



# City of Destin

---

May 25, 2001

Order No. 01-19

**Final Development Order:**

**“NASKART RACEWAY”:  
A MINOR DEVELOPMENT  
(SP-00-48)**

Based upon the City's approval of this Development Order, on May 23, 2001, this document will serve as your Final Development Order, and includes all of the provisions and conditions in the attached Technical Review Committee Report.

**BACKGROUND / ISSUE:**

**Applicant:** Kevin Shahid (agent), on behalf of Carmela A. Bell (owner).  
**Location:** The proposed project is located directly west of 27000 Emerald Coast Parkway.  
**Request:** Approval of a Minor Development identified as “Naskart Raceway.” The proposed project consists of a go-cart and dune buggy entertainment complex. The combined square footage of the single proposed structure is 416 square feet.  
**Parcel Size:** The subject property contains 1.23 acres, more or less.  
**Future Land Use:** Mixed Use (MU)  
**Zoning District:** Business Tourism (BT)  
**Density:** Not applicable  
**Intensity:** Allowed: 1.07 Floor Area Ratio  
Proposed: 0.0071 Floor Area Ratio  
**Application Date:** July 31, 2000  
**TRC Date:** August 16, 2000  
**Approved Site Plan Date:** May 23, 2001

**DETERMINATIONS:**

1. All the findings and requirements of the Technical Review Committee Report dated May 23, 2001, are incorporated herein.

**CONDITIONS OF APPROVAL FOR THE "NASKART RACEWAY": A MINOR DEVELOPMENT (SP-00-62):**

1. Pursuant to the City of Destin Land Development Code and the City of Destin Code of Ordinances:

Construction must commence within twelve (12) months of approval of the Final Development Order on May 23, 2001 (no later than May 23, 2002), and must be completed as shown on plans approved by the Technical Review Committee (stamp dated May 23, 2001).

**WARNING: If the applicant/owner has not obtained a construction permit(s) within 365 days of issuance of the final development order, the final development order will become void and the application for plan approval must be re-initiated.**

**NOTE: An applicant/owner who desires to extend the twelve (12) month deadline must submit a request to the Community Development Department, no less than sixty (60) days prior to the expiration of the twelve (12) month deadline to obtain a construction permit. The applicant /owner should review Article 2, Section 2.15.00, of the Destin Land Development Code for further explanation of the Development Order extension process.**

2. If the applicant fully complies with the requirements of Condition Number 1 above, the concurrency status for "NASKART Raceway" will be protected for five (5) years through May 23, 2006. **The protected concurrency status, however, will be lost if:**
  - A. **Construction activity ceases for a period exceeding one (1) year at any time during the term of this Final Development Order, or**
  - B. **Construction permit(s) are not obtained in accordance with Section 2.09.00 of the Land Development Code to maintain concurrency.**
3. The applicant must obtain City of Destin permits for the following activities on and off site (These may require appropriate bonding):
  - A. Disturbance of the City's right-of-way.
  - B. Pavement cuts.
  - C. Construction of any kind.
  - D. Clearing, grubbing, or demolition.
  - E. Paving, grading, drainage, sidewalks.
  - F. Signage.
  - G. Installation of utilities.
  - H. Construction trailers.

4. **Prior to the issuance of any City Permit**, half of all outstanding costs associated with this project that are owed to the City must be paid.
5. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.
6. **Prior to the issuance of a Certificate of Occupancy**, all applicable impact fees must be paid.
7. **Prior to the issuance of a Certificate of Occupancy**, all remaining and outstanding costs associated with this project that are owed to the City must be paid in full.
8. All proposed signage must be properly applied for and reviewed by the City of Destin.
9. Prior to obtaining a building permit, provide a copy of FDOT connection approval.
10. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade."

