Drive Sidewalk	SW-11	\$674,700	Stahlman Avenue to roundabout	North side sidewalk	●●●●●● (6)
3	Sibert Avenue Sidewalk	SW-2	\$419,030	Forest Street to Kelly Street	East side sidewalk	●●●● (4)
3	Zerbe Street Sidewalk	SW-4	\$103,606	Sibert Avenue to Stahlman Avenue	South side sidewalks	●●●● (4)
4	Sibert Avenue Sidewalk	SW-1	\$105,269	Calhoun Avenue to Zerbe Street	East side sidewalk	●●● (3)
5	Hickory Street Sidewalk	SW-8	\$79,613	Stahlman Avenue to Sibert Avenue	South side sidewalk	●● (2)
6	Stahlman Avenue Sidewalk	SW-6	\$123,461	Pine Street to Primrose Lane	Sidewalk	● (1)
7	Sibert Avenue Sidewalk	SW-3	\$255,506	Cross Street to Benning Avenue	East side sidewalk	(0)
7	Pine Street Sidewalk	SW-5	\$31,082	Blue Marlin Court to Stahlman Avenue	North side sidewalk	(0)
7	Stahlman Avenue Sidewalk	SW-7	\$169,656	Kelly Street to Hickory Street	West side sidewalk	(0)

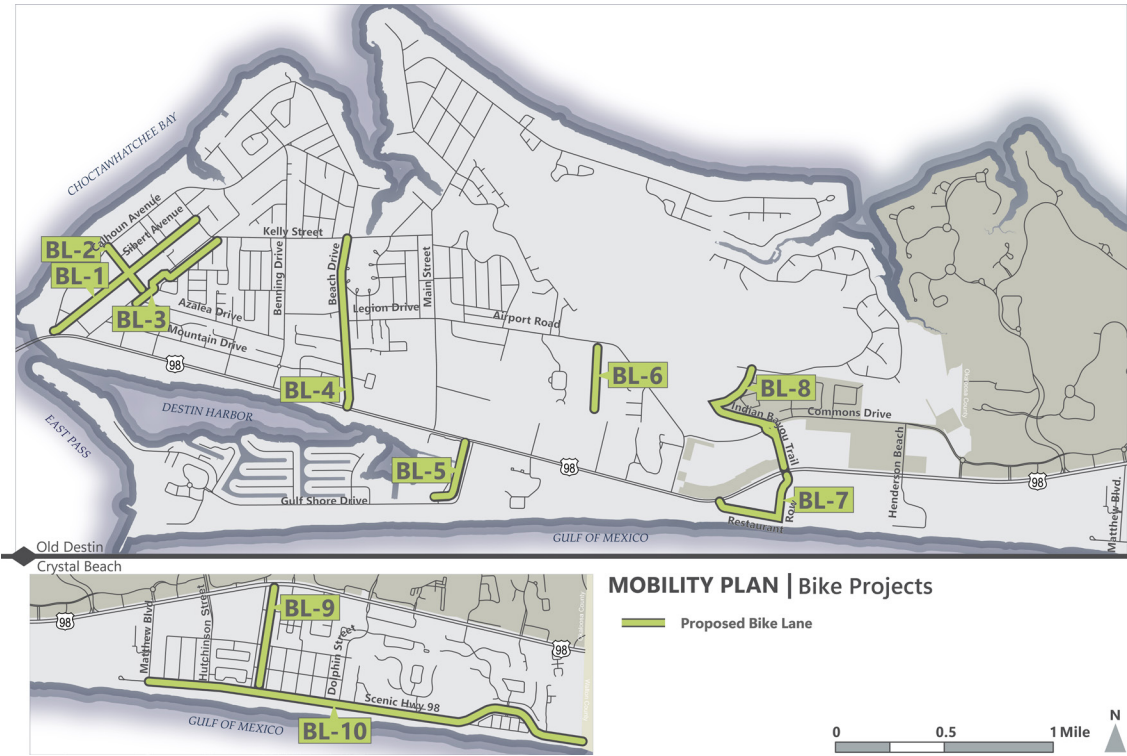


DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

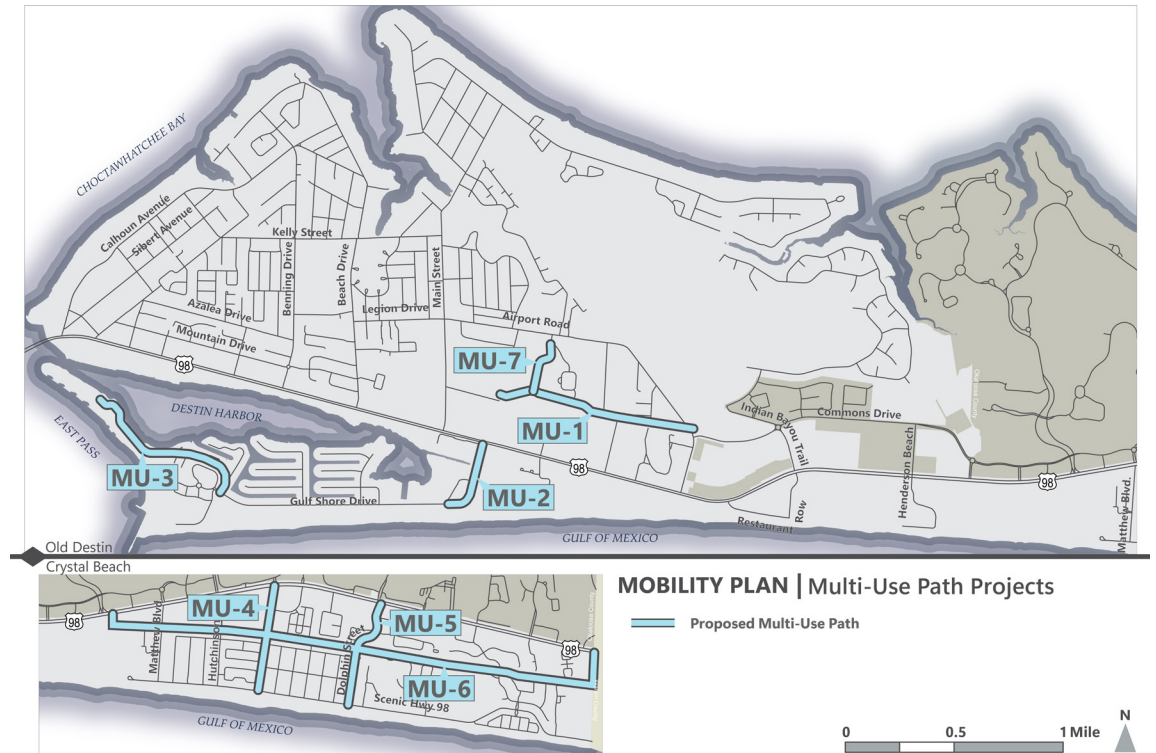
Bike Lanes



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Indian Bayou Trail Bicycle Lanes	BL-8	\$541,324	Emerald Coast Parkway to Country Club Drive	Bicycle Lanes	●●●●●●● (7)
2	Beach Drive Bicycle Lanes	BL-4	\$573,455	Harbor Boulevard to Kelly Street	Bicycle lanes	●●●●●● (6)
2	Scenic 98 (west)/ Restaurant Row Bicycle Lanes	BL-7	\$2,286,414	Emerald Coast Parkway to Emerald Coast Parkway	Bicycle lanes	●●●●●● (6)
3	Sibert Avenue Bicycle Lanes	BL-1	\$600,696	Calhoun Avenue to Kelly Street	Bicycle Lanes	●●●●● (5)
4	Gulf Shore Drive Bicycle Lanes	BL-5	\$257,042	Sandpiper Cove to Harbor Boulevard	Bicycle lanes	●●●● (4)
4	Crystal Beach Drive Bicycle Lanes	BL-9	\$352,036	Scenic 98 to Emerald Coast Parkway	Bicycle Lanes	●●●● (4)
4	Scenic 98 (east) Bicycle Lanes	BL-10	\$9,673,289	Matthew Boulevard to Walton County Line	Bicycle Lanes	●●●● (4)
5	Stahlman Avenue Bicycle Lanes	BL-3	\$360,417	Azalea Drive to Kelly Street	Bicycle lanes	●●● (3)
5	Mattie M. Kelly Boulevard (northern) Bicycle Lanes	BL-6	\$185,377	Existing end roadway to Airport Road	Bicycle lanes	●●● (3)
6	Forest Street Bicycle Lanes	BL-2	\$85,215	Calhoun Avenue to Stahlman Avenue	Bicycle lanes	●● (2)

Multi-Use Paths



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Powerline easement (west) Multi-use Path	MU-1	\$10,000,000	Main Street to Airport Road	Multi-use path	●●●●●●●●●● (14)
1	Powerline easement (east) Multi-use Path	MU-6	\$1,941,257	Emerald Coast Parkway to Walton County Line	Multi-use path	●●●●●●●●●● (14)
2	Gulf Shore Drive Multi-use Path	MU-3	\$557,162	Norriego Point to Durango Road	West/south side multi-use path	●●●●●●●● (8)
3	Gulf Shore Drive Multi-use Path	MU-2	\$298,017	Sandpiper Cove to Harbor Boulevard	West side multi-use path	●●●●●●● (7)
4	West of Twin Lakes	MU-7	TBD	98 Palms Boulevard to Airport Road	Multi-use path	●●●●●● (6)
5	Dolphin Street/Regatta Bay Boulevard Bicycle Lanes and Multi-use Path	MU-5	\$453,504	Scenic 98 to Emerald Coast Parkway	East side multi-use path	●●●●● (5)
6	Crystal Beach Drive Multi-use Path	MU-4	\$408,154	Scenic 98 to Emerald Coast Parkway	East side multi-use path	●●●● (4)



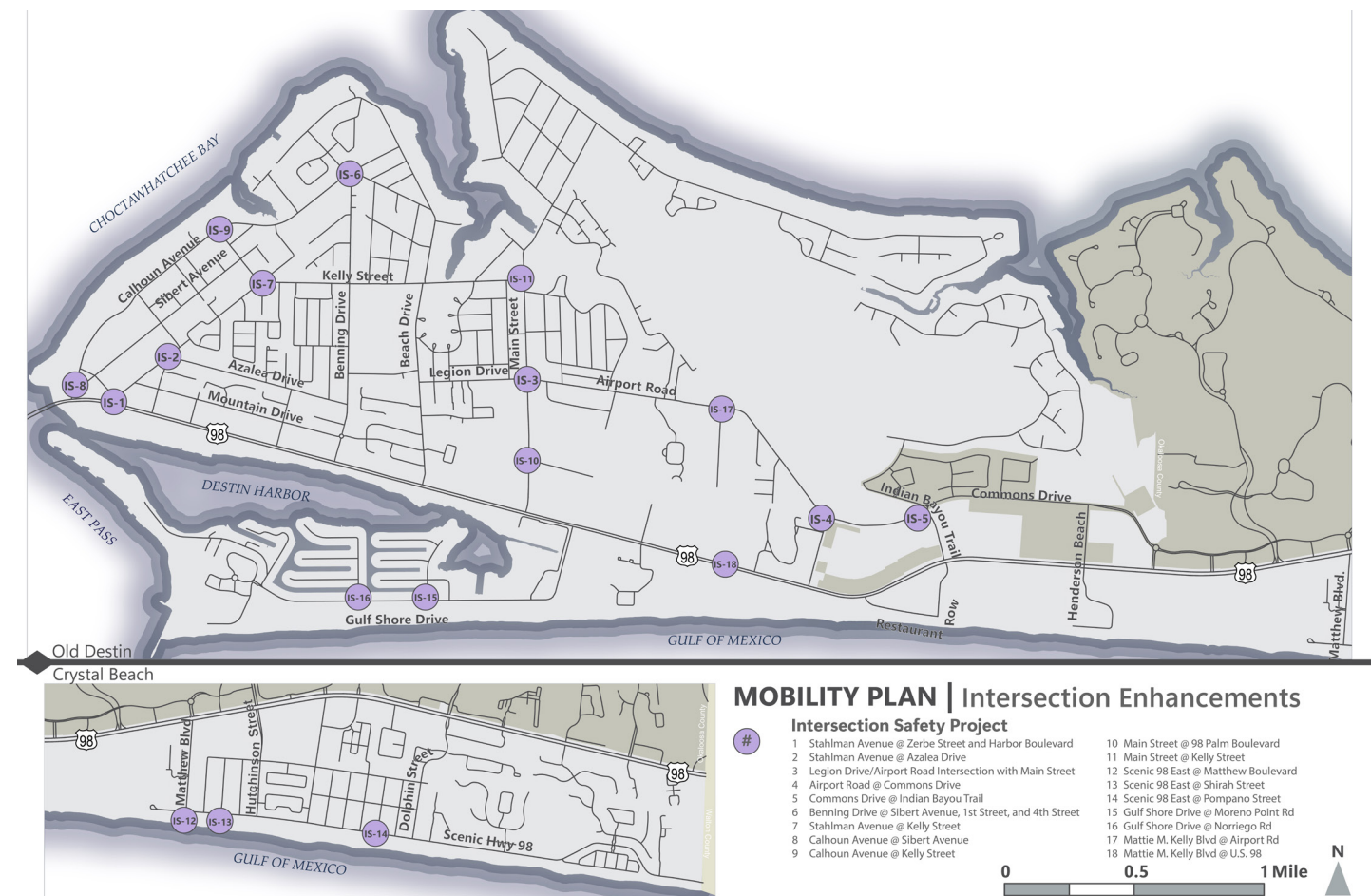
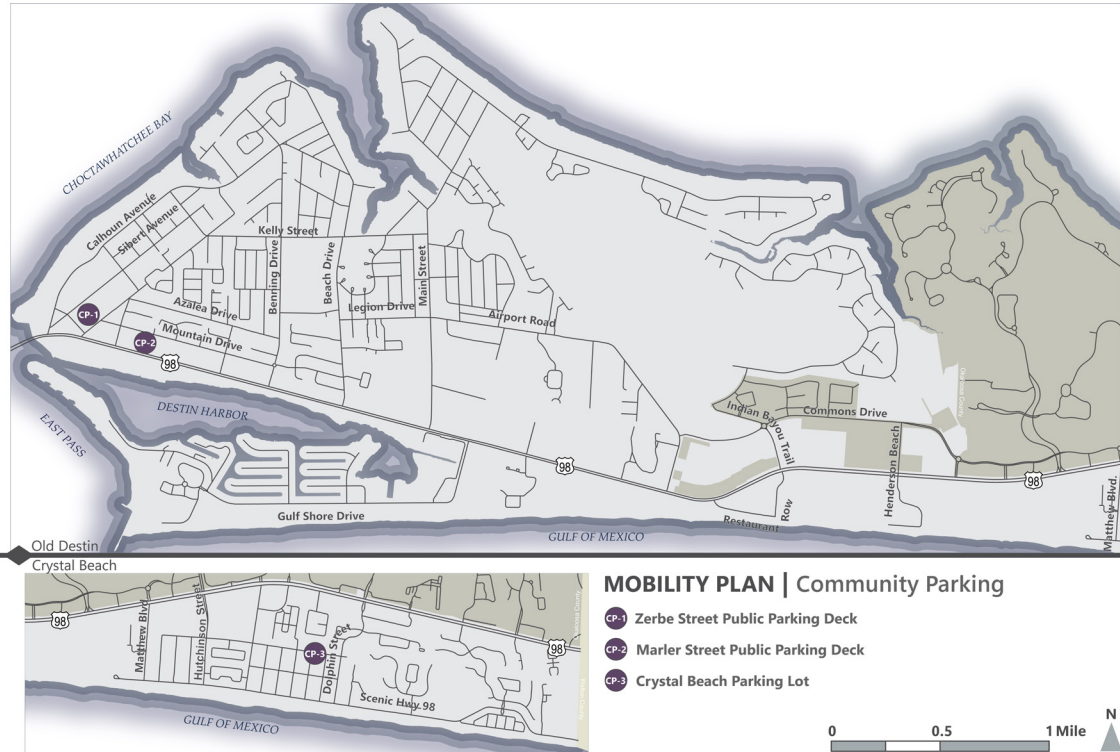
DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Community Parking

Intersection Enhancements



Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Zerbe Street Public Parking Lot	CP-1	\$31,772,869	Marler Street at Mountain Drive and Harbor Boulevard	Parking Deck	●●●●●●●●●●●●●●●● (17)
2	Marler Street Public Parking Lot	CP-2	\$18,442,179	Zerbe Street at Sibert Avenue behind the Destin Community Center	Parking Deck	●●●●●●●●●●●●●●●● (13)
3	Crystal Beach Parking Lot (FPL easement)	CP-3	\$1,501,500	In the utility easement between Cobia Street and Dolphin Street	Parking Lot	●●●●●●●●●●●●●●●● (12)

Projects ranked in order of priority

	Name	ID	Cost Estimate	Location	Improvement	# of Votes
1	Stahlman Avenue at Zerbe St & Harbor Blvd	IS-1	\$135,828	Intersection with Zerbe Street and Harbor Blvd	More visible crosswalks, reduce curb cuts, pedestrian refuge, extend central medians	(10)
2	Calhoun Avenue at Sibert Ave	IS-8	\$19,399	Intersection with Sibert Avenue	Enhance multimodal access between public parking and planned boardwalk under the bridge	(8)
3	Main Street at Kelly Street	IS-11	\$240,253	Intersection with Kelly Street	Enhance multimodal access, reduce turn lanes, reduce curb cuts, extend bike lane	(7)
4	Legion Drive/ Airport Road at Main Street	IS-3	\$631,990	Intersection with Main Street	Extend curb/sidewalk, remove double left turn, shift lanes, rehab crosswalk, reduce turning radius, streetscaping	(6)
5	Airport Road at Commons Drive	IS-4	\$66,983	Intersection with Commons Drive	Improve crosswalks, add crosswalk across south leg, add pedestrian refuge, add bike lane/path, reduce turning radii, add N/S pedestrian signal head	(5)
6	Benning Drive at Sibert Ave, 1st St, and 4th St	IS-6	\$1,201,471	Intersection with Sibert Avenue, 1st St, and 4th St	Add roundabout with bicycle and pedestrian accommodations or alternative intersection improvements	(4)
7	Stahlman Avenue at Azalea Drive	IS-2	\$123,159	Intersection with Azalea Drive	Crosswalks, continuous sidewalk, close Palmetto at intersection, move Azalea stop	(3)
7	Commons Drive at Indian Bayou Trail	IS-5	\$38,798	Intersection with Indian Bayou Trail	Extend bike lanes, rehab crosswalks	(3)
8	Stahlman Avenue at Kelly Street	IS-7	\$1,062,945	Intersection with Kelly Street	Enhance pedestrian island, explore roundabout option	(2)
9	Calhoun Avenue at Kelly St	IS-9	\$20,668	Intersection with Kelly Street	Add crosswalk, repaint bike lanes, three-way stop at intersection	(1)
9	Main Street at 98 Palms Blvd	IS-10	\$566,135	Intersection with 98 Palms Boulevard	Improve crosswalks and build a median on 98 Palms	(1)
9	Scenic 98 East at Matthew Blvd	IS-12	\$791,371	Intersection with Matthew Boulevard	Repaint and add crosswalks, add signage, and streetscaping	(1)
9	Gulf Shore Drive at Moreno Point Rd	IS-15	\$9,217	Intersection with Moreno Point Rd	Straighten crosswalk, remove unnecessary sidewalk, ADA compliance	(1)
9	Gulf Shore Drive at Norriego Rd	IS-16	\$9,217	Intersection with Norriego Rd	Remove both crosswalks to create ADA compliant crosswalk from Norriego Rd to Gulf Shore Dr	(1)
10	Scenic 98 East at Shirah St	IS-13	\$791,371	Intersection with Shirah Street	Repaint and add crosswalks, add signage, and streetscaping	(0)
10	Scenic 98 East at Pompano St	IS-14	\$791,371	Intersection with Pompano Street	Mid-block crossing links to beach access	(0)



DESTIN MOBILITY PLAN OPEN HOUSE SUMMARY

Questions/Comments

Cross Town Connector

No comments

New Streets

Concerns regarding the impact of Sunchase Boulevard and Indian Bayou subdivision

Preference for sidewalks on Indian Bayou North before NC-3

Concerns about traffic noise, light pollution, installation of speed tables, and homeowner landscaping if NC-3 moves forward

Sidewalks

Suggestion for a sidewalk from Bayou Dr/Indian Trail to turn north at North Indian Trail (along SW-9)

Bike Lanes

Concerns regarding safety of BL-7 and BL-8 left turns at US Highway 98

Multi-Use Paths

Suggestion for a multi-use path getting kids from Indian Trail to Destin High School

Suggestion for a multi-use path from Indian Trail to Harbor

Community Parking

Concerns about pedestrian access and overall accessibility regarding parking projects

Intersection Enhancements

No comments

New Mobility Project Suggestions

Name	Location	Improvement
Indian Trail	Bayou Drive to North Indian Trail	New north side sidewalk
Main Street	Legion Drive to Kell Aire Dr	New east side sidewalk
Restaurant Row	From public parking lot to US Hwy 98	New east side sidewalk
Indian Trail	Starts alongside NC-3 and ends at Destin High School	New multi-use path
Indian Trail	Indian Trail to Destin Harbor	New multi-use path



EXHIBIT "A"

Destin, Florida Mobility Fee Study Memo

Introduction

Mobility fees are an important tool for cities like Destin to fund transportation projects to address impacts from future growth, while also tackling service gaps such as multimodal infrastructure and traffic congestion. This study examines the feasibility and potential impacts of increasing mobility fees in Destin, with the goal of enhancing the city's transportation network and promoting sustainable solutions for all modes of travel. The mobility fee will replace the existing transportation impact fee in Destin's current fee structure.

The content within this memo will provide a comprehensive overview of the city's Mobility Plan, highlighting how increased mobility fees can facilitate its implementation. It will outline a proposed fee schedule, project fee revenue over the lifespan of the Mobility Plan and examine the legal context surrounding mobility fees. Additionally, the methodology used to calculate the proposed fee rates is described in detail.

The findings of this memo aim to support policy decisions by the City Council, ultimately enhancing Destin's connectivity and safety, and creating a more vibrant environment for residents and visitors alike to live, work, and play.

MOBILITY PLAN OVERVIEW

The Destin Mobility Plan, adopted in September 2024, serves as a comprehensive blueprint for addressing the city's current and future transportation needs. This plan aims to increase capacity, enhance safety, and improve walking and biking options throughout Destin. It encompasses over 60 projects, including the completion and upgrades to the Cross Town Connector, new roadway construction, multi-use trails, sidewalks, bike lanes, intersection enhancements, and community parking facilities. The total estimated cost for implementing all projects within the plan is approximately \$152 million.

To support the planning and construction of seven high-priority projects outlined in Phase 1 of the Mobility Plan, the mobility fee will play a crucial role. The combined cost of these seven key projects exceeds \$30 million. Below is a list of the specific projects intended to be funded by the mobility fee:

Project ID	Project Name	Estimated Cost
NC-4	98 Palms Boulevard	\$9,149,623
MU-1	Powerline easement (west) multi-use path	\$10,000,000
NC-5	Mattie M. Kelly Boulevard	\$844,581
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	\$135,828
CC-4	Azalea Drive Extension	\$9,632,529
IS-8	Calhoun Avenue at Sibert Avenue	\$19,399
SW-9	Indian Trail Sidewalk	\$278,099
Total Cost:		\$30,060,059

Mobility Fee

FEE SCHEDULE

Table 1 presents the calculated maximum mobility fee by land use code, derived from projected Equivalent Dwelling Units (EDUs) and the total cost of necessary infrastructure improvements. The Methodology section of this report provides further details.

Table 1 Maximum Fee table

Proposed Land Uses	ITE Code	ITE 11th	ITE Rate	% New Trips	New 1-way trips	EDU	Maximum Fee
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00	\$14,365
Long-term Residential							
Less than 500 sq. ft.				100%	3.30	0.70	\$10,047
500—749 sq. ft.				100%	4.00	0.85	\$12,173
750—999 sq. ft.				100%	4.52	0.96	\$13,776
1,000—1,499 sq. ft.				100%	5.08	1.08	\$15,475
1,500—1,999 sq. ft.				100%	5.61	1.19	\$17,078
2,000—2,999 sq. ft.				100%	6.16	1.31	\$18,778
3,000—3,999 sq. ft.				100%	6.69	1.42	\$20,381
4,000 sq. ft. or more				100%	7.08	1.50	\$21,578
Short-term Residential							
Less than 500 sq. ft.				100%	4.68	0.99	\$14,257
500—749 sq. ft.				100%	7.05	1.49	\$21,466
750—999 sq. ft.				100%	8.83	1.87	\$26,901
1,000—1,499 sq. ft.				100%	10.72	2.27	\$32,662
1,500—1,999 sq. ft.				100%	12.50	2.65	\$38,097
2,000—2,999 sq. ft.				100%	14.40	3.05	\$43,858
3,000—3,999 sq. ft.				100%	16.18	3.43	\$49,293
4,000 sq. ft. or more				100%	17.51	3.71	\$53,352
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71	\$10,267
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48	\$6,901
Mobile Home Park (240)	240	Dwelling	7.12	100%	3.56	0.76	\$10,846
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85	\$12,171
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00	\$28,753
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86	\$41,141

Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01	\$57,575
Strip Retail Plaza <40k (822)	822	1000 sq. ft.	54.45	40%	10.89	2.31	\$33,178
Automobile Sales (New) (840)	840	1000 sq. ft.	27.84	100%	13.92	2.95	\$42,409
Supermarket (850)	850	1000 sq. ft.	93.84	24%	11.2608	2.39	\$34,307
Drive-in Bank (912)	912	1000 sq. ft.	100.35	32%	16.06	3.41	\$48,916
Automobile Parts and Service Center (943)	943	1000 sq. ft.	16.6	100%	8.30	1.76	\$25,287
Convenience Store (851)	851	1000 sq. ft.	762.28	16%	59.08	12.53	\$179,984
Golf Course (430)	430	Acres	3.74	100%	1.87	0.40	\$5,697
Marina (420)	420	Berths	2.41	100%	1.21	0.26	\$3,671
Fast-Food Restaurant with Drive-Through Window (934)	934	1000 sq. ft.	467.48	23%	52.59	11.15	\$160,226
High-Turnover (Sit-Down) Restaurant (932)	932	1000 sq. ft.	107.2	38%	20.37	4.32	\$62,053
Fine Dining Restaurant (931)	931	1000 sq. ft.	83.84	38%	15.93	3.38	\$48,531
Convenience Store/Gas Station (945)	945	Fueling Positions	265.12	16%	20.55	4.36	\$62,598
General Office Building (710)	710	1000 sq. ft.	10.84	100%	5.42	1.15	\$16,513
Medical-Dental Office Building - Stand-Alone (720)	720	1000 sq. ft.	36.00	100%	18.00	3.82	\$54,839
Hospital (610)	610	1000 sq. ft.	10.77	100%	5.39	1.14	\$16,406
Nursing Home (620)	620	1000 sq. ft.	6.75	100%	3.38	0.72	\$10,282
Church (560)	560	1000 sq. ft.	7.6	100%	3.80	0.81	\$11,577
Private School (K-12) (532)	532	Students	2.48	100%	1.24	0.26	\$3,778
Day Care Center (565)	565	Students	4.09	100%	2.05	0.43	\$6,230
General Light Industrial (110)	110	1000 sq. ft.	4.87	100%	2.44	0.52	\$7,419
Warehousing (150)	150	1000 sq. ft.	1.48	100%	0.74	0.16	\$2,254

Context

The following sections provide a comprehensive overview of the legal framework established by Florida Statutes that permits the implementation of a mobility fee. Additionally included is a summary of the extraordinary circumstances that demonstrate the need for an increase beyond the standard allowable percentage, as permitted by Section 163.31801 of the Florida Statutes. Finally, the necessary regulatory amendments that City staff should pursue following the adoption of the mobility fee are described.

SUMMARY OF CONTEXT

Florida law allows local governments to create a “Mobility Plan” and associated fees for the purpose of funding transportation improvements in their jurisdictions. The law states that these fees cannot be used to block or delay development approvals if developers have agreed to pay the transportation costs associated with their projects. It also says that any revenue gained as a result of these fees must be dedicated to the projects outlined in the Mobility Plan. Such fees must also follow other Florida laws for impact fees. To ensure full compliance with Florida law, there are five actions that must be taken as part of or prior to the new fee’s adoption: the new study and associated fees must be adopted within one year of beginning the study; 90 days’ notice is required before adopting an increased fee; two publicly noticed workshops must be held; approval of the fee increase must receive a two-thirds majority vote from Council; and the Plan and fee study must be consistent with Florida Statutes.

The current mobility fee study, which was conducted under unusual economic conditions, aims to change fees that have not been updated since 2008. Increased construction costs, inflation, and supply chain disruptions are among the factors that have made it necessary to raise the fees in order to keep up with the higher costs of materials and labor.

There are two changes that must be made to City policies and regulations to reflect this new fee. First, the Comprehensive Plan needs to be updated to explicitly reference the Mobility Plan and fee, replacing terms like “transportation impact fee” with “mobility fee”. Second, the Land Development Code must be revised to include the new Mobility Fee schedule and relevant policies from the Comprehensive Plan and Mobility Plan, which ensures that all City documents stay consistent with current transportation funding goals and with each other.

LEGAL FRAMEWORK

Florida Statutes s. 163.3180 authorizes local governments to establish a mobility plan and associated fees for their transportation systems. However, localities cannot use this alternative system to delay or deny applications for site plan approvals, plat approvals, final subdivision approvals, building permits, or their functional equivalents, provided that developers commit to funding the transportation impacts their projects create, as defined by the local government's fee structure.

The revenue generated from the mobility fee must be allocated to the implementation of the Mobility Plan, which serves as the foundational basis for the fee itself. Additionally, the

mobility fee must adhere to Section 163.31801 of the Florida Statutes, which outlines regulations for impact fees.

To ensure compliance with Section 163.31801, the following steps are required prior to or as part of the fee's adoption:

- The new study and associated fees must be adopted within 12 months of initiating the fee study.
- A minimum of 90 days' notice is required before the effective date of any fee increase.
- At least two publicly noticed workshops must be conducted.
- The ordinance approving the fee increase must receive a two-thirds majority vote from the City Council.
- The Mobility Plan and Mobility Fee Study align with all relevant stipulations outlined in Sections 163.3180 and 163.31801 of the Florida Statutes.

EXTRAORDINARY CIRCUMSTANCES

The mobility fee study is being conducted under exceptional circumstances that highlight the need for a substantial increase in the City's current transportation impact fee, which has remained unchanged since June 2008. This fee update will be closely aligned with the Phase 1 projects outlined in the recently adopted Mobility Plan and described above.

The timing of this fee update is particularly critical given the extraordinary economic conditions stemming from various factors. The ongoing repercussions of policies implemented to mitigate the impacts of COVID-19, along with sustained disruptions in global supply chains vital to the availability of construction materials and equipment, have led to significant price increases in construction costs. These price hikes are driven by inflation, characterized by a substantial increase in the U.S. dollar money supply, persistent supply chain challenges, and robust demand for new construction.

Additionally, a strong housing market, fluctuations in the labor market, and heightened government spending on infrastructure have further contributed to elevated demand and prices in the construction sector. The U.S. Bureau of Labor Statistics' Producer Price Index by Commodity for Construction Materials serves as a key indicator of these trends. Since March 2020, when the COVID-19 pandemic began, material prices have surged by 32% as of November 2023. While this study does not predict that such price increases will continue at the same pace, the extraordinary events of the past three years necessitate an update to project costs and, consequently, the impact fee.

Moreover, it's important to highlight that construction costs have significantly risen since the current impact fee was established in 2008. The Producer Price Index for Construction Materials increased from 200.4 in June 2008 to 337.3 in June 2023, reflecting the urgent need for a fee adjustment to account for these rising costs.

REGULATORY AMENDMENTS

The following outlines the two regulatory amendments required to City documents after the adoption of the mobility fee, ensuring consistency with the City’s policies, Comprehensive Plan, and Land Development Code:

- **Comprehensive Plan:** The Mobility Plan and associated fee should be explicitly referenced within the Comprehensive Plan. Additionally, all instances of “transportation impact fee” must be updated to “mobility fee,” and any language that ties the mobility fee to concurrency should be removed.
- **Land Development Code (LDC):** The section of the LDC addressing transportation impact fees should be revised to include the Mobility Fee schedule. This update must also incorporate references to the relevant policies within the Comprehensive Plan and the Mobility Plan.

Methodology

This section outlines the methodology used to determine the new mobility fee, which follows a proportionate share allocation model. This approach estimates the costs of infrastructure improvements required to support new development and allocates these costs based on projected increases in transportation demand. The demand is forecasted by calculating the number of new daily trips generated by future development, using data from the Destin Mobility Plan, adopted in September 2024.

The Destin Mobility Plan identifies key infrastructure projects needed to accommodate growth, including new transportation facilities and improvements to existing facilities.

The total cost of the infrastructure improvements outlined in the Destin Mobility Plan is divided by the projected growth in Equivalent Dwelling Units (EDUs), ensuring that each new development contributes its proportional share of the transportation improvements necessary to support future growth.

SUMMARY OF STEPS USED TO CALCULATE MOBILITY FEE

These steps are described in more detail in the following sections.

1. Calculate Standard Service Unit. When new homes or businesses are built, they add traffic to the roads. To fairly measure how much traffic each use type adds, Equivalent Dwelling Units (EDUs) are used. One EDU represents the traffic generated by a typical single-family home. This allows us to compare different types of buildings and figure out how much traffic they’ll create. Each building type is evaluated based on how much traffic it generates compared to a single-family home, and only new trips are counted.
2. Analyze the relationship between dwelling units and trip generation. To ensure the fee is fair, we looked at how the size of a home affects the impact it has on traffic. Three main sources of information were used for this analysis: property data, such as home size and number of bedrooms; household occupancy data, the number of people living in homes of different sizes; and household trip rates, or how

often people travel based on their household size. This information was used to figure out how the square footage of a home relates to the amount of traffic the home generates. We found that larger homes with more bedrooms tend to generate more trips.

