

**SPECIAL LOCAL PLANNING AGENCY
MEETING MINUTES
JULY 30, 2026 - 5:30 P.M.
DESTIN CITY HALL BOARDROOM**

1. CALL TO ORDER:

Chairman Wood called the Special Meeting of the Local Planning Agency to order on Thursday, July 30, 2026, at 5:30 p.m., in the Destin City Hall Boardroom; 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.	Bree Uptigrove	Kim Montgomery Deputy City Clerk
Todd Buhr	Tammy Weidenhamer	Chris Rush Planner
Marcie Bell		Robert Tomasek
Ken Wampler		
Jay Purut		

3. AGENDA APPROVAL:

Motion to approve the agenda was made by Vice Chair Buhr with Agency member Wampler providing the second. The motion passed 6-0.

4. NEW BUSINESS:

A. Proposed Ordinance 26-08-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, DELETING ARTICLE 14 "CAPITAL IMPROVEMENTS" AND ARTICLE 8, SECTION 8.07.00 "APPROVED TRANSPORTATION PLANS" OF THE LAND DEVELOPMENT CODE, AND ADOPTING, BY REFERENCE, THE CITY OF DESTIN MOBILITY PLAN, BY CREATING A NEW ARTICLE 9 - TRANSPORTATION CORRIDOR MANAGEMENT, 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.

Mr. Butler explained how Article 9 would establish a separate Land Development Code article addressing transportation corridor management. The provisions are currently contained within the existing Land Development Code and applied to properties affected by transportation projects identified in adopted city plans.

He additionally advised that one substantive revision has been made following their previous meeting. The revision concerned the right-of-way dedication provisions in Section 09.03.02. The previous draft would have required properties containing right-of-way identified for transportation projects in the adopted plans, to dedicate the applicable right-of-way upon redevelopment. Based on their prior discussion, the language was revised so that mandatory dedication would apply to projects identified in Phase 1 of the Mobility Plan. Properties associated with projects identified in Phase II or later phases, would not be required to dedicate the right-of-way, although voluntary dedication would remain permissible.

❖ **Comparison with June 6, 2024 Draft**

Vice Chairman Buhr noted that they had previously considered Article 9 on June 6, 2024, when the article was unanimously recommended for approval. He explained how his review, focused on comparing the June 2024 version with the current proposed draft, and identified substantive differences. The discussion first focused on provisions contained in the previous version concerning the amount of property required for right-of-way dedication and the concept of proportionality.

Mr. Butler explained that language appearing in the prior draft as separate subparagraphs had been consolidated and reorganized in the current draft. He then clarified that the proposed provisions were intended to ensure that a property owner would not be required to dedicate property with a value exceeding the applicable mobility fee obligation. Noting that where the value of the land exceeded the mobility fee obligation, only the amount of land approximately equal in value to that fee would be subject to mandatory dedication. Any remaining property could be voluntarily dedicated or would otherwise need to be acquired by the city.

The Agency members discussed the importance of balancing the city's need to obtain transportation right-of-way with property rights, proportionality, and appropriate compensation.

❖ **Incorporation of Mobility Plan by Reference**

The members next reviewed language in Section 09.02.01, incorporating the Mobility Plan into the Land Development Code by reference.

A concern was raised regarding whether the Code should identify the specific ordinance and adoption date of the Mobility Plan rather than simply referring to the Mobility Plan "as adopted and amended." The concern centered on document control, traceability, and ensuring future users could readily determine which version of the Mobility Plan governed at a particular time.

Mr. Butler advised against including a specific ordinance number and explained that doing so would require a corresponding Land Development Code amendment every time the Mobility Plan was amended. He also noted that outdated cross-references already existed elsewhere in the Land Development Code because prior amendments had not always been carried out to every related provision.

The Agency members discussed the competing considerations of administrative efficiency and document traceability. It was noted that some amendments to the Mobility Plan could have direct

consequences under Article 9, particularly where changes to project phasing affected whether right-of-way dedication was mandatory or voluntary.

The City Attorney recommended retaining the general reference to the Mobility Plan rather than inserting a specific ordinance number. She noted that requiring a Land Development Code amendment solely to update an ordinance reference would necessitate additional LPA and City Council public hearings and advertising, creating unnecessary administrative burden. The current adopted Mobility Plan could instead be maintained online so that the applicable version remained readily available.