## TECHNICAL REVIEW COMMITTEE REPORT

### "NASKART RACEWAY": A MINOR DEVELOPMENT (SP-00-62)

TRC Report: May 23, 2001

#### ISSUE:

**Applicant:** Kevin Shahid (agent), on behalf of Carmela A. Bell (owner).  
**Location:** The proposed project is located directly west of 27000 Emerald Coast Parkway.  
**Request:** Approval of a Minor Development identified as "Naskart Raceway." The proposed project consists of a go-cart and dune buggy entertainment complex. The combined square footage of the single proposed structure is 416 square feet.  
**Parcel Size:** The subject property contains 1.23 acres, more or less.  
**Future Land Use:** Mixed Use (MU)  
**Zoning District:** Business Tourism (BT)  
**Density:** Not applicable  
**Intensity:** Allowed: 1.07 Floor Area Ratio  
Proposed: 0.0071 Floor Area Ratio  
**Application Date:** July 31, 2000  
**TRC Date:** August 16, 2000  
**Approved Site Plan Date:** May 23, 2001

#### DISCUSSION/FINDINGS:

Kevin Shahid (agent), on behalf of Carmela A. Bell (owner), is requesting approval of a Minor Development identified as "NASKART Raceway." The proposed project consists of a go-cart and dune buggy entertainment complex. The combined square footage of the single proposed structure is 416 square feet. The proposed project is located directly west of 27000 Emerald Coast Parkway. The subject property contains 1.23 acres, more or less.

#### COMPREHENSIVE PLAN/ZONING:

The property has a Future Land Use Map Designation of Mixed Use (MU) and a Zoning Designation of Business Tourism (BT). The proposed use is consistent with these land use regulations.

**COMPATIBILITY:**

The project, as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review. Refer to the attached Compatibility Analysis: NASKART SP-00-48 for the complete analysis, dated April 12, 2001, which finds the proposed project incompatible with the surrounding area, **unless** the applicant complies with the recommendations as provided in the Compatibility Analysis. As of the date of this report, the applicant has satisfied all the recommendations identified within the analysis.

**DENSITY:**

Not applicable.

**HEIGHT:**

The BT Zoning District does not have a maximum building height. Building height in this district is determined by a compatibility analysis. The proposed height of the single proposed building to the average of the highest roof and as seen from the north elevation is nine (9) feet, more or less.

**FLOOR AREA RATIO:**

The project has a 0.0071 Floor Area Ratio, which is less than the maximum of 1.07 allowed.

**PHASING:**

Not applicable.

**RIGHT-OF-WAY DEDICATION:**

There is no right-of-way dedication involved with this project.

**CONCURRENCY MANAGEMENT:**

Concurrency requirements have been met:

Potable Water:   X   Roadways:   X   Solid Waste:   X    
Recreation:   X   Sewer:   X   Drainage:   X  

**TRAFFIC ANALYSIS:**

According to the traffic review conducted by the City's traffic consultant, the proposed development will generate 2 PM Peak Hour directional trips on Segment "C" of U. S. Highway 98. Segment "C" currently has 147 PM Peak Hour directional trips available. There will be 145 PM Peak Hour directional trips remaining for Segment "C." Therefore, traffic concurrency is satisfied for this project, as confirmed by the City's traffic consultant.

**SUBDIVISION OR PUD - PLAT:**

Not applicable.

**AIRPORT PROTECTION:**

The subject site is located within the airport protection area.

NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from FAA for temporary encroachment into this restrictive area and a copy of completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

**SETBACKS:**

	<u>Required</u>	<u>Buffers</u>	<u>Provided</u>
Front (northern):	None	10' FP	41'-4" +/- including 10' FP
Side (eastern):	None	5' CB	166'-4" +/- including 5' CB
Side (western):	None	5' CB	445' +/- including 5' CB
Side (southern):	None	5' CB	62'-6" +/- including 5' CB
Between Bldgs:	10'	N/A	N/A

Note: 10' FP = 10' Front Perimeter Landscape Area, 5' CB = 5' Common Boundary Buffer, and 10' VB = 10' Vegetative Buffer. A 5' Common Boundary Buffer is required along the eastern, western, and southern property lines, a 10' Front Perimeter Landscape Area is required along the northern property line. There is a ten (10) foot distance separation between structures required by the Land Development Code.