- a. For short-term rental properties, a similar method was used. However, since short-term rentals are typically more frequently occupied, the calculation was adjusted to assume they were always fully booked.
3. Calculate Equivalent Dwelling Units (EDUs). An EDU measures the traffic impact of a typical single-family home, using Institute of Transportation Engineers (ITE) land use code 210 as the standard. The number of trips people make, based on data from the National Household Travel Survey (NHTS), is adjusted to match the ITE's traffic rates for homes. This adjustment makes sure the data is consistent and takes into account the differences in traffic created by different types of households. For other kinds of uses, we calculate how much traffic they generate compared to that single-family home. Pass-by trips and diverted link trips were not counted, and only one side of the trip (either arrival or departure) was counted to avoid double-counting the trip.
4. Estimate the cost of Phase 1 improvements. The total estimated cost of Phase 1 improvements is \$30,060,059.
5. Estimate EDUs through 2040. Population and employment growth forecasts were used to estimate the total number of EDUs expected by 2040. To calculate the projected EDUs, the expected growth in people and jobs was converted to square footage, as needed, and then matched with the appropriate ITE code for each job type. This calculation gives us an estimate of 2092.62 EDUs by 2040.
6. Calculate the Mobility Fee. Divide the total cost of planned improvements (from Step 4) by the estimated EDUs (from Step 5):

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (EDUs)} = \$14,364.79$$

CALCULATING STANDARDIZED SERVICE UNIT

The transportation demand created by different land use types are standardized into a unit of measurement known as the service unit, defined as the Equivalent Dwelling Unit (EDU). One EDU represents the transportation demand generated by a typical single-family detached home. This standardized metric allows for consistently comparing various land uses based on their impact on the transportation system.

Trip generation data—measuring vehicle movements generated by different types of development—forms the foundation for calculating service units. Mobility fees account for demand across all transportation modes, including motorized and non-motorized travel.

Each land use type is evaluated according to its relative travel demand compared to a standard single-family home. Trip generation rates are adjusted to reflect only net new trips that contribute additional demand to the transportation system.

RELATIONSHIP BETWEEN DWELLING UNITS AND TRIP GENERATION

This section reviews how the relationship between dwelling unit size, the number of bedrooms, and trip-making behavior was developed for the Destin context. The goal is to ensure that the mobility fee accurately reflects the impact of various residential development scales. The data for this analysis were drawn from three key sources:

1. **Parcel characteristics**, including land use type, number of bedrooms, and building square footage, were obtained from the Okaloosa County Property Appraiser's records. This provided detailed insights into the physical attributes of the housing stock in the area.
2. **Household occupancy** data from the 2021 American Community Survey (ACS) Public Use Microdata Sample (PUMS)¹ for Okaloosa County allowed for localized estimates of residents per household by dwelling unit type and size. The results are presented in Table 2.

Table 2 Persons/household by # of bedrooms, SFDU (2021 ACS PUMS, Okaloosa County)

# of bedrooms	Persons per Household
1	1.74
2	1.98
3	2.42
4	3.06
5	3.67

3. **Household person trip rates** were sourced from the 2022 National Household Travel Survey (NHTS)², with a focus on the South Atlantic region and Metropolitan Statistical Areas (MSAs) under one million residents, which provides region-specific data on travel behavior. This data is crucial in informing the relationship between housing characteristics and transportation demand in Destin.

Table 3 Trips per Person by Household Size (NHTS 2021, South Atlantic)

Household Size	Daily Trips per Person
1	2.61
2	2.35
3	2.48
4	2.22
5	1.60

¹ <https://www.census.gov/programs-surveys/acs.html>

² <https://nhts.ornl.gov>

6	1.12
7	1.55

These sources were combined to establish the relationship between square footage and trip generation for single-family homes. A logarithmic regression model was used to capture the non-linear relationship between dwelling unit size and the number of trips generated. The resulting estimates of trips per household size for single-family dwelling units (SFDU) are presented in Figure 1.



Figure 1 Relationship between trips and square footage for a single-family residential home

Short-Term Rental Trip Generation

Trip generation rates for short-term rentals were calculated similarly to those for single-family homes, with adjustments reflecting the higher utilization rates of short-term rental properties. Trip-making rates were adjusted to assume 100% occupancy based on the number of bedrooms. The resulting expected trips based on the number of square feet are depicted in Figure 2.

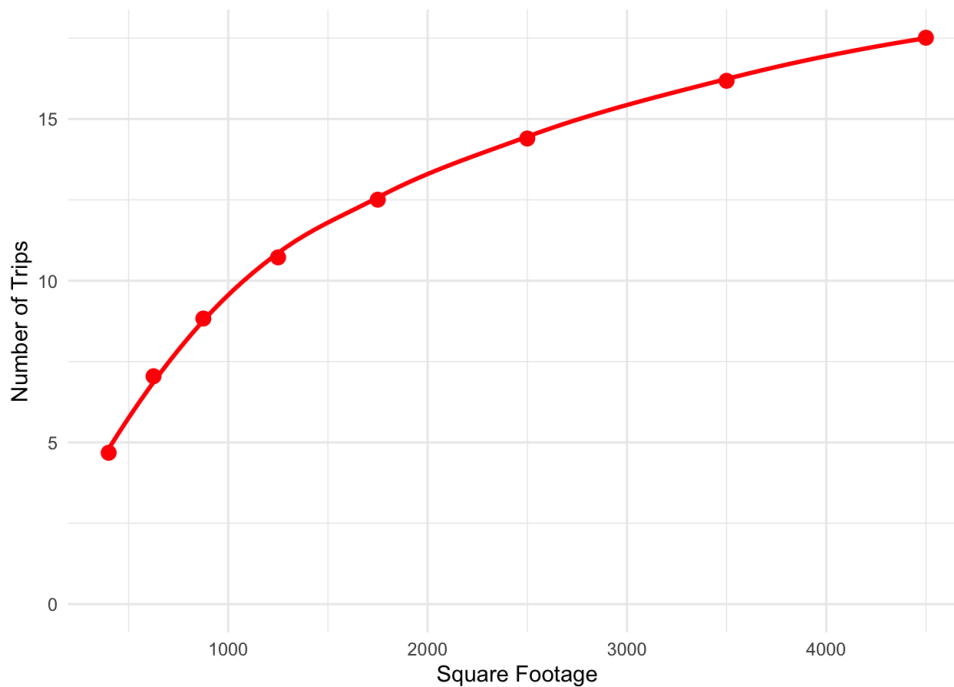


Figure 2 Relationship between trips and square footage for a short-term rental

CALCULATING EQUIVALENT DWELLING UNITS (EDUs)

This step involves standardizing transportation demand across different land uses into EDUs, allowing for consistent fee calculations. The EDU is based on the transportation impact of a typical single-family detached home, using Institute of Transportation Engineers (ITE) land use code 210 as the benchmark. Household trip rates calculated using the National Household Travel Survey (NHTS) are refactored by adjusting them to match the proportionate ITE residential trip generation rates. This adjustment ensures all rates are sourced from ITE and are internally consistent, while also representing the varying impacts of different household types.

Pass-by trips refer to vehicles already on the road that stop at a development before continuing their route. Diverted-link trips divert from their original route to visit a development before rejoining the network. Since these trips do not generate new traffic, they are excluded from the EDU calculations. Additionally, ITE trip generation rates are halved to represent only the production side (as trip generation includes both arrivals and departures). The resulting EDUs are presented in Table 4.

Table 4 EDU by land use type

Proposed Land Uses	ITE Code	Unit Type	ITE Rate	% New Trips	New 1-way trips	EDU
Single-Family Detached	210	Dwelling	9.43	100%	4.72	1.00
Long-term Residential						
Less than 500 sq. ft.				100%	3.30	0.70

500—749 sq. ft.				100%	4.00	0.85
750—999 sq. ft.				100%	4.52	0.96
1,000—1,499 sq. ft.				100%	5.08	1.08
1,500—1,999 sq. ft.				100%	5.61	1.19
2,000—2,999 sq. ft.				100%	6.16	1.31
3,000—3,999 sq. ft.				100%	6.69	1.42
4,000 sq. ft. or more				100%	7.08	1.50
Short-term Residential						
Less than 500 sq. ft.				100%	4.68	0.99
500—749 sq. ft.				100%	7.05	1.49
750—999 sq. ft.				100%	8.83	1.87
1,000—1,499 sq. ft.				100%	10.72	2.27
1,500—1,999 sq. ft.				100%	12.50	2.65
2,000—2,999 sq. ft.				100%	14.40	3.05
3,000—3,999 sq. ft.				100%	16.18	3.43
4,000 sq. ft. or more				100%	17.51	3.71
Multifamily Housing (Low-Rise) (220)	220	Dwelling	6.74	100%	3.37	0.71
Multifamily Housing (Mid-Rise) (221)	221	Dwelling	4.53	100%	2.27	0.48
Mobile Home Park (240)		Dwelling	7.12	100%	3.56	0.76
Hotel/Motel (310)	310	Room	7.99	100%	4.00	0.85
Shopping Center >150k (820)	820	1000 sq. ft.	37.01	51%	9.44	2.00
Shopping Plaza 40-150k (821)	821	1000 sq. ft.	67.52	40%	13.50	2.86
Shopping Plaza 40-150k - w/Supermarket (821)	821	1000 sq. ft.	94.49	40%	18.90	4.01

Calculation of the Mobility Fee

After calculating EDUs, the next step is to allocate the costs of necessary transportation improvements based on expected growth in EDUs. By estimating the number of new EDUs, we determine each development's proportional share of infrastructure costs for the projects outlined in the Destin Mobility Plan.

PLANNED IMPROVEMENTS

The cost of planned transportation infrastructure improvements comes from the Destin Mobility Plan, which details essential projects needed to support growth. These include road expansions, multimodal enhancements like bike lanes and sidewalks, and other upgrades. Cost estimates for these projects were developed. Based on the Mobility Plan,

as illustrated in 5, Phase 1 projects that are to be funded by the Mobility Fee are anticipated to cost \$30,060,059.

Table 5 Phase I Mobility Fee Projects

ID	Name	Cost	Phase
NC-4	98 Palms Boulevard	\$9,149,623	1
MU-1	Powerline easement (west) Multi-use Path	\$10,000,000	1
NC-5	Mattie M. Kelly Boulevard	\$844,581	1
IS-1	Stahlman Avenue at Zerbe St & Harbor Blvd	\$135,828	1
CC-4	Azalea Drive Extension	\$9,632,529	1
IS-8	Calhoun Avenue at Sibert Ave	\$19,399	1
SW-9	Indian Trail Sidewalk	\$278,099	1
	TOTAL	\$30,060,059	

ESTIMATING EQUIVALENT DWELLING UNITS (EDUs) THROUGH 2040

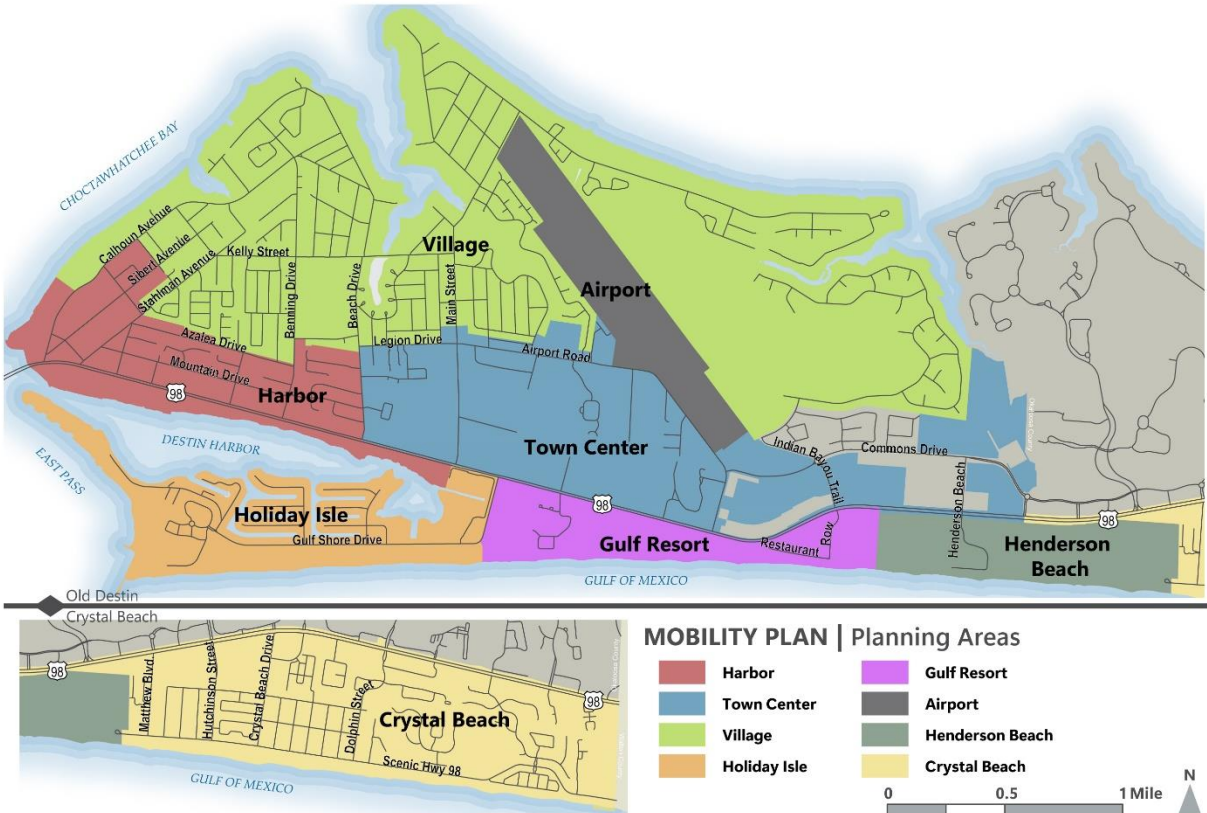
Population and employment growth forecasts for Destin were used to project the total number of EDUs expected by 2040. These assumptions are documented in Table 6. The growth projections for people and jobs are translated into EDUs by converting growth units to square footage³, when necessary, and matching the mixture of associated Institute of Transportation Engineers (ITE) land use code presently on the ground in Destin for each job type. The result is an estimate of EDUs anticipated by 2040.

Table 6 Population and employment growth forecast (new units anticipated by 2040)

Planning Area	SF Pop	MF Pop	Housing Units	Hotel/Motel	Seasonal	Ser Emp	Com Emp	Ind Emp	Tot Emp
Airport	0	0	0	0	0	2	0	0	2
Crystal Beach	104	236	163	80	340	59	45	7	111
Gulf Resort	11	63	36	84	59	301	138	34	473
Harbor	59	284	165	96	280	51	45	10	106
Henderson Beach	3	1	2	0	6	3	1	0	4
Holiday Isle	38	262	144	30	225	64	23	8	95
Town Center Commons	90	472	270	198	449	211	165	31	407
Village	173	331	242	59	531	22	16	3	41
Grand Total	478	1649	1022	547	1890	713	433	93	1239

Figure 1. Planning Area Map.

³ The following estimates of square footage per employee were utilized in this conversion process: 250 sq. ft. per service employee, 450sq. ft. per commercial employees, and 1,000 sq. ft. per employee for industrial jobs.



CALCULATING THE MOBILITY FEE

With the total number of Equivalent Dwelling Units (EDUs) projected by 2040 and the cost of planned infrastructure improvements established, the Mobility Fee is calculated by distributing the improvement costs across the anticipated EDUs. Based on the forecast presented in Table 6, 2092.62 EDUs are anticipated by 2040.

The final step in calculating the fee per EDU is dividing the total cost of the planned improvements by the total projected EDUs.

$$\$30,060,059 \text{ (improvements)} / 2092.62 \text{ (forecasted EDUs)} = \$14,364.79$$

With the calculation complete, the maximum Mobility Fee per EDU is \$14,364.79. This maximum fee, applied to EDUs per land use type, are presented in Table 1 in the Fee Schedule section of this memo.

MOBILITY FEE OPTIONS

DESTIN, FLORIDA

FEE OPTION #1: MAXIMUM FEES FOR ALL USES

The first option for the proposed mobility fee schedule is to adopt the maximum fees from the mobility fee study for all use categories. The resulting fee schedule is listed below:

Proposed Land Uses	ITE 11th	Maximum Fee
Long-term Residential	Dwelling	
Less than 500 sq. ft.		\$10,047
500—749 sq. ft.		\$12,173
750—999 sq. ft.		\$13,776
1,000—1,499 sq. ft.		\$15,475
1,500—1,999 sq. ft.		\$17,078
2,000—2,999 sq. ft.		\$18,778
3,000—3,999 sq. ft.		\$20,381
4,000 sq. ft. or more		\$21,578
Short-term Residential		
Less than 500 sq. ft.		\$14,257
500—749 sq. ft.		\$21,466
750—999 sq. ft.		\$26,901
1,000—1,499 sq. ft.		\$32,662
1,500—1,999 sq. ft.		\$38,097
2,000—2,999 sq. ft.		\$43,858
3,000—3,999 sq. ft.		\$49,293
4,000 sq. ft. or more		\$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	\$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	\$6,901
Mobile Home Park (240)	Dwelling	\$10,846
Hotel/Motel (310)	Room	\$12,171
Shopping Center >150k (820)	1000 sq. ft.	\$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	\$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	\$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	\$33,178
Automobile Sales (New) (840)	1000 sq. ft.	\$42,409
Supermarket (850)	1000 sq. ft.	\$34,307
Drive-in Bank (912)	1000 sq. ft.	\$48,916
Automobile Parts and Service Center (943)	1000 sq. ft.	\$25,287
Convenience Store (851)	1000 sq. ft.	\$179,984

Golf Course (430)	Acres	\$5,697
Marina (420)	Berths	\$3,671
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	\$160,226
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	\$62,053
Fine Dining Restaurant (931)	1000 sq. ft.	\$48,531
Convenience Store/Gas Station (945)	Fueling Positions	\$62,598
General Office Building (710)	1000 sq. ft.	\$16,513
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	\$54,839
Hospital (610)	1000 sq. ft.	\$16,406
Nursing Home (620)	1000 sq. ft.	\$10,282
Church (560)	1000 sq. ft.	\$11,577
Private School (K-12) (532)	Students	\$3,778
Day Care Center (565)	Students	\$6,230
General Light Industrial (110)	1000 sq. ft.	\$7,419
Warehousing (150)	1000 sq. ft.	\$2,254

FEE OPTION #2: DISCOUNTS FOR LONG-TERM RESIDENTIAL AND COMMUNITY SUPPORT SERVICES

The second fee option provides a 50% discount for all long-term residential uses, and 25% discount for community support services.

PROPOSED FEE SCHEDULE - DISCOUNTED USES

The tables below list discounted use categories, the recommended fee discount, and the resulting adjusted fee.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount \$	Adjusted Fee
Long-term Residential*	Dwelling				
Less than 500 sq. ft.		\$10,047	50%	\$5,024	\$5,023
500—749 sq. ft.		\$12,173	50%	\$6,087	\$6,086
750—999 sq. ft.		\$13,776	50%	\$6,888	\$6,888
1,000—1,499 sq. ft.		\$15,475	50%	\$7,738	\$7,737
1,500—1,999 sq. ft.		\$17,078	50%	\$8,539	\$8,539
2,000—2,999 sq. ft.		\$18,778	50%	\$9,389	\$9,389
3,000—3,999 sq. ft.		\$20,381	50%	\$10,191	\$10,190
4,000 sq. ft. or more		\$21,578	50%	\$10,789	\$10,789
Drive-in Bank (912)	1000 sq. ft.	\$48,916	25%	\$12,229	\$36,687
Automobile Parts and Service Center (943)	1000 sq. ft.	\$25,287	25%	\$6,322	\$18,965
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	\$160,226	25%	\$40,057	\$120,169
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	\$62,053	25%	\$15,513	\$46,540
Fine Dining Restaurant (931)	1000 sq. ft.	\$48,531	25%	\$12,133	\$36,398

General Office Building (710)	1000 sq. ft.	\$16,513	25%	\$4,128	\$12,385
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	\$54,839	25%	\$13,710	\$41,129
Hospital (610)	1000 sq. ft.	\$16,406	25%	\$4,102	\$12,304
Nursing Home (620)	1000 sq. ft.	\$10,282	25%	\$2,571	\$7,711
Church (560)	1000 sq. ft.	\$11,577	25%	\$2,894	\$8,683
Private School (K-12) (532)	Students	\$3,778	25%	\$945	\$2,833
Day Care Center (565)	Students	\$6,230	25%	\$1,558	\$4,672

PROPOSED FEE SCHEDULE - USES WITH MAXIMUM FEES

The tables below list maximum fee use categories and their fees based on the fee study.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount \$	Adjusted Fee
Short-term Residential	Dwelling				
Less than 500 sq. ft.		\$14,257	0%	\$0	\$14,257
500—749 sq. ft.		\$21,466	0%	\$0	\$21,466
750—999 sq. ft.		\$26,901	0%	\$0	\$26,901
1,000—1,499 sq. ft.		\$32,662	0%	\$0	\$32,662
1,500—1,999 sq. ft.		\$38,097	0%	\$0	\$38,097
2,000—2,999 sq. ft.		\$43,858	0%	\$0	\$43,858
3,000—3,999 sq. ft.		\$49,293	0%	\$0	\$49,293
4,000 sq. ft. or more		\$53,352	0%	\$0	\$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	\$10,267	0%	\$0	\$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	\$6,901	0%	\$0	\$6,901
Mobile Home Park (240)	Dwelling	\$10,846	0%	\$0	\$10,846
Hotel/Motel (310)	Room	\$12,171	0%	\$0	\$12,171
Automobile Sales (New) (840)	1000 sq. ft.	\$42,409	0%	\$0	\$42,409
Convenience Store (851)	1000 sq. ft.	\$179,984	0%	\$0	\$179,984
Golf Course (430)	Acres	\$5,697	0%	\$0	\$5,697
Marina (420)	Berths	\$3,671	0%	\$0	\$3,671
Convenience Store/Gas Station (945)	Fueling Positions	\$62,598	0%	\$0	\$62,598
Shopping Center >150k (820)	1000 sq. ft.	\$28,753	0%	\$0	\$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	\$41,141	0%	\$0	\$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	\$57,575	0%	\$0	\$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	\$33,178	0%	\$0	\$33,178
Supermarket (850)	1000 sq. ft.	\$34,307	0%	\$0	\$34,307
General Light Industrial (110)	1000 sq. ft.	\$7,419	0%	\$0	\$7,419
Warehousing (150)	1000 sq. ft.	\$2,254	0%	\$0	\$2,254

FEE OPTION #3: NO INCREASE FOR LONG-TERM RESIDENTIAL AND DISCOUNTS FOR COMMUNITY SUPPORT SERVICES

The third option provides for no change in the long-term residential fee from what is currently in place, and the same discounts for community support services as listed in option #2.

PROPOSED FEE SCHEDULE - DISCOUNTED USES

The tables below list discounted use categories, the recommended fee discount, and the resulting adjusted fee.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount \$	Adjusted Fee
Long-term Residential	Dwelling				
Less than 500 sq. ft.		\$10,047	94%	\$9,464	\$583
500—749 sq. ft.		\$12,173	94%	\$11,449	\$724
750—999 sq. ft.		\$13,776	94%	\$12,921	\$855
1,000—1,499 sq. ft.		\$15,475	93%	\$14,459	\$1,016
1,500—1,999 sq. ft.		\$17,078	93%	\$15,880	\$1,198
2,000—2,999 sq. ft.		\$18,778	92%	\$17,353	\$1,425
3,000—3,999 sq. ft.		\$20,381	92%	\$18,704	\$1,677
4,000 sq. ft. or more		\$21,578	91%	\$19,682	\$1,896
Drive-in Bank (912)	1000 sq. ft.	\$48,916	25%	\$12,229	\$36,687
Automobile Parts and Service Center (943)	1000 sq. ft.	\$25,287	25%	\$6,322	\$18,965
Fast-Food Restaurant with Drive-Through Window (934)	1000 sq. ft.	\$160,226	25%	\$40,057	\$120,169
High-Turnover (Sit-Down) Restaurant (932)	1000 sq. ft.	\$62,053	25%	\$15,513	\$46,540
Fine Dining Restaurant (931)	1000 sq. ft.	\$48,531	25%	\$12,133	\$36,398
General Office Building (710)	1000 sq. ft.	\$16,513	25%	\$4,128	\$12,385
Medical-Dental Office Building - Stand-Alone (720)	1000 sq. ft.	\$54,839	25%	\$13,710	\$41,129
Hospital (610)	1000 sq. ft.	\$16,406	25%	\$4,102	\$12,304
Nursing Home (620)	1000 sq. ft.	\$10,282	25%	\$2,571	\$7,711
Church (560)	1000 sq. ft.	\$11,577	25%	\$2,894	\$8,683
Private School (K-12) (532)	Students	\$3,778	25%	\$945	\$2,833
Day Care Center (565)	Students	\$6,230	25%	\$1,558	\$4,672

PROPOSED FEE SCHEDULE - USES WITH MAXIMUM FEES

The tables below list maximum fee use categories and their fees based on the fee study.

Proposed Land Uses	ITE 11th	Maximum Fee	Discount %	Discount \$	Adjusted Fee
Short-term Residential	Dwelling				
Less than 500 sq. ft.		\$14,257	0%	\$0	\$14,257
500—749 sq. ft.		\$21,466	0%	\$0	\$21,466
750—999 sq. ft.		\$26,901	0%	\$0	\$26,901
1,000—1,499 sq. ft.		\$32,662	0%	\$0	\$32,662

1,500—1,999 sq. ft.		\$38,097	0%	\$0	\$38,097
2,000—2,999 sq. ft.		\$43,858	0%	\$0	\$43,858
3,000—3,999 sq. ft.		\$49,293	0%	\$0	\$49,293
4,000 sq. ft. or more		\$53,352	0%	\$0	\$53,352
Multifamily Housing (Low-Rise) (220)	Dwelling	\$10,267	0%	\$0	\$10,267
Multifamily Housing (Mid-Rise) (221)	Dwelling	\$6,901	0%	\$0	\$6,901
Mobile Home Park (240)	Dwelling	\$10,846	0%	\$0	\$10,846
Hotel/Motel (310)	Room	\$12,171	0%	\$0	\$12,171
Automobile Sales (New) (840)	1000 sq. ft.	\$42,409	0%	\$0	\$42,409
Convenience Store (851)	1000 sq. ft.	\$179,984	0%	\$0	\$179,984
Golf Course (430)	Acres	\$5,697	0%	\$0	\$5,697
Marina (420)	Berths	\$3,671	0%	\$0	\$3,671
Convenience Store/Gas Station (945)	Fueling Positions	\$62,598	0%	\$0	\$62,598
Shopping Center >150k (820)	1000 sq. ft.	\$28,753	0%	\$0	\$28,753
Shopping Plaza 40-150k (821)	1000 sq. ft.	\$41,141	0%	\$0	\$41,141
Shopping Plaza 40-150k - w/Supermarket (821)	1000 sq. ft.	\$57,575	0%	\$0	\$57,575
Strip Retail Plaza <40k (822)	1000 sq. ft.	\$33,178	0%	\$0	\$33,178
Supermarket (850)	1000 sq. ft.	\$34,307	0%	\$0	\$34,307
General Light Industrial (110)	1000 sq. ft.	\$7,419	0%	\$0	\$7,419
Warehousing (150)	1000 sq. ft.	\$2,254	0%	\$0	\$2,254

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: May 15, 2025
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Ordinance
OUTLINE NUMBER: 4.C.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney
David Prichard, Community Development Director
Steve O'Connor, Deputy Community Development Director

FROM: Daniel Butler, Principal Planner

DATE: May 8, 2025

SUBJECT: Ordinance 25-10-LC – Revising Rear Setbacks for Townhomes within the High Density Residential (HDR) zoning district.

I. BACKGROUND: Currently, per the City’s *Land Development Code (LDC) Section 7.12.08, Table 7-3: Schedule of Dimensional Requirements in Zoning Districts*, townhomes (multi-family development) are required to provide a rear setback of 10’ for any portion of a building having a height of 35 feet or less if the property does not front the harbor, bay, or gulf. The language reads as follows –

*For lots fronting the harbor: Zero feet. For lots fronting the Choctawhatchee Bay: rear setback must meet the requirements set forth in section 11.01.10 Bay shoreline protection zone. For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the harbor, bay or the gulf, but instead have a rear property line, **ten** feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet on each side.*

II. DISCUSSION: There are multiple townhome properties within the HDR zoning district that have built accessory structures, such as attached decks/patios, onto the rear of their residence, intruding into the required ten foot (10’) rear setback. Some of these improvements were made illegally without a permit, while a couple of others were erroneously approved and permitted by previous City Staff.

In an attempt to eliminate these nonconforming structures within the City, Staff is suggesting to

reduce the required rear setback for townhome properties within the HDR zoning district that do not front the harbor, bay, or gulf and have a maximum building height of 35 feet (35') or less to five feet (5') rather than the currently required ten feet (10'). This would still provide a minimum of ten feet (10') between any two townhome structures that were to back up to each other, if designed accordingly.

As proposed, this ordinance would have no effect on single-family dwellings, apartment and/or condominium buildings within the HDR Zoning District.

A. **Link to Strategic Goals / Objectives:** III. Economic development and revitalization

B. **Effect on Budget (EOB):** n/a

C. **Level of Service (LOS):** n/a

D. **Legislative Sponsor:**

E. **Business Impact Statement:**

III. CONCLUSION: Staff recommends that the LPA recommend City Council approval for proposed **Ordinance 25-10-LC**, which would reduce the required rear setback for townhome properties within the HDR zoning district that do not front the harbor, bay, or gulf and have a maximum building height of 35 feet (35') or less to five feet (5') rather than the currently required ten feet (10').

IV. RECOMMENDED MOTION: I move that the Local Planning Agency recommend City Council approve Ordinance 25-10-LC.

Attachments:

1. 25-10-LC Setbacks
HDR townhomes

ORDINANCE NO. 2025-10-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, REDUCING CERTAIN SETBACKS FOR TOWNHOMES WITHIN THE HIGH DENSITY RESIDENTIAL (“HDR”) ZONING DISTRICT; AMENDING TABLE 7-3 “TABLE OF DIMENSIONAL REGULATIONS”; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; 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, Chapter 163, Part II, of Florida Statutes, entitled the Community Planning Act ("Act"), empowers and requires the City Council to plan for the City’s future development and growth and to adopt and amend its Land Development Code, or elements of portions thereof, to guide the future growth and development of the City; and

WHEREAS, the Land Development Code currently contains setback requirements which the City Council seeks to reduce for townhomes only in the High Density Residential (HDR) zoning district; and

WHEREAS, the City Council desires to provide for the health, safety and welfare of its citizens by modernizing and simplifying the LDC; and

WHEREAS, the City Council has determined that this ordinance is consistent with the adopted comprehensive plan and is in the best interests of the City and its citizens; and

WHEREAS, the Local Planning Agency held a public hearing, with all required public notice on for the purpose of providing recommendations to the City Council with regard to this Ordinance amending the Land development Code and recommended that the City Council adopt the Ordinance amending the Land Development Code; 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.**

Article 7 - LAND USE, TYPE, DENSITY, INTENSITY, ZONING AND REGULATORY CONTROLS

SECTION 3. TABLE 7-3 “TABLE OF DIMENSIONAL REGULATIONS

TABLE 7-3: SCHEDULE OF DIMENSIONAL REQUIREMENTS IN ZONING DISTRICTS

(Dimensions are in feet)

TABLE 7-3: SCHEDULE OF DIMENSIONAL REQUIREMENTS IN ZONING DISTRICTS

(Dimensions are in feet)

Zoning Districts	Minimum Lot Area (sq. ft.)	Minimum Lot Size		Maximum Building Height	Setbacks			Maximum Density (units per acre)	Maximum Floor Area Ratio	Minimum Open Space (%)
		Width	Depth		Front	Side	Rear			
BE - one d.u.	15,000	80	150	35/3 stories	20	10	10	2.90	N/A	25
LDR-V/LDR-H/MDR-V - one d.u.	7,500	70	100	35/3 stories	20	7½	10	5.81	N/A	25
LDR-HI/MDR-HI - one d.u.	7,500	70	100	30/3 stories	20	7½	10	5.81	N/A	30
HDR - one d.u.	7,500	70	100	30/3 stories	20	7½	10	9.90	N/A	30
CL - one d.u.	7,500	70	100	30/3 stories	20	7½	10	9.00	N/A	30
ROI-TD - one d.u.	7,500	70	100	30/3 stories	20	7½	10	9.00	N/A	30
ROI-VR/ROI-CBR - one d.u.	7,500	70	100	35/3 stories	20	7½	10	9.00	N/A	25
CBN - one d.u.	7,500	70	100	30/3 stories	20	7½	10	6.00	N/A	30
CBN-TDD - one d.u. (Y)	Q	50	150	Q	Q	Q	Q	Q	Q	Q

CBR - one d.u.	7,500	70	100	30/3 stories	20	7½	10	6.00	N/A	30
CMU - one d.u.	7,500	70	100	35/3 stories	20	7½	10	6.00	N/A	25
CMU-V - one d.u.	5,000	50	100	35/3 stories	20	7½	10	9.00	N/A	25
CMU-V - two or more d.u.	None	None	None	50/4 stories	H	H	H	12.00	N/A	25
CMU-V - non d.u.	None	None	None	F	H	H	H	N/A	.50	25
SHMU - one d.u.	7,500	70	100	30/3 stories	20	7½	10	9.00	N/A	30
NHMU - one d.u.	7,500	70	100	35/3 stories	20	7½	10	9.00	N/A	25
GRMU - one d.u.	7,500	70	100	50/4 stories	20	7½	10	9.00	N/A	30
HIMU - one d.u.	7,500	70	100	50/4 stories	20	7½	10	9.00	N/A	30
BRMU - one d.u.	7,500	70	100	35/3 stories	20	7½	10	9.00	N/A	25
MDR-V/MDR-HI - two or more d.u.	None	None	None	35/3 stories	A/B	A/B	A/B	9.90	N/A	25
HDR - two or more d.u.	None	None	None	50/4 stories	H	H	H	19.90	N/A	25
CBN - two or more d.u.	None	None	None	50/4 stories	20	A/B	A/B	6.00	N/A	25
CBN - non d.u.	None	None	None	50/4 stories	20	A/B	A/B	N/A	.50	25
CL - two or more d.u.	None	None	None	50/4 stories	20	A/B	A/B	12.00	N/A	25
CL - non d.u.	None	None	None	C	10	A/B	A/B	N/A	.50	25

CG - two or more d.u.	None	None	None	50/4 stories	K	K	K	16.90	N/A	25
CG - non d.u.	None	None	None	50/4 stories/F	K	K	K	N/A	1.30	25
CTS	None	None	None	35/3 stories	L	L	L	O	1.30	25
ROI-VR - two or more d.u.	None	None	None	35/3 stories/E	A/B	A/B	A/B	12.00	N/A	25
ROI-TD - two or more d.u.	None	None	None	30/3 stories/E	A/B	A/B	A/B	12.00	N/A	25
CBR - two or more d.u.	None	None	None	50/4 stories	M	M	M	12.00	N/A	25
CBR - non d.u.	None	None	None	50/4 stories	M	M	M	N/A	0.7	25
TCMU - one d.u.	5,000	50	100	35/3 stories	20	5	10	9.00	N/A	25
TCMU - two or more d.u.	None	None	None	50/4 stories	K	K	K	24.00	N/A	25
TCMU - none d.u.	None	None	None	75/6 stories	K	K	K	N/A	1.5	25
CMU - two or more d.u.	None	None	None	50/4 stories	H	H	H	12.00	N/A	25
CMU - non d.u.	None	None	None	50/4 stories/F	H	H	H	N/A	.50	25
SHMU - two or more d.u. (short-term)	None	None	None	50/4 stories/G	N	N	N	24	N/A	25
SHMU - two or more d.u. (long-term)	None	None	None	50/4 stories/G	N	N	N	24	N/A	25

SHMU - non d.u.	None	None	None	75/6 stories/G	N	N	N	N/A	.60	25
NHMU - two or more d.u.	None	None	None	50/4 stories	K	K	K	24.00	N/A	25
NHMU - non d.u.	None	None	None	35/3 stories	K	K	K	N/A	.60	25
GRMU - two or more d.u.	None	None	None	50/4 stories	M	M	M	24.00	N/A	25
GRMU - non d.u.	None	None	None	65/55 stories	M	M	M	N/A	1.30	25
HIMU - two or more d.u.	None	None	None	50/4 stories	H	H	H	16.90	N/A	25
HIMU - non d.u.	None	None	None	50/4 stories	H	H	H	N/A	1.30	25
BRMU - two or more d.u.	None	None	None	50/4 stories/P	M	M	M	16.90	N/A	25
BRMU - non d.u.	None	None	None	50/4 stories/P	M	M	M	N/A	.75/X	25
IN	None	None	None	35/3 stories	L	L	L	N/A	1.30	25
A	None	None	None	35/3 stories/I	J	J	J	N/A	1.30	25
INST	None	None	None	35/3 stories	None	None	None	N/A	.50	25
REC	None	None	None	35/3 stories	None	None	None	N/A	.20	25
CON	None	None	None	15/1 story	None	None	None	N/A	.05	80

Footnotes defining requirements:

- A. For all structures three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 15 feet on each side and the minimum rear setback shall be 20 feet.