Following discussion, the Agency members reached consensus to retain the reference to the Mobility Plan “as adopted and amended” without identifying a specific ordinance number.

❖ **Removal of Prior Corridor Alignment Provisions**

Vice Chairman Buhr questioned why the deletion of the former Section 09.04.03, which contained descriptions of transportation corridor alignments, including east-west and north-south corridors.

The City Engineer, Robert Tomasek explained that the alignment information had been incorporated into the Mobility Plan. During development of the Mobility Plan, the city’s consultant reviewed the Land Development Code, Comprehensive Plan, and other adopted City documents and consolidated previously approved transportation projects and alignments into the Mobility Plan.

Mr. Butler further explained that the Pathways Master Plan information had similarly been incorporated into the Mobility Plan. He spoke of the rationale for removing the duplicated provisions was to avoid having identical or overlapping information appear in multiple adopted documents, thereby reducing the possibility that one document could later be amended without a corresponding amendment to the other.

The Agency members indicated support for the consolidation. Mr. Butler agreed to be more clear when identifying the deletion and its rationale in the staff report when presented to City Council.

❖ **Table 9-1 – Street Classifications**

The Agency members reviewed Table 9-1, which contained the City’s street classifications.

Vice Chairman Buhr observed that the current table appeared substantially different from the version previously reviewed and approved by them in June 2024, and requested a clearer version showing the prior classifications, the proposed classifications, and the rationale for each change.

Mr. Butler explained that the table has been reorganized alphabetically and corrected to reflect current Florida Department of Transportation (FDOT) and Federal Highway Administration (FHWA) classification terminology. Additionally, the existing table contained inconsistencies, duplicate listings, incomplete street segments, and classifications that did not align with current FDOT/FHWA nomenclature.

Examples discussed included Kelly Street and Legion Drive, where classifications or described segments differed between the prior and current tables. Mr. Butler advised that Legion Drive had been classified as consistent with FDOT's designation as an urban major collector.

Vice Chairman Buhr emphasized that when previously reviewed language is revised, they should receive a clear comparison identifying what changed and why. He stated that future staff reports should routinely compare the proposed draft with the most recent version they previously considered.

Other members acknowledged both the concern and the significant effort undertaken by staff in completing the comprehensive Land Development Code rewrite. They expressed general support for correcting classifications where staff and the City Engineer determined changes were necessary, while also emphasizing the importance of documenting those revisions clearly.

❖ **Section 09.02.02 – Corridor Management Objectives**

The discussion then turned to Section 09.02.02, which provided that development must be consistent with the corridor management "objectives" and that projects inconsistent with those objectives could not be approved.

Vice Chairman Buhr asked where the term "corridor management objectives" was defined.

Mr. Butler explained that the intended objectives were those contained in the section's Purpose and Intent provisions, including preservation, protection, and acquisition of necessary transportation corridor right-of-way.

Vice Chairman Buhr agreed that the terminology should be made internally consistent so applicants and future users of the Code could readily determine the standards against which a project would be reviewed.

Mr. Butler agreed to replace references to "corridor management objectives" in the applicable provisions with references to the section's "purpose and intent."

Chairman Wood opened the hearing to the public for comment. With no one coming forward, he closed the public portion for the hearing and called for a motion.

Motion by Chairman Wood, seconded by Agency member Bell for the Local Planning Agency recommend that the City Council approve proposed Ordinance 26-08-LC, with the amendment discussed, to revise the applicable language in Section 09.02.02(B) from references to "objectives" to references to the "purpose and intent" of the section. There being no further questions or comments, Chairman Wood called for the vote, and the motion passed 5-0.

B. Proposed Ordinance 26-09-LC – Draft Article 10, Impact and Mobility Fees

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RENUMBERNG AND RENAMING THE CURRENT "ARTICLE 19 - IMPACT FEES", OF THE LAND

DEVELOPMENT CODE AS “ARTICLE 10 - IMPACT AND MOBILITY FEES,” PROVIDING FOR UPDATES AND AMENDMENTS RELATING TO IMPACT AND MOBILITY FEES; 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.