**WHITE SANDS ZONE:**

The proposed project is not located within either White Sand Zone 1 or 2.

**SIGNS:**

No signs have been proposed and approved with this project, even though signage has been portrayed on the site plan. All future signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

**COX COMMUNICATIONS:**

Cox Communications approved the project at the August 16, 2000, TRC meeting.

**DESTIN FIRE CONTROL DISTRICT:**

Destin Fire Control District approved the project in a letter dated August 16, 2000.

**GULF POWER:**

Gulf Power approved the project through a notarized Encroachment Agreement dated February 13, 2001 and letter dated May 22, 2001.

**OKALOOSA GAS:**

Okaloosa Gas approved the project in a letter dated August 16, 2000.

**SPRINT:**

Sprint approved the project in a letter dated August 14, 2000.

**NEWSOUTH:**

NewSouth approved the project at the August 16, 2000, TRC meeting.

**WATER/SEWER PROVIDER:**

Destin Water Users, Inc., approved the project in a letter dated February 6, 2001.

**UTILITIES:**

All utilities are required to be underground.

**STORMWATER:**

The City Engineer approved with conditions the stormwater plan in a memo dated May 23, 2001.

**INGRESS/EGRESS:**

Access to the property is provided by one twenty-three (23) foot wide two-way drive onto Emerald Coast Parkway.

**SIDEWALKS:**

A section of a five (5) foot sidewalk must be installed along the property adjacent to Emerald Coast Parkway or provide a future sidewalk payment for the same section of sidewalk.

**REFUSE COLLECTION:**

Refuse collection is provided by a curbside pickup as stated and identified on the approved site plan.

**LANDSCAPE:**

The project meets or exceeds the landscape requirements of the Destin Land Development Code as indicated on the approved plans and as follows:

**Open Space Requirements:**

53,582.73 sq. ft. of property x 18% = 9,645 sq. ft. required  
Site plan provides 38% = 20,575 sq. ft. provided

**Tree Requirements:**

Credits for Existing Trees (2" to 6" diameter) on Site (0 trees x 2 credits per tree):	0
Credits for Existing Trees (7" to 12" diameter) on Site (0 trees x 3 credits per tree):	0
Credits for Existing Trees (13" to 19" diameter) on Site (0 trees x 4 credits per tree):	0
Credits for Existing Trees (20" or 24" diameter) on Site (0 trees x 5 credits per tree):	<u>0</u>
<b>Total Reforestation Credits for Existing, Protected, or Preserved Trees:</b>	<b><u><u>0</u></u></b>
Reforestation Trees (1 per every .10 of an acre: 1.23 x 10 = 12) Required on Site:	<u>12</u>
Total Reforestation Credits (0 – 12 = -12 (0 remaining credits) or 12 required trees):	<u>12</u>
<b>Total Reforestation Trees Required on Site:</b>	<b><u><u>12</u></u></b>
Total Reforestation Trees (1 per every .10 of an acre minus credits) Required on Site:	12
Replacement Trees (removal of trees over 12" d.b.h.) Required on Site:	0
Perimeter Trees (1 per 25') Required on Site:	27
Parking Lot Trees (1 per end row and landscape island) Required on Site:	2
Vegetative Buffer Trees, if applicable, (1 per 25') Required on Site:	0
<b>TOTAL TREES REQUIRED:</b>	<b><u><u>41</u></u></b>
<b>TOTAL TREES PROVIDED:</b>	<b><u><u>43</u></u></b>

A 5' Common Boundary Buffer is required along the eastern, western, and southern property lines, a 10' Front Perimeter Landscape Area is required along the northern property lines. The required five (5) foot Common Boundary Buffer must have a minimum of fifty (50) percent opacity for that area between the finished grade level at the common boundary line and six (6) feet above said level and horizontally along the length of all common boundaries within three (3) years of planting. All required trees must be a minimum of six (6) feet high at time of planting and reach a crown of twenty (20) feet at maturity. If the twenty (20) foot crown requirement is not met, additional trees shall be added and grouped together to meet the twenty (20) foot crown. If shrubs are used in the required buffer areas, they must be a minimum of twelve (12) inches in height when measured immediately after planting. **WARNING: A Certificate of Occupancy will not be issued until the required landscape material has been inspected and approved by the Community Development Department.**



**PARKING:**

The project meets or exceeds the parking requirements as follows:

*Per code:*

Theme amusement parks: 1 space for every 4 seats in facilities available for patron use.