For all buildings exceeding three stories in height, the minimum front setback shall be 20 feet, the minimum side setback shall be 20 feet and increased by two feet on each side for each story exceeding four stories, and a minimum 25-foot rear yard setback shall be required.

Within the Old Destin MMTD, no minimum front, side or rear setbacks are required, except where the property line is contiguous with a BE or LDR residential district boundary; then ten-foot side and rear yards, maintained as open space, shall be provided.

Buildings or structures three stories or less utilized for residential or multifamily purposes on the same lot shall be a minimum of ten feet apart. All buildings exceeding three stories in height, the distance apart on the same lot shall be increased by two feet for each story exceeding three stories with a maximum of 50 feet between buildings being required. There are no minimum spacing requirements between residential, nonresidential, mixed-use or multifamily buildings located on the same lot in the Old Destin MMTD.

- B. For all structures two stories or less in height, the minimum front setback shall be 20 feet, and no side or rear yards are required except where property line is contiguous with residential district boundary; then a ten-foot yard, maintained as open space, shall be provided. Within the Old Destin MMTD, no minimum front setback is required.
- C. Retail, service, restaurant, and similar commercial uses have a maximum height of 35 feet/two stories. Medical, office, hotel, motel, bed and breakfast, and other commercial transient living accommodations have a maximum height of 50 feet/four stories.
- D. Retail, service, restaurant, and similar commercial uses have a maximum height of 35 feet/three stories.
- E. For those properties that abut U.S. Highway 98, the height may be extended to a maximum of 50 feet and four stories.
- F. Office, neighborhood retail commercial goods and services, restaurant, and similar commercial uses have a maximum height of 35 feet/two stories.
- G. Please refer to the footnotes 1 through 3 of Table 1-13: general development standards for "SHMU" designated land of Policy 1-2.4.3(3) of the comprehensive plan for information on maximum building height and measurement of building height.
- H. The following setbacks shall apply to developments proposed in the HDR, CMU and HIMU zoning districts.
 - i. *Front setback.* For those properties that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.
 - ii. *Side setbacks.* Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.
 - iii. *Rear setback.* For lots fronting the harbor: Zero feet. For lots fronting the Choctawhatchee bay: rear setback must meet the requirements set forth in section 11.01.10 Bay shoreline protection zone. For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the harbor, bay or the gulf, but instead have a rear property line, ten feet for any portion of a building having a height of 35 feet or less. However, townhome units having a height of 35 feet or less may have a rear property line setback of five feet. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet on each side.
- I. Aircraft communication towers are exempt from the height limitations of this district, but continue to be subject to the remaining standards set forth in City of Destin Commercial Communications Tower Regulations, as now or hereafter amended.

- J. The setback requirements for the A district are as follows:
- Setbacks from taxiway pursuant to adopted FAA construction standards.
- Setbacks from property lines minimum of 15 feet.
- Building separation requirements minimum of ten feet or 20 feet if designated a fire lane.
- K. The following setbacks shall apply to developments proposed in the CG, NHMU and TCMU zoning districts:
- i. *Front setback.* For those properties that front U.S. Highway 98, 16 feet minimum to 26 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.
 - ii. *Side setbacks.* Zero feet for any portion of a building having a height of 40 feet or less. For any portion of a building having a height greater than 40 feet, the side setback shall be increased by two feet on each side for each ten feet or fraction thereof exceeding 40 feet in height. Those portions of a development that abut single-family, duplex or townhome uses shall meet the supplemental setbacks requirements set forth in Section 7.09.03.F.1.f.1.
 - iii. *Rear setback.* Zero feet. Those portions of a development that abut single-family, duplex or townhome uses shall meet the supplemental setbacks requirements set forth in Section 7.09.03.D.
- L. The following setbacks shall apply to developments proposed in the CTS and IN zoning districts:
- i. *Front setback.* For those properties within the Old Destin MMTD, zero feet minimum to ten feet maximum setback is required. For those properties outside of the Old Destin MMTD, a front setback of ten feet is required.
 - ii. *Side setbacks.* For all structures three stories or less in height no side yard is required except where the property line is contiguous with a residential district boundary; then a ten-foot yard, maintained as open space, shall be provided.
 - iii. *Rear setback.* For all structures three stories or less in height no rear yard is required except where the property line is contiguous with a residential district boundary; then a ten-foot yard, maintained as open space, shall be provided.
- M. The following setbacks shall apply to developments proposed in the CBR, BRMU and GRMU zoning districts:
- i. *Front setback.*
 - a. For those properties located in the CBR and BRMU zoning districts, ten feet minimum and no maximum.
 - b. For those properties in the GRMU zoning district and that front U.S. Highway 98, 15 feet minimum to 25 feet maximum for any portion of a building having a height below 40 feet. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet.
 - c. For those properties in the GRMU zoning district that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 30 feet.

- d. For those properties in the GRMU zoning district that have frontage on that portion of Scenic Highway 98 lying west of Henderson Beach State Park, zero feet minimum to ten feet maximum.
 - ii. *Side setbacks.* Ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.
 - iii. *Rear setback.* For lots fronting the gulf the rear setback will be established by DEP. For all lots that do not front the gulf, ten feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the rear setback shall be increased by two feet.
- N. The following setbacks shall apply to developments proposed in the SHMU zoning district:
- i. *Front setback.* For those properties that front U.S. Highway 98, 16 feet minimum to 26 feet maximum for any portion of a building having a height below 40 feet. For those properties that do not have frontage on U.S. Highway 98, ten feet minimum to 20 feet maximum for any portion of a building having a height of 40 feet or less. For any portion of a building having a height above 40 feet, the front setback shall be a minimum of 45 feet.
 - ii. *Side setbacks.* Zero feet for any portion of a building having a height of 35 feet or less. Fifteen feet for any portion of a building having a height above 35 feet but below 50 feet. For each ten feet or fraction thereof exceeding 50 feet in height, the side setback shall be increased by two feet on each side.
 - iii. *Rear setback.* Note: For lots that have a rear lot line on the harbor, a minimum setback of 15 feet shall apply in order to have enough space for the Harbor Boardwalk to be constructed when said boardwalk cannot be constructed over the Destin Harbor. Properties must still provide for the Harbor Boardwalk in accordance with Section 8.09.03(A)(9). For lots that have a rear lot line on Choctawhatchee Bay: rear setback must meet the requirements set forth in Section 11.01.10, Bay shoreline protection zone. For all lots that do not have a rear lot line on the harbor or the bay, but instead have a rear property line: Zero feet.
- O. No residential uses allowed, except for one custodian or night-watchman residence per development.
- P. In the BRMU zoning, district, the maximum height by right shall be 35 feet and three stories, excepting those properties that abut Emerald Coast Parkway, in which case height may be extended to a maximum of 50 feet and four stories.
- Q. Crystal Beach Neighborhood-Traditional Development District (CBN-TDD) overlay applies only to minimum lot width and depth.

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 _____,
2025.**

By: _____
Bobby Wagner, Mayor

ATTEST:

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

Rey Bailey, City Clerk

Kimberly Romano Kopp, City Attorney

First Reading: May 18, 2025
Second Reading: _____

CITY OF DESTIN – COMMUNITY DEVELOPMENT



AGENDA ITEM

MEETING DATE: May 15, 2025
BOARD/COMMITTEE: Local Planning Agency
TYPE OF AGENDA ITEM: Presentation
OUTLINE NUMBER: 4.D.

TO: Local Planning Agency

THRU: Kimberly Kopp, City Attorney
David Prichard, Community Development Director

FROM: Steve O'Connor, Deputy Community Development Director

DATE: May 7, 2025

SUBJECT: LDC Article 8 Discussion

I. BACKGROUND: On December 3, 2024, Planning Staff brought the LPA’s recommended Draft of Article 8 - Sign Regulations to the City Council for their review and feedback at a Public Workshop. Council had some discussion on the recommended regulations and now Staff is seeking LPAs guidance, feedback, or response to those discussion, and recommended changes.

II. DISCUSSION: American Planning Association Guidance

The Supreme Court Case *Reed v. Town of Gilbert, AZ (2015)* changed the way municipalities need to think about and develop their sign regulations. Since this ruling, the American Planning Association (APA) has provided guidance on how to be compliant with the ruling. The guidance is as follows:

1. Focus on type not message (Permanent/Temporary or Attached/detached)
2. Craft a compelling purpose statement
3. Review and update definitions of signs to remove any reference to content/message-based
4. Exemptions need to avoid content-based exemptions

Commercial & Non-commercial speech

The ruling does allow municipalities to identify signs as commercial or non-commercial speech to be able to distinguish and allow differing regulations for both types of speech. However, the regulations for non-commercial speech should be narrowed and focused. The regulations for

commercial speech can be more stringent but still consistent.

Council's Feedback or Comments: Council was generally on board with this direction based on the need to regulate signs per the Reed v. Gilbert, AZ ruling. There was some confusion or reservation on whether or not this is enforceable, but they understand it is the right direction.

Permanent & Temporary Signs

Establishing clear regulations for the differentiation of permanent and temporary regulations is critical. The current code does a good job of differentiating; however, the regulations are based on content and are not consistent throughout.

Council's Feedback or Comments: Council was good with the separation of the two classifications/types of signs as it clarifies the difference and allowance. Council wanted to reduce the total time allowed from 180 days to only 90 days. However, Council wanted to see allowances for "Special Event" signage. Council also thought about maybe allowing "wind devices" or "feather banners" during a special event. If the LPA wishes to allow these "Special Events", then Staff recommend requiring a permit for any **Commercial Special Event** that proposes to have signage temporarily. This will allow City Staff to ensure that the signs are taken down by a certain date as required. The permit **would not** apply to a non-commercial event such as a church, election, or other free-speech event.

See **Section 8.04.02.A** limiting the total number of days.

See the new proposed **Section 8.04.04 Temporary Event Signage**.

Sign Classification & Type Charts:

Based on the guidance provided by the APA and clear guidance provided in Justice Alito's concurring opinion of *Reed v. Town of Gilbert, AZ*, Staff developed the Sign Classification and Type Charts found in the two Permanent and Temporary Permitted signs. The Charts are a one-stop shop to determine how much sign square footage, number of signs, and where it can be located allowed by zoning district. This method was reviewed by several outside parties that include sign companies, and Staff received positive feedback on the charts' ease of use.

The numbers provided within the charts are either what currently exists or were created several sign types or classifications that don't have existing allowances. So, Staff used existing allowances to propose a starting allowance to begin the discussion based on the closest existing sign type.

Council's Feedback or Comments: Council was happy to see a chart that clarifies the allowances and makes it clear and legible for people to read and understand.

Permanent Commercial Signage in Residential Zones:

Right now, the current sign regulations allow for permanent signage whether attached or detached in residential districts. You can get 50 sq.ft. for any lot that has 50 linear feet of street frontage, or 1 sq.ft. per 1' of linear street frontage up to 150 sq.ft. for properties with 50 – 350 linear feet of street frontage. The draft regulations have carried that over. However, the LPA may want to consider a discussion on these regulations now that the type, classification, and timing are broken out by district.

Council's Comments or Feedback: No changes were discussed for this provision other than to make the signs at residential development entrances more clear.

Sign Height

Signs have been a hot topic over the last few years. With the undergrounding discussion, there was even more talk about signage cluttering out roadways. Therefore, staff have provided in the chart for permanent "Free Standing" signs different sign heights to show that we can regulate this differently by zoning district. Currently, all freestanding signs are allowed up to 25'. In the examples provided in the charts, Staff shows we can limit sign height in mixed-use districts to 8 feet while allowing commercial and industrial zones to be 25'. This difference was again to highlight the ability to develop different regulations based on the zoning districts rather than a one-height-fits-all sign code.

Council's Comments or Feedback: Council asked there to be some possibility of height variation for a percentage of the sign to exceed eight feet (8') in the mixed-use districts.

See Section 8.03.03 - Table 8.02-1 Sign Dimension Allowance for the proposed new variations allowed.

Vehicle Signs

In the past, the City has had issues with enforcing the prohibition of Vehicle Sign. This is partly due to the way the current prohibition reads where it has exceptions and list what it does not apply as a vehicle sign. Further, the current definition leaves the door open to interpretation.

Prohibition 16.03.02.T.:

Vehicle signs with a total sign area on any vehicle in excess of ten square feet, when the vehicle is not regularly used in the conduct of the business advertised on the vehicle. A vehicle used primarily for advertising, or for the purpose of providing transportation for owners or employees of the occupancy advertised on the vehicle, shall not be considered a vehicle used in the conduct of the business.

Definition:

Vehicle sign: Any sign affixed to a vehicle.

The proposed Definition is:

Any sign on a vehicle more than four (4) square feet that is not either painted or affixed and flush with the vehicle's body in wrap form. Any form of signage that protrudes from or in which the vehicle body, shell, bed, trunk, fascia, windows, doors, or other integral part of the vehicle is altered by welding, bolting, or similar fastening is prohibited. Any sign that is attached to any vehicle in these manners is considered a portable sign.

Council's Comments or Feedback: Discussion centered around the ambiguity of the current regulations and how to improve the proposed prohibition. The prohibition was changed slightly to provide more clarity.

See Section 8.07.01.

Digital Signs

There appears to be no clear consensus on a straight prohibition on digital signage. In some

discussions there is a desire to prohibit digital signs across the board and amortize the existing ones. But in the same discussion, there is a desire to allow institutional uses the ability to do digital signs.

Council's Comments or Feedback: Council discussed the amortization and keeping it at a reasonable length of time which the six years appears to be ample time. But they want schools, churches, and other institutional use to be able to use digital signs.

See Section 8.07.02.B.

Flags

Council was not comfortable separating standards, ensigns, and colors of political, governmental, or other jurisdictional entities from flags. Staff would recommend keeping the exemption as it is listed in the current draft but adding allowances for signs that use the medium of a flag and not lumping flags into the same group as "Wind sign." Wind signs are prohibited, but the language in the prohibition specifically identifies flags as not wind devices.

See Section 8.07.01.I. and the definition of Wind Signs and Flags in Draft Article 11 – Glossary (attached) to see the proposed changes.

Public Comment

- The Free-Standing column allows 150 Sq. Ft Maximum But only allows a maximum height of 8'. Those two numbers make for an odd, shaped sign potentially. 18'5" feet wide by 8' tall. 8' seems really restrictive.
- I don't see an allowance for Harbor District signs to be less than the 10' setback. Will that no longer be allowed? ***See Table 8.02-1 Footnote 5***
- Non-Commercial allowances seem generous. 3'x10' foot sign in a residential yard?
- Maybe I'm confused about this section?
- I have always argued that this calculation for determining square footage is not a fair figure. In the sample provided, there is a great deal of negative space that is getting calculated into the square footage. It really hinders logos / clients that aren't nice tidy rectangles.
- It [motion] helps to sell the displays when clients can use them for dynamic advertising. Pensacola, Crestview and Fort Walton Beach do a very good job of creating content and have lots of motion and animation. 10 Seconds still is even more than the state requires of the Billboard industry, which is 6 seconds. My understanding is that there is not a substantial amount of evidence that links the EMC's to increased accidents. The City of Crestview board we installed at the corner of 85 and 90 is one of the highest traffic counts in our area.

A. Link to Strategic Goals / Objectives: II. A green and sustainable environment

III. Improve mobility and connectivity

IV. Enhanced quality of life and safety for families

V. Economic development and revitalization

VI. Effective, efficient, and aesthetically pleasing infrastructure

B. Effect on Budget (EOB): N/A

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

D. Legislative Sponsor:

E. Business Impact Statement:

III. CONCLUSION: Staff is looking for feedback or direction from the LPA based on the Council's comments and feedback concerning Draft Article 8 – Sign Regulations.

IV. RECOMMENDED MOTION: Informational Purposes Only

Attachments:

1. Article 8 - Sign Regulations - FINAL DRAFT 05.05.25
2. Article 11 - Glossary - Draft

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ARTICLE 8 – SIGN REGULATIONS

SECTION 8.01 PURPOSE AND INTENT

SECTION 8.01.01 PURPOSE AND INTENT

The purpose of this Code is to provide the minimum control of signs necessary to promote the health, safety, general and economic welfare of the public. This Article intends to lessen hazards and conflicts to pedestrians and vehicular traffic, preserve property values, and prevent unsightly and detrimental development that would detract from the tourist resort appeal of the community. Further it is the intention of these regulations to prevent and mitigate economic decline and blight, by preventing signs from reaching such excessive size or numbers that they obscure one another to the detriment of all concerned, by using certain fundamentals of design that strengthen the community's economic base and preserve the right of free speech.

SECTION 8.02 GENERAL PROVISIONS

SECTION 8.02.01 GENERAL REQUIREMENTS

- A. No sign whether permanent or temporary shall be allowed within any right-of-way, including but not limited to the foundation, sign supports, or any portion of the sign face or leading edge.
 - 1. Exceptions: Signs required for public safety, traffic control, construction activity, or other similar hazards, approved by the City, State, or other Federal agency, meant to alert, direct, or warn drivers, cyclist, pedestrians, or other users of the Right-of-Way.
 - 2. Other explicit allowances per this Article.
- B. It shall be unlawful to erect or construct, or cause to be erected or constructed, maintain or cause to be maintained, any sign not expressly authorized and permitted by, or exempted from, this Code.
- C. These sign regulations are intended to complement the requirements of the Florida Building and Electrical codes of the City. Wherever there is inconsistency between these regulations and the Florida Building Code, the Florida Building Code shall apply.
- D. Compliance with the requirements of these regulations shall not constitute a defense to an action brought to abate a nuisance under the common law.
- E. Maintenance: All signs, including their supports, braces, guys and anchors, electrical parts and lighting fixtures, and all painted and display areas, shall be maintained in accordance with this Code and the building and electrical codes of the City, and no rubbish or debris that would constitute a fire or health hazard shall be permitted under or near the sign.
- F. All permanent signs, and the illumination thereof, shall be designed, constructed, and maintained in conformity with applicable provisions of the building code and electrical codes of the City.

SECTION 8.02.02 PERMITS REQUIRED

- A. No person shall erect, construct, alter, repair, or relocate any sign that requires a permit without first obtaining a building permit for such work from the City, unless exempt per **Section 8.06 Exempt Signs** or otherwise expressly exempted per this Article.
- B. No permit shall be issued until the City determines that such work is in accordance with the requirements contained in this ordinance, and such work will not violate any building, electrical or other adopted codes of the City.
- C. All required building or sign permit applications shall be submitted to the Community Development Department for review.

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- D. The application shall contain the all the information required for a proper review of the proposed sign and include but not limited to the documents required below and shall be accompanied by the required permit fee.
 - 1. Property owner letter of approval
 - 2. Agent Affidavit
 - 3. Site Plan
 - 4. Sign renderings
 - 5. Square footage calculations
 - 6. Total number of signs
 - 7. Electrical plans if applicable
 - 8. Any previously approved and valid agreements for signage
 - 9. Other documents deemed necessary by the Community Development Director or designee.

SECTION 8.02.03 ILLUMINATION STANDARDS

- A. Sign lighting may not be designed or located to cause confusion with traffic lights.
- B. Illumination by floodlights or spotlights is permissible so long as none of the light emitted shines directly onto an adjoining property or into the eyes of motorists or pedestrians using or entering public streets.
- C. Illuminated signs shall not have lighting mechanisms that project more than 18 inches perpendicularly from any surface of the sign over public space.
- D. All sign lighting shall be continuous lighting and shall not have any lighting element that flashes, flickers, fades, or other similar non continuous lighting scheme.

SECTION 8.02.04 PLACEMENT AND CLEARANCE STANDARDS

- A. Near Street and Driveway Intersections
 - 1. Signs located within the clear visibility triangle near street and driveway intersections shall meet all standards of the Manual of Uniform Traffic Control Devices (MUTCD). ~~not be erected or placed in such a manner as to impede vision between a height of two feet and ten feet above grade. The signs support structure shall not be wider than ten inches.~~
- B. In Public or Private Right-of-Way
 - 1. Supports for sign or sign structures shall not be placed in or upon a public right-of-way or public easement, except as allowed by this Article in specific situations.
- C. Over Public or Private Right-of-Way
 - 1. No ground sign shall project over a public right-of-way, except as allowed by this Article in specific situations.
- D. Blocking Emergency Access
 - 1. No sign or sign structure shall be erected that impedes use of any fire escape, emergency exit or standpipe, or any other emergency ingress or egress.
- E. Relationship to Building Features
 - 1. A building sign shall not extend more than six inches (6") beyond any edge of the surface to which it is attached, nor disrupt a major architectural feature of the building.
- F. Maximum Projection

A projecting building sign that is oriented perpendicularly to the building façade may extend no more than four feet perpendicularly from the surface to which it is attached.

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SECTION 8.03 PERMITTED PERMANENT SIGNS

SECTION 8.03.01 GENERAL PROVISIONS

- A. All permanent signs require a permit unless expressly exempted by this Article.
- B. The sign face area of any non-conforming sign located on the premises shall be included for purposes of determining the maximum allowable building or free-standing sign face area.
- C. All signage shall be constructed of material that is rigid or in a manner that it is permanently affixed to a rigid material in the case of a vinyl wrap and do not require tie downs.
 - 1. The intent of this section is to prevent permanent signs that are made in a banner material or style or tied down or wrapped around a permanent sign structure.
- D. Free Standing or Ground Signs
 - 1. Multiple street frontages: Any premises with multiple street frontages may allocate its total allowable ground sign face area among its permitted ground signs on any street frontage, provided each street frontage is allowed only one ground sign which shall not exceed a maximum square foot allowed per the appropriate district as identified in **Table 8.02-1**.
- E. The sign face area of any non-conforming sign located on the premises shall be included for purposes of determining the maximum allowable building sign face area.
- F. All permanent signs shall be constructed of material that is rigid or in a manner that it is permanently affixed to a rigid material in the case of a vinyl wrap and do not require it to be tied down.
 - 1. The intent of this section is to prevent permanent signs that are made in a banner style or banner materials or similar setup that is tied down or wrapped around a permanent sign structure.

SECTION 8.03.02 PERMANENT SIGN CLASSIFICATIONS AND TYPES

- A. The following permanent sign classifications are adopted by the City of Destin to regulate signage within the jurisdiction of the city limits.
 - 1. Permanent Commercial - a sign classification that is constructed or used for one-hundred and eighty (180) days or more, and utilizes any writing, graphic or pictorial presentation, number, illustration, or decoration, which promotes, advertises, or attracts attention to any type of commerce or non-ideological message.
 - 2. Permanent Non-Commercial - a sign classification that is constructed or used for one-hundred and eighty (180) days or more, and utilizes any writing, graphic or pictorial presentation, number, illustration, or decoration, which promotes an ideal, belief, or other thought.
- B. The following types of signs are allowed as designated in this Article.
 - 1. Attached, i.e., a "building sign" or a sign that is attached to a structure that is occupiable by or useable.
 - 2. Free Standing, i.e., a "ground sign" that is independent of another structure.

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SECTION 8.03.03. PERMANENT SIGN ALLOWANCES

Table 8.02-1 Sign Dimension Allowance					
	Permanent Commercial		Permanent Non-Commercial		
	Free Standing	Attached	Free Standing	Attached	
Residential Districts					
Total Sq.ft.	See Section 8.03.04.F.	Permanent Commercial Signage is not allowed in any Residential District.	50 sq.ft.		
Max individual Sign Sq.ft.			25 sq.ft.		
Max Height			6'		See 8.02.05
Front Setbacks			10'		N/A
Mixed Use Districts					
Total Sq.ft.	See Table 8.02-2	See Table 8.02-3.	60 sq.ft.	60 sqft. / Footnote 2	
Max individual Sign Sq.ft.	150 sqft.	100 sq.ft.	60 sqft.		
Max Height	8' / Footnote 1	Footnote 2	8'	Footnote 2	
Front Setbacks	10'	N/A	10'	N/A	
SHMU & NHMU District					
Total Sq.ft.	See Table 8.02-2	Footnote 2 & 3	60 sq.ft.	Footnote 3 & 4	
Max individual Sign Sq.ft.		100 sq.ft.	10 sq.ft.	15 sq.ft.	
Max Height	8' / Footnote 1	Footnote 2	8'	Footnote 2	
Front Setbacks	10' / Footnote 5	N/A	10'	N/A	
Waterfront Sign	See Table 8.02-2	N/A	See Table 8.02-2	N/A	
CG, CTS, IN, INST, A Districts					
Total Sq.ft.	See Table 8.02-2	Footnote 3 & 4	150 sq.ft.	Footnote 3 & 4	
Max individual Sign Sq.ft.		100 sq.ft.	10 sq.ft.	15 sq.ft.	
Max Height	25'	Footnote 2	25'	Footnote 1	
Front Setbacks	10'	N/A	10'	N/A	
REC & CON Districts					
Total Sq.ft.	60 sq.ft.		Permanent Non-commercial signage is not allowed in the Recreation or Conservation Districts.		
Max individual Sign Sq.ft.	60 sq.ft.				
Max Height	8'	Footnote 3			
Front Setbacks	10'	N/A			

1. Ten percent (15%) of the sign width, based on width of the sign face, may exceed the eight feet (8') limit to a maximum height of twelve feet (12').
2. In no case shall a sign protrude above the roofline, cornice line, parapet, or the highest point of a façade of any structure, whichever is lower.
3. Single-occupancy Building: 15% of the façade not to exceed 150 sq.ft.
4. Multi-occupancy Building: 15% of the lease space/unit façade not to exceed 150 sq.ft. in the aggregate whichever is less. All occupants or units shall have a right to a minimum of 25 sq.ft. of signage.
5. Signs shall be set back ten feet from all property lines. However, if the property is located along U.S. Highway 98 in the South Harbor Mixed Use or North Harbor Mixed Use districts, the sign support structure shall be set back ten feet from the front property line and the sign face area may extend into the setback area by four feet. In no instance may a sign impeded the sight vision triangle, clear vision triangle, pedestrian or vehicular movement or access.

Table 8.02-2 Supplemental Free Standing or Ground Sign Allowance	
Face Square Footage	1 sq.ft. per linear foot of street frontage not to exceed 150'

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All Districts	Number of signs per street frontage	Less than 500' of Street Frontage	1 sign
		500' or more	2 signs
	Sign Spacing	Minimum of 150' within the same property	
SHMU Waterfront signs	Number of signs	1 sign fronting the Destin Harbor per property	
	Sign Face Square Footage	0.5 sq.ft. per linear foot of water frontage not to exceed 80 sq.ft.	

SECTION 8.03.04 SPECIAL SIGNS

- A. Lifeguard Station Signs
 - 1. Each lifeguard station may display one sign of not more than nine square feet.
 - a. These signs do not require a sign permit.
- B. Utility Signs:
 - 1. Signs placed by public utilities on or near the location of underground utility lines and facilities, high voltage lines and facilities, and other utility facilities and appurtenances shall be permitted not to exceed three (3) feet in height, and four (4) square feet in area.
 - a. These signs do not require a sign permit.
- C. Public Traffic Controls Signs
 - 1. These signs do not require a sign permit when placed by or required by the governing authority with jurisdictional authority.
- D. Signs placed on public or private travel ways required to meet the Manual on Uniform Traffic Control Devices (MUTCD) shall meet the standards and minimums per the MUTCD.
 - 1. These signs do not require a sign permit.
- E. Off-street Directional Signage
 - 1. For public safety purposes a maximum of one (1), four (4) square foot sign may be placed per access point of a property with multiple accesses to enhance traffic flow and shall:
 - a. Not contain any branding, logos, or other commercially identifiable features.
 - b. Not count towards any square footage limitation of ground signs.
 - c. May be no closer than five feet (5') to the property boundary.
 - d. May be placed in a vision or sight triangle per the Design Manual.
 - 2. The signs shall require a sign permit to review for compliance with setbacks and the criteria listed above.
- F. Residential Commercial Signs
 - 1. In residential districts a free-standing sign may be permitted if the following criteria are met.
 - a. Time: A permanent sign
 - b. Place:
 - i. Located on common property owned by the homeowners, property, or condominium, or other owners association or group at the entrance to a residential development.
 - ii. Setback a minimum ten feet (10') from the right-of-way/property line.
 - c. Manner: not to exceed sixty (60) square feet and no taller than eight feet (8') high as measured from the nearest top of curb.

SECTION 8.04 PERMITTED TEMPORARY SIGNS

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SECTION 8.04.01 GENERAL PROVISIONS

- A. Temporary signs may not require a permit from the City, if they satisfy the restrictions imposed by this section and other relevant parts of this Code.
 - 1. The City Manager or designee may require a temporary sign permit review and regulations that pertain to permanent signage based on potential or real community impact of the signage.
- B. A temporary sign may:
 - 1. Be attached to a building ~~or located in a manner similar to,~~ or a light source as provided in Sections ~~16.05.04. E. and F.,~~
 - 2. A temporary sign other than a light source must be:
 - a. Constructed of rigid material
 - b. Secured at all corners or edges to prevent wave action or from moving due to wind forces.
 - 3. May not be an electric/digital sign.
- C. Any temporary sign not complying with the requirements of this section is illegal and subject to immediate removal.

SECTION 8.04.02 TEMPORARY SIGN CLASSIFICATION AND TYPES

- A. The following temporary sign classifications are adopted by the City of Destin to regulate signage within the jurisdiction of the city limits.
 - 1. Temporary Commercial - a sign classification that is ~~not constructed in a manner as to be permanent and shall not be or~~ used for less ~~more~~ than ~~ninety (90) one-hundred and eighty (180)~~ days, whether consecutively or not within a calendar year, and utilizes any writing, graphic or pictorial presentation, number, illustration, or decoration, which promotes, advertises, or attracts attention to any type of commerce.
 - 2. Temporary Non-Commercial - a sign classification that is ~~not constructed in a manner as to be permanent and shall not be or~~ used for less ~~more~~ than ~~ninety (90) one-hundred and eighty (180)~~ days, whether consecutively or not within a calendar year, and utilizes any writing, graphic or pictorial presentation, number, illustration, or decoration, which promotes an ideal, belief, or other thought.
- B. The following types of signs are allowed as designated in this Article.
 - 1. Attached, i.e., a "building sign" or a sign that is attached to a structure that is occupiable by or useable.
 - 2. Free Standing, i.e., a "ground sign" that is independent of another structure.