Mr. Butler introduced Proposed Ordinance 26-09-LC, establishing Draft Article 10, Impact and Mobility Fees, which would replace the existing Article 19 provisions concerning impact fees. He explained that the city currently imposes police, parks, and library impact fees, and the previously named transportation impact fees has been replaced by mobility fees.

He further explained that Draft Article 10 consisted of consolidating and reorganizing existing impact-fee and mobility-fee provisions to eliminate repetitive language and create a single consistent regulatory framework.

❖ Proposed CRA Mobility and Impact Fee Reductions

Mr. Butler spoke of how the principal new policy provision is intended to address concerns expressed by the City Council regarding the cost of mobility fees and their potential impact on redevelopment. The proposed language would authorize the City Council to approve reductions of up to 75 percent of otherwise applicable impact or mobility fees for eligible projects located within the City’s Harbor Community Redevelopment Area or Town Center Community Redevelopment Area. As initially drafted, a project would need to satisfy at least two of six criteria to qualify for consideration.

The six criteria presented to the LPA generally addressed whether:

1. The property had remained vacant for at least 24 consecutive months;
2. The project would eliminate an existing blighted structure through new construction, renovation, or rehabilitation;
3. The project would increase the property’s taxable value and economic productivity;
4. The project would provide public infrastructure improvements exceeding minimum Land Development Code requirements;
5. The project would bring an existing nonconforming use or structure into compliance with applicable regulations; or
6. The development would allow a business currently operating within the CRA to expand its services and increase economic vitality.

It was emphasized that eligibility under the criteria would not automatically entitle an applicant to a particular fee reduction. That the City Council would retain discretion to determine the amount of the reduction.

❖ Example of Mobility Fee Costs

Examples of how mobility fees could affect redevelopment projects were provided to the Agency members:

- A vacant former bank building within the Town Center CRA was used as a hypothetical example. It was explained that reopening the property as the same type of use could generate little or no new mobility fee obligation, while changing the building to a higher-trip-generating use, such as a restaurant, could produce a significant fee.

Staff provided an example of a 2,500-square-foot restaurant occupying a former retail space. Depending on the type of restaurant, staff estimated mobility fees in excess of \$120,000, with a high-turnover sit-down restaurant generating an estimated mobility fee of approximately \$155,000 before applicable credits.

Staff explained that redevelopment projects generally receive credit for the transportation demand associated with the previous use, meaning the applicant pays the difference between the prior and proposed uses rather than necessarily paying the full fee applicable to new development.

The Agency members acknowledged that mobility fees could be substantial but discussed their role in funding transportation infrastructure required to accommodate additional development and traffic.

The Agency members also discussed the policy objective of Community Redevelopment Areas, noting that excessively high redevelopment costs could undermine the City's efforts to attract investment, increase taxable value, and revitalize underperforming properties. Members generally agreed that providing a mechanism for targeted CRA fee relief could help balance infrastructure funding needs with redevelopment objectives.

❖ **Timing of Impact and Mobility Fee Payment**

Staff identified an inconsistency in the existing Code regarding payment timing. Mobility fees were currently due prior to building permit issuance, while certain impact fees were payable before issuance of a certificate of occupancy.

Staff proposed making the process consistent by requiring all applicable impact and mobility fees to be paid prior to issuance of the building permit. The Agency members supported the proposed change. The Agency members further agreed that any request for a CRA fee reduction should similarly be resolved during the permitting process rather than waiting until certificate of occupancy.

❖ **Number of Eligibility Criteria**

The Agency members discussed overlaps between Criteria 3, which concerned increases in taxable value and economic productivity, and Criteria 6, which concerned expansion of an existing CRA business.

There was a brief discussion how a single business expansion could potentially satisfy both criteria, meaning an applicant could qualify under the proposed two-criteria threshold through closely

related circumstances. Staff suggested either combining the criteria or increasing the required number of criteria.

The Agency members favored retaining the six separate criteria while increasing the threshold from two criteria to three criteria.

❖ **Graduated Fee Reduction Structure**

The members discussed whether the ordinance should provide additional guidance to the City Council regarding the amount of fee relief available based on the number of eligibility criteria satisfied. Concern was expressed that without a structure, similarly, situated applicants could receive substantially different reductions and that prior City Council decisions could create expectations for subsequent applicants.