*Per site plan:*

Theme amusement parks: Each go-kart (facility) has a single seat. There are 14 go-karts proposed requiring 4 parking spaces.

**TOTAL REQUIRED: 4 spaces (includes 1 handicap parking space)**

**TOTAL PROVIDED: 12 spaces (includes 1 handicap parking space)**

**LOADING SPACE (ZONE):**

*Per code:*

Commercial Entertainment: 1 loading space is required (10 feet wide and 25 feet long with 15 foot clearance) for the first 10,000 sq. ft. of gross floor area.

*Per site plan:*

Commercial Entertainment: 1 loading space is required (10 feet wide and 25 feet long with 15 foot clearance) for 416 sq. ft. of gross floor area.

**TOTAL REQUIRED: 1 loading space**

**TOTAL PROVIDED: 1 loading space (A loading space is not specifically identified on the site plan, there are areas within the parking area adequate for a single loading zone.)**

**STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT:**

1. A Florida Department of Environmental Protection general notice permit (for stormwater) has been issued for this site and is on file.

**IMPACT FEES:**

The owner/applicant must pay the following impact fees prior to the issuance of a Certificate of Occupancy:

**Parks:** Not applicable.

**Public Library:** Not applicable.

**Police Protection:** The police protection impact fees were calculated using the “Retail per 1,000 sq. ft. = \$47.59” fee amounts under the “Non-residential –U.S. 98 Corridor” category.

(sq. ft. of building) x (Retail per 1,000 sq. ft. fee amount) = (figure) / (per 1,000 sq. ft.) = Impact Fee

$$(416 \text{ sq. ft.}) \times (\$47.59) = \$19,797.44 / 1,000 = \underline{\$19.80}$$

Subtotal Police Impact Fees to be paid for “NASKART Raceway”: \$19.80

**Road:** The road impact fees were calculated using the “Golf Course (per acre) = \$574.00.”

(acreage of site) x (Golf Course (per acre) amount) = (figure) = Impact Fee

$$(1.23 \text{ acres}) \times (\$574.00) = \underline{\$706.02}$$

Subtotal Road Impact Fees to be paid for “NASKART Raceway”: \$706.02

Parks: (not applicable)	=	\$0.00
Public Library: (not applicable)	=	\$0.00
Police Protection:	=	\$19.80
Roads:	=	\$706.02
<b>TOTAL:</b>		<b><u>\$725.82</u></b>

**OTHER FEES:**

The fees listed below are based on the most recent information available and are required to be paid by the applicant as part of the cost recovery associated with the proposed project:

City Compatibility Expert:	\$4,687.50	Planning Commission Advertising:	Not applicable
City Traffic Consultant:	\$120.00 (paid)	City Council Advertising:	Not applicable
City Surveyor:	Not utilized		

**COMMENTS:**

**Public Input:**

A meeting was held with the agent, City staff, and State officials associated with Henderson Beach State Park. Discussions were conducted concerning impacts of the development with the State Park. All issues raised were resolved and supported by all in attendance.

Per Community Development Department:

1. **Prior to the issuance of any City Permit**, half of all outstanding costs associated with this project that are owed to the City must be paid.
2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.
3. **Prior to the issuance of a Certificate of Occupancy**, all applicable impact fees must be paid.
4. **Prior to the issuance of a Certificate of Occupancy**, all remaining and outstanding costs associated with this project that are owed to the City must be paid in full.
5. All proposed signage must be properly applied for and reviewed by the City of Destin.