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SECTION 8.04.03 TEMPORARY SIGN ALLOWANCES

Table 8.03-1 Temporary Sign Dimension Allowance				
	Temporary Commercial		Temporary Non-Commercial	
	Free Standing	Attached	Free Standing	Attached
Residential Districts				
Total Sq.ft.	12 sq.ft.	12 sq.ft.	75 sq.ft.	75 sq.ft.
Max individual Sign Sq.ft.	6 sq.ft.	6 sq.ft.	15 sq.ft.	15 sq.ft.
Max Height	6'	Footnote 1	6'	Footnote 1
Front Setbacks	10'	N/A	10'	N/A
Mixed Use Districts				
Total Sq.ft.	12 sq.ft.	12 sq.ft.	32 sq.ft.	32 sq.ft.
Max individual Sign Sq.ft.	12 sq.ft.	12 sq.ft.	16 sq.ft.	16 sq.ft.
Max Height	8'	Footnote 1	6'	Footnote 1
Front Setbacks	10'	N/A	10'	N/A
SHMU & NHMU District				
Total Sq.ft.	32 sq.ft.	32 sq.ft.	32 sq.ft.	32 sq.ft.
Max individual Sign Sq.ft.	32 sq.ft.	32 sq.ft.	16 sq.ft.	16 sq.ft.
Max Height	8'	Footnote 1	6'	Footnote 1
Front Setbacks	10'	N/A	10'	N/A
Waterfront Sign	Prohibited	Prohibited	Prohibited	Prohibited
CG, CTS, IN, INST, A Districts				
Total Sq.ft.	32 sq.ft.	32 sq.ft.	32 sq.ft.	32 sq.ft.
Max individual Sign Sq.ft.	32 sq.ft.	32 sq.ft.	16 sq.ft.	16 sq.ft.
Max Height	8'	Footnote 1	6'	Footnote 1
Front Setbacks	10'	N/A	10'	N/A
REC & CON Districts				
Total Sq.ft.	32 sq.ft.	32 sq.ft.	Temporary Non-commercial signage is not allowed in the Recreation or Conservation Districts.	
Max individual Sign Sq.ft.	32 sq.ft.	32 sq.ft.		
Max Height	8'	Footnote 1		
Front Setbacks	10'	N/A		

1. In no case shall a sign protrude above the roofline, cornice line, parapet, or the highest point of a façade of any structure, whichever is lower.

SECTION 8.04.04 TEMPORARY EVENT SIGNAGE

- A. During a special event, temporary signage, whether free-standing or attached, may be allowed according to the following regulations and Table 8.04-1
- B. Commercial Special Event Signage
 1. All Commercial Special Events shall apply for a Special Event Signage Permit
 2. All Commercial Special Event Signage permits are applicable for no more than 40 calendar days a year per event.
 3. No property may have more than two (2) Special Event Signage Permit issues within any calendar year.
 4. Signage shall not go up earlier than 10 days prior to the event start.
 5. Signage shall come down no later than 30 days after the first day of the event.
- C. Non-Commercial Special Event Signage
 1. No non-commercial Special Event requires a Special Event Signage Permit
 2. Signs shall only be allowed 45 days prior to the event
 3. Signs shall be removed within 10 days after conclusion of the event

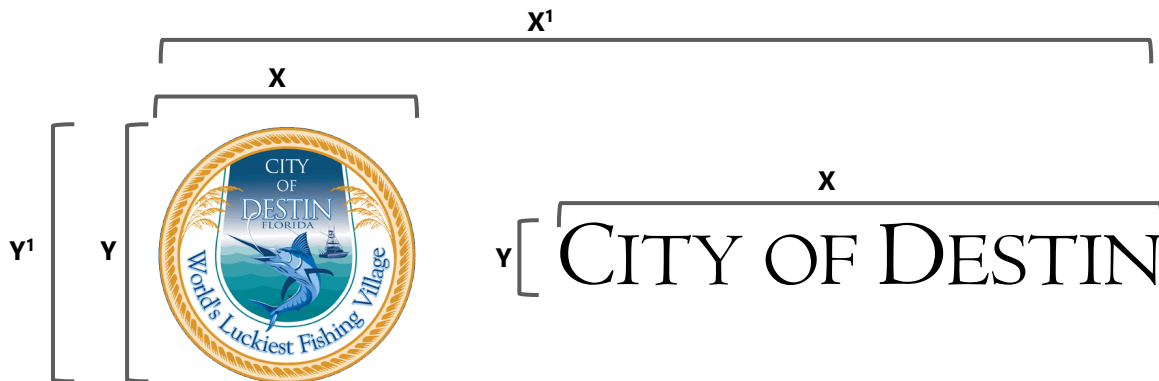
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Table 8.04-1 Temporary Event Sign Allowance		
	Temporary Commercial Event	Temporary Non-Commercial Event
Total Sq.ft.	100 sq. ft.	100 sq. ft.
Max individual Sign Sq.ft.	10sq. ft.	10 sq. ft.
Max Height	See Table 8.04-1	See Table 8.04-1
Front Setbacks		

SECTION 8.05 MEASUREMENT DETERMINATIONS

SECTION 8.05.01 SIGN FACE AREA

- A. The sign face area of a sign shall be measured as the area enclosed by straight lines drawn to the extremities of the letters, numbers, recognizable symbols, trademarks, or brands. (See figure 8.04-1 Sign Measurements)
- B. Special Situations:
 - 1. Where a sign is composed of letters, pictures, symbols, or logos attached directly to a facade, window, door or marquee, and the letters, pictures, symbols, or logos are not enclosed by a border or trimming, the sign face area shall be the area within the smallest square or rectangle, the sides of which touch the extreme points of any letters, pictures, symbols, or logos.
 - 2. Where two sign face areas are placed back-to-back on a single sign structure, and the faces are at no point more than four feet apart, the area of the sign shall be counted as the area of one of the faces.
 - 3. Where four sign face areas are arranged in a square, rectangle or diamond, the area of the sign shall be the area of the two largest faces. Where a sign is in the form of a three-dimensional object, the area shall be determined by drawing a square or rectangle, the sides of which touch the extreme point or edges of the projected image of the sign and multiplying that area by two. The "projected image" is that image created by tracing the largest possible two-dimensional outline of the sign. See Figure 8.04.-1 below.



'X' x 'Y' = square footage of sign face
(X¹ x Y¹) used if using both elements as one (1) sign per 8.04.02.A

Figure 8.04-1 - Sign Measurements

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SECTION 8.05.02 NUMBER OF SIGNS

- A. In general, the number of signs shall be the number of noncontiguous sign face areas. Multiple noncontiguous sign face areas may be counted as a single sign if all the sign faces are included in the geometric figure used for determining the sign face area as described in Section 8.04.01 above.
- B. Special Situations
 - 1. Where two sign face areas are placed back-to-back and are a part of the same sign structure that is no wider/deeper than three feet (3'), it shall be counted as one sign.
 - 2. If a sign has four sign face areas arranged in a square, rectangle, or diamond, it shall be counted as two signs.

SECTION 8.06 EXEMPT SIGNS

SECTION 8.06.01 EXEMPT SIGN TYPES

- A. The following signs are exempt from the permitting requirements of this Code provided they still meet all other applicable Code requirements and provided further they are not placed or constructed to create an immediate threat to the public health, safety, or welfare:
 - 1. Address numbering for properties or buildings provided they meet Fire and building codes.
 - 2. Signs of two square feet or less provided that such sign, or combination of signs, does not constitute a sign prohibited by this Article.
 - 3. Signs less than three square feet when required by any local state or federal law or regulation.
 - 4. Holiday lights and decorations.
 - 5. Signs authorized by statute or ordinance when erected on public property by governmental agencies that have jurisdiction.
 - 6. Legal notices or official instruments when required by law.
 - 7. One sign or tablet per building, of four-square feet or less when cut into any masonry surface or when constructed of bronze or other incombustible materials and attached to the surface of a building.
 - 8. Signs incorporated into machinery, material, or equipment by a manufacturer.
 - 9. Signs carried by a person not exceeding six (6) square feet.
 - 10. Temporary signs as permitted by this Article.
 - 11. Standards of political, religious, governmental, or other jurisdictional authority provided these do not contain any commercial speech. These ~~types of signs~~ are commonly referred to as "flags."

SECTION 8.07 PROHIBITED SIGNS

SECTION 8.07.01 PROHIBITED SIGN TYPES

The following signs are expressly prohibited:

- A. Signs that are in violation of the Florida Building Code or electrical code.
- B. Any sign declared by the City Manager or designee to be an immediate threat to the public health, safety, and welfare by reason of an unsafe condition.
- C. Signs that obstruct the vision of pedestrians, cyclists or motorists traveling on or entering public streets or signs within the clear visibility triangle per LDC **Section 6.02.02**. No sign shall be erected

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- or placed in such a manner as to impede the vision between a height of two feet and ten feet above grade. The signs support structure shall not be wider than ten inches.
- D. Signs tacked, nailed, posted, pasted, glued, or otherwise attached to trees, utility poles or fences.
 - E. Signs in any public right of way not authorized by governing municipality, required by any municipality or government agency, required for public safety or traffic control.
 - F. Signs that emit audible sound, odor, or visible matter such as smoke or steam.
 - G. Flashing lights or signs with lights or illumination that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color; provided that this paragraph shall not prohibit a sign with a fixed or changing display composed of a series of lights that may be changed through electronic means, provided further that said display may not change more than once every ten seconds.
 - H. Strings of light bulbs regardless of how mounted when used on premises with a commercial land use classification other than traditional holiday decorations and strings of lights used to enhance landscaping.
 - I. Signs, commonly referred to as wind signs, consisting of one or more signs made up of banners or banner like material, pennants, ribbons, spinners, streamers or captive balloons, or other objects or material. fastened in such a manner as to move upon being subjected to pressure by wind, Flags are explicitly not a wind device. Standards, colors, or ensigns as exempted in Section 8.06.01 are not included in this prohibition.
 - J. Signs that inflate or are inflatable.
 - K. Signs that incorporate projected images, emit sound that is intended to attract attention, or involve the use of live animals.
 - L. Signs with visible moving, revolving, or rotating parts or visible mechanical movement of any description or other apparent visible movement achieved by electrical, or mechanical means, except for traditional barber poles.
 - M. Signs with optical illusion of movement by means of a design that presents a pattern capable of giving the illusion of motion.
 - N. Portable signs.
 - O. Abandoned or discontinued signs. In determining whether a sign is abandoned or discontinued criteria which include the following shall be considered:
 - 1. Whether the sign identifies correct directions to, location of, or description of the goods or services available on the premises where the sign is located.
 - 2. The existence or absence of a current local business tax receipt for the premises where the sign is located.
 - 3. Whether utility service is being provided to the premises where the sign is located; the use of the premises where the sign is located.
 - 4. The condition of the sign.
 - 5. Whether ad valorem property taxes have been paid on the premises where the sign is located or on the sign itself.
 - 6. Any other facts or circumstances which would indicate whether the owner of the sign has intentionally or voluntarily relinquished further use of the sign.
 - P. Signs or sign structures that interfere in any way with free use of any fire escape, emergency exit, or standpipe, or that obstruct any window to such an extent that the light or ventilation is reduced to a point below that required by any provision of this Code or other ordinances of the City.

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- Q. Signs that resemble any official sign or marker erected by any governmental agency, or that by reason of position, shape, or color, would conflict with the proper functioning of any traffic sign or signal, or be of a size, location, movement, content, color, or illumination that may be confused with or construed as, or conceal, a traffic control device.
- R. Signs that are of such intensity or brilliance as to cause glare or impair the vision of any motorist, cyclist, or pedestrian using or entering a public way, or that are a hazard or a nuisance to occupants of any property because of glare or other characteristics.
- S. Signs that are painted, pasted, or printed on any curbstone, flagstone, pavement, or any portion of any sidewalk or street, except house numbers and traffic control signs.
- T. Signs placed upon benches, bus shelters or waste receptacles, except as may be authorized in writing pursuant to F.S. § 337.407.
- U. Signs erected over or across any public street except as may otherwise be expressly authorized by this Code.
- V. Vehicle signs: any sign on a vehicle more than four (4) square feet that is not either painted or affixed and flush with the vehicle's body in wrap form. Any form of signage that protrudes from or in which the vehicle body, shell, bed, trunk, fascia, windows, doors, or other integral part of the vehicle is altered, by welding, bolting, or similar fastening is prohibited. Any sign that is attached to, placed in or on a vehicle is considered a portable sign.
- W. Obscene signs.
- X. Roof signs or a sign that is placed or located on a roof or roof structure, or any portion of the sign is displayed above the cornice line of any building or structure.
- Y. 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 City Manager or designee, 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.

SECTION 8.07.02 DIGITAL AND ELECTRONIC SIGNS

- A. Digital signage is prohibited and strictly not permitted within the city limits of Destin.
- B. Exception and Regulations
 - 1. Digital signs are allowed specifically for Institutional uses only in the Institutional zoning district.
 - 2. Restrictions:
 - a. Time: at all times
 - b. Place: allowed only in the Institutional District following Table 8.02-1 in section 8.02.
 - c. Manner:
 - i. Square footage: All digital signs shall follow Table 8.02.-1 for size allowance, however in no case shall a digital sign exceed sixty square feet (60 sq.ft.) in sign face.

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- ii. Height: no digital sign shall be higher than eight feet (8') in height.
 - iii. No digital sign shall display moving or perceived motion on the sign.
 - iv. No digital sign shall display flashing or blinking displays
 - v. Each message shall be displayed for no less than fifteen (15) seconds.
- C. Removal and Attrition
- 1. All existing digital signage is considered nonconforming as of the adoption of this Code, except as provided for in paragraph B above.
 - 2. No permits shall be issued authorizing the replacement, relocation, or expansion of any existing digital sign.
 - 3. If a digital sign becomes dilapidated or requires replacement, it shall only be replaced by a sign in conformance with the Article.
 - 4. All existing digital signage will be granted ~~72 months (6 years)~~ **ten (10) years** to remain as of the adoption date of this code. After this period, if the digital sign has not been removed it shall be removed at the owners expense.
 - a. If the sign is not removed after an appropriate amount of time as determined by Code Compliance, further compliance action shall be taken to include daily fines until the removal of the sign is completed.
- ~~A. Signs that utilize display technology such as but not limited to LED or other type screens that provide the ability to display dynamic or changing messaging, are considered digital or electronic signs.~~
- ~~B. Digital or electronic signs may be utilized as a ground or building sign and the entire face of the digital sign shall count towards the square footage allowance per the applicable sign limitations of this Article.~~
- ~~C. In no case shall a digital sign exceed sixty (60) square feet.~~
- ~~D. Digital signage shall not have or display full motion video.~~
- ~~E. Digital signage shall not exceed 125 nits (~428 lumens) of luminance project more than 0.2 foot candles of light onto any residentially utilized property whether single dwelling or multi dwelling and shall not exceed 5 foot candles onto any right of way, from dusk to dawn.~~
- ~~F. The messaging of the sign shall not change less than every ten (10) seconds.~~
- ~~G. It may not flash rapidly or otherwise be prohibited per Section 8.07 of this Article.~~

ARTICLE 11 - GLOSSARY

HOW TO READ THIS DRAFT ARTICLE 11 - GLOSSARY

This Draft Article contains the definitions for the Land Development Code and other regulatory or policy documents adopted by the City. If adopted, Article 11 - Glossary will define the terms found within the LDC, and where a term is not defined The city looks at other adopted regulatory or policy documents. This draft contains formatting that is intentional and used to help show the changes between current Article 3 and the proposed changes of Draft Article 11. Below will detail how to interpret the different formatting.

Underlining, italicizing, and strikethrough are utilized throughout this draft.

- **Underlined:** When you see any element that is underlined as seen below in the example it means the underlined language is an addition to the current definition. However, it does not mean it is new altogether.
- **Italicized:** If there is an italicized phrase or sentence that follows a definition as seen in the example below, this is showing what the current definition is to show the changes. This also means the italicized language is proposed to be removed and the new or modified definition be adopted.
- **Strikethrough:** If language is shown with strikethrough Staff is proposing to remove that identified language.

Example:

Proposed Modified Definition → **Abutting/Adjacent property:** Any property, land, or use that immediately borders, is contiguous to, or immediately across any road or public right-of-way from the lot in question.

Current Definition (proposed to be removed) → *Any property that is immediately adjacent or contiguous to, or immediately across any road or public right-of-way from the lot in question.*

Proposed New Definition → **Access/Accessway:** The means of vehicular, bicycle, and pedestrian ingress and egress to a parcel of land from a public or private right-of-way or to an adjoining parcel of land.

Unmodified Definition → **Access aisle:** An unobstructed stabilized area that provides access for vehicles and bicycles from an accessway to parking, loading, or maneuvering areas, dwellings, or other structures.

...

Definition proposed to be removed → **Accessory:** ~~The principal or secondary means of vehicular or bicycle ingress and egress to a parcel of land from a public or private right-of-way or to an adjoining parcel of land.~~

City of Destin, FL - [Document title]

SECTION 11.01 GENERAL

SECTION 11.01.01 RULES FOR CONSTRUCTION OF LANGUAGE

- A. For the purpose of this Code, certain words, terms, symbols, acronyms, and abbreviations are to be interpreted as follows, unless the context clearly indicates otherwise. In case of any difference of meaning or implication between the text of this chapter and any other chapter or any caption, illustration, summary table or illustrative table, the text of this chapter shall control.
1. Words used in the present tense shall include the future.
 2. Words used in the singular number shall include the plural, and the plural the singular, unless the context clearly indicates the contrary.
 3. Words in the masculine gender can include the feminine and neuter, and vice versa.
 4. The word "includes" or "including" shall not limit a term to the specified examples but is intended to extend its meaning to all instances or circumstances of like kind or character.
 5. The word "shall" is always mandatory and not discretionary. The word "may" is permissive.

SECTION 11.01.02 INTERPRETATION OF UNDEFINED TERMS

- A. For the purpose of this Code, the following terms, phrases, words, and their derivations shall have the meaning contained herein, except where the context clearly requires otherwise.
- B. Terms not otherwise defined herein shall be interpreted:
1. First by reference to the City of Destin's adopted Comprehensive Plan, if specifically defined therein.
 2. Secondly, by reference to the meanings prescribed by the statutes of the state for such terms.
 3. Thirdly by reference to generally accepted engineering, planning, or other professional terminology if technical.
 4. Then otherwise according to common usage unless the context clearly indicates otherwise.

SECTION 11.02 DEFINITIONS

Abut/Adjacent: To physically touch or border upon, or to share a common property line.

Abutting/Adjacent property: Any property, land, or use that immediately borders, is contiguous to, or immediately across any road or public right-of-way from the lot in question.

Any property that is immediately adjacent or contiguous to, or immediately across any road or public right-of-way from the lot in question.

Access/Accessway: The means of vehicular, bicycle, and pedestrian ingress and egress to a parcel of land from a public or private right-of-way or to an adjoining parcel of land.

Access aisle: An unobstructed stabilized area that provides access for vehicles and bicycles from an accessway to parking, loading, or maneuvering areas, dwellings, or other structures.

Access, Major (Primary): Any motor vehicular ingress and/or egress point designed to accommodate motor vehicles that connects a development to a public or private street, which is intended to accommodate 20 trips or more per day onto a public or private street.

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City of Destin, FL - [Document title]

Access, Minor (Secondary, Tertiary, etc.): Any motor vehicular ingress and/or egress point designed to accommodate motor vehicles that connects a development to a public or private street, which is intended to accommodate 19 or fewer trips or more per day onto a public or private street.

~~Accessory:~~ The principal or secondary means of vehicular or bicycle ingress and egress to a parcel of land from a public or private right-of-way or to an adjoining parcel of land.

Accessory antennas: Antennas utilized for amateur radio, citizen's band, or other strictly noncommercial hobbyist use and radio or television receiving antennas and dish as defined in this section. These specifically are not private mobile service or public service antennas or facilities as defined in this section. "Accessory antennas" and their supporting structures do not fall into the categories of "telecommunication equipment," "telecommunication facility," or "telecommunication tower," as defined in this section.

Accessory uses and structures: Uses and structures which are customarily accessory and clearly incidental and subordinate to principal uses and structures.

Uses and structures which are customarily accessory and clearly incidental and subordinate to principal uses and structures, including home occupations and off-site businesses.

~~Accessway:~~ The principal or secondary means of vehicular or bicycle ingress and egress to a parcel of land from a public or private right-of-way or to an adjoining parcel of land.

~~Adjacent to a protected environmentally sensitive area:~~ Any location within 500 feet of the boundary of any protected environmentally sensitive area, whether the location is on or off the development site.

Administrator: The City Manager or their designee.

Adverse effects: Any modifications to land, waters, structures, or uses that affect quality, quantity, hydrology, surface area, species composition, or usefulness for human or natural uses, which are or may potentially be harmful or injurious to human health, welfare, safety, or property, to biological productivity, diversity, or stability or which unreasonably interfere with the reasonable use of property, including outdoor recreation.

Any modifications, alterations, or effects on waters, associated wetlands, or shorelands, including their quality, quantity, hydrology, surface area, species composition, or usefulness for human or natural uses, which are or may potentially be harmful or injurious to human health, welfare, safety or property, to biological productivity, diversity, or stability or which unreasonably interfere with the reasonable use of property, including outdoor recreation. The term includes secondary and cumulative as well as direct impacts.

Adversely affected person: Any person who is suffering or will suffer an adverse effect to an interest protected or furthered by the local government comprehensive plan, including, but not limited to: interests related to health and safety; police and fire protection services; densities or intensities of development; transportation facilities; recreational facilities, equipment, or services; and environmental or natural resources. The alleged adverse effect may be shared in common with other members of the community at large but must exceed in degree the general interest in community good shared by all persons.

Affordable Housing: Shall have the same meaning as defined in Florida State Statutes Chapter 420.

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Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Section 420.0004, FS.

Agent or representatives of the owner: The persons authorized to act as agent or representative of the owner and shall be limited to architects, attorneys, engineers, landscape architects or persons having a power of attorney to act.

Agricultural activity: Any farming and forestry operation affecting land or waters such as site preparation, clearing, fencing, contouring, soil preparation, plowing, planting, harvesting, construction of access roads, extraction of stumps and submerged logs, and placement of bridges and culverts.

Airport: An area designated, set aside, used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas designated, set aside, used, or intended for use, for airport buildings or other airport facilities, rights-of-way, or approach zones, together with all airport buildings and facilities located thereon. The local airport is The Destin Executive Airport (KDTS or DTS).

The Destin-Ft. Walton Beach Airport.

Airport elevation: The highest point of an airport's usable landing area measured in feet above mean sea level.

Airport obstruction: Any structure or object of natural growth or use of land which would exceed the federal obstruction standards as contained in 14 CFR 71.21, 77.22, 77.25, and 77.28 or which obstruct the airspace required for flight of aircraft in landing and takeoff at an airport or is otherwise hazardous to such landing or takeoff of aircraft.

Airspace height: To determine the height limits in all zones set forth in this article, the datum shall be above mean sea level elevation (AMSL) unless otherwise specified.

Alley: Any public or private right-of-way primarily designed to serve as a secondary access to the side or rear of those properties whose principal frontage is on a street, having a right-of-way width of 24 feet or less. These alleys include one-way and two-way alleys.

Alter or alteration: Work done on a system other than that necessary to maintain the system's original design and function.

Alternative tower structure: Shall mean buildings, water storage tanks, bell or clock towers, sculptures, steeples, light poles, and similar alternative designed mounting structures that conceal the presence of antennas or towers and are architecturally compatible with the area.

Amateur radio or ham radio: Refers to the Amateur Radio Services, a noncommercial licensed radio service regulated under the Code of Federal Regulations, Title 47, Telecommunication, Part 80 to End.

Amendment: A formal alteration, modification, or addition to an approved document, law, contract, or agreement.

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Any action of the City that has the effect of amending, adding to, deleting from or changing an adopted Comprehensive Plan element or map or map series, including an action affecting a prior plan or plan amendment adoption ordinance. It shall not mean a legislative act which only codifies city ordinances or makes corrections, updates and modifications of the Capital Improvements Element concerning costs, revenue sources, acceptance of facilities or facility construction dates consistent with the Plan and corrections, updates, or modifications of current costs in other elements.

Amenity area: Area devoted to uses such as but not limited to active or passive recreation and their ancillary support facilities, whether on land or water. Service and maintenance buildings shall not be included.

Area devoted to uses such as but not limited to 1) water designed for recreational use and access, 2) golf, 3) tennis, 4) shuffleboard, 5) pools, 6) restrooms, 7) gazebos, and other recreational facilities and buildings. Service and maintenance buildings shall not be included.

Antenna: Any exterior apparatus designed for telecommunication and any electronic communicating devices or services through the sending or receiving of electromagnetic waves. This term includes satellite dish antennas, utility pole mounted antennas, and antenna arrays and excludes accessory antennas as defined in this section.

Apartment: See dwelling, multi-unit definition.

Appeal: A request for a review of an administrative interpretation of any provision of this CMS, or a review of a decision made by any administrative official, board, or commission.

Applicant: Applicant shall mean the person(s) filing the application, the representative of the person(s) filing the application, or the attorney representing the person(s) filing the application.

Application: A formal request or submission of materials to an authority or organization in order to obtain approval(s) or permission(s) to a defined process.

Aquifer: A geologic formation through which water may be percolated, transmitted, stored, and yielded.

~~**Arbor:** A latticed accessory structure smaller than a pergola often intertwined with vegetation designed as a pass-through. Arbors may be located within the setback area/yard if integrated into a pedestrian accessway and not to exceed eight feet in height as measured from grade to the top and four feet in depth.~~

Architectural feature: A part, portion, or projection that contributes to the beauty or elegance of a building or structure, exclusive of signs, which is not necessary for the structural integrity of the building or structure and does not add to the gross floor area of the building or structure. Architectural features shall include but are not limited to belt courses, canopies, chimneys, cornices, crows' nests, cupolas, decorative ornaments, eaves, garden windows, gutters, sills, spires, and watch towers.

~~**Architectural planter:** A permanent container within which plantings may be placed.~~

Area Median Income (AMI): A statistical measure that divides the income distribution into two equal groups, half earnings above that amount and half below, used to assess housing affordability and eligibility for housing assistance programs.

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Area of shallow flooding: Shall have the same meaning as defined by the Federal Emergency Management Agency (FEMA).

A designated AO, AH or VO zone on the flood insurance rate map, or other area designated on a map by the City or County with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident.

Area of special flood hazard: Shall have the same meaning as defined by the Federal Emergency Management Agency (FEMA).

The area of special flood hazard shall include:

- A. *All areas designated on a flood hazard boundary map as zone A or a flood insurance rate map as zones A, AO, AH, A1-30, AE, A99, VO, or V1-30, VE or V. The relevant flood hazard boundary map and flood insurance rate maps, and any revisions thereto, are adopted by reference and declared to be a part of this Code.*
- B. *Other areas of the community designated on a map by the City or County as having a one percent or greater chance of flooding in any given year. This may include isolated topographic depressions with a history of flooding or a high potential for flooding.*

Areas subject to coastal flooding: Regions close to the shoreline that are prone to flooding due to sea level rise, storm surges, or tidal events, requiring specific management and mitigation strategies.

Artificial drainage system: Any manmade facility designed to control the flow of surface and ground water.

Any manmade facility designed to control the flow of surface and ground water ~~including, but not limited to, canals, ditches, swales, culverts, dikes, berms and storm sewers.~~

Artificial light or artificial lighting: The light emanating from any human made device.

Associated wetlands: ~~Any wetland that is adjacent or contiguous to waters, or which has a direct hydrologic connection to waters.~~

Automobile: A wheeled motor vehicle used for transporting passengers, good, or other items, which typically runs on streets or roads.

Aviation easement: The assignment of a right to an airport proprietor to a portion of the total benefits of the ownership of real property. The selected rights may be granted to the airport proprietor or may be purchased by him.

A-weighted scale or sound level: ~~The sound pressure level in decibels as measured on a sound level meter using A-weighted network. The level so read is designated as D.B.A.~~

Balcony: A platform that projects from the wall of a building and is surrounded by a railing or balustrade.

A platform that projects from the wall of a building and is surrounded by a railing or balustrade of which a human can sit or stand.

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Banner or banner material: A sign or medium used to convey a message made up of a non-rigid material that requires it to be tied down or attached to another object to provide structure.

Base flood: Shall have the same meaning as defined by the Federal Emergency Management Agency (FEMA).

The flood having a one percent chance of being equaled or exceeded in any given year.

Basement: That portion of a building below the first or ground floor provided that it does not have more than one-half of its floor to ceiling height above the average level of adjoining ground.

Bay window: A window space projecting outward from the main walls of a building and forming a bay in a room that is typically either square or polygonal in plan and adds to the gross floor area of the building. The angles most commonly used on the inside corners of the bay are 90, 135 and 150 degrees.

Beach: The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. "Beach," as used in the coastal management element requirements, is limited to Gulf, East Pass, and estuarine shorelines.

Beach Box: A box, located on the beach, utilized to store recreational equipment in conjunction with a beach vending service.

Beacon: Lights with one or more beams capable of being directed in any direction or directions, or capable of being revolved automatically, or having any part thereof capable of being revolved automatically, and fixed or flashing high intensity lights such as a spotlight or floodlight.

Bed and breakfast inn: A residential style structure, with no more than 15 sleeping rooms or serves no more than 24 individuals at any time and has been modified to serve as a transient public lodging establishment, which provides the accommodation and meal services.

An establishment where lodging is provided for compensation for periods of less than one week, other than in dwelling units, for five to 24 persons, and with breakfast only served to guests, or with no meals served to guests. For transient lodging for 25 or more persons, see hotel.

Bedroom: Shall mean a room as defined by the most recently adopted Florida Building Code and may or may not have a closet.

~~Belt course:~~ A molding or projecting course running horizontally along the face of a building.

~~Beneficial functions of a protected environmentally sensitive area:~~ Those functions, described in the conservation element of the comprehensive plan, that justify designating an area as environmentally sensitive.

Best Management Practices (BMP): Refers to schedules of activities, prohibitions of practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants directly or indirectly to stormwater, receiving waters, or stormwater conveyance systems. BMPs also include treatment practices,

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operating procedures, and practices to control site runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage.

Bicycle: A mode of travel with two wheels in tandem, propelled by human power.

Bicycle, electric (E-bike): A bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

"Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

"Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

"Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Bicycle and Pedestrian ways: Any road, path or way that is open to bicycle travel and traffic afoot, and from which motor vehicles are excluded.

Bicycle lane: A portion of roadway for bicycles adjacent to motorized vehicle lanes.

Block: A piece or parcel of land entirely and immediately surrounded by streets or highways, railroad rights-of-way, watercourses, subdivision boundaries, or any combination thereof.

Board: The Destin Harbor and Waterways Board created by Article II of this Code.

Board of Adjustment: The Board of Adjustment of Destin, Florida. Refer to other sections of this Code.

Boardinghouse, non-transient - Residential: A building arranged or used for lodging for compensation, with or without meals, and not occupied as a single-family unit for no more than ten (10) individuals and for no more than 30 days at a time.

Boardinghouse, transient - Residential: A building arranged or used for lodging for compensation, with or without meals, and not occupied as a single-family unit for no more than sixteen (16) individuals for 30 days or more.

Boardinghouse: An establishment where lodging is provided for compensation: (a) by prearrangement, (b) other than in dwelling units, (c) for a total of six to 24 persons unrelated by blood, marriage or legal adoption to the owner or operator of the boardinghouse, and (d) with service of meals to boarders. For similar facilities for 25 or more persons, refer to the definition of hotel in the Land Development Code. Owners/operators must be registered with the Florida Department of Business and Professional Regulation, Division of Hotels and Restaurants in order to be considered a boardinghouse by the City. Boardinghouses shall not include homes with foster children placed by the

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Florida Department of Children and Family Services, small community residential homes and large community residential homes.

Boathouses: Structures which house boats and related equipment. Such structures may be open or have enclosing walls.

Boatyards: Establishments for the hauling, repairing, painting, or manufacturing of vessels (boats), and also includes dock rentals, fuel sales, and sale of boats and related marine equipment.

Breakaway wall: A wall that is designed and constructed to collapse under specified lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

Brewery: An establishment that is primarily a functioning facility, where beer is produced for wider distribution, with a production volume of greater than 3,000 barrels of beer per year. A brewery may include accessory uses such as tours of the brewery and retail sales.

Brewery, micro: An establishment that is primarily a functioning facility, where beer is produced for wider distribution, with a maximum production of 3,000 barrels of beer per year. A microbrewery may include accessory uses such as tours of the microbrewery and retail sales.

~~**Buffer area:** The designated area between different zoning districts.~~

Buffer: Open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances. The width of the buffer may be used as part of the distance required for building setbacks, but aboveground infrastructure improvements such as parking lots, driveways and similar uses may not be placed within the buffer.

***Buffer zone:** Open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances. The width of buffer zones may be used as part of the distance required for building setbacks, but aboveground infrastructure improvements such as parking lots, driveways and similar uses may not be placed within the buffer zone.*

~~**Bug type light:** Any yellow colored like bulb that is marketed as being specifically treated so as to reduce the attraction of bugs to the light.~~

~~**Buildable land:** The term "buildable land," as used in the Future Land Use Policy 7.A.4.7 of the Destin Comprehensive Plan, means the total gross land area within and [any] land use category of the adopted future land use map, excluding water bodies. In no case shall land area designated in another land use category be included in the mixed use category.~~

Building: A structure having a roof supported by columns or walls designed, built, placed, or erected for the purpose of providing support, enclosure, shelter or protection of people, animals, or property of any kind. Elevated, above-grade parking facilities are hereby deemed to be "buildings"; however, ground level parking lots are not "buildings" as herein defined.

Building area: The portion of a lot remaining after required yards have been provided.

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~~Building complex:~~ ~~Two or more buildings located on a parcel of land having unified ownership or management and grouped or clustered in a manner that provides safe, direct pedestrian interconnections including handicap accessible access between each building.~~

Building exterior area: The area, measured in square feet, within a two-dimensional geometric figure coinciding with the edges of the walls that form the side of a building, including windows, doors, parapets, and marquees.

Building, facade: That section of any exterior elevation on the structure extending from grade to the top of the wall, parapet, or eave and the entire width of the building elevation.

~~Building Inspector:~~ ~~The administrative officer within the City who will inspect the acoustical design of buildings constructed within noise zones to ensure that they meet the requirements of this article.~~

Building, high-rise: A building that is nine stories in height or more.