Following the discussion, the Agency members agreed to recommend a graduated structure:

- A project satisfying three criteria could receive a reduction of up to 25 percent;
- A project satisfying four criteria could receive a reduction of up to 50 percent; and
- A project satisfying more than four criteria could receive a reduction of up to 75 percent.

The members indicated that this approach would provide a predictable framework while preserving City Council discretion within each tier. They briefly discussed adding separate language permitting extraordinary projects to receive different treatment but ultimately determined that additional language was unnecessary.

Chairman Wood opened the hearing to the public for comment. With no one coming forward, he closed the public portion of the hearing and called for a motion.

Motion by Agency member Agency member Wampler, seconded by Agency member Bell that the Local Planning Agency recommend City Council approval of proposed Ordinance 26-09-LC, subject to the following amendments:

- 1. An applicant must satisfy a minimum of three of the six eligibility criteria to qualify for consideration of a CRA impact or mobility fee reduction;**
- 2. The available reduction shall be structured so that:**
 - **three qualifying criteria allow a reduction of up to 25 percent;**
 - **four qualifying criteria allow a reduction of up to 50 percent; and**
 - **more than four qualifying criteria allow a reduction of up to 75 percent; and**
- 3. The applicable fee-reduction request and fees shall be addressed prior to building permit issuance, rather than at certificate of occupancy.**

There being no further questions or comments, the motion was put to a vote and the motion passed with a unanimous vote of 5-0.

❖ Upcoming LPA Meetings and LDC Rewrite Schedule

Mr. Butler advised that the LPA was scheduled to begin review of Article 4 at the August 6, 2026 meeting. He further advised that Article 6 was tentatively scheduled for August 20, 2026 and would be the final substantive article presented to them. Article 11, the glossary, was expected to be presented with Article 6.

Vice Chair Buhr was asked whether the city continued to target October 1, 2026 as the effective date for the new Land Development Code.

According to Mr. Butler, October 1st remained the effective date contained in the adopted ordinances; however, both staff and the City Attorney have discussed the possibility of extending the effective date depending on the progress of the remaining their and City Council reviews. He also added that any extension would likely be accomplished through additional ordinance and public hearings rather than administratively so that the public would receive appropriate notice.

❖ Code of Ordinances Cleanup

Vice Chair Buhr asked about provisions contained in the existing Land Development Code that would need to be relocated to the Code of Ordinances when the new Land Development Code becomes effective. Mr. Butler advised that the necessary cleanup effort was being tracked and was expected to follow closely behind adoption of the new Land Development Code, likely within one or two City Council meeting cycles.

Vice Chair Buhr questioned whether the cleanup ordinance would be presented to the LPA or proceed directly to the City Council. Staff indicated that additional discussion with the Community Development Director would be necessary before determining the appropriate process.

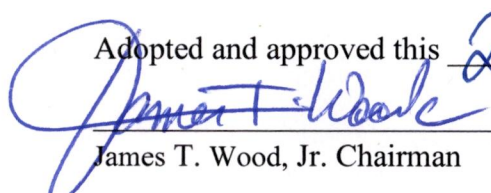
❖ September Meeting Dates and Member Availability

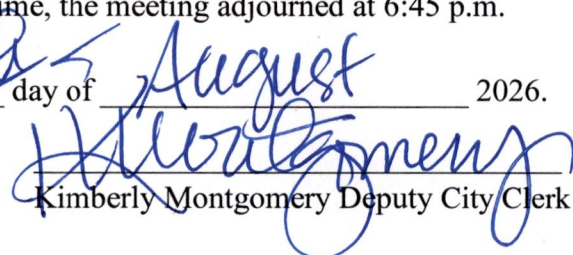
The members and staff discussed the anticipated September meeting dates of September 3 and September 17, 2026. Agency member Bell advised that she likely would not be available for the September 17 meeting and requested that staff not rely on her attendance for purposes of establishing a quorum.

7. ADJOURNMENT:

Having no further discussion at this time, the meeting adjourned at 6:45 p.m.

Adopted and approved this 20th day of August 2026.


James T. Wood, Jr. Chairman


Kimberly Montgomery Deputy City Clerk