Per Engineering Department:

1. Prior to obtaining a building permit, provide a copy of FDOT connection approval.
2. Submit an Operations & Maintenance Plan, which shall be acknowledged and signed by the owner prior to obtaining a Certificate of Occupancy. It is not required prior to obtaining a development order or a building permit. The Operations & Maintenance Plan shall contain, among other things, the following statement: "Owner shall regrade swale/retention areas as required to maintain approved design cross-sections, lines, and grade."

UNRESOLVED ISSUES:

None.

Gerald F. Mucci 5-25-01  
Gerald F. Mucci, Date  
Community Development Director

Carmela Bell 5/25/01  
Carmela A. Bell Date  
Owner

**PURPOSE OF THIS REPORT**

Naskart, a commercial amusement facility providing a recreation center, go-kart tracks, and dune buggy track equipped with twelve (12) such vehicles, proposes to locate on US Highway 98, north of Henderson Beach State Park. This report addresses the compatibility of the proposed project with the surrounding area.

The report: 1) identifies the compatibility requirements of the City of Destin that are contained in the City's Land Development Code (LDC, §7.09) and Comprehensive Plan (Policy 7.A.4.6 (p)); 2) analyzes whether the proposed development complies with those requirements; and 3) provides an opinion regarding the compatibility of the proposed development.

Aside from addressing the compatibility issue, this report does not address issues regarding the consistency of the proposed improvements with any other provisions of the City's Comprehensive Plan or the LDC.

**DEFINITION OF "COMPATIBILITY" AND REQUISITE CONSIDERATIONS**

In land use planning, "compatibility" means the extent to which a use(s) or development is capable of existing in harmony with other uses situated in its immediate vicinity. In the City's LDC as well as in Rule 9J-5, FAC, *compatibility* is defined as "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." The City's Comprehensive Plan also includes this definition but elaborates more broad-based concerns consistent with accepted planning principles and practices. The *compatibility* of land uses is dependent on numerous development characteristics that may impact adjacent or surrounding uses. These include: type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, vibration, traffic generation, and nuisances. [CP, §7a.4.6. (p)] In implementing compatibility criteria, the City Planning Department shall evaluate each proposed development to analyze whether compatibility conflicts exist with adjacent and surrounding existing development. [CP, §7a.4.6. (p)]. The LDC requirements regulating compatibility are "*intended to ensure functional and attractive development by requiring that all future development be consistent with accepted planning practices and principles as well as natural area limitations*" [LDC, §7.09.01].

The Comprehensive Plan and Land Development Code further require that compatibility be measured based on the characteristics of proposed development and its impact on the immediate or surrounding area and especially homogeneous residential neighborhoods. Characteristics for consideration include:

- Type of land use, zoning district, and land use category;
- Building location, dimensions, height, and floor area ratio;
- Location and extent of parking, access drives, and service areas;
- Traffic generation, hours of operation, noise levels and outdoor lighting;
- Alteration of light and air; and
- Setbacks and buffers.

## PROJECT DESCRIPTION

Naskart, a commercial amusement facility providing go-kart tracks and a dune buggy track equipped with twelve (12) such vehicles, proposes to locate on the south side of US Highway 98, approximately 1,000 feet west of Matthew Boulevard. The commercial amusement facility proposes to operate out of a movable modular structure having 416 square feet of floor area and a 0.008 floor area ratio (FAR). The first phase of development includes the building, main drive, parking facilities (14 spaces), 9,596 square feet of concrete go-kart track, a dirt dune buggy track, and 5,917 square feet of retention area. The second phase of construction consists of replacing the dune buggy track with 8,205 square feet of track and a reduction in the area of the retention pond to 5,052 square feet. At build-out, the total impervious surface will be 47.43% (25,416 sq. ft.). The site plan proposes 20,575 square feet of landscaping, including 43 trees. Only 12 of the 43 trees proposed to be planted are positioned outside the Gulf Power easement that envelops 84.23% of the site. The applicant's landscape plan states that all 31 trees that are proposed to be located within the Gulf Power easement will be restricted to 11 feet in height at maturity. The development also includes 85 light standards that are 10' to 30' in height. The thirty-foot standards each include 4-400 watt lamps or a total of 1,600 watts on each 30-foot standard. This compatibility analysis will identify land use and site design features, especially their potential impacts on adjacent properties.