Building, low-rise: A building that is between one story and three stories in height.

Building, mid-rise: A building that is between four stories and eight stories in height.

~~Building Official or Chief Building Inspector:~~ ~~The City Building Inspector.~~

Building Permit: An official authorization issued by the City of Destin that allows the construction, renovation, or substantial alteration of a building or other structure including all types of construction permits (plumbing, electrical, foundation, mechanical, and so forth, in addition to the building permit itself), grading and clearing permits, septic tank permits, tree removal permits, sign permits.

Building setback: The minimum horizontal distance permitted between the front or side or rear of a building and the nearest street line or property line and may be referred to as "yard."

Bulkheads (seawalls): A structure including riprap or sheet piling, constructed to separate land and water and establish a permanent shoreline.

A structure, including riprap or sheet piling, constructed to separate land and water and establish a permanent shoreline, and to prevent erosion caused by wind or wave action, which may be used to prevent shoaling in channels or as a breakwater to stop wave action for mooring of vessels.

Bus stop: A designated place along a bus route where buses stop to pick up or drop off passengers.

~~Calculation of land use acreage:~~ ~~For the purpose of the Destin Comprehensive Plan, the total acreage in each future land use category shall be determined based on figures provided by Okaloosa County and generated by the county's Geographic Information System (GIS).~~

~~Camouflaged tower:~~ ~~Any telecommunication tower that due to design or appearance entirely hides, obscures, or conceals the presence of the tower and antennas.~~

Campground: Any area that is occupied, intended, designed, or improved for occupancy by transients using recreational vehicles, motor homes, mobile trailers, or tents for dwelling, lodging, or sleeping

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purposes and is held out as such to the public. Campsite does not include any manufactured housing community.

One or more buildings, structures, tents, trailers or camping vehicles together with the land, used as temporary living quarters for 15 or more persons, including children, whether or not rent is paid for space in connection with the use of the premises. A campground shall include all land utilized for the temporary housing of people for uses such as recreational, educational, commercial, and for temporary labor.

Camping: The erection of shelter or similar structures for the purpose of sleeping overnight or lying upon the ground either under or outside any shelter, vehicle, bedroll, blanket, or other protective garb.

The erection of shelter or similar structures for the purpose of sleeping overnight or lying upon ~~the~~ beach either under or outside any shelter, vehicle, bedroll, blanket, or other protective garb.

Canal: A manmade waterway constructed to allow for the passage of watercraft or for water management purposes.

A long and narrow finger of water that is connected to the main body of water known as Destin Harbor. Such fingers of water are manmade by digging and/or dredging sand.

Canopy: A detachable roof like cover supported from the ground or deck, floor, or walls of a structure, for protection from the sun or weather.

Canopy, Tree: The upper layer of leaves and branches of a tree or group of trees.

Capacity: Refers to the availability of a public service or facility to accommodate users, expressed in an appropriate unit of measure, such as gallons per day or average daily trips.

Capacity, available: Capacity that can be reserved or committed to future users for a specific public facility.

Capacity, committed: The amount of capacity that has been committed to accommodate existing developments, developments, which have been issued a final development order, committed development, and vested developments.

Capacity, reserved: Capacity that has been removed from the available capacity pool and allocated to a particular property for a set period of time.

Capital Improvements: Physical assets constructed or purchased to provide, improve, or replace a public facility which increases its value, extends its useful life, or enhances its functionality, and are generally large scale and high in cost.

Capital Improvements budget: The portion of the City's budget which reflects capital improvements scheduled for a fiscal year.

Cemetery: Land used or dedicated to the burial of the dead, including crematoriums, mausoleums, and necessary maintenance facilities. Mortuaries shall be included when operated with the boundary of such cemetery.

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Certificate of Completion: Shall have the same meaning as defined by the Florida Building Code (FBC).

Certificate of Occupancy: Shall have the same meaning as defined by the Florida Building Code (FBC).

Certificate of Occupancy, Temporary: *(This is a new term recommended to be added by the LPA at their 11/21/24 meeting. Staff will develop this definition in collaboration with the City Building Official.)*

Change of use: Is a change in the purpose, use, impacts and/or level of activity within a building or a parcel of land or any substantial change that increases the impacts to the property or immediate vicinity.

Is a change in the purpose, use, impacts and/or level of activity within a building or a parcel of land that results in a change in application of the requirements of the Land Development Code. The definition shall also apply to the usage of the surrounding site and access to and from the building, structure or site, as necessary to achieve the purpose of this Code, and to obtain compliance with other City codes and ordinances.

Charter fishing boat: ~~See Fare carrying vessel. A vessel that charges a fixed fee for the entire boat, schedules around a small set of customers typically no more than six passengers but occasionally seven or more passengers and provides the customers the chance to experience either in-shore or off-shore fishing.~~

A sport fishing boat that charges a fixed fee for the entire boat and schedules around a small set of customers typically no more than six passengers but occasionally seven or more passengers. Charter fishing boats shall not include party fishing boats.

Chimney: A vertical shaft of reinforced concrete masonry, or other approved material enclosing one or more flues, for the purpose of removing products of combustion from solid, liquid, or gaseous fuel.

Church: See place of worship.

A building or structure, or groups of buildings or structures, wherein persons regularly assemble for religious worship and which is maintained and controlled by a religious body organized to sustain public worship. Includes synagogues, temples, mosques, or other such places used for worship.

Citizen participation or public participation: The terms "citizen participation" and "public participation" are synonymous and apply to affected persons, substantially affected persons, and aggrieved or adversely affected parties as defined in F.S. §§ 163.3184(1), 163.3213(2)(a) and 163.3215(2), respectively.

City Engineer: A person currently licensed and registered to practice engineering in the state and retained by the City to oversee the appropriate provisions of this Code. The City Engineer may be employed directly by the City or retained on a consulting basis and an authorized representative may be appointed.

Clear site triangle: An area at road intersections or driveways designed to be free from obstructions that could block a driver's view of oncoming traffic, pedestrians, or bicyclists.

Means that area formed by connecting a point on each curb line or edge of pavement to be located at the distance from the intersection of the street centerlines as required, and a third line connecting the two points as depicted in Figure 8-1: Clear visibility triangle.

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Clear Zone/Recovery Zone: An area adjacent to the roadway that is kept clear of fixed objects and obstructions.

Clearing: The process of removing trees, shrubs, and other natural vegetation from a land area to prepare it for alternative uses such as construction or development.

The removal of trees and brush from the land, not including the ordinary mowing of grass.

Cluster development: A development process for grouping dwellings to increase dwelling densities on some portions of the development area to have other portions free of buildings. The objective is to devise a better use of undeveloped property than that provides more flexibility and creativity for development.

Coastal construction activities: Any work or development in the conservation zone.

Coastal construction control line (CCCL): Pursuant to F.S. § 161.052, the coastal construction control line is a line of jurisdiction, defining the landward limit of the Florida Department of Environmental Protection's authority to regulate construction (Control lines should not be confused with setback lines or lines of prohibition).

Coastal high-hazard area: Shall mean the same as defined by the Federal Emergency Management Agency

Any land seaward of the coastal construction control line or the FEMA V-zone elevation line within the City, whichever is most landward. The coastal high-hazard area shall also include lands within the City which have historically experienced destruction or severe damage, from storm surge, wave erosion or other manifestations of rapidly moving or storm-driven water. This area typically includes the areas designated as the Category 1, Storm Surge Contours by the "Tri-State Hurricane Study" (June 1986).

Coastal marsh vegetation: Plant species uniquely adapted to the saline and brackish waters found in coastal marshes, playing a critical role in shoreline protection, water quality improvement, and habitat provision for a wide range of wildlife.

*Includes any of the following types of vegetation: Black Needle Rush (*Juncus roemerianus*), Shore rush (*Juncus marginatus*), other members of the *Juncus* species, Saltwort (*Batis maritima*), Glasswort (genus *Salicornia*), Marsh Elder (*Iva frutescens* L.), Smooth cord grass (*Spartina alterniflora*), Saltmeadow cord grass (*Spartina patens*) Salt grass (*Distichlis spicata*), Saw grass (*Cladium jamaicense*) and other members of the *Spartina* genus.*

Code: The codified ordinances of the City of Destin, Florida, unless otherwise designated.

Collapse zone: Shall mean the designated area of a telecommunication facility surrounding a telecommunication tower, which, in the event of a structural failure of all or part of the telecommunication tower, would contain the failed or collapsed telecommunication tower.

Co-location: The use of or the ability to use a common telecommunication facility for more than one telecommunication service provider, or more than one type of telecommunication technology by one provider.

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Commercial area: Any area zoned commercial, office, business or professional, including commercial areas in approved PUD development plans.

Commercial special events: Any wedding or wedding reception, spring break party, bachelor party, family reunion, class reunion, company banquet, company retreat and/or company picnic, or other similar event or celebration for which a property owner, property owner's agent, or occupant of the property obtains a profit, monetary compensation, event fee, or other commercial gain. Commercial special events are commercial uses, as defined herein.

- A. The holding of two or more weddings or wedding receptions at the premises within any given 12-month period is prima facie evidence that the events are commercial special events or
- B. The holding of two or more company banquets, retreats, and/or picnic at the premises within any given 12-month period is prima facie evidence that such events are commercial special events.

Commercial special event venue: Any building, structure or land that is used or occupied for one or more commercial special events within a year. The advertising of a building, structure or land for commercial special events is prima facie evidence that the building, structure, or land is a commercial special event venue.

Commercial uses: Activities within land areas, which are predominantly connected with the sale, rental and distribution of products, or performance of services. Evidence that a property owner or authorized occupant of a property owner has obtained a profit, monetary compensation, event fee, in-kind exchange, or other commercial gain by the property owner's (or property owner's authorized agent's or occupant's) use of the building, structure or land is prima facie evidence that this definition has been met and the use of the building, structure or land is a commercial use.

Activities within land areas, which are predominantly connected with the sale, rental and distribution of products, or performance of services. Evidence that a property owner or authorized occupant of a property owner has obtained a profit, monetary compensation, event fee, in-kind exchange, or other commercial gain by the property owner's (or property owner's authorized agent's or occupant's) use of the building, structure or land is prima facie evidence that this definition has been met and the use of the building, structure or land is a commercial use. Home occupations permitted pursuant to Section 9.06.06 of this Code are specifically excluded from this definition.

Commercial transient living accommodations: Commercial transient living accommodations means commercial hotels, motels, bed and breakfast facilities and other transient accommodations that are duly licensed by the State and comply with definitions F.S. § 509.242(1)(a), (b), (f), and (h). Commercial transient accommodations do not include any form of short-term or long-term residential uses.

Commercially developed premises: A premises on which there is at least one walled and roofed structure used, or designed to be used, for other than residential purposes.

Common open space: A parcel or parcels of land or area of water, or a combination of land and water within the site designated as a planned unit development, and designed and intended for the use or enjoyment of residents of the planned unit development. Common open space shall be improved to the

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~~extent necessary to complement the residential uses and may contain compatible and complementary structures for the benefit and enjoyment of the residents of the planned unit development.~~

Communications facility: A facility primarily engaged in broadcasting or other information relay services accomplished through the use of electronic and telephonic mechanisms.

Community Development Director: The officer or other designated authority, or their duly authorized representative, charged with the administration and enforcement of this Code.

Community residential home, large: A dwelling unit licensed to serve clients of the department of children and family services, which provides a living environment for seven to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents as defined in F.S. 419.001(d). Further restrictions for community residential homes are found in housing Section 9.02.03. A.

Community residential home, small: A dwelling unit licensed to serve clients of the department of children and family services, which provides a living environment for up to six unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents as defined in F.S. § 419.001(d). Further restrictions for small community residential homes are found in housing Section 9.02.03.B.

Compatibility: A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Complementary land uses: These land uses allow a person to meet multiple daily needs by walking from one use to a second use within a small area, typically either on the same site or on adjacent sites with a direct pedestrian connection between the two sites. Complementary uses are categorized into the following six land uses: long-term residential (live), short-term residential/hotel/motel/bed and breakfast (stay), office/government/industrial (work), commercial (shop), civic/recreational (play), educational (learn).

Concerned agencies: City, state, federal, or private agencies that would be involved in any phase of the planning or construction as set forth in the provisions of this Code.

City, state, federal, or private agencies that would be involved in any phase of the planning or construction as set forth in the provisions of this Code. ~~Such agencies would be the health department, City Engineer, state department of transportation, department of environmental protection, etc.~~

Concurrency: That the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of the development occur.

Conditional use: A use that would not be appropriate generally or without restriction throughout the zoning district, but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity, or general welfare.

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Condominium: A form of ownership of real property created pursuant to State Statutes, which is comprised entirely of units that may be owned by one or more persons, and in which there is, appurtenant to each unit, an undivided share in common elements.

A building or buildings on an undivided tract of real estate under single ownership and in which individual units are sold for business or industrial purposes using the condominium form of ownership and the project is also platted as a condominium in accordance with the state statutes. Refer to dwelling, multi-unit.

Conservation uses: Activities or land uses specifically managed to preserve and protect natural resources and biodiversity.

Construction: Any activity, including the building, assembling, expansion, modification, or alteration of the existing contours of the site, the erection of buildings or other structures, or any part thereof, or land clearing.

Construction/Development Area: The portion of a plot or parcel of land, upon which a development or construction or other improvements are proposed to be placed.

~~**Construction, marina:** Building, maintaining, extending, or making structural alterations to any building, pier, piling, bulkhead, seawall, placement of riprap, or other structure in, upon, or over the harbors and waterways of Destin or any filling, excavating, or dredging in said waters.~~

~~**Construction, non-marina:** The carrying out of any building, clearing, filling, excavation, or substantial improvement in the size or use of any structure or the appearance of any land. When appropriate to the context, "construction" refers to the act of construction or the result of construction.~~

~~**Contaminated:** Containing a harmful quantity of any substance.~~

Contamination: The presence of or entry into a public water supply system, the MS4, waters of the State, or waters of the United States of any substance which may be deleterious to the public health and/or the quality of the water.

Contiguous land: See Abutting/Adjacent land.

Contiguous land shall be those lands which are touching or having a common edge segment and not separated by a public or private road right-of-way not under the ownership or control of the landowner.

Cornice: Any horizontal member, structural or nonstructural, of any building projecting outward from the exterior walls at the roof line.

Cornice line: The horizontal line on the exterior of a building at which the roof system intersects the exterior wall.

Corridor: A linear geographic area that connects multiple locations, often used for transportation, communication, or utility infrastructure.

~~**Crown:** The main point of branching or foliage of a tree or plant, or the upper portion of a tree or plant.~~

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Crown spread: The measurement of the width of the outer canopy of a tree.

The distance measured across the greatest diameter of a plant.

Crows' nest: A structure placed on top of a larger building, often serving as a lookout or to admit light and air.

See "cupola".

Cul-de-sac: A local street having only one open end providing access to another street.

Cultural resource: A site, object, structure, building or district listed on the City's survey of cultural resources or in the historic preservation element of the City Comprehensive Plan or on the local register of historic places.

Cumulative illuminated: Illuminated by numerous artificial light sources that as a group illuminate any portion of the beach.

Cupola: A small dome and the shaft that supports it; sits on top of a building.

Customary yard accessory, residential: A movable object no more than eight feet in height as measured from grade to the highest point. Customary yard accessories shall include, but not be limited to, benches, tables, fountains, wishing wells, planters, bird baths, bird feeders, movable playsets/swing sets, swings, decorative figures/statues, ornaments, trampolines, outdoor sports equipment, and yard lighting.

A movable object no more than eight feet in height as measured from grade to the highest point. Customary yard accessories shall include, but not be limited to, benches, tables, fountains, wishing wells, planters, bird baths, bird feeders, movable playsets/swing sets, swings, decorative figures/statues, ornaments, trampolines, outdoor sports equipment, and yard lighting. ~~Customary yard accessories shall not be accessory structures requiring a building permit, such as gazebos, pergolas, arbors, structures affixed in the ground, or movable objects exceeding eight feet in height.~~

Decibel (dB): A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base ten of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micronewtons per square meter.

Decision height: The height at which a decision must be made, during an ILS instrument approach, to either continue the approach or to execute a missed approach.

Deck: An elevated structure, without a roof, directly adjacent to a principal building.

Decorative ornament: A decoration used to embellish parts of a building. Ornaments can be carved from stone, wood or precious metals, formed with plaster or clay, or painted or impressed onto a surface as applied ornament.

Demolish: To pull or knock down or otherwise remove a building, structure, or other development feature.

Demolition: The tearing down or razing of 25 percent or more of a structure's external walls.

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Density or gross density: An objective measurement of the number of residential units allowed per gross acreage of residential land area. Density is calculated by multiplying the gross residential land area of a proposed development project by the maximum number of residential units allowed in the FLUM designation category where the proposed development is located. This is inclusive of any dedicated ROW or other land.

An objective measurement of the number of residential units allowed per gross acre of residential land. Additionally, density is calculated by taking the total number of dwelling units divided by the total site area, less public or private right-of-way.

Detention: The collection and storage of surface water for subsequent gradual discharge.

Developed area: The portion of a plot or parcel of land, excluding public rights-of-way, upon which a building, structure, pavement, landscape material or other improvements have been placed.

Developer: Any person, firm, partnership, corporation, public agency, unit of government or other entity engaging in or proposing to engage in a development activity either as the owner or as the agent of an owner of property.

Development or development activity: The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into two or more parcels. The following activities or uses shall be considered to involve "development":

1. Construction
2. A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
3. Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any coastal construction.
4. Commencement of drilling (except to obtain soil samples), mining, or excavation on a parcel of land.
5. Subdividing land into two or more parcels.
6. Erection of a permanent sign unless expressly exempted.
7. H Alteration of a historic property for which authorization is required.
8. Changing the use of a site so that the need for parking is increased.
9. Construction, elimination, or alteration of a driveway onto a public street.

The following operations or uses shall not be taken for the purpose of this chapter to involve "development" as defined in this section:

1. Work by a highway or road agency for the maintenance or improvement of a road if the work is carried out on land within the boundaries of the right-of-way.
2. Work by any utility and other persons engaged in the distribution or transmission of gas or water to inspect, repair, renew, or construct on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, powerlines, towers, poles, tracks, or the like.

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3. Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
4. The use of any structure or land devoted to dwelling uses for any purpose customarily incidental to enjoyment of the dwelling.
5. The use of any land for growing plants.
6. A change in the ownership or form of ownership of any parcel or structure.
7. The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.

The term "development," as used in the Land Development Code includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing or to the result of development. Reference to any specific operation is not intended to mean that the operation or activity when part of other operations or activities are not development.

Development of regional impact: A development undertaken, or proposed to be undertaken, pursuant to F.S. § 380.06.

Development order: The final authorization of a development project granting, denying, or granting with conditions an application for approval for development, which shall be issued prior to submittal or approval of any development permit.

~~An order granting, denying, or granting with conditions an application for approval of a development permit. A distinction is made between the two distinct types of development permits: final development order and development permit. See subparagraphs below.~~

~~**Final development order:** The final authorization of a development project; the authorization which must be granted prior to issuance of a development permit as defined for purposes of this Code. (The final development order authorizes the project, whereas the development permit authorizes specific components of the project, such as building construction, parking lot installation, landscaping, and the like.) For purposes of this Code the final development plan approval is the final development order.~~

~~**Development permit:** See Building Permit.~~

~~For purposes of this Code a development permit is that official City document which authorizes the commencement of construction or land alteration without need for further application and approval. Development permits include: all types of construction permits (plumbing, electrical, foundation, mechanical, and so forth, in addition to the building permit itself), grading and clearing permits, septic tank permits, tree removal permits, sign permits, development order, zoning permit, subdivision approval, rezoning, certification, conditional use, variance, or any other official City action having the effect of permitting the development of land.~~

~~Development permit: For purposes of this Code a development permit is that official City document which authorizes the commencement of construction or land alteration without need for further application and approval. Development permits include: all types of construction permits~~

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~~(plumbing, electrical, foundation, mechanical, and so forth, in addition to the building permit itself), grading and clearing permits, septic tank permits, tree removal permits, sign permits, etc.~~

Deviation(s), major: See LDC Section 2.05.04.D.

A deviation from a final development plan, including any change to a condition in the final development order that was expressly imposed by the City Council; or any change that adversely affects the compatibility of the proposed project; or any change that the City Manager, or his designee, determines should be reviewed by the City Council due to the community impact of the proposed change.

Deviation(s), minor: See LDC Section 2.05.04.C.

A deviation from a final development plan that does not meet the definition of a major deviation.

Diameter at breast height (DBH): Fifty-four inches (54") above the surface of the ground at the base of the plant or tree. In the case of a tree with multiple main stems, the diameter shall be the sum of the diameters of the stems.

Direct hydrologic connection: A surface water connection which, under normal hydrological conditions, occurs on an average of 30 or more consecutive days per year. In the absence of reliable hydrologic records, a continuum of wetlands may be used to establish a direct hydrologic connection.

Direct light: Light emitted directly from the lamp, off of the reflector or reflector diffuser, or through the refractor or diffuser lens, of a luminary.

Directly illuminated ~~(beach lighting):~~ Illuminated as a result of glowing element(s), lamp(s), globe(s), or reflector(s), of any artificial light source, which is visible to an observer.

Illuminated as a result of glowing element(s), lamp(s), globe(s), or reflector(s), of any artificial light source, which is visible to an observer ~~on the beach.~~

Discharge: ~~Any addition or introduction of any pollutant, stormwater, or any other substance whatsoever into the municipal separate storm sewer system (MS4), or into waters of the State, or into waters of the United States.~~

Distillery/Craft Distillery: A distillery is a manufacturer of distilled spirits. A licensed distillery that produces 75,000 or fewer gallons per calendar year of distilled spirits on its premises and has notified the division in writing of its decision to qualify as a craft distillery.

District: A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, building, structures, objects, or areas, which are united historically or aesthetically by plan or physical development. A district may be comprised of individual resources which are separated geographically but are linked by association or history.

Dock or pier: A fixed or floating structure, including mooring pilings used for the purpose of berthing buoyant vessels; for loading or unloading persons or property; and/or providing access to the water which may also include wharfs, floats, dry docks, and other land facilities.

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Dock, marginal: A dock placed immediately adjacent and parallel to the shoreline or seawall, bulkhead, or revetment.

Drainage system: A system through which water flows, including watercourses, water bodies and wetlands.

Dripline: The perimeter on the ground directly beneath the outermost edges of a tree's canopy.

The outermost perimeter of the crown of a plant as projected vertically to the ground.

Dry boat storage facilities: Any building, structure or area in which boats are stored, out of water, by placing them in racks, trailers, or other devices.

Dry dock facilities: Any upland facility used for the temporary placement of boats for repair, maintenance, or painting.

Dune, (sand dune): A natural or manmade mound or bluff of sand which is located landward of the beach, and which has sufficient vegetation, height, continuity, and configuration to offer protective value.

A mound or ridge of loose sediments, usually sand-sized sediments, lying landward of the beach and extending inland to the landward toe of the dune, which intercepts the 100-year storm surge.

or,

Naturally occurring accumulations of sand in ridges or mounds landward of the beach.

Dune, frontal/primary: The first natural or manmade dune.

Frontal dune: *The first natural or manmade mound or bluff of sand which is located landward of the beach and which has sufficient vegetation, height, continuity, and configuration to offer protective value.*

Dune crest, primary: The highest line of elevation parallel to the water's edge of the Gulf of Mexico along the first substantial mound or ridge of loose sediment, lying upland of the beach or shore, deposited by any natural or artificial mechanism, which typically aligns in proximate location with a similar dune on adjacent gulf-fronting properties.

Dwelling or dwelling unit: A designed and occupiable place of residence for a person or people, providing complete and essential functions of living, sleeping, cooking, and sanitation.

A housing unit, including a stationary mobile home, an apartment, a group of rooms, or a single room occupied as separate living quarters, which provides complete and independent living facilities for one housekeeping unit. This includes permanent provisions for living, sleeping, eating, cooking and sanitation.

Dwelling, accessory: A dwelling established in conjunction with and clearly subordinate and independent from a primary dwelling, whether attached to or detached from the primary dwelling on the same lot or parcel. Lock-outs are considered an accessory dwelling.

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A secondary dwelling unit established in conjunction with and clearly subordinate to a primary dwelling unit, whether a part of the same structure as the primary dwelling unit or a detached dwelling unit on the same lot or parcel.

Dwelling, duplex: Two primary attached single dwellings.

A building containing two dwelling units, and closely resembling a single-family dwelling in exterior appearance.

Dwelling, lock-out: A room or rooms with a separate bath within a dwelling that can be independently accessed through separate entrances but are connected by a door that can be locked from either side.

***Lock-out units:** Lock-out units are defined as rooms with a separate bath within a living unit that can be accessed by means other than the main entrance of a dwelling unit without entering the dwelling unit. Lockout units are considered as separate units for the purposes of calculating residential density, intensity, parking, and concurrency and are allowed as both residential long and short-term uses.*

Dwelling, manufactured home: Shall have the same meaning as defined by the Federal Emergency Management Agency (FEMA).

Dwelling, mobile home: Shall have the same meaning as defined by the Department of Housing and Urban Development.

A detached one-family dwelling designed for long-term occupancy (containing sleeping accommodations, a flush toilet, a tub or shower, and kitchen facilities, with plumbing and electrical connections provided for attachment to outside systems) and for transportation after fabrication, in one or more sections, over streets or highways on its own wheels or on a flatbed or other trailers, and arriving at the site where it is to be occupied as a residence complete and ready for occupancy, except for minor and incidental unpacking and assembly operations, location on foundation supports, connection to utilities, etc.

Dwelling, modular home: A dwelling constructed using individual sections, called modules, built in a factory, and assembled on site. Modular housing may be comprised of single or multiple dwellings.

A detached one-family dwelling which complies with all standards and specifications of the Florida Building Code and is so tagged. It will have descriptive plans and full blueprints, and will be placed on a permanent, closed foundation.

Dwelling, multi-unit: A residential structure containing two or more dwelling units attached to a wall, floor, or ceiling of another dwelling unit or attached to any accessory structure associated with another dwelling unit. The term includes apartments, townhomes, duplexes, lock-out units, triplexes and the like.

***Dwelling, multifamily:** A residential structure containing two or more dwelling units attached to a wall, floor, or ceiling of another dwelling unit or attached to any accessory structure associated with another dwelling unit. The term includes apartments, townhomes, duplexes, lock-out units, triplexes and the like.*

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Dwelling, primary: The one dwelling unit on a lot or parcel which is clearly the larger and principle dwelling.

Dwelling, rooming house: A type of dwelling(s) where multiple tenants rent individual rooms within a larger property, typically sharing common areas like bathrooms, kitchens, and living spaces.

An establishment where lodging is provided for compensation: (a) other than in dwelling units, (b) for a total of six to 24 persons unrelated by blood, marriage or legal adoption to the owner or operator of the roominghouse, and (c) without service of meals to roomers. For lodging with meals, see boardinghouse. For similar lodging for 25 or more persons, refer to the definition "hotel" in the Land Development Code. Owners/operators must be registered with the Florida Department of Business and Professional Regulation, Division of Hotels and Restaurants in order to be considered a roominghouse by the City. Roominghouses shall not include homes with foster children placed by the Florida Department of Children and Family Services, small community residential homes and large community residential homes.

Dwelling, single unit detached: A residential structure containing no more than one dwelling separate and detached from any other residential structure.

Dwelling, single-family detached: A residential structure containing no more than one dwelling unit physically detached from any other residential structure or from any accessory structure associated with another dwelling unit.

Dwelling, Townhouse: A type of multi-unit dwelling that may or may not be platted for individual ownership and at the point of attachment, the dwelling units shall be separated from each other by firewalls extending from footings to roofs without openings which would permit the spread of fire from one building to another.

Easement: A legal right to use another person's land for a specific limited purpose, without owning it. Easements are often granted for utilities, such as water, gas, electricity, and sewer lines, to cross private lands. They can also allow for private purposes, such as a driveway or access to a landlocked property. Easements are typically recorded in land records and can be transferred with the property, ensuring certain rights or uses are maintained over time.

A grant by a property owner of the use of land for a specific purpose or purposes by the general public, or a corporation or a certain person or persons. The owner generally may continue to make restricted use of such land, since he has given up only certain, and not all, ownership rights.

Eave: The projecting lower edges of a roof overhanging the wall of a building.

Electric distribution substation: An electric substation which takes electricity from the transmission grid and converts it to a lower voltage so it can be distributed to customers in the local area on the local distribution grid through one or more distribution lines less than 69 kilovolts in size.

Electric power generation, fossil fuel: An electric power generation facility that uses fossil fuels, such as coal, oil, or gas, in internal combustion or combustion turbine conventional steam process to produce electric energy. The electric energy produced in these facilities is provided to electric power transmission systems or to electric power distribution systems.

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Electric power generation, hydro: An electric power generation facility that uses waterpower to drive a turbine and produce electric energy. The electric energy produced in these facilities is provided to electric power transmission systems or to electric power distribution systems.

~~**Electric power generation, nuclear:** An electric power generation facility that uses nuclear power to produce electric energy. The electric energy produced in these facilities is provided to electric power transmission systems or to electric power distribution systems.~~

Electric power generation, solar: An electric power generation facility that uses solar power to produce electric energy. The electric energy produced in these facilities is provided to electric power transmission systems or to electric power distribution systems. This definition does not include small scale solar energy conversion systems that have a maximum power output of 200 KW and are used primarily to reduce on-site consumption of utility power.

Electric power generation, wind: An electric power generation facility that uses wind power to produce electric energy. The electric energy produced in these facilities is provided to electric power transmission systems or to electric power distribution systems. This definition does not include small scale wind energy conversion systems that have a maximum power output of 200 KW and are used primarily to reduce on-site consumption of utility power.

Electric transmission substation: An electric substation that connects three or more transmission lines without any transformation of voltage to a distribution voltage level. There may be transformation of voltages between transmission level voltages, but it is not required for the substation to be considered a transmission substation.

Emergency repairs: The restoration of a building, structure, or facility to a sound state when such building, structure or facility was damaged or made unsound as the result of a sudden condition or event which, by its nature, was unavoidable and/or unplanned (i.e., fire, storm, etc.).

~~**Emergency service use:** Means a use exclusively for police, fire, or emergency medical services.~~

Energy conversion systems, small-scale solar: A solar collection system consisting of one or more roof and/or ground mounted solar collector devices and solar related equipment, which has a rated capacity of less than or equal to ten kilowatts (for electricity) or rated storage volume of the system of less than or equal to 240 gallons or that has a collector area of less than or equal to 1,000 square feet (for thermal), and is intended to primarily reduce on-site consumption of utility power. A system is considered a small-scale solar energy conversion system only if it supplies electrical or thermal power solely for on-site use.

Energy conversion systems, small-scale wind: A wind energy conversion system consisting of a wind turbine, tower, and associated control or conversion electronics, which has a rated capacity of less than or equal to ten kilowatts and is intended to primarily reduce on-site consumption of utility power. A system is considered a small-scale wind energy conversion system only if it supplies electrical power solely for on-site use.

~~**Engineering:** Design, construction, and inspection of public or private facilities including but not limited to streets, stormwater facilities, water, sewer and the like. All engineering construction requires a set of plans~~

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~~signed and sealed by an engineer licensed to perform such work in the State of Florida. All engineering construction requires a permit.~~

Environmentally sensitive area (ESA): Any lands or waters with 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.

A distinct space or ground surface readily affected by or responsive to external elements or actions.

Erect: To construct, reconstruct, build, relocate, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish; but it shall not include any of the foregoing activities when performed as routine maintenance.

To construct, reconstruct, build, relocate, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish; but it shall not include any of the foregoing activities when performed as an incident to the change of message, or routine maintenance.

Erosion: The process by which natural forces such as water, wind, ice, or gravity remove and transport soil, rock, or sediment from one location to another.

The wearing or washing away of soil by the action of wind or water.

Estuary: A partially enclosed coastal body of water where freshwater from rivers and streams meets and mixes with saltwater from the ocean.

Existing: Referring to something that is currently present at a given moment.

For purposes of the stormwater management provisions of this Code, the average condition immediately before development or redevelopment commences.

Existing docks: Any dock currently constructed and was approved for construction through a marine construction permit by the effective date of this article.

Any dock currently constructed or for which a completed application has been received by the effective date of this article.

Family: One or more persons occupying a single dwelling unit; provided that, unless all members are related by blood or marriage, no such family shall contain over five persons, but further provided, that domestic servants employed on the premises may be housed on the premises without being counted as a family or families and not more than two rooms may be occupied by a total of four or less boarders, including roomers, who may be accommodated (for five or more roomers or boarders, see boarding and rooming houses). The term "family" shall not be construed to mean a fraternity, sorority, club, or institutional group.

Family, day care: An occupied residence in which childcare is regularly provided for children from at least two unrelated families and which receives a payment, fee, or grant for any of the children receiving care, whether or not operated for profit. Household children under 13 years of age, when on the premises of the family day care home or on a field trip with children enrolled in childcare, shall be included in the overall

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capacity of the licensed home. A family day care home shall be allowed to provide care for one of the following groups of children, which shall include household children under 13 years of age:

1. A maximum of four children from birth to 12 months of age.
2. A maximum of three children from birth to 12 months of age, and other children, for a maximum total of six children.
3. A maximum of six preschool children if all are older than 12 months of age.
4. A maximum of 10 children if no more than 5 are preschool age and, of those 5, no more than 2 are under 12 months of age.

Family, immediate: ~~The father, mother, brother, sister, spouse, son, daughter, or grandchild of a person deeding land without valuable consideration.~~

Fare carrying vessels: Vessels used for the following activities that are available to the public for hire: charter for hire, party fishing, sightseeing (e.g., dolphin, sunset, dinner cruises, etc.), sailing, parasailing and diving/snorkeling. Fare carrying vessels shall not include pontoon, runabout boats, or personal watercraft.

Federal Communications Commission (FCC): The federal agency with the oversight of all aspects of communications, including broadcast radio, broadcast television, wireless telephone, cellular, radio, public safety, and cable television.

FDEP: The State of Florida's Department of Environmental Protection.

FDOT: The State of Florida's Department of Transportation.

Feepayer: A person or entity applying for the issuance of a development permit.

Fence: An artificially constructed barrier of wood, masonry, stone, wire, metal, or other manufactured material or combination of materials erected to enclose, screen, or separate areas.

Fenestration: Refers to the design, placement, and configuration of openings in a building, including windows, doors, skylights, and other glazed elements.

Festive Market Place: An area along the north shore of the Destin Harbor which accommodates tourist commercial and mixed-use development. The festive market place provides gathering spaces for festivals and other special events, fostering a free-flowing pedestrian-oriented environment, supporting a multimodal transportation system, promoting convenient public access to the Harbor Boardwalk, and reinforcing the identity of Destin's world-class fishing and authentic historic Harbor. (Comp Plan Definition)

Filling station: A building and premises where gasoline, oil, grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail.

A building and premises where gasoline, oil, grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. Uses permissible at a filling station do not include major mechanical and body work, straightening of body parts, painting, welding, storage of automobiles not in operating condition, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in filling stations. A filling station is not a repair garage nor a

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body shop. Sales of cold drinks, packaged foods, tobacco, and similar convenience goods for filling stations' customers, as accessory and incidental to principal operation, are allowed.

Finished Floor Elevation (FFE): The elevation of the top of the lowest habitable finished floor in a building.

Flag: A piece of cloth or similar flexible material, typically oblong or square, attachable by one edge to a pole or rope and used **to display information, ideas, or political jurisdiction.** ~~or as the symbol or emblem of a country or institution or as a decoration during public festivities.~~

Any fabric or flexible material having a horizontal orientation and rectangular shape, where length does not exceed 1.7 times the width and the width is not less than 0.5 times the length. Flags are attached at one end and are displayed by means of a flag pole or similar device.

~~**Flag pole:** A freestanding ground-mounted structure or a structure mounted to a building or roof of a building and used for the sole purpose of displaying a flag.~~

Flood or flooding: The accumulation of excess water on land that is usually dry, caused by factors such as heavy rainfall, river overflow, tidal surges, or the failure of dams and levees.

A temporary, partial or complete inundation of normally dry land from the overflow of inland or tidal waters, or from the unusual and rapid accumulation of runoff or surface waters from any source.

Flood hazard boundary map (FHBM): Official map of a community issued by FEMA, where the boundaries of the flood, mudflow and related erosion areas having special hazards have been designated.

The map issued by the Federal Emergency Management Agency showing floodprone areas. Drawn from United States Geological Survey maps, it does not provide flood elevations and is intended to be used only until the flood insurance rate map is produced.

Flood insurance rate map (FIRM): Official map of a community on which FEMA has delineated the Special Flood Hazard Areas (SFHAs), the Base Flood Elevations (BFEs) and the risk premium zones applicable to the community.

The official map issued by the Federal Emergency Management Agency showing both the area of special flood hazard and the risk premium zones within the City.

Flood light: A luminary or bulb which projects light in a specific direction in a wide beam, typically 100 degrees or more. (See spot light.)

Flood plain: A flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding.

Floodway: A designated area within a floodplain, specifically the channel of a river or other watercourse and adjacent land areas, which must remain unobstructed to allow for the passage of floodwaters.

The channel of a natural stream or river and portions of the floodplain adjoining the channel, which are reasonably required to carry and discharge the floodwater or flood flow of any natural stream or river.

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Floor area ratio (FAR): The measurement of a building's gross floor area in relation to the size of the lot/parcel that the building is located on.

The total gross floor area of all buildings or structures on a lot divided by the area of said lot.

Foot candle: A measure of luminance (or light intensity) on a surface equal to one lumen per square foot as established by the Illuminating Engineering Society of North America (IESNA).

Frontage: Linear distance measured along abutting rights-of-way.

Full cutoff (FCO): A light fixture which cuts off all upward transmission of light.

Fully shielded: A fixture with housing or attachment thereto which prevents a line of sight to the bulb when viewed from another property and which prevents a line of sight to any part of the light source at or above a horizontal plane running through the lowest portion of the fixture.

Functionally dependent use: A use which cannot be used for its intended purpose unless it is located or carried out in close proximity to water, such as a docking, loading and unloading of cargo or passengers, shipbuilding and ship repair, or processing seafood. The term does not include long-term storage or related manufacturing uses.

Garden window: A window that extends out from the house whose lowest point is at least four feet above floor level and typically has an interior shelf for plants and herbs and does not add to the gross floor area of the building or structure. Side vents may be included to provide ventilation.

Gazebo: A freestanding, open-sided structure with a permanent roof, typically found in gardens, parks, and spacious public areas.

An accessory structure with a permanent roof intended to shed water. Its sides could be open or enclosed.

Geographic Information System (GIS): A system that creates, manages, analyzes, and maps all types of data.

Glare: Light emanating from or reflected from another source causing excessive and uncontrolled brightness and can impair visibility, leading to decreased safety and comfort in both indoor and outdoor environments.

Light emitting from a luminary of an intensity sufficient to reduce a viewer's ability to see. Also, discomfort experienced by an observer with a direct line of sight to a light source which often results in annoyance, discomfort or loss of visual performance causing visual impairment.

Grade: The inclination, with the horizontal, of a road, unimproved land, etc., which is generally expressed by stating the vertical rise or fall as a percentage of the horizontal distance.

Gross floor area: The floor area within the inside perimeter of the exterior walls of the building under consideration, exclusive of vent shafts and courts, without deduction for corridors, stairways, ramps, closets, the thickness of interior walls, columns, or other features. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the

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roof or floor above. The gross floor area shall not include shafts with no openings or interior courts. For the purposes of calculating floor area ratio, gross floor area shall be the sum of gross horizontal areas of each floor of a building or structure, measured from the exterior face of the exterior walls, or from the centerline of a walls separating two buildings.

For the purposes of calculating floor area ratio, gross floor area shall be the sum of gross horizontal areas of each floor of a building or structure, measured from the exterior face of the exterior walls, or from the centerline of a walls separating two buildings. However, the following shall be excluded in the calculation of gross floor area: any space where the floor-to-ceiling height is less than six feet, basements, exterior open balconies, breezeways and open stairwells. Elevator shafts shall be counted only once in the calculation gross floor area, while fully enclosed stairwells shall be counted for each floor that they provide access to.

Gross land area: Those contiguous land areas, as well as land areas separated by a public or private right-of-way, road, street, or alleyway, and under common ownership proposed for development. For beachfront properties, gross residential land area shall extend southward to the Mean High-Water Line per Plat or Record Document provided by Okaloosa County GIS 2007 or certified survey as of 2007. (Comp Plan definition)

Ground area: The extent or measurement of the surface of ground or land devoted to amusement rides, tracks, pools, outdoor display or storage and other outdoor non-parking and non-landscape areas.

Actual ground area devoted to amusement rides, tracks, pools, outdoor display or storage and other outdoor nonparking and nonlandscape areas.

Ground cover: Low-growing plants or materials spread over the soil surface, serving to protect and stabilize the ground, retain moisture, and suppress weeds. Ground cover can include living plants, such as grass, creeping perennials, and mosses, or non-living organic materials, such as but not limited to, mulch or pine straw.

Natural mulch or low-growing plants, other than deciduous varieties, installed to form a continuous cover over the ground.

Ground-level barrier: Any vegetation, natural feature or artificial structure arising from the ground, which prevents beachfront lighting from shining directly onto the beach-dune system.

Groundwater: Water beneath the surface of the ground.

Groundwater, Aquifer: Water beneath the surface of the ground, whether or not flowing through known and definite channels.

Gross density or density: The total number of dwelling units divided by the total site area, inclusive of existing or proposed public and private roadways, right-of-way easements of [or] access.

Guest, cottage, or carriage house: A type accessory structure that shall not be rented or sold separately from the primary dwelling unit, and does not provide any cooking function.

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An attached or detached accessory one-family structure that provides temporary living quarters for guests of the occupants of the primary dwelling and which: a) is clearly subordinate to the primary dwelling on the same lot or parcel; b) contains no 220 volt power or gas service to any cooking appliance; and c) is not rented or sold separately from the primary dwelling unit.

Gutter: A shallow channel set along the edge of a building roof, for purposes of catching and carrying off water.

Harbor Boardwalk: The areas adjacent to and along the northern harbor shoreline that create a public pedestrian network.

Harbor waterfront: The 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.

Harbors and waterways of Destin: The tidally influenced waters within and adjacent to the boundaries of the City of Destin, including, but not limited to, the Gulf of Mexico, the Destin Harbor, Choctawhatchee Bay, Joe's Bayou, Marler Bayou, Indian Bayou, and East Pass. This does not include any freshwater bodies located within the City of Destin. The boundaries of Destin Harbor shall be as follows:

Commence at the intersection of the southerly right-of-way line of U.S. Highway 98 (State Road No. 30) (100-foot right-of-way as it exists in 1985) and the mean high-water line of the East Pass Inlet to the Gulf of Mexico; thence proceed southeasterly along such mean high-water line to the entrance of Destin Harbor, and the point of beginning; thence departing such mean high-water line proceed northeasterly at right angles to such mean high water line a distance of 100.00 feet; thence proceed easterly parallel to and 100.00 feet upland of the mean high-water line of Destin Harbor to a point 100.00 feet upland of the intersection of the mean high-water line of Destin Harbor and the finger canal as depicted on the plat of Sandpiper Cove Phase III as recorded in Plat Book 1, pages 161-170 of the public records of Okaloosa County, Florida; thence proceed easterly along a line 100.00 feet northerly and parallel to said finger canal to a point 100.00 feet north of the easternmost point of said finger canal; thence continue easterly along the projection of the line parallel to and 100.00 feet north of such canal to the centerline of Gulfshore Drive (100-foot right-of-way); thence proceed westerly along the centerline of Gulfshore Drive to a point of intersection with an extension of the centerline of a ten-foot-wide out parcel as recorded in O.R. Book 1142, page 1566, of the public records of Okaloosa County, Florida; thence proceed southerly along the centerline of such out parcel and the projection thereof to the mean high-water line of the East Pass Inlet to the Gulf of Mexico; thence proceed northwesterly along such mean high-water line to a point on the western extremity of the Holiday Isle peninsula; thence proceed northerly, traversing the entrance to Destin Harbor, to the point of beginning.

Hardship cases: ~~Those situations where an individual requests the location of a mobile home on the same lot or parcel of property that the individual is residing in a one-family detached dwelling subject to all of the following conditions:~~

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- ~~(1) The proposed occupant of the mobile home must be related to an occupant of the one-family attached dwelling as grandparent, parent, brother, sister, child, grandchild, or parent-in-law.~~
- ~~(2) The applicant must have written consent of all property owners within 300 feet of the lot or parcel of property upon which the mobile home is to be located.~~
- ~~(3) The applicant must have an affidavit signed by a physician licensed to practice medicine in this state certifying that the proposed occupant of the mobile home is terminally ill or requires constant care as would be provided by a hospital.~~
- ~~(4) The special exception will be granted for a period not to exceed one year but may be renewed by following the same procedure as for the granting of the same.~~
- ~~(5) The proposed mobile home must comply with all setback requirements of the district.~~
- ~~(6) Such other conditions and safeguards as deemed appropriate by the board of adjustment.~~

~~**Harmful quantity:** The amount of any substance that will cause pollution to waters in the State, waters of the United States, or that will cause lethal or sub-lethal adverse effects on representative, sensitive aquatic monitoring organisms belonging to the City, upon their exposure to samples of any discharge into waters of the State, waters of the United States, or the MS4.~~

~~**Hatchling:** Any species of marine turtle, within or outside of a nest, and that has recently hatched from an egg.~~

~~**Hazardous material:** Any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.~~

~~**Hazardous waste:** A category of waste materials that are dangerous or potentially harmful to human health or the environment.~~

~~**Heavy Equipment:** Any commercial, industrial, or agricultural vehicles, equipment, or machinery.~~

~~**Height, all other:** Is the distance from grade to the highest point of the object or structure.~~

~~**Height, building:** See the adopted Comprehensive Plan definition for building height.~~

~~*As applied to a building, means the vertical distance from the top of the lowest floor surface or ground slab in the case of ground floor parking to the highest finished roof surface in the case of roofs with a slope of one foot in 12 feet, or less, or to a point at the average height of roofs with a greater slope.*~~

~~**Height, luminary:** The height of a luminary shall be the vertical distance from the ground directly below the centerline of the luminary to the lowest direct-light-emitting part of the luminary.~~

~~**Height, telecommunication tower:** The distance measured from the ground at the base of the structure to the highest point of the tower. This measurement excludes any attached antennas, and lighting. Any part of the base which exceeds four feet above 0.0 feet above the ground shall be included in the height of the tower.~~

~~**Highest adjacent grade:** The highest natural elevation prior to construction or finished grade of the ground surface adjacent to the proposed walls of [a] structure.~~

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Historic resource: All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

Home based business: A business located in a residential dwelling that meets the criteria of a home-based business per Florida State Statutes.

~~**Home occupation:** An occupation carried on in a principle dwelling unit by the resident thereof; provided that the use is limited in extent and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof; provided that the home occupation meets the standards provided in Section 9.06.06 of this Code.~~

~~**Horizontal (or vertical) foot-candles:** The amount of light striking a vertical or horizontal plane.~~

Hotel: An establishment where lodging is provided for compensation other than in dwelling units, and for 25 or more persons. A hotel must provide a centralized front desk area that is open 24-hours for all check-in/check-out and service needs and daily room cleaning service. Additionally, the hotel must be managed, maintained, and operated by a single entity and shall be marketed like a hotel, condotel, or similar name that infers "hotel-like" services. Hotel units may contain kitchenette facilities (limited cabinet space and small appliances), sitting/living rooms, and bedrooms. However, bedrooms shall not contain walk-in closets. For purposes of these regulations, the term "hotel" shall be construed to include motel, motor court, motor inn, tourist court, motor lodge and similar facilities, if for 25 or more occupants. For establishments where a smaller number of persons are accommodated, see bed and breakfast inn, boardinghouse, rooming house.

IESNA: Illuminating Engineering Society of North America.

Illegal connection: An unauthorized or unapproved connection to utility services or infrastructure, such as water, sewer, electricity, or telecommunications networks. Illegal connections bypass legal and safety regulations, potentially causing harm to the public system, endangering public health and safety, and leading to financial losses for service providers. These connections can result from unauthorized tapping into lines, bypassing meters, or other means of accessing services without proper permission or payment. Addressing illegal connections involves enforcement of regulations, penalties, and efforts to regularize access to essential services.

An illicit connection is defined as either of the following: Any drain or conveyance, whether on the surface or subsurface, which allows an illegal discharge to enter the storm drain system including but not limited to any conveyances which allow any nonstormwater discharge including sewage, process wastewater, and wash water to enter the storm drain system and any connections to the storm drain system from indoor drains and sinks, regardless of whether said drain or connection had been previously allowed, permitted, or approved by an authorized enforcement agency/or any drain or conveyance connected from a commercial or industrial land use to the storm drain system which has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.

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~~Illegal discharge: Any direct or indirect nonstormwater discharge to the storm drain system, except as exempted in section 11.09.02(A) of this Code.~~

Illicit discharge: The unauthorized or illegal release of any substances off-site. Illicit discharges can originate from various sources, including industrial facilities, sewage connections, septic tank overflows, and improper disposal of waste materials, except as exempted in Article 7 of this Code.

Is the process of allowing any nonstormwater contaminant or wastewater that may contain pollutants that cause or contribute to a violation of State water quality standards, to enter the City's storm sewers or environmentally sensitive areas such as beaches, wetlands and open water bodies, or any nonstormwater discharge from one property to another property without the receiving property owner's express written consent with the exception of irrigation sprinkler overspray.

Illuminated sign: A sign which contains a source of light, or which is designed or arranged to reflect light from an artificial source including indirect lighting, neon, incandescent lights, and backlighting, and shall also include signs that depend upon automobile headlights for an image.

Impervious surface: A surface that has been compacted or covered with a layer of material resistant to infiltration by water.

A surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water. It also includes semipervious surfaces such as clay, shell, gravel, crushed stone, pavers, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar surfaces.

Implied riparian line: A line, not established by any survey, generally extending in the same direction, or bearing as side property lines of residential properties into bodies of water. Only used in residential marine projects. Any riparian line established by a survey or other legal process supersedes an implied riparian line.

Improvement: Any manmade, immovable item which becomes part of, is placed upon, or is affixed to real estate.

Independent fee calculation study: A traffic engineering and/or economic documentation prepared by a feepayer to allow the determination of an impact fee other than as required by this Code.

The traffic engineering and/or economic documentation prepared by a feepayer to allow the determination of the impact fee other than by the use of the table in Section 19.04.05.

Indigenous plants: Plants native to the northwest area of the State of Florida.

Indirect light: Direct light that has been reflected or has scattered off of other surfaces. (See reflection).

Indirectly illuminated (beach lighting): Illuminated as a result of the glowing element(s), lamp(s), globe(s), or reflector(s), of an artificial light source that is not visible to an observer on the beach.

Industrial uses: Of, relating to, concerning, or arising from the assembling, fabrication, finishing, manufacturing, packaging, or processing of goods, or mineral extraction.

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Infrastructure: The fundamental facilities and systems serving the city, including the services and facilities necessary for its economy to function. Such as transportation and utilities.

Intensity: The degree of development or use of land and buildings, measured by floor area ratio (FAR), which calculates the total building square footage relative to the land area.

An objective measurement of the extent to which land may be developed or used, including the consumption or use of the space above, on or below ground; the measurement of the use of or demand on natural resources; and the measurement of the use of or demand on facilities and services. Additionally, intensity of development may be limited or regulated by performance standards, such as maximum floor area ratio for gross floor area allowed on a lot or parcel, lumens for lighting, or maximum decibels for sound.

~~**Interior area:** The entire parcel to be developed exclusive of the front, rear and side perimeter landscape areas, which also need less fertilizer, maintenance and water.~~

Junkyard: Premises or portions thereof used for the storage or sale of used and discarded materials, including but not limited to paper, rags, metal, building materials, appliances, household furnishings, machinery, vehicles, equipment, or parts thereof. The storage for a period of two or more months of two or more wrecked or partly dismantled motor vehicles, parts of dismantled motor vehicles, or the sale of parts thereof, not capable of or not intended to be restored to highway operating condition, shall also constitute a junkyard. For the purposes of this Code, such uses as automobile reclaiming businesses, automotive wrecking businesses, automotive salvage businesses and recycling centers shall be considered junkyards.

Lake or pond: A naturally occurring body of water surrounded by land.

Lake, artificial: A man-made body of water including lakes, ponds, lagoons, and reservoirs that are filled, or refilled, with water from any source, for recreational, scenic or landscape purposes. Such term shall not include any watercourses, swales, or like bodies designed and used solely for the conductance of flowing water or in which the volume of water is controlled or determined by sluice gates, flood gates, pump, or similar device or by natural flow of tides.

Lamp: The component of a luminary that produces the actual light.

Land development activity generating traffic: Any change in land use or any construction of buildings or structures or any change in the use of any structure that attracts or produces vehicular trips.

Land Development Code (LDC): The adopted land use regulations of the City of Destin often referred to as "this Code."

Landscape material: Living material including, but not limited to, trees, shrubs, vines, lawn grass, ground cover; and nonliving durable material commonly used in landscaping including, but not limited to, rocks, pebbles, sand, brick pavers, but excluding impervious surfaces for vehicular use.

Living material including, but not limited to, trees, shrubs, vines, lawn grass, ground cover; landscape water features; and nonliving durable material commonly used in landscaping including, but not limited to, rocks, pebbles, sand, prairie film, brick pavers, and earthen mounds, but excluding impervious surfaces for vehicular use.

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Landscape plan: The placement of landscape material in the planting area or undisturbed areas of natural vegetation.

The placement of landscape material in the planting area or undisturbed areas of natural vegetation, which areas may be utilized for drainage purposes.

Landscape professional: An arborist, landscape architect, or other similar tree specialist that is licensed and insured, and actively registered with Florida DPBR.

Land surveyor: A land surveyor duly registered to practice in the State of Florida.

Land use: The ways in which particular areas of land are developed, maintained, or otherwise utilized, as well as the planning policies and regulations governing such uses.

Laser source light: High intensity light emitted by a laser device or similar high intensity light.

Ldn: A day/night average sound level which is the 24-hour average sound level, in decibels, obtained after the addition of ten decibels to sound levels during the night from 10:00 p.m. to 7:00 a.m.

Legal advisor: The City Attorney or other attorney appointed by City Council to serve in the capacity as a legal counsel to the City of Destin.

Level of Service: A qualitative measure used to relate the quality of the services being used.

Have the same meaning as set forth in the Highway Research Board's Highway Capacity Manual (1965).

Licensed Dealership: A premise which the primary endeavor is the sale of new or used motor vehicles which is properly credentialed by local, state, and federal authorities as applicable.

Light fixture: The assembly that holds the lamp (bulb) in a lighting system. It includes the elements designed to give light output control, such as a reflector (mirror) or refractor (lens), the ballast, housing, and the attachment parts.

Light source: The bulb and lens, diffuser, or reflective enclosure.

Light trespass: Light projected onto a property from a fixture not located on that property.

Litter: Waste, such as paper, cans, bottles, junk, crockery, or materials otherwise unusable that is left lying in an open or public place.

The refuse and rubbish, including, but not limited to, cigarette butts, paper, bottles, cans, glass, crockery, scrap metals, plastic, rubber, yard trash, tar paper, lumber, masonry, concrete, drywall, packing and crating materials, discarded appliances, junked vehicles, junked vessels, tree trimmings, shrub trimmings, leaves, disposed packages, disposed containers, dead animals, intentionally or unintentionally discarded materials of every kind and description which are not "waste" and any other solid waste matter visible to the eye.

Local Planning Agency: The City of Destin's agency designated to prepare the Comprehensive Plan or plan amendments required by the Florida Statutes and the Florida Administrative Code.

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Long-term: A period of one-hundred and eighty-one (181) days or more.

Long-term lessee: A person holding a leasehold on a property for a period greater than 20 years but does not include a person holding a renewable leasehold for a period of 99 years, who is included in the term title of record owner.

Lot: A designated parcel, property, tract, or area of land established by plat, subdivision or as otherwise allowed by law.

Lot, corner: A lot abutting upon two or more streets at a street intersection or abutting upon two adjoining and deflected lines of the same street.

Lot, double frontage/through: A lot having two non-adjointing property lines abutting upon a street or streets.

A lot having two non-adjointing and deflected lines of the same street.

Lot, flag: A type of property layout or shape where the main buildable area is set back from the road and is accessed by a strip of land that is significantly narrower than the width of the main buildable area of the property.

Lot, interior: A lot other than a corner lot or double frontage lot.

Lot, recreational vehicle: The total site, including recreational vehicle pad, parking, and landscaping, which contains not more than one motor home.

Lot frontage: The front of a lot shall be construed to be the portion nearest the street or streets. For the purposes of determining yard requirements on corner lots and through lots, all sides of a lot adjacent to streets shall be considered frontage, and yards shall be provided as indicated under "yards" in this section, except as allowed by the land development code.

Lot, reverse frontage: A double frontage lot fronting on both a minor street and a primary or collector street with access only permitted to the minor street. Rear access to the primary or collector street shall be prohibited by means of a nonaccess reservation strip or easement along the primary or collector street.

Lot line, front: The lot line separating the lot from the right-of-way of the principal street on which the lot abuts.

Lot line, rear: The lot line opposite to and most distant from the front lot line.

Lot line, side: Any lot line other than a front or rear lot line. A side lot line of a corner lot, separating a lot from a street, is called a side street lot line. A side lot line separating a lot from another lot is called an interior lot line.

Lot measurement, depth: A distance measured from the front property line (facing the street or access way) to the furthest distance of a rear property line or side yard, in the instance of a corner or lot with more than four sides whichever is greater.

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Depth of a lot shall be considered to be the distance between the mid points of straight lines connecting the foremost points of the side lot lines in front and the rearmost points of the side lot lines in the rear.

Lot measurement, width: The distance between the side yard property lines at the required front building setback. The width of a lot shall not be less than 80% of the required width when measured at the right-of-way line. This does not apply to cul-de-sacs.

Width of a lot shall be considered to be the distance between straight lines connecting front and rear lot lines at each side of the lot, measured at the required front building setback line; provided, however, that width between side lot lines at their foremost points (where they intersect with the street line) shall not be less than 80 percent of the required lot width except in the case of lots on the turning circle of a cul-de-sac, where the 80 percent requirement shall not apply.

Lot split: See LDC Section 2.04.01

Lounge: Any business principally engaged in the sale or dispensing of alcoholic beverages by the drink for consumption on the premises and in which the service of food is only incidental or accessory (less than 50 percent of its gross revenue) to the consumption of such alcoholic beverages.

Lowest floor: The lowest enclosed floor of a structure, including a basement, but not including the floor of an area enclosed only with insect screening or wood lattice as permitted by the flood damage prevention regulations in this Code.

Low-income household: As defined by Florida State Statutes

~~**Low-pressure sodium luminaire (LPS):** An electric discharge lamp containing sodium, neon, and argon, that when illuminated appears amber-yellow.~~

Low Speed Vehicle: as defined by Florida State Statute, Section 320.01.(41) any four-wheeled vehicle whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour and operate as a require by Florida State Law.

Luminary: This is a complete lighting system and includes a lamp or lamps and a fixture.

~~**Luminaries, nonconforming:** Luminaries not conforming to this Code that were in place at the time this Code was adopted do not need to be changed unless a specified period is identified for adherence to the Code.~~

Lighting fixture: The assembly that holds the lamp (bulb) in a lighting system. It includes the elements designed to give light output control, such as a reflector (mirror) or refractor (lens), the ballast, housing, and the attachment parts.

Maintenance: Work which does not require a construction permit and that is performed to prevent deterioration or decay of a building or structure (or part thereof) as practicable without modifying structural elements.

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That action taken to restore or preserve the original design and function of any stormwater management system.

Maintenance entity: The person(s), group(s), owners' association(s), or other legal entity legally obligated to perform or who actually performs routine maintenance within a specified area or place.

~~**Major access point:** Any motor vehicular ingress and/or egress point designed to accommodate motor vehicles that connects a development to a public or private street, which is intended to accommodate 20 trips or more per day onto a public or private street.~~

~~**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.~~

Manufactured housing: Dwelling, modular

Manufactured housing has the following features or characteristics. It is:

- A. *Mass-produced in a factory;*
- B. *Designed and constructed for transportation to a site for installation and use when connected to required utilities;*
- C. *Either an independent, individual building or a module for combination with other elements to form a building on the site.*

Manufactured/Mobile home park: A residential development on a parcel of land in one ownership providing rental spaces for two or more mobile homes on a long-term basis, with recreation and service facilities for the tenants.

Manufactured/Mobile home space: A plot of ground within a mobile home park or mobile home subdivision designated for the accommodation of one mobile home or travel trailer.

Manufactured/Mobile home subdivision: A residential development designed for the accommodation of mobile homes on individually owned lots or in condominium or cooperative ownership, including recreation and open space areas held in common ownership, but not including developments serving tourists or vacation-oriented travel trailers, motor homes, campers, etc.

~~**Marina, commercial:** A marina that contains 40 or more slips set aside for fare carrying vessels. Slips in a commercial marina can only be rented to fare carrying vessels, unless other provisions of this Code require otherwise (e.g. Section 11.05.09 requiring transient boat slips). A commercial marina must also sell fuel, ice, bait, marine supplies, recreational equipment to the public and provide at least one area suitable for the loading and unloading of engines, fuel tanks or other equipment to and from fare carrying vessels.~~

~~**Marinas:** A marine facility specifically designed to provide docking, mooring, storage, and various services for vessels, whether as the primary use or supporting any non-residential, commercial, or Multi-family use, excluding duplexes.~~

~~*Establishments for the rental of boat docks as a principal use. Fuel sales, minor repairs, and sale of related marine and recreational equipment is allowed as an accessory use.*~~

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Marine habitat: Areas where living marine species or resources live, grow, or occur.

Marine turtle: Any marine-dwelling reptile of the families Cheloniidae or Dermochelyidae found in Florida waters or using the beach as nesting habitat, including the species: *Caretta caretta* (loggerhead); *Chelonia mydas* (green); *Dermochelys coriacea* (leatherback); *Eretmochelys imbricata* (hawksbill); and *Lepidochelys Kempfi* (Kemp's ridley). For purposes of this Code, marine turtles are synonymous with sea turtles.

Marine turtle conservation zone: Includes all land abutting the "beach" within 300 feet of the Mean High-Water Line starting at the tip of the south side of the entrance of the Destin Harbor south and then eastward to the Walton County line.

Marquee: A structure projecting from and supported by a building which extends beyond the building line or property line and fully or partially covers a sidewalk, public entrance, or other pedestrian way.

Mean high water: The average height of the high waters over a 19-year period. For shorter periods of observation, "mean high water" means the average height of the high waters after corrections are applied to eliminate known variation and to reduce the result to the equivalent of a mean 19-year value.

Mean sea level: The average height of the sea for all stages of the tide. For purposes of this Code the term is synonymous with National Geodetic Vertical Datum (NGVD).

Medical marijuana treatment center dispensing facility: A facility that is operated by an organization or business holding all necessary licenses and permits from which marijuana, cannabis, or cannabis-based products are dispensed at retail and operated in accordance with all local, state, and federal laws. Regulations permitting or determining the location of medical marijuana treatment center dispensing facilities shall not be more restrictive than regulations permitting or determining the locations for pharmacies licensed under F.S. ch. 465. A medical marijuana treatment center cultivating or processing facility is not included within this definition.

Minimum descent altitude: The lowest altitude, expressed in feet above the mean sea level, to which descent is authorized on final approach or during circling-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

Minimum en-route altitude: The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.

Minimum obstruction clearance altitude: The specified altitude in effect between radio fixes on VOR airways, off-airway routes, or route segments which meets obstruction clearance requirements for the entire route segment, and which assures acceptable navigational signal coverage only within 22 miles of a VOR.

Minimum vectoring altitude: The lowest MSL altitude at which IFR aircraft will be vectored by a radar controller, except when otherwise authorized for radar approaches, departures or missed approaches.

Minor replat: See LDC Section 2.04.02.

The resubdivision of two lots into two lots or parcels or the subdivision of a parcel into two or more lots solely for the purpose of increasing the area of two or more adjacent lots or parcels of land, where

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there are no roadway, drainage or other required improvements, and where the resultant lots comply with the standards of this Code.

Mixed-use: A development approach that combines residential, commercial, cultural, institutional, or industrial uses within a single building or development area to promote a closer integration of living, working, and recreational spaces.

Mobile Vendor: A person who is in the business of selling food, beverages, flowers or other merchandise or services from a vehicle, except, however, that the provisions of this ordinance shall not apply to mobile caterers, generally defined as a person engaged in the business of transporting, in motor vehicles, food, beverages, or service equipment to residential, business and industrial establishments pursuant to prearranged schedules, and dispensing from the vehicles the items or services at retail, for the convenience of the personnel of such establishments. (Code of Ordinances, Section 13-160)

Mobile vendor, long-term: A mobile vendor that operates on a specific property for more than 72 hours at any given time.

Mobile vendor, short-term: A mobile vendor that operates on a specific property for no more than 72 hours at any given time.

Motor scooter or scooter: Any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground and shall include a moped as defined in F.S. § 316.03(41) (2019), and any other two- or three-wheeled, self-propelled vehicle for which state law does not require proof of financial responsibility (see F.S. ch. 324, (2019)).

Motor scooter rental or scooter rental: The provision, rental, hire, or delivery of a motor scooter for any valuable consideration or the solicitation of that service or good.

Motor home: See recreational vehicle.

Motor home pad: See Recreational vehicle pad.

Motor Vehicle: A new or used automobile or truck, including trailers.

Mulch: Nonliving, small, aggregate material, such as compost, bark or pine needles used as ground cover.

Multi-modal: The use of multiple modes of transportation within a single trip.

Multiple-occupancy complex: A commercial use, i.e., any use other than residential, on a premises with a building or buildings housing more than one occupant.

Multi-use pathway: A multi-use pathway is a pathway that is designed and constructed for the use of pedestrian and non-motorized (e.g., bicycle, skateboard, rollerblade, etc.) traffic. Multi-use pathways are physically separated from motor vehicle traffic and can be located either within a road right-of-way or within an independent right-of-way or easement. This definition does not preclude the use of motorized wheelchairs by the handicapped.

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Municipal separate storm sewer system (MS4): The system of conveyances (including sidewalks, roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains) owned and operated by the City and designed or used for collecting or conveying stormwater, and which is not used for collecting or conveying sewage.

National Pollutant Discharge Elimination System (NPDES): The national program for issuing, modifying, revoking, and reissuing, terminating, monitoring, and enforcing permits, and imposing and enforcing pretreatment requirements, under Sections 307, 402, 318, and 405 of the federal Clean Water Act.

Natural flow pattern: The rate, volume and direction of the surface or ground water flow occurring under natural conditions.

Natural systems: Systems which predominantly consist of or are used by those communities of plants, animals, bacteria and other flora and fauna which occur indigenously on the land, in the soil or in the water.

Neighborhood commercial: Development designed to support the limited commercial needs of the surrounding residential neighborhood.

Neighborhood park: A park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

Neighborhood retail commercial goods and service establishments: Establishments primarily engaged in the provision of 1) frequently or recurrently needed goods for household consumption, such as prepackaged food and beverages and limited household supplies; and 2) frequently or recurrently needed services, such as laundromats, cleaners, alterations, banking, drug stores and other personal services. Convenience stores shall not include fuel pumps or the selling of fuel for motor vehicles.

Nest: An area where marine turtle eggs have been naturally deposited or subsequently relocated.

Nesting season: The period from May 1 through October 31 of each year as defined by F.A.C. 62b 55.002(17) for all counties.

New construction: Any development for which an application for a building permit must be made prior to the initiation of any improvements. Also, in the case of vehicular use paving, any preparation or pavement (asphalt or concrete) of a site intended for any type of vehicular use.

NFWMD: Northwest Florida Water Management District.