## DESCRIPTION OF SURROUNDING AREA

The surrounding properties are as follows:

LOCATION RELATIVE TO SUBJECT SITE	FUTURE LAND USE	ZONING	EXISTING LAND USE
North	Unincorporated County	NA	US 98; On the north side of US 98 is the entrance to Kelly Plantation. Office building housing Paine Webber and Law Offices.
South	REC	PL	Henderson Beach State Park
East	MU	BT	Gulf Power office, storage yard, and bowling alley
West	Unincorporated County	NA	Northwest are US 98 and the entrance to Kelly Plantation.

The proposed Naskart site is a triangular shaped property framed on the north and west by US Highway 98, on the east by a Gulf Power field office, and on the south by Henderson Beach State Park. Abutting the north side of US 98 is a well-landscaped entrance to the Kelly Plantation together with a well-landscaped office building as noted in the above table.

## ANALYSIS OF COMPATIBILITY

### A. Type of Land Use, Zoning District, and Land Use Category.

SUBJECT SITE	FUTURE LAND USE	ZONING	FUTURE LAND USE
NASKART	MU	BT	Vacant with minimal vegetation and ground cover.

**Proposed Land Use and Structure.** The proposed Naskart facility is a commercial amusement offering outdoor entertainment, including go-kart tracks and a dune buggy track equipped with twelve (12) such vehicles. The commercial amusement facility proposes to operate out of a movable modular structure having 416 square feet of floor area and a 0.008 floor area ratio (FAR). The first phase of development includes the building, main drive, parking facilities (14 spaces), 9,596 square feet of concrete go-kart track, a dirt dune buggy track, and 5,917 square feet of retention area. The second phase of construction consists of replacing the dune buggy track with 8,205 square feet of track and a reduction in the area of the retention pond to 5,052 square feet. At build-out, the total impervious surface will be 47.43% (25,416 sq. ft.).

**Comprehensive Plan Future Land Use Map.** Commercial land use activities are allowable land uses within the "Mixed-Use" (MU) Comprehensive Plan Future Land Use Map designation only if the specific land use complies with land use compatibility criteria [Comprehensive Plan Policy 7.A.4.6 (p)].

**Zoning for Land Use and Structures.** The Business Tourism (BT) zoning district allows as "permitted principal uses and structures: *"Amusement enterprises, including the providing of stage entertainment, bowling alleys, miniature golf, skating rinks and pool rooms"* [LDC §7.12.01 (I)(1)(bb)].

The purpose of this compatibility analysis is to ensure that a proposed racetrack will not adversely impact neighboring properties. Therefore, this analysis is intended to ensure that neighboring properties are protected from developments that do not have a compatible character or introduce incompatible design features and conditions or adverse impacts created by noise, glare, and activities characterizing a commercial retail establishment that may adversely impact the nearby short and long term residential facilities.

#### **B. Building Location, Dimensions, Height, and Floor Area Ratio.**

**Building Location and Specifications.** The Naskart facility proposes to locate a 416 square foot movable modular structure on the south side of US Highway 98, approximately 1,000 feet west of Matthew Boulevard. The proposed location of the structure is within a Category 2 Evacuation Area as delineated in the Northwest Florida Hurricane Evacuation Study Technical Data Report, July 1999. The applicant shall be required to meet specifications of the building code requirements for anchoring manufactured mobile structures. The building elevations presented are not harmonious with the building designs of properties to the north, including the Paine Weber office building and entrance to the Kelly Plantation. The building contains no articulation or other design components that are incorporated into the design of structures abutting to the north.

#### **C. Location and Extent of Parking, Access Drives, and Service Areas.**

**Parking.** The design of the parking lot does not include an area for back-up and turn-around movements. In addition, two spaces are located only ten feet from the public right-of-way. The location and design of these spaces will force vehicles parked in these spaces to back into the main drive causing potential conflict with vehicles turning into the Naskart property from US Highway 98. Westbound vehicles entering the property will have little or no time to adjust to such a conflict.