Nighttime: The locally effective time period between sunset and sunrise.

Noise reduction (NR): Reduction in decibels of sound pressure levels between two designated locations or rooms for a stated frequency or band.

Noise zones: Noise zone A is an area within the 75 Ldn noise contour in which land use should be limited to activities that are not noise sensitive. Noise zone B is an area between the 70—75 Ldn noise contour in which land use would require a site-specific analysis, aviation easements and appropriate sound level reduction measures for construction of buildings. Noise zone C is an area between the 65—70 Ldn noise

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contour in which land use is normally acceptable for construction of buildings which include appropriate noise attenuation measures.

Nonconforming, legal: A use, structure, or lot in which the use, structure, or lot was legally permitted prior to a change in the law, and the change in law would no longer permit the re-establishment of such structure or

Nonconforming use/structure/lot: Any preexisting use, structure, or lot which is inconsistent with the provisions of this Code, or amendments thereto.

Any preexisting structure, object of natural growth or use of land which is inconsistent with the provisions of this article, or amendments thereto.

Non-point source: Pollution that does not originate from an identifiable source(s).

Any source of any discharge of a pollutant that is not a "point source."

Non-precision instrument runway: A runway having a non-precision instrument approach procedure using air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.

Nonresidential uses: Refers to the use of buildings, structures, or land for purposes other than long-term residential habitation.

Nonresidential uses include duly licensed commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, and other commercial, industrial, institutional, recreation, and conservation land uses.

North America Industry Classification System (NAICS): The standard Federal classification system for business establishments to collect, analyze, and publish statistical data related to the business economy of the U.S.

Notice of Intent (N.O.I.): The notice of intent that is required by the NPDES Stormwater Multi-Sector Generic Permit, the EPA NPDES Stormwater Construction generic permit, or any similar generic permit to discharge stormwater associated with industrial activity that is issued by the EPA.

Nuisance glare: Obnoxious and intense glare or direct illumination of such intensity as to create a nuisance or detract from the use or enjoyment of adjacent property or right-of-way.

Object: A material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature of design, movable, yet related to a specific setting or environment.

Occupancy, long-term: Permanent or long-term residential uses shall be defined as any residential accommodation that is available for occupancy for 181 days or more.

Occupancy, seasonal or short-term: Seasonal or short-term residential uses shall be defined as any residential accommodation that is available for occupancy for 180 days or less, with the exception of hotels

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and motels, and other duly licensed commercial transient accommodations as defined in F.S. § 509.242(1), (a), (b), (f), and (h). The terms "resort condominium" and "resort dwelling", as defined in F.S. § 509.242(1)(c) and (g) are considered seasonal or short-term residential uses.

Occupant (occupancy): ~~A commercial use, i.e., any use other than residential.~~

Occupied rooms: ~~Rooms within enclosed structures which are or may reasonably be expected to be used for human activities which involve speech communication; sleeping; eating; listening to live, recorded or broadcast music or speech; or the regular use of telephones.~~

Off-site business: A sole proprietorship business whose primary physical operations (as distinguished from purely managerial activities) occur at a location other than the site of its permanent listed address. Such address shall be allowed to serve as an address of convenience for licensing purposes and for private management of business matters. However, the business shall involve no on-premises storage, no signs relating to the business activity and the business shall create no parking in addition to that normally associated with the site.

Open container: Means any container of alcoholic beverage which is immediately capable of being consumed from, or the seal of which has been broken.

Open space: That portion of a site that is not occupied by any building coverage, vehicular-use area(s), or impervious surface(s). For the purposes of this definition paver systems or similar development is not considered open space.

A vegetative pervious surface at ground level that is unobstructed from ground level to the sky and is not occupied by any building coverage or impervious surfaces. Subterranean parking structures that have a minimum amount of soil to support the trees, shrubs, and groundcover planted on top of structure, as certified by a Florida-registered landscape architect, and are constructed in such a manner that the open/green space is level with the grade of the adjoining properties and the adjacent right-of-way (if applicable) may be counted as 100 percent open space. Above-grade parking structures that have a minimum amount of soil to support the trees, shrubs, and groundcover planted on top of structure, as certified by a Florida-registered landscape architect, may be counted as 75 percent open space. If however, the previously mentioned open space located on top of a subterranean or above-grade parking structure contains impervious surfaces, such as sidewalks or patios, then those areas will not be counted as open space.

Open space area: ~~Any open space, park or public or private spaces otherwise committed to preservation or drainage uses.~~

Open space, functional: ~~Open space, whether required or not, that is oriented or located in such a manner to enhance the aesthetics and usefulness of such open space.~~

Operator: ~~The party or parties that either individually or taken together meet the following two criteria: (1) They have operational control over the site specifications (including the ability to make modifications in specifications); and (2) they have the day-to-day operational control of those activities at the site necessary to ensure compliance with SWPPP requirements and any permit conditions.~~

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Ordinary maintenance: Work which does not require a construction permit and that is performed to prevent deterioration or decay of a building or structure (or part thereof) as practicable without modifying structural elements.

Work which does not require a construction permit and that is done to repair damage or to prevent deterioration or decay of a building or structure or part thereof as nearly as practicable to its condition prior to the damage, deterioration, or decay.

Original appearance: ~~That appearance (except for color) which closely resembles the appearance of either (1) the feature on the building as it was originally built or was likely to have been built, or (2) the feature on the building as it presently exists so long as the present appearance is appropriate to the style and materials of the building.~~

Outdoor advertising business: The provision of outdoor displays or display space on a lease or rental basis only.

Outdoor lighting: The night-time illumination of an outside area or object by any man-made device located outdoors that produces light by any means.

The night-time illumination of an outside area or object by any man-made device located outdoors that produces light by any means.

Overflight areas: Those areas that lie directly below and 500 feet on either side of the centerline of Runways 14/32 at Destin-Fort Walton Beach Airport and extend 3,000 feet from the runway ends.

Owner: A person who, or entity which, alone, jointly, or severally with others, or in a representative capacity (including, without limitation, an authorized agent, attorney, personal representative, or trustee) has legal or equitable title to any property in question, or a tenant, if the tenancy is chargeable under his lease for the maintenance of the property.

Parapet: A low wall extending above the cornice line and around the entire perimeter of the structure at the same elevation, which shall not be higher than four feet as measured from the cornice line.

Parcel: A unit of land within legally established property lines. If, however, the property lines are such as to defeat the purposes of this Code or lead to absurd results, a "parcel" may be as designated for a particular site by the City Manager.

Park: A neighborhood, community, or regional area for passive and active recreational use.

Park trees: Trees in public parks and all areas owned by the City, or to which the public has free access such as a park.

Parking area, off-street: Any area except public rights-of-way used for the purpose of parking, storing or display of vehicles, boats, trailers, and mobile homes, including used car lots, but not including parking structures.

Parking Garage/Deck: A multi-story building or structure designed exclusively for parking vehicles.

Parking Lot: An area (at grade) designated and improved for the primary use of parking vehicles.

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Parking, off-site: Parking facilities located away from the primary destination or facility they serve, requiring users to walk or take a shuttle to reach their final destination.

Parking, valet: Parking services provided by the owner or proprietor of a use or property in which attendants receive, park, and deliver automobiles of occupants, tenants, customers, and visitors, with or without charge, on or off-site.

Parts and accessories dealers, automotive/marine: Establishments primarily engaged in retailing and installing automotive and marine accessories and electronics.

Establishments primarily engaged in retailing and installing automotive and marine accessories and electronics. Installation shall be either inside the building or within an allowable fenced or otherwise enclosed area.

Party fishing boat: See fare carrying vessel.

A sport fishing boat that charges a fee per passenger for regularly scheduled trips and typically has a capacity of 30 or more passengers.

Patio: A level surface area on grade adjacent to a principal building, with or without a roof.

Pawnshop: A retail business that offers loans to people in exchange for personal property as collateral. Pawn shops also buy items outright from customers and sell various used goods.

An establishment wherein the business of a pawnbroker is conducted. A pawnbroker shall be any person who lends or advances money or other things for profit on the pledge and possession of personal property, or other valuable things, other than securities or written or printed evidences of indebtedness; or, who deals in the purchasing of personal property or other valuable things on condition of selling the same back to the seller at a stipulated price. A pawnshop shall not be deemed a retail sales establishment except for the purposes of determining off-street parking and other site requirements. Outside storage, outside display, and outside sales are prohibited. Such stores shall not be located within 500 feet of any other pawn shop, thrift store or used merchandise store, as measured from the closest exterior wall of one establishment to the closest exterior wall of another such establishment. In cases where an establishment occupies a multi-unit building, the distance separation criteria shall be measured from the wall of the unit in question.

Peak Direction: The dominant flow of traffic or transit use during peak travel times.

Peak Period: The times during the day when demand for a particular service or resource reaches its highest point. This is commonly associated with rush hour traffic, both in the morning (AM) and late afternoon or early evening (PM).

Pedestrian: A person walking on foot or traveling with the assistance of a medical mobility device, such as a wheelchair.

Pedestrian crosswalk: A right-of-way dedicated to the public for pedestrian use, and which is designed to provide access to adjacent roads, lots or public use areas.

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Pergola: An open sided accessory structure supporting some type of overhead cross member lumber or other material meant to provide limited shade.

An open sided accessory structure supporting some type of overhead cross member lumber or other material meant to provide limited shade. It is not intended as a permanent watershed.

Permanent: Means a period of time greater than or equal to 180 calendar days, in the context of change of use permit applications.

Permanent makeup (salon): A cosmetic technique that employs tattooing to create designs that resemble makeup, such as eye lining, enhancing eyebrows, and adding color to the lips, effectively simulating conventional makeup.

Permanent motor vehicle sales business: A business which operates out of a structure and has paid the local business tax authorized under F.S. § 205.013, for that location.

Permit, beach vendor: A beach vendor permit issued by the City of Destin.

Person: An individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two or more persons having a joint or common interest, or any other legal entity.

Personal watercraft: Means a motorboat less than 16 feet in length which uses an inboard motor powering a jet pump as its primary motive power and which is designed to be operated by one person sitting, standing, or kneeling on, rather than in the conventional manner of sitting or standing inside the boat. Personal watercrafts are often designed to accommodate two or three people, though four-passenger models do exist. Personal watercrafts are often referred by trademarked brand names such as Jet Ski, Wave runner, or Sea-Doo.

Place of Worship: A building, structure, or groups of buildings or structures, wherein persons regularly assemble for religious worship, and which is maintained and controlled by a religious body organized to sustain public worship. This definition includes religious organizations, synagogues, temples, mosques, or other such places used for worship.

Planned Unit Development (PUD): A type of development and zoning designation that allows for a more flexible approach to land use and design than traditional zoning laws typically permit.

An area for which a unitary development plan has been prepared indicating, but not being limited to, the following land uses; open space, on-site circulation for both pedestrians and vehicles, parking, setbacks, housing, densities, building spacing, land coverage, landscaping, relationships, streets, building heights, accessory uses, and architectural treatment. A planned unit development also includes "cluster developments," which are development design techniques that concentrates buildings in a specified area on a site to allow the remaining land to be used for recreation, common open space, or preservation of environmentally sensitive areas.

Planting area: An unrestricted area which provides a pervious surface for natural vegetation to grow.

Any area designated for landscape planting having a minimum of ten square feet and at least one dimension on any side of three feet; except wherever a tree shall be planted, a minimum area of 100

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square feet, with a minimum dimension of at least five feet and consisting of suitable growing medium with proper drainage. Seventy-five percent of such areas shall be living indigenous plantings.

Plat: A detailed map or plan of a parcel of land, including its divisions into lots, streets, and public spaces, as recorded with local land use authorities.

A map or drawing depicting the division of lands into lots, blocks, and parcels. The instrument which is recorded in the office of the Clerk of Court.

Point source: A single, identifiable source of pollution that discharges pollutants into the environment from a specific, discernable location.

Any discernible, confined, and discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, landfill leachate collection system, vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture or agricultural stormwater runoff.

Pole lighting: A light fixture set on a base or pole, which raises the source of light higher than 24 inches off the ground.

Pollutant: A substance introduced into the environment that has undesired effects, posing a threat to environmental health, human health, and property.

Any substance, contaminant, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or which unreasonably interfere with the enjoyment of life or property, including outdoor recreation.

Pollution, non-point source: Pollution that does not originate from an identifiable source(s).

Pollution, point source: A single, identifiable source of pollution that discharges pollutants into the environment from a specific, discernable location.

Any discernible, confined, and discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, landfill leachate collection system, vessel or other floating craft from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture or agricultural stormwater runoff.

Portable restrooms: A movable structure containing a toilet, which may be used as a temporary restroom facility.

A portable restroom is a movable structure containing a toilet, which may be used as a temporary restroom facility in the limited circumstances authorized herein. Portable restrooms are prohibited within the City except (1) if permitted by the City for temporary use during a construction project or (2) if permitted by the City for temporary use during a City-authorized special event. Portable restrooms must have any required Okaloosa County Health Department permits.

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Potable Water Well (wellhead): Any water well which supplies water for human consumption to a community water system or to a non-transient non-community water system. For the purpose of this rule, any potable water well installed by an installation used to serve that installation's operation is excluded from this definition.

Precision instrument runway: A runway having an instrument approach procedure using an instrument landing system (ILS) or a precision approach radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an FAA approved airport layout plan, a military service's approved military airport layout plan, any other FAA planning document, or military service's military airport planning document.

Premises: The lot or lots, plots, portions or parcels of land, and any buildings or areas of buildings used in connection with any specific permitted use.

The lot or lots, plots, portions, or parcels of land considered as a unit for a single development or activity.

or,

All lands, structures, places, and also the equipment and appurtenances connected or used therewith in any business, or as is otherwise used in connection with any such business conducted on such premises.

Preschool: A private or parochial school providing day care, with or without educational services, for children not yet attending a primary school. Includes nursery school, kindergarten, day nurseries, and daycare centers.

Primary trade area: ~~The area from which 60 to 80 percent of a center's sales originate. This applies to all types of shopping centers with the exception of theme/festival shopping centers.~~

Private mobile service: A radio communication service that is not a commercial mobile service or the functional equivalent of a commercial mobile service, as specified by the Federal Communications Commission (FCC). This term shall also include aviation and emergency services.

Private property: Any real property within the City that is privately owned, and which is not defined as public property herein.

Private recreational facility: Any recreational facility which is not owned by or dedicated to any governmental entity.

Professional office: ~~The offices of physicians and surgeons, lawyers, members of the clergy, architects and engineers, or other persons holding advanced degrees from accredited institutions of higher learning in the field in which they practice. The term is not here intended to include insurance agents, insurance adjusters, realtors, real estate salesmen, or persons engaged in trade or sales. In permitting professional offices as home occupations, and only as accessory uses, in certain districts, it is intended that such offices shall be subject to limitations placed on home occupations generally, but that only offices occupied by persons engaged in professions, as herein defined, shall be permitted.~~

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Project valuation: The total cost of an individual project including the cost of materials and labor.

The total cost of an individual project, dock, seawall, bulkhead, mooring or piling, riprap, or dredge and fill operations, including, but not limited to, materials, labor and administrative costs excluding permit fees.

Protected environmentally sensitive area: An area having 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.

An environmentally sensitive area designated for protection in the conservation element of the City Comprehensive Plan.

Protected wellhead: Those wellheads with a permitted capacity of 100,000 GPD or more.

Public Access: The ability of the general public to reach, use, or enjoy resources and facilities that are legally open or provided for public use.

Publicly leasable commercial space: A space that is open to the public to lease and use; not a space or use that is exclusively for the owners or guest of the residential development in question; shall be heated and cooled square footage; and shall not constitute that portion of the harbor boardwalk that is reserved for ingress and egress for public use.

Public Facilities: Buildings, structures, and services provided and maintained by the government, community organizations, or utility providers for public use.

Public property: Land or assets owned by the government or a public body, intended for public use, benefit, or administration.

Any lands and improvements owned by the federal government, the State, a county, or municipality and includes sovereignty submerged lands located adjacent to the county or municipality, beaches, buildings, grounds, parks, playgrounds, streets, sidewalks, parkways, rights-of-way, and similar public property.

Public service antennas or facilities: Antennas of facilities constructed or placed in the public interest for non-commercial use.

Qualified acoustical consultant: A person who, by reason of his training and experience in the science and technology of acoustics and his knowledge of construction methods and materials, is considered qualified to pass judgment on acoustical designs, materials, and methods of construction for the attenuation of noise.

Rate: Volume per unit of time (traffic, wastewater flow, etc.).

Receiving bodies of water: Any natural water bodies, watercourses, or wetlands into which surface waters flow.

Recharge: The process by which water infiltrates the ground and adds to the aquifers and/or groundwater systems.

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The inflow of water into a project, site, aquifer, drainage basin or facility.

Recreational equipment, beach: Equipment that is rented/vended by permitted beach vendors such as beach chairs, umbrellas, towels, tables, and non-motorized, human-powered watercraft.

Recreational uses, active: Activities that involve physical engagement and are designed to improve fitness, health, and well-being.

Recreational uses, passive: Activities that involve minimal physical exertion and typically do not require specialized facilities or equipment.

Recreational Vehicle (RV): A trailered or self-propelled vehicle, when combined with a vehicle engine, which offers living accommodations, allowing for mobility and comfort during travel.

A vehicular-type portable structure without permanent foundation, which can be towed, hauled, or driven and primarily designed as temporary living accommodation for recreation, camping, and travel use and including, but not limited to, travel trailers, truck campers, camping trailers, and self-propelled motor homes.

Recreational Vehicle, luxury: An RV longer than 26 feet and having a current market value of not less than \$100,000.00 based on the current edition of the National Automobile Dealers Association (NADA) Pricing Guide, well-maintained, rust-free, and crack-free.

Luxury motor home: A motor home longer than 26 feet and having a current market value of not less than \$100,000.00 based on the current edition of the National Automobile Dealer's Association (NADA) Pricing Guide, well-maintained, rust-free and crack-free.

Recreational Vehicle pad: The hard surface upon which a motor home or recreational vehicle accesses a motor home lot from the adjacent roadway and upon which the motor home is located on for occupancy purposes.

Recreational Vehicle park: A development for the accommodation of tourists or vacationers on a short-term basis, providing rental spaces for recreational vehicles and recreation and service facilities for the use of the tenants. Spaces are not individually owned.

Redevelopment: Refers to demolition and reconstruction or substantial renovation of more than 50 percent of a previously developed parcel of land or building site to allow a new or more viable use or uses to replace the previous land use. These sites typically are found in urban areas that previously had experienced economic and physical deterioration, but that now are the focus of renewal efforts.

Reflection: The process by which light, sound, or images are redirected when they encounter a surface, without being absorbed or transmitted through it.

Regional planning agency: The state land planning agency exercising responsibilities under law within the northwest sector of Florida as defined by the State, including the City.

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Regulatory floodway: The channel of river or other watercourse and the adjacent land areas that must be unobstructed in order to discharge the base flood without increasing the water surface elevation of that flood more than one foot at any point.

Remove: ~~To relocate, cut down, damage, poison, or in any other manner destroy, or cause to be destroyed, a tree.~~

Rental watercraft: Includes but is not limited to pontoon or runabout boats and personal watercraft that are rented to the general public at a fixed fee for the entire boat or watercraft.

Resilience/Resiliency: The capacity of, a community, individuals, organizations, or businesses to sustain function or recover lost capabilities and thrive in the aftermath of an event, regardless of its impact, frequency, or magnitude.

Restaurant: A commercial establishment where food and beverages are prepared, served, and consumed either primarily within the principal building, on the grounds on which the building is located, or delivered to the customer off site or picked up by the customer and taken off the premises and where food and nonalcoholic beverage sales constitute more than 50 percent of the gross revenue.

Restaurant, brewpub: An establishment that sells the majority of its product on-site in combination with food services. At a brewpub, the beer/liquor is primarily brewed/distilled for sale inside the restaurant or bar or any eating establishment in which alcoholic beverages are served and none of the beer/liquor may be sold to a distributor. Any product leaving the premises must be in a sealed, unopened can or container.

Restaurant, drive-in: A type of restaurant where customers can order and consume food without leaving their cars.

Any place or premises used for sale, dispensing or serving of food, refreshments, or beverages in automobiles, including those establishments where customers may serve themselves and may eat or drink the food, refreshments, or beverages on the premises.

Restaurant, drive-thru: A type of restaurant or component of a restaurant designed to offer customers the convenience of ordering and receiving food without having to leave their vehicles.

Restaurant, full service: A restaurant that offers comprehensive sit-down meal services where customers are seated, and orders are taken by a server, and bills are paid at the end of the visit. In this case, the food is usually consumed on site.

Restaurant, limited service: A type of restaurant where services are streamlined, and customers order and pay for their food at a counter prior to consumption.

Restaurant, fast food: A type of restaurant known for its quick service and standardized food preparation techniques, typically offering a limited menu of items that can be prepared and served quickly to customers ordering at a counter or drive thru.

Restrictive covenants: Agreements and restrictions placed on property, usually by deed, and filed in the office of the Clerk of the Circuit Court for subdivisions, townhouses, condominiums and the like. Since

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restrictive covenants are agreements between purchaser and seller they are not enforced or addressed by City ordinances.

Retail/Commercial Center: A complex of retail stores, restaurants, professional or personal service uses and offices, grouped together having a common parking area, which contains a minimum of 30,000 square feet of gross floor area, and three or more establishments.

Retention: The collection and storage of surface water runoff without subsequent discharge other than through percolation or evaporation.

Rigid material: a material or composition of materials which cannot be folded and can support its own weight when rested upon the ground and is not able to flap or wave when wind pressure is exerted upon it.

Right-of-way or ROW: An area of land not on a lot that is dedicated for public or private use to accommodate a transportation system and necessary public utility infrastructure. In no case shall a right-of-way be construed to mean an easement.

Land in which the State, County, municipality, homeowner association or other private entity owns the fee simple title. Land used generally for streets, sidewalks, alleys, or other public uses. Right-of-way also is a land measurement term, meaning the distance between lot property lines which generally contains not only the street pavement, but also the sidewalks, grass areas, underground and aboveground utilities, ditches and drainage structures.

Riprap: Means a foundation of sustaining wall of stones thrown together without order usually used on an embankment to prevent erosion.

Road: See Street.

A way open to travel by the public, including, but not limited to, a street, highway, or alley.

Roadway: The portion of the street right-of-way which contains the street pavement and gutter. A roadway is used primarily as a channel for vehicular movement, provides direct access to on-street parking spaces when on-street parking spaces are provided and may serve as a drainage channel for stormwater.

Roadway Crown (crown of the road): The highest point of a roadway within a property frontage.

Roadway capacity: The maximum number of vehicles that can pass a given point on a roadway during a specific time period under prevailing conditions, typically measured in vehicles per hour. Roadway capacity is influenced by factors such as road design, traffic flow, speed limits, and the presence of intersections or traffic signals.

Roofline: A horizontal line intersecting the highest point or points of a roof and including the top of any parapet or other similar architectural facade feature.

Rooming house: An establishment where lodging is provided for compensation: (a) other than in dwelling units, (b) for a total of six to 24 persons unrelated by blood, marriage or legal adoption to the owner or operator of the rooming house, and (c) without service of meals to roomers. For lodging with meals, see

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boardinghouse. For similar lodging for 25 or more persons, refer to the definition "hotel" in the Land Development Code. Owners/operators must be registered with the Florida Department of Business and Professional Regulation, Division of Hotels and Restaurants in order to be considered a rooming house by the City. Rooming houses shall not include homes with foster children placed by the Florida Department of Children and Family Services, small community residential homes and large community residential homes.

Runoff coefficient: Ratio of the amount of rain which runs off a surface to that which falls on it; a factor from which runoff can be calculated.

Runway: A defined area on an airport prepared for landing and takeoff of aircraft along its length.

Satellite dish antenna: Parabolic or spherical antennas whose diameter or width exceeds one meter in residential zoning districts or two meters in nonresidential zoning districts.

School: A public, private, or parochial school offering instruction at the primary, middle, or secondary level in the branches of learning and study that meet state requirements for education.

Search light: A device whereby light from a source of great illuminating power is reflected from a parabolic mirror as an almost parallel beam, losing little intensity by spreading and thus brightly illuminating an object in the area which it sweeps. Commonly used as a promotional device to draw attention to locations or events when directed above a horizontal plane.

Seasonal: Means any period of time between March 1 and October 1, in the context of change of use permit applications.

Sediment: The mineral or organic particulate material that is in suspension or has settled in surface or ground waters.

Sensitive receptor structure: A structure which may be damaged when exposed to VdB levels of 95 or greater.

Setback: The minimum distance by which any building or structure (accessory or principal) must be separated from the right-of-way or property line, except that incidental elements such as HVAC and pool equipment are permitted in setbacks.

Setback area: See "Yard."

Setback line: A line generally parallel with and measured from the lot line at a distance specified within each zoning district, which defines the limits of a yard. In the case of lots fronting on road easements and not on accepted right-of-way, setbacks shall be measured from the easement line.

Settling basin: A place where water can collect. Examples may include, but not be limited to, swales, retention/detention areas, ponds, and lakes designed as part of a master stormwater system.

Sewer, on-site: A septic tank or similar installation on an individual lot which utilizes an aerobic bacteriological process or equally satisfactory process for the elimination of sewage and provides for the proper and safe disposal of the effluent, subject to the approval of health and sanitation officials having jurisdiction.

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Sewer, public or community: An approved sewage disposal system which provides a collection network and disposal system and central sewage treatment facility for a single development, community, or region.

Sexually oriented business: An adult store, an adult cabaret, an adult motel, an adult motion picture theater, a semi-nude model studio, escort service, or a sexual encounter center. See the Code of Ordinances Section 2.5-15.

Shall have the meaning which is defined in section 2.5-15, Destin Code of Ordinances.

Shade tree: Any self-supporting woody plant which normally grows to an overall height of at least 25 feet and normally develops an average mature spread of crown greater than 20 feet in the northwest area of the state. (A listing of suggested shade trees shall be maintained by the City, a copy of which is adopted by reference.)

Shield (beach lighting): A nonreflective covering, canopy or other such device fitted over and extended below a light source preventing light from illuminating the beach.

Shopping center: A complex of retail stores, restaurants, professional or personal service uses and offices, grouped together having a common parking area, that contains a minimum of 30,000 square feet of gross floor area, and three or more establishments. Restaurants and lounges (eat in or take out) and medical uses other than offices, altogether, shall not occupy more than 30 percent of the gross floor area. Marina uses or marine-related service facilities, automotive services or automotive rentals, health and recreational services with outdoor facilities, and movie theaters shall be not be considered as a shopping center use.

Shopping center, community: A center that typically offers a wider range of apparel and other soft goods than the neighborhood center does. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community center tenants sometimes contain off-price retailers selling such items as apparel, home improvements/furnishings, toys, electronics, or sporting goods. The center is usually configured as a strip, in a strip line, or "L" or "U" shape. Community shopping centers shall range in size from 150,000 square feet to 350,000 square feet. The primary trade area for a community shopping center is three to six miles.

Shopping center, fashion/specialty: A center composed mainly of upscale apparel shops, boutiques, and craft shops carrying selected fashion or unique merchandise of high quality and price. These centers need not be anchored, although sometimes restaurants or entertainment can provide the draw of anchors. The physical design of the center is very sophisticated, emphasizing a rich decor and high-quality landscaping. These centers usually are found in trade areas having high income levels. Specialty shopping centers shall range in size from 80,000 square feet to 250,000 square feet. The primary trade area for a specialty shopping center is five to 15 miles.

Shopping center, neighborhood: A center designed to provide convenience shopping for the day-to-day needs of consumers in the immediate neighborhood. These anchors are supported by stores offering drugs, sundries, snacks, and personal services. A neighborhood center is usually configured as a straight-line strip with no enclosed walkway or mall area, although a canopy may connect the storefronts. Neighborhood shopping centers shall range in size from 30,000 square feet to 100,000 square feet. The primary trade area for a neighborhood shopping center is three miles.

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Shopping center, outlet: Usually located in rural or occasionally tourist locations, outlet centers consist mostly of manufacturers' outlet stores selling their own brands at a discount. These centers are typically not anchored. A strip configuration is most common, although some are enclosed malls, and others can be arranged in a "village cluster." Outlet shopping centers shall range in size from 50,000 square feet to 400,000 square feet. The primary trade area for an outlet shopping center is 25 to 75 miles.

Shopping center, power: A power center is dominated by several large anchors, including discount department stores, off-price stores, warehouse clubs, or "category killers" (i.e., stores that offer tremendous selection in a particular merchandise category at low prices). The center typically consists of several freestanding (unconnected) anchors and only a minimum number of small tenants. Power shopping centers shall range in size from 250,000 square feet to 600,000 square feet. The primary trade area for a power center shopping center is five to ten miles.

Shopping center, regional: A center that provides general merchandise (a large percentage of which is apparel) and services in full depth and variety. Its main attractions are traditional/mass merchandise anchors, discount department stores, fashion stores or specialty stores. A typical regional center is usually enclosed with an inward orientation of the stores connected by a common walkway and parking surrounds the outside perimeter. Regional shopping centers shall range in size from 400,000 square feet to 800,000 square feet. The primary trade area for a regional shopping center is five to 15 miles.

Shopping center, super regional: Similar to a regional center, but because of its larger size, a super regional center has more anchors and a deeper selection of merchandise, and draws from a larger population base. As with regional centers, the typical configuration is as an enclosed mall, frequently with multiple levels. Super regional shopping centers are greater than 800,000 square feet in size. The primary trade area for a super regional shopping center is five to 25 miles.

Shopping center, theme/festival: A shopping center that employs a unifying theme carried out by the individual shops in their architectural design and, to an extent, in their merchandise. The biggest appeal of these centers is to tourists. Center can be anchored by restaurants and entertainment facilities. These centers, generally located in urban areas, tend to be adapted from older, sometimes historic buildings, and can be a part of mixed-use projects. Theme/festival shopping centers shall range in size from 80,000 square feet to 250,000 square feet.

Shopping mall: Malls are typically enclosed, with a climate-controlled walkway between two facing strips of stores. The term represents the most common design mode for regional and super regional shopping centers and has become an informal term for these types of centers.

Shore or Shoreline: The interface of land and water.

Shoreline protection zone: The areas defined in Article 7 for Bay and Gulf Shoreline protection.

The area that commences at the mean high water and runs to and including the primary dune system.

Short-term or Temporary: A period of one-hundred and eighty (180) days or less.

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Shrub: A woody perennial plant differing from a perennial herb by its persistent and woody stems and from a tree by its low stature and habit of branching from the base. (A listing of suggested indigenous plants and shrubs shall be maintained by the City, a copy of which is adopted by reference.)

Shrub, large: A shrub that is no taller than four feet (4').

Shrub, medium: A shrub that is a minimum four feet (4') to a maximum eight feet (8') tall.

Shrub, small: A shrub that is eight feet (8') or taller.

Sidewalk, external: A sidewalk that is located in a public or private right-of-way or in a public easement. An external sidewalk is typically considered a public sidewalk and provides safe and convenient pedestrian access to transit stops, on-street parking spaces and connections to the internal sidewalk system of privately or publicly owned lots or parcels.

Sidewalk, internal: A sidewalk that is not located in a public or private right-of-way or in a public easement and that is located on a lot or parcel. An internal sidewalk typically provides safe and convenient pedestrian access to buildings, common open space, transit stops, parking areas, adjacent properties, and connections to the external sidewalk system.

Sign: Any writing, graphic or pictorial presentation, number, illustration, or decoration, flag, banner or pennant, or other device, including the sign structure and sign face area, which is used to announce, direct attention to, identify, advertise, or otherwise make anything known, and which is visible from any street, right-of-way, sidewalk, alley, or other public property. The term "sign" shall not be construed to include the terms "building" or "landscaping," or any architectural embellishment of a building not intended to communicate information.

Sign, abandoned or discontinued: Any sign which, for a period of 180 consecutive calendar days, is no longer being used and is not being maintained.

Any sign which, for a period of 180 consecutive calendar days, is no longer being used, and ~~which sign is not being maintained shall be considered an abandoned or discontinued sign.~~

Sign, Banner: Any sign printed or displayed upon cloth or other flexible material, with or without frames.

Sign, Building: A sign displayed upon or attached to any part of the exterior of a building, including, but not limited to, walls, windows, doors, parapets, marquees, and window signs.

Sign, Construction: A sign erected on premises under construction detailing information or warnings related to the construction project.

Sign, Directional: A sign located at the exit or entrance of a premises that has two or more driveways.

Sign, exterior area: The area, measured in square feet, within a two-dimensional geometric figure coinciding with the edges of the walls that form the surface where the sign will be installed.

Sign face area: The portion of a sign used to identify, advertise, or communicate information or for visual representation that attracts the attention of the public for any purpose. Lighting or other ornamentation

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that is incorporated in the design of the sign, may be considered as part of the sign face area. Please refer to the Destin Design Manual to determine how sign face area is measured.

Sign, grand opening: ~~A sign displayed on premises for which a grand opening is in progress.~~

Sign, ground: A sign that is supported by one or more columns, upright poles, or braces extended from the ground or from an object on the ground, or that is erected on the ground, where no part of the sign is attached to any part of a building.

Sign height: The vertical distance from the finished grade at the base of the supporting structure to the top of the sign, or its frame or supporting structure, whichever is higher.

Sign, off-premises: A sign relating in its subject matter to other than the premises on which it is located or to products, accommodations, or activities available on premises other than the site on which the sign is located. Any sign bearing a noncommercial message is not an off-premises sign and shall be deemed to describe activities on the premises where the sign is located.

A sign relating in its subject matter to other than the premises on which it is located or to products, accommodations, services or activities available on premises other than on the site on which the sign is located, including signs erected in the conduct of the outdoor advertising business.

Sign, on-premises: A sign relating in its subject matter to the premises on which it is located or to products, accommodations, services, or activities on the premises. On-site signs do not include signs erected by the outdoor advertising business.

A sign relating in its subject matter to the premises on which it is located or to products, accommodations, services or activities on the premises. Freestanding signs are those which have structural support for the sign independent of support by buildings or other structures.

Sign, real estate: ~~A sign erected on premises for sale, lease or exchange.~~

Sign, portable: A sign whose principal supporting structure is intended, by design and construction, to be used by resting upon the ground for support and may be easily moved or relocated for reuse. Portable signs shall include but are not limited to signs mounted upon a trailer, bench, wheeled carrier, or other nonmotorized mobile structure or motorized vehicle with or without wheels.

Any sign which is designed to be transported by a trailer or on its own wheels or to be mobile, when not permanently attached to a building or to the ground by means of a footing. The phrase "portable sign" includes a sign whose wheels have been removed and which has been converted to an A- or T-frame sign attached temporarily to the ground.

Sign, roof: A sign which is wholly or partially fastened to and supported by or on the roof, or which extends above the roof line or cornice line of the structure.

Sign structure: Any structure used or designed to support a sign.

Sign, temporary: Designed, constructed, and intended to be used on a short-term basis.

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Sign, vehicle: A sign affixed to a vehicle that may range from magnetic signs and vinyl wraps to custom paint jobs. This does not include any sign area that was attached by welding, bolting, tying, suction, or otherwise attaching it in a manner not flush with the vehicles body.

Any sign affixed to a vehicle.

Sign, waterfront: A type of signage specifically located along waterfronts designed to provide information, directions, or advertising related to the waterfront area.

A sign to be erected over a dock at a commercial boat rental slip within the business district along Destin Harbor as identified within the City's Comprehensive Plan.

Sign, window: A type of signage displayed on, affixed to, within, or visible through the windows of a building.

A type of signage displayed on or within the windows of a building, commonly used by businesses to advertise products, services, promotions, or operational information like business hours.

Or,

A sign that is visible through a window.

Significant adverse effect: Any modification, alteration, or effect upon a protected environmentally sensitive area which measurably reduces the area's beneficial functions.

Any modification, alteration, or effect upon a protected environmentally sensitive area which measurably reduces the area's beneficial functions as delineated in the conservation element of the City Comprehensive Plan.

Sill: The horizontal member that bears the upright portion of a frame, especially the horizontal member that forms the base of a window.

Single room occupancy housing: A form of affordable housing that provides private sleeping quarters for individual occupants, with shared facilities such as bathrooms and kitchens accessible to all residents.

A long-term single-family or multifamily dwelling unit wherein the owner must reside on the premises and where no more than two bedrooms are available for rental occupancy by single individuals.

Site: See Parcel/Lot.

Generally, any tract, lot or parcel of land or combination of tracts, lots or parcels of land that are in one ownership, or in diverse ownership but contiguous, and which are to be developed as a single unit, subdivision, or project.

Site Plan: A scaled and dimensioned drawing that outlines the layout and arrangement of a development project on a specific parcel of land. A site plan includes the positioning of buildings, roads, parking areas, landscaping, utilities, and other site features relative to the boundaries of the property (See the Destin Design Manual for site plan requirements).

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Site plan shall mean a drawing, to scale, which accurately depicts the property and proposed improvements.

or,

The plan required to acquire a development, construction, building or stormwater permit which shows the means by which the developer will conform with applicable ordinances, rules or laws.

Site-related improvements: Capital improvements and right-of-way dedications for direct access improvements to and/or within the development in question. 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.

Site-specific analysis (SSA): The process by which a proposed land use in a designated aircraft noise-impacted area is examined for compliance with the county land use plan, the attached noise zone map and the land use guidance chart contained herein. Site-specific analysis enables the permit/plot applicant to be advised of the type of construction needed to meet the sound level reduction requirements.

Sleeping room: An area in a hotel/motel or Commercial Transient Living Accommodation (CLTA) unit used primarily for sleeping.

Slip: A parking, berthing, or landing space for one boat at a dock or pier.

~~**Slips, fare carrying:** Boat slips reserved for the following types of watercraft: charter fishing, sightseeing (e.g. dolphin, sunset, diner cruises, etc.), sailing, parasail, pontoon, runabout, and jet skis.~~

Slips, transient: Boat slips available on a first come first serve basis, to promote non-automotive travel. This can include slips open to the general public for a limited amount of time or for short-term mooring for rent.

Boat slips reserved for the general public on a first come, first serve basis in order to promote non-automotive travel. Non-rental transient slips cannot have a rental fee attached to them and no boat may be parked in the slip for more than six hours. Short-term rental transient slips may have a rental fee, however no boat may be parked in the slip for more than seven days.

Solicit or canvas: Any act, delivery, or exchange not initiated by the prospective customer, or which directs attention to any business, mercantile, or commercial establishment, or any other commercial activity, for the purpose of directly or indirectly promoting commercial interests through sales, rentals, or any exchange of value.

Sound absorption: Capacity of materials and furnishings in a room to absorb sound. For the purposes of this article, the sound absorption is equal to 0.05 times the room volume in cubic feet divided by the measured reverberation time in seconds determined with an octave band of noise centered at 500 hertz.

Sound level: In decibels, the quantity measured by an instrument satisfying the requirements of American Standard Specification for Type I Sound Level Meters. The sound level shall be the frequency weighted

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sound pressure level obtained with the frequency weighting "A" and the standard dynamic characteristic "Slow."

Sound level reduction (SLR): The difference in decibels between the sound level outside a building and the sound level inside a designated room of the building which is caused by exterior noise.

Special conditions or circumstances: Unique situations, naturally occurring or not caused by the property owner current or previous, which if specific to a property, lot, etc. that may affect the constructability or use of a site, parcel, lot, or land or the application of any other required elements of this code.

Special event: A temporary outdoor use on private property that extends beyond the normal uses and standards allowed by the zoning ordinance of the city. "Special event" includes, but is not limited to, art shows, sidewalk sales, pumpkin and Christmas tree sales, haunted houses, carnivals (major and minor), special auto sales, grand openings, festivals, home exhibitions, and church bazaars. **A permit is required for a Special Event per Article 2 of this Code**

Entertainment, educational, and cultural events generally involving the outdoor assembly of 50 or more people. Such events may include but not be limited to circuses, fairs, carnivals, festivals, art shows, grand openings, bazaars, or other similar events that (1) run for longer than one day but not longer than 30 days (may also repeat on the same day of the week over an extended period of weeks), (2) are intended to or likely to attract substantial crowds, and (3) are unlike the customary or usual activities generally associated with the property where the special event is to be located.

Speed: Rate at which an object covers distance over time.

Spire: The tapering termination of a roof tower or roof form to a point, as on a steeple.

Spot light: Any light fixture or lamp that incorporates a reflector or a refractor to concentrate the light output into a directed beam in a particular direction.

Standard: Any form which displays what is commonly referred to as a "nation's flag" or "colors" for a country, state, county, city, other political subdivision, military or religious entity, or other similar entity. This definition does not include any commercial branding on a "flag."

Stairway: One or more flights of stairs, either exterior or interior, with the necessary landings and platforms connecting them, to form a continuous and uninterrupted passage from one level to another.

~~**Stairway, exterior:** A stairway that is open on at least one side, except for required structural columns, beams, handrails and guards. The adjoining open areas shall be either yards, courts or public ways. The other sides of the exterior stairway need not be open.~~

~~**Stairway, interior:** A stairway not meeting the definition of an exterior stairway.~~

Start of construction: The date of issuance for new construction and substantial improvements to existing structures, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement is within 180 days after the date of issuance. The actual start of construction means the first placement of permanent construction of a building (including a manufactured home) on a site, such as the pouring of a slab or footings, installation of pilings or construction of columns.

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Permanent construction does not include land preparation (such as clearing, excavation, grading or filling), the installation of streets or walkways, excavation for a basement, footings, piers or foundations, the erection of temporary forms or the installation of accessory buildings such as garages or sheds not occupied as dwelling units or not part of the main building. For a substantial improvement, the actual "start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

The date the construction permit was issued, provided the "actual start of construction" was within 180 days of the permit date. The "actual start of construction" means the first placement of permanent elements of a structure on a site, such as the pouring of slabs or footings, installation of piles, construction of columns, or any work beyond the stage of excavation or of the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; installation of streets and/or walkways; excavation for a basement, footings, piers or foundations; erection of temporary forms; or the installation of appurtenant structures. This definition does not apply to new construction or substantial improvements under the Coastal Barrier Resources Act (PL 97-348).

Stormwater: The flow of water which results from, and that occurs immediately following, a rainfall.

Stormwater discharge associated with industrial activity: ~~The discharge from any conveyance which is used for collecting and conveying stormwater and which is directly related to manufacturing, processing or raw materials storage areas at an industrial plant. The term includes discharges from facilities or activities excluded from the NPDES program under 40 CFR parts 122 (As defined at 40 CFR part 401).~~

Stormwater facilities: Manmade structures that are part of a stormwater management system designed to collect, hold, convey, channel, inhibit, divert, or discharge stormwater, on, through and from a site.

Manmade structures that are part of a stormwater management system designed to collect, hold, convey, channel, inhibit, divert, or discharge stormwater, on, through and from a site. A stormwater management system may include, but is not limited to stormwater ditches, sewers, canals, drains, detention facilities and retention facilities.

Stormwater pollution prevention plan (SWPPP): A plan required by a permit to discharge stormwater associated with industrial activity, including construction, and which describes and ensures the implementation of practices that are to be used to reduce the pollutants in stormwater discharges associated with industrial activity at the facility.

Stormwater runoff: That portion of the stormwater that flows from the surfaces of a site.

That portion of the stormwater that flows from the land surface of a site either naturally, in manmade ditches, or in a closed conduit system.

Story: That portion of a building included between the surface of any floor or ground slab and the surface of the next floor above it, or, if there is no floor above it, then the space between the ceiling next above it.

Street: A way open to travel whether private or public, including, but not limited to, highways, thoroughfares, lanes, roads, ways, and boulevards.

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A public or private right-of-way for vehicular traffic, including, but not limited to, highways, thoroughfares, lanes, roads, ways, and boulevards.

Streets, arterial: Shall have the same meaning as set forth in Section 334.03, Florida Statutes.

Streets, collector: Shall have the same meaning as set forth in Section 334.03, Florida Statutes.

Streets, local: Shall have the same meaning as set forth in Section 334.03, Florida Statutes.

Street, primary: Shall have the same meaning as set forth in Section 334.03, Florida Statutes.

Street, secondary: Shall have the same meaning as set forth in Section 334.03, Florida Statutes.

Streetscape: The visual elements of a street and its surroundings, including the road, sidewalks, street furniture, trees, lighting, signage, and adjacent buildings.

Structure: Anything constructed or erected with a fixed location on the ground or attached to something having a fixed location on the ground. Among other things, structures include buildings, mobile homes, billboards, and poster panels. Ground level parking lots are deemed not to be structures.

Structure, minor: Includes, but is not limited to, pile-supported, elevated dune and beach walkover structures; beach access ramps and walkways; stairways; lifeguard support stands and sand fences. It shall be a characteristic of minor structures that they are considered to be expendable under design wind, wave, and storm forces.

Subdivision: The process of dividing a larger tract of land into smaller parcels or lots for the purpose of sale, development, or lease.

The division of one parcel of land into two or more lots.

Subdivision, major: A subdivision in which all or a majority of the lots resulting from said subdivision front on a future public or private right-of-way and which includes the dedication of land to the City or homeowners' association (e.g., right-of-way, park, drainage retention areas, parking area, access easements, etc.).

Subdivision, minor: A subdivision in which all lots resulting from said subdivision front on existing public or private rights-of-way.

Subdivision, nonresidential: A subdivision designed and used exclusively for nonresidential purposes.

Substantial improvement: Any combination of repairs, reconstruction, alteration, or improvements to a structure, taking place during the life of the structure, in which the cumulative cost equals or exceeds 50 percent of the market value of the structure. The market value of the structure is the appraised value of the structure prior to the start of the initial repair or improvement, or, in the case of damage, the value of the structure prior to the occurrence of the damage. For the purposes of this definition, "substantial improvement" occurs when the first alteration of any wall, ceiling, floor, or other structural part of the structure commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include any improvement of a structure to comply with existing health, sanitary, or safety codes, or any alteration of a structure listed on the National Register of Historic Places, the local

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register of historic places, or a state inventory of historic places, unless that alteration will cause the structure to lose its historical designation.

Surface water: Water above the surface of the ground, whether or not flowing through definite channels, including wetlands.

Water above the surface of the ground, whether or not flowing through definite channels, including the following:

- A. *Any natural or artificial pond, lake, reservoir, or other area which ordinarily or intermittently contains water and which has a discernible shoreline; or*
- B. *Any natural or artificial stream, river, creek, channel, ditch, canal, conduit, culvert, drain, waterway, gully, ravine, street, roadway, swale or wash in which water flows in a definite direction, either continuously or intermittently, and which has a definite channel, bed or banks; or*
- C. *Any wetland.*

Survey, land: A comprehensive assessment conducted on a specific location to gather detailed information about its characteristics, conditions, and existing infrastructure, and may result in a plotted illustration prepared by a registered and certified land surveyor.

Survey shall mean a sketch or survey prepared by a registered land surveyor and certified within the last 90 days prior to the date of application.

Swale: A shallow, linear depression in the land designed to manage water runoff, enhance filtration, and facilitate the infiltration of stormwater into the ground.

A manmade trench which: a) has side slopes no steeper than one-foot vertical to three-foot horizontal; b) contains contiguous areas of standing or flowing water only during and following a rainfall event; c) is planted with or has stabilized vegetation suitable for soil stabilization, stormwater treatment, and nutrient uptake; and d) is designed to take into account the soil erodibility, percolation, slope, slope length and drainage area so as to prevent erosion and reduce pollutant concentration of any discharge.

Swimming Pool: Any structure that is intended for swimming or recreational bathing and contains water over 24 inches deep, including, but not limited to, in-ground, aboveground, and on-ground swimming pools; hot tubs; and nonportable spas.

A permanent receptacle for water or an artificial pool of water, having a depth, at any point, of more than two feet, intended for the purpose of immersion or a partial immersion therein of human beings, and including all pertinent equipment.

Tattoo parlor: An establishment which in whole or in part, either in terms of operation or as held out to the public, that is in the practice of one or more of the following: 1) placing designs, letters, figures, symbols, or other marks upon or under the skin of any person, using ink or other substances that result in the permanent coloration of the skin by means of the use of needles or other instruments designed to contact or puncture the skin; 2) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration, with the exception of ear piercing.

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An establishment which in whole or in part, either in terms of operation or as held out to the public, that is in the practice of one or more of the following: 1) placing designs, letters, figures, symbols, or other marks upon or under the skin of any person, using ink or other substances that result in the permanent coloration of the skin by means of the use of needles or other instruments designed to contact or puncture the skin; 2) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration, with the exception of ear piercing. No tattoo parlor may be located within 1,500 feet of any other such business as measured from the closest exterior wall of one establishment to the closest exterior wall of another such establishment. In cases where an establishment occupies a multi-unit building, the distance separation criteria shall be measured from the wall of the unit in question.

Telecommunication equipment: Antennas, towers, satellite dishes and other communications devices and/or equipment which are used for transmitting, receiving, or relaying communications signals, except such equipment as has been preempted from regulation by the Telecommunication Act of 1996.

Telecommunication equipment building: The telecommunication support facility structure located on a tower site which houses the electronic receiving and relay equipment.

Telecommunication facility: A facility, site, or location that contains one or more antennas, telecommunication towers, telecommunication equipment buildings, satellite dish antennas and other similar telecommunication devices, which is used for transmitting, receiving, or relaying telecommunication signals, such as but not limited to:

1. VHF and UHF television
2. AM or FM radio
3. Two-way radio
4. Common carriers
5. Cellular telephone
6. Fixed-point microwave

A facility, site, or location that contains one or more antennas, telecommunication towers, telecommunication equipment buildings, satellite dish antennas and other similar telecommunication devices, which is used for transmitting, receiving, or relaying telecommunication signals.

Telecommunications facility, macrocell: Facilities effective for covering large geographic areas (8-30 km in radius) with relatively high capacity, because the antennas are typically mounted on tall towers or the rooftops of tall buildings and transmit radiofrequency (RF) signals at high power levels.

Telecommunication facility, mobile: A telecommunications facility that is not permanently fixed to the ground or is mounted on a wheeled vehicle whether motorized or not.

A facility, site, or location that contains one or more antennas, telecommunication towers, telecommunication equipment buildings, satellite dish antennas and other similar telecommunication devices, which is used for transmitting, receiving, or relaying telecommunication signals for a period not to exceed one calendar year.

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Telecommunication facility, public: A telecommunication facility owned, operated, or used by a public entity solely for any of the following services: public education, parks and recreation, fire and police protection, public works, and general government.

Telecommunications facility, small cell: Small cells or Distributed Antenna Systems (DAS) can be deployed to provide coverage in targeted locations (0.01 to 2 km in radius) by moving radios closer to the users, and to provide additional capacity in areas with higher demands for wireless voice and data services, which improves the quality of service and experience. They use components that are a fraction of the size of traditional cell tower deployments and can often be installed on utility poles, buildings, and other existing structures.

Temporary: Means a period of time less than 180 calendar days, in the context of change of use permit applications.

Temporary outdoor lighting: The specific illumination of an outside area or object by any man-made device located outdoors that produces light by any means for a period of not more than 30 consecutive or non-consecutive days in any one calendar year.

Thrift store: A retail establishment that sells second-hand goods at reduced prices. Used record stores, used bookstores, used furniture stores, antique stores, consignment stores, and collectible memorabilia, stores shall not be considered a thrift store.

A profit or nonprofit business or organization that engages in or specializes in the sale or resale of previously owned or used goods and merchandise from an area greater than 25 percent of the total floor area devoted to retail sales and whose merchandise is donated or principally donated. A specialty retail store that sells used merchandise not donated for sale, including but not limited to; used record stores, used book stores, used furniture stores, and sports trading card stores, shall not be considered a thrift store for the purpose of this ordinance. Outside storage, outside display, and outside sales are prohibited. Such stores shall not be located within 500 feet of any other thrift store, pawn shop or used merchandise store as measured from the closest exterior wall of one establishment to the closest exterior wall of another such establishment. In cases where an establishment occupies a multi-unit building, the distance separation criteria shall be measured from the wall of the unit in question.

~~**Thrift store, large:** A profit or nonprofit business or organization that engages in or specializes in the sale or resale of previously owned or used goods and merchandise from an area greater than 50 percent of the total floor area devoted to retail sales and whose merchandise is donated or principally donated and is housed in a commercial structure of not less than 15,000 square feet of gross floor area. Such stores shall not be located within 1,000 feet of any other "thrift store, large" as measured from the closest exterior wall of one establishment to the closest exterior wall of another such establishment. In cases where an establishment occupies a multi-unit building, the distance separation criteria shall be measured from the wall of the unit in question. Such development or redevelopment shall comply with the requirements of section 8.09.03 A. Old Destin MMTD sub-area, and shall apply such standards to any road or private accessway frontage facing other businesses.~~

City of Destin, FL - [Document title]

Tinted glass: Any glass treated to achieve an industry-approved, inside-to-outside light transmittance value of 45 percent or less. Such transmittance is limited to the visible spectrum (400 to 700 nanometers) and is measured as the percentage of light that is transmitted through the glass.

Total suspended solids (TSS): Solids that either float on the surface, or are in suspension in, water, wastewater, or other liquids. TSS is expressed in milligrams per liter.

Solids that either floats on the surface, or are in suspension in, water, wastewater, or other liquids, and which are generally removable by a laboratory filtration device. TSS is expressed in milligrams per liter.

Tourist home: ~~An establishment where lodging is provided for compensation for periods of less than one week, other than in dwelling units, for five to 19 persons, and with breakfast only served to guests, or with no meals served to guests. For transient lodging for 20 or more persons, see hotel (motel).~~

Tower, guyed: A telecommunication tower that is supported, in whole or in part, by guy wires and ground anchors.

Tower, lattice: A telecommunication tower that consists of multiple legs and cross-bracing of structural support beams.

Tower, monopole: A telecommunication tower consisting of a single pole or spire supported by a permanent foundation, constructed without guy wires, and ground anchors.

Tower, telecommunication: Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including guyed and free-standing lattice towers, monopole towers, and alternative tower structures. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone, and personal communication services (PCS) towers.

Townhouse: A style of dwellings that includes three or more independent dwellings separated by firewalls either attached side-by-side or stacked vertically and are occupied individually as a single dwelling.

A single-family residential dwelling unit which is attached to a series of other single-family residential dwelling unit(s) by not more than two party walls. At the point of attachment, dwelling units shall be separated from each other by firewalls extending from footings to roofs without openings which would permit the spread of fire from one building to another.

Traffic volume: The number of vehicles, and occasionally persons, passing a point on a roadway during a specified time period, often one hour.

Travel trailer: ~~A recreational vehicle used for temporary housing by individuals and families during travel. This also includes campers, camping trailers, motor homes, and smaller mobile homes (up to a length of 28 feet exclusive of hitch) capable of being towed by a passenger motor car.~~

Travel trailer park: ~~A development for the accommodation of tourists or vacationers on a short-term basis, providing rental spaces for each individual trailer, camper, motor home, etc., and recreation and service facilities for the use of the tenants. Spaces are not individually owned.~~

City of Destin, FL - [Document title]

Tree: A woody perennial plant, typically having a single stem or trunk, but may have multiple trunks, growing to a considerable height and bearing lateral branches at some distance from the ground.

Any living self-supporting woody plant of a species which normally grows to an overall height of at least 12 feet and normally develops an average mature spread of crown greater than 12 feet in the northwest area of the state.

Tree, evergreen: ~~A tree with foliage that remains green year round.~~

Tree, large: A tree at maturity more than forty feet (40') in height.

Tree, medium: A tree at maturity more than fifteen feet (15') but less than forty feet (40') in height.

Tree, preserved: A living tree twenty-four inches (24") in diameter or seventy-five inches (75") in circumference inches or more at DBH.

A living tree 24 inches or more in diameter at a point 4½ feet above ground level.

Tree, protected: A living tree twelve inches (12") in diameter or thirty-seven inches (37") in circumference to less than twenty-four inches (24") or seventy-five inches (75") in circumference at DBH.

A living tree 12 to 24 inches in diameter at a point four and one-half feet above ground level.

Tree, small: A tree at maturity less than fifteen feet (15') in height.

Tree, street: Trees that are located within a right-of-way.

Trees that are on land lying between property lines on either side of all streets, avenues, or rights-of-way within the City.

Tree protection zone: ~~A circular zone around each protected tree defined as follows:~~

- ~~A. If the dripline is less than six feet from the trunk of the tree, the zone shall be that area within a radius of six feet around the tree.~~
- ~~B. If the dripline is more than six feet from the trunk of the tree, but less than 20 feet, the zone shall be that area within a radius of the full dripline around the tree.~~
- ~~C. If the dripline is 20 feet or more from the trunk of the tree, the zone shall be that area within a radius of 20 feet around the tree or 50 percent, whichever is the greatest.~~

Uncontaminated: ~~Not containing a harmful quantity of any substance.~~

Unit: That part of a multiple-occupancy complex housing one occupant.

Unit exterior area: ~~The area, measured in square feet, within a two-dimensional geometric figure coinciding with the edges of the walls that form the surface where the sign will be installed.~~

Unit, commercial: A space within a building or property designated for business activities, such as retail sales, services, offices, or hospitality.

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Unit, hotel/motel: A single room or suite within a hotel, designed to provide temporary accommodation for guests. Each hotel unit typically includes sleeping areas and may also offer additional amenities such as a private bathroom, a small kitchenette, a living area, and in some cases, a balcony or terrace.

That part of a multiple-occupancy complex housing one occupant.

Unsafe building: Any building, structure or property that has any of the following conditions, such that life, health, property or safety of the general public or the building its occupants, either permanent or occasional, of the general public are endangered.

Upland retaining wall: A wall constructed to keep soil and/or earth from sliding or eroding, generally into a body of water.

A wall constructed to keep a bank of earth from sliding or eroding, located not closer than five feet landward of a non-aquatic vegetation line of a shoreline.

Used merchandise store: A retail establishment primarily engaged in the sale of used merchandise, antiques, and secondhand goods, such as household appliances (only if sold with a minimum 30-day warranty), furniture, books and rare manuscripts, musical instruments, office furniture, music listening devices and musical recordings, and store fixtures and equipment. This definition does not include pawnshops and thrift stores.

A retail establishment primarily engaged in the sale of used merchandise, antiques, and secondhand goods, such as household appliances (only if sold with a minimum 30 day warranty), furniture, books and rare manuscripts, musical instruments, office furniture, music listening devices and musical recordings, and store fixtures and equipment. This definition does not include pawnshops and thrift stores. Such stores shall not be located within 500 feet of any other used merchandise store, pawn shop, or thrift store, as measured from the closest exterior wall of one establishment to the closest exterior wall of another such establishment. Antique stores are not subject to any separation requirement. In cases where an establishment occupies a multi-unit building, the distance separation criteria shall be measured from the wall of the unit in question. Outside storage, outside display, and outside sales are prohibited in connection with any establishment selling used merchandise.

Utility company: Any private or public company engaged in providing a public service, such as water, electricity, sewage, garbage disposal, telephone service or natural gas.

Utility pole mounted antenna: An antenna attached to or upon an existing or replacement electric transmission or distribution pole, streetlight, traffic signal, athletic field light or other approved similar structure.

Variance: Relaxation of the terms of this Code where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of this Code would result in unnecessary and undue hardship.

Relaxation of the terms of this Code where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of this Code would result in unnecessary and undue hardship. As used

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in this Code, a variance is authorized only for building height, lot area, setbacks; and establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the zoning district or uses in any adjoining zoning district.

VdB or vibration decibels: The root mean square vibration velocity in decibels relative to one micro-inch per second.

Vehicle sign: Any sign affixed to a vehicle.

Vehicular canopy: A structure designed to provide cover from the elements (sun, rain, sleet, etc....) for vehicles and which has open sides. For example, those canopies used over fuel pump islands at filling stations.

Vehicular encroachment: The protrusion of a vehicle outside of a parking space, display area, storage area, accessway or access aisle into a landscape, buffer, or other non-vehicle use area.

Vehicular encroachment: The protrusion of a vehicle outside of a parking space, display area, storage area, accessway or access aisle into a landscaped area.

Vehicular use area or vehicle use area: Any ground surface area, except public right-of-way, used by any type of vehicle, whether moving or at rest, for the purposes of, including, but not limited to, driving, parking, loading, unloading, storage or display, such as but not limited to, new and used car or boat lots, activities of a drive-in nature in connection with banks, restaurants, filling stations, grocery and dairy stores and other vehicular uses under, on or within buildings except junk or automobile salvage yards.

Vending, mobile: A transportable retail or food service business that does not have a permanent/fixed location.

View corridor: A type of open space providing at least a partial view of a point of interest from a public right-of-way or other public property.

Vines: Any of a group of woody or herbaceous plants which may climb by twining, or which normally require support to reach mature form.

Visual runway: A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

Visual screen: A barrier or device used to block or alter the view of an area to enhance privacy, aesthetics, or security.

A barrier of living or nonliving landscape material put in place for the purpose of separating and obscuring from view those areas so screened.

Wall: A solid, structural element that defines an area by enclosing it.

A solid fence.

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Wall pack: A type of light fixture, typically flush-mounted on a vertical wall surface.

Warehouse: A facility primarily used for storing goods, products, and materials.

Facilities characterized by extensive warehousing, frequent heavy trucking activity, open storage of material inside a building or group of buildings, or nuisances such as dust, noise, and odors, but not involved in manufacturing or production.

Warehouse, mini: Often referred to as a self-storage facility, providing individual storage units for personal or business storage which may provide facilities for drive-in or walk-in access. This may include refrigerated facilities.

A building or group of buildings divided into individual, self-contained units used to meet the temporary storage needs of individuals or small businesses and may include refrigerated facilities. All separate compartments are accessed directly from outside of the building in which they are housed. A business shall not be operated from a leased individual, self-contained unit.

~~**Warehouse, walk-in mini:** An enclosed storage facility containing individual, self-contained units that are leased to individuals or small businesses exclusively for long-term storage of their household goods or personal property and may include refrigerated facilities. A business shall not be operated from a leased individual, self-contained unit.~~

Wastewater: Water that has been used and contaminated through various household, industrial, commercial, or agricultural activities.

Any water or other liquid, other than uncontaminated stormwater, discharged from a facility.

~~**Watch tower:** A tall, generally narrow, stone or wooden structure used as a non-habitable rooftop architectural feature.~~

~~**Water or waters:** Includes, but is not limited to, water on or beneath the surface of the ground or in the atmosphere, including natural or artificial watercourses, streams, rivers, lakes, ponds, or diffused surface water and water percolating, standing, or flowing beneath the surface of the ground.~~

Water body: Any bays, bayous, lagoon, inlet, natural or artificial pond, lake, reservoir, or other area with discernable shoreline which ordinarily or intermittently contains water.

Watercourse: Any natural or artificial channel, ditch, canal, stream, river, creek, waterway, or wetland through which water flows in a definite direction, either continuously or intermittently, and which has a definite channel, bed, banks or other discernible boundary.

Waters of the State: Groundwater, percolating or otherwise, lakes, bays, ponds, impounding reservoirs, springs, rivers, streams, creeks, wetlands, marshes, inlets, canals inside the territorial limits of the state, and all other bodies of surface water, natural or artificial, navigable or non-navigable, and including the bed and banks of all watercourses and bodies of surface water that are wholly or partially inside or bordering the State of Florida or inside the jurisdiction of the State of Florida.

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Waters of the United States: All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce; all interstate waters, including interstate wetlands; all other waters the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce; all impoundments of waters otherwise defined as waters of the United States under this definition; all tributaries of waters identified in this definition; all wetlands adjacent to waters identified in this definition; and any waters within the federal definition of "waters of the United States" at 40 CFR 122.2; but not including, any waste treatment systems, treatment ponds, or lagoons designed to meet the requirements of the federal Clean Water Act.

Water-taxi: A watercraft that ferries passengers along relatively short distances between boat docks approved by the City of Destin and the Florida Department of Environmental Protection for general public access. A water-taxi is piloted by a licensed United States Coast Guard Captain for ferrying passengers across state or coastal waters.

Wellhead protection area: An area designated by local government to provide land protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zone of contribution described in existing data.

Wetland: A distinct ecosystem that is inundated by water, either permanently or seasonally, characterized by aquatic plants adapted to the unique hydric soil. Wetlands can include marshes, swamps, bogs, and fens, and are often vital habitats for a host of wildlife species. The term includes those lands meeting the definition of wetlands as promulgated by the Florida Department of Environmental Protection, Northwest Florida Water Management District, or U.S. Army Corps of Engineers.

Land that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does or would support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The term includes, but is not limited to, swamp hammocks, hardwood swamps, riverine cypress, cypress ponds, bayheads and bogs, wet prairies, freshwater marshes, tidal flats, salt marshes, mangrove swamps and marine meadows. The term includes those lands meeting the definition of wetlands as promulgated by the Florida Department of Environmental Regulation or U.S. Army Corps of Engineers.

Wheeled vehicle: Anything that moves on wheels, sleds, or treads, and is able to transport/carry things or people, and which utilizes a form of propulsion such as: (1) a motor that is gas powered, wind powered, coal powered, wood powered, solar powered, kinetically powered, or battery powered; (2) an internal combustion engine; or (3) pedals, chains, springs, or hydraulics for manual propulsion. Additionally, anything that is pulled by a horse, mule, camel, or donkey, and which transports things or people, is also a Wheeled vehicle for purposes of this section.

Yard: An area within a lot, parcel, or property, which is open, unoccupied, and unobstructed by any permanent accessory or principal structure or portion of any accessory or principal structure.

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A required open space, established in conjunction with the required setback, unoccupied and unobstructed by any accessory or principal structure or portion of any accessory or principal structure; provided, however, that fences, walls (see definition), poles (flag poles), posts, customary yard accessories, arbors (see definition) and furniture may be permitted in any yard subject to specified height limitations as provided herein. Accessory residential HVAC and pool equipment, with the equipment base or foundation installed on-grade may be permitted in the required yard.

Yard, front: An area of a lot, parcel or property extending between side lot lines across the front of a lot adjoining any street. In the case of through lots and corner lots, front yards shall be those adjoining both streets.

A yard extending between side lot lines across the front of a lot adjoining a public street. In the case of through lots and corner lots, front yards shall be those adjoining both streets, except as allowed by the Land Development Code.

Yard, rear: A yard extending across the rear of the lot between inner side yard lines. In the case of through lots and corner lots, there will be no rear yards, but only front and side yards.

A yard extending across the rear of the lot between inner side yard lines. In the case of through lots and corner lots, there will be no rear yards, but only front and side yards. The depth of a required rear yard shall be measured in such a manner that the yard established is a strip of the minimum width required by district regulations with its inner edge parallel with the rear lot line, except as allowed by the Land Development Code.

Yard, side: A yard extending from the rear line of the required front yard to the rear lot lines, or in the absence of any clearly defined rear lot lines to the point on the lot farthest from the intersection of the lot line involved with the public street. In the case of through lots, side yards shall extend from the rear lines of front yards required. In the case of corner lots, yards remaining after full front yards on both streets have been established shall be considered side yards.

A yard extending from the rear line of the required front yard to the rear lot lines, or in the absence of any clearly defined rear lot lines to the point on the lot farthest from the intersection of the lot line involved with the public street. In the case of through lots, side yards shall extend from the rear lines of front yards required. In the case of corner lots, yards remaining after full front yards on both streets have been established shall be considered side yards. The width of a required side yard shall be measured in such a manner that the yard established is a strip of the minimum width required by district regulations with its inner edge parallel with the side lot line, except as allowed by the Land Development Code.

Yard, special: A yard behind any required yard adjacent to a public street, required to perform the same functions as a side or rear yard, but adjacent to a lot line so placed or so oriented that neither the term "side yard" nor the term "rear yard" clearly applies. In such cases, the City Manager or his or her designee shall require a yard with minimum dimensions as generally required for a side yard or a rear yard in the district, determining which shall apply by the relation of the portion of the lot on which the yard is to be located to the adjoining lot or lots, with due regard to the orientation and location of structures and buildable areas thereon.

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