**Access Drives.** As stated above, the design of the single point of entry to and egress from the property is flawed. The design does not provide sufficient free clearance for uninterrupted flow of vehicles

entering the property from US Highway 98. The two parking spaces located adjacent to the main entrance should be located elsewhere. West-bound vehicles entering the property will have little or no time to adjust to the conflicting movements of vehicles exiting these spaces by first backing into the segment of the main drive that accommodates entry and exiting vehicle movements.

**Design of Tracks, Parking Areas, Drives, and Pedestrian Circulation.** The property is very small, irregularly shaped, and 84% of the site is within a Gulf Power easement. Therefore, the applicant's use of the land is severely constrained by the physical limitations that adversely impact and constrain potential uses of the property. Despite these limitations, the applicant has proposed 17,797 square feet of go-cart tracks, a 14-space parking lot, an operations building, and a septic tank and absorption bed. The resulting design has potential public safety hazards that may endanger pedestrians using the facilities. For instance, the site has no pedestrian facilities, excepting a crosswalk painted on the main drive. The site lacks a system of pedestrian sidewalks/bikeways to connect pedestrians and bicyclists to the property. No space for bicycles is included. In order to access the ticket office, or the go-cart and dune buggy tracks, the patrons must use the parking lot and main drive facility. The site plan must be redesigned to include pedestrian ways.

**Service Areas.** The site plan does not indicate a dumpster location with appropriate screening and a gate. Similarly, no other type of refuse area is shown. Appropriate refuse facilities must be illustrated on the plan with appropriate screening.

**D. Traffic Generation, Hours of Operation, Noise Levels and Outdoor Lighting.**

**Traffic Generation.** This analysis does not address traffic generation or the impact of additional traffic on the roadway system. Please refer to the traffic analysis performed by the City's traffic consultant.

**Noise Levels.** The applicant's property is located immediately adjacent to Henderson Beach State Park. The applicant has provided data and specifications describing anticipated noise emission of the go-carts and dune buggies, measured on and off the site. Following is the data presented by the applicant:

ANTICIPATED NOISE LEVELS				
Distance	No Vehicles on Track	One Vehicles on Track	9 Vehicles on Track	Actual Time Weighted Average (ATW)
10' from track	60-62 dB	60-73 dB	72-76 dB	55.5 dB
50' from track	55-57 dB	56-63 dB	62-64 dB	57.7 dB

Industrial Hygiene Consultants, Inc., Portage, MI.]

The maximum noise level of the race track with nine cars operating is estimated to be 72-76 dBA and 55.5 dB ATW. In my opinion, the above noise levels indicate a noise level incompatible with adjacent land uses if not appropriately buffered with dense landscaping.

**Outdoor Lighting.** The revised lighting plan satisfies the outdoor lighting criteria by avoiding spillover onto adjacent properties. The lamps must be equipped with housing shields to prevent spillage of illumination and glare onto adjacent properties, including the public right-of-way. There must be no spillage of light or glare onto adjacent properties. The source of any and all illumination must not be visible from off-site.

**E. Alteration of Light and Air.**

Aside from the evaluation stated immediately above concerning lighting, the plan does not appear to generate any other adverse impacts to light and air.

**F. Setbacks and Buffers**

The landscape plan includes 20,575 square feet of landscaped green area, 38% of the site. Only 18% of the site is required to be landscaped. However, the site plan states that the Gulf Power Company will not allow trees within its right-of-way to exceed 11 feet in height. The applicant's landscape plan includes 43 trees, only 12 of which are outside the Gulf Power easement. Therefore, the screening will be limited. The landscaping must be significantly improved along the north boundary in order to screen the facilities, lights, and general appearance and aesthetics of the site. As explained herein, the ticket office has no building articulation or design features compatible with existing improvements to the north. The use is significantly more intense than the office building and residential area to the north and the proposed use will emit noise levels similar to industrial uses based on data provided by the applicant. The compatibility review criteria require that the proposed site plan incorporate significantly more landscaping in order to buffer the incompatible features of the proposed use, including the general appearance and aesthetics of the proposed use, the projected noise emissions, and the glare and illumination projected from the extensive lighting.

**OPINION**

The Naskart site plan, as presented, does not comply with either the City of Destin Comprehensive Plan Policy 7.A.4.6 (p) (*Compatibility*) or the Land Development Code, §7.09 (*Compatibility standards*). The following revisions to the site plan are required to achieve compliance with the City of Destin Comprehensive Plan and Land Development Code land use compatibility criteria:

**1. *Building Location, Dimensions, Height, and Floor Area Ratio.***

**1A. *Building Location and Specifications.*** The applicant shall be required to meet specifications of the building code requirements for anchoring manufactured mobile structures. The building elevations presented are not harmonious with the building designs of properties to the north, including the Paine Weber office building and entrance to the Kelly Plantation. The building contains no articulation or other design components that are incorporated into the design of structures abutting to the north.



2. Location and Extent of Parking, Access Drives, and Service Areas.

**2A. Recommend Parking Lot Location and Design Revisions.** The design of the parking lot does not include an area for back-up and turn-around movements. In addition, two spaces are located only ten feet from the public right-of-way. The location and design of these spaces will force vehicles parked in these spaces to back into the main drive causing potential conflict with vehicles turning into the Naskart property from US Highway 98. Westbound vehicles entering the property will have little or no time to adjust to such a conflict. These deficiencies must be corrected.

**2B. Recommend Providing Necessary Clearance for Access Drives.** As stated above, the design of the single point of entry to and egress from the property is flawed. The design does not provide sufficient free clearance for uninterrupted flow of vehicles entering the property from US Highway 98. The two parking spaces located adjacent to the main entrance must be relocated to provide needed clearance for in-coming and out-going trips.

**2C. Provide for Safe Pedestrian Circulation.** The site has no pedestrian facilities, excepting a crosswalk painted on the main drive. The site lacks a system of pedestrian sidewalks and bikeways to connect pedestrians and bicyclists to the property. No space for bicycles is included. In order to access the ticket office, or the go-cart and dune buggy tracks, the patrons must use the parking lot and main drive facility. The site plan must be redesigned to include pedestrian ways and bicycle racks

**2D. Provide Appropriately Designed Service Areas.** The site plan does not indicate a dumpster location with appropriate screening and a gate. Similarly, no other type refuse area is shown. Appropriate refuse facilities must be illustrated on the plan with appropriate screening.

3. Noise Levels and Outdoor Lighting.

**3A. Noise Levels.** The noise levels documented by the applicant will require landscaping to buffer noise emissions. This issue is addressed in 3b below.

**3B. Outdoor Lighting.** The revised lighting plan satisfies the outdoor lighting criteria by avoiding spillover onto adjacent properties. The lamps must be equipped with housing shields to prevent spillage of illumination and glare onto adjacent properties, including the public right-of-way. There must be no spillage of light or glare onto adjacent properties. The source of any and all illumination must not be visible from off-site.

4. **Setbacks and Buffers.** The landscaping must be significantly improved along the north boundary in order to screen the facilities, lights, and general appearance and aesthetics of the site. The ticket office has no building articulation or design features compatible with existing improvements to the north. The use is significantly more intense than the office building and residential area to the north and the proposed use will emit noise levels similar to industrial uses based on data provided by the applicant. The compatibility review criteria require that the proposed site plan incorporate significantly more landscaping in order to buffer the incompatible features of the proposed use, including the general appearance and aesthetics of the proposed use, the projected noise emissions, and the glare and illumination projected from the extensive lighting.

If the City Council approves any one or all of the above stated conditions, prior to issuance of a building permit, the conditions approved by the City Council must be incorporated into the site plan. The revised site plan must be reviewed and approved by the appropriate Technical Review Committee members. . Once approved, revisions to the approved plans for building location, design, dimensions, or related features will require a revised compatibility analysis at the time of plan submittal. Any approvals should be conditioned on compliance with all plans submitted (including architectural elevations) together with any revisions and/or additions requested by the City Council.