

EVALUATION AND APPRAISAL REPORT CITY OF DESTIN 2010 COMPREHENSIVE PLAN

Prepared for:



THE CITY OF DESTIN

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Destin, FL 32541
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April 7, 2008

Revised November 20, 2008

**EVALUATION AND APPRAISAL REPORT
DESTIN 2010 COMPREHENSIVE PLAN**

CITY OF DESTIN
4200 Two Trees Road
Destin, Florida 32541

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Special thanks and appreciation to the members of the Destin community who participated in the development of this document.

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INTRODUCTION

The City of Destin (City) periodically reviews the Destin Comprehensive Plan (Plan), pursuant to Section 163.3191, Florida Statutes (FS), to ensure that it appropriately reflects current and anticipated conditions, embodies a community vision, targets major issues that the City must address in the short and long term, complies with state statutes and rules, and is consistent with state and regional policy plans. This review process culminates in the preparation of an Evaluation Appraisal Report (EAR). This EAR was prepared by the Destin Community Development Department, with consultant support, on behalf of the Local Planning Agency. The EAR was adopted by the Destin City Council on April 7, 2008, prior to its transmittal to the Florida State Department of Community Affairs (DCA) and other reviewing agencies for a sufficiency review. The EAR's due date was April 1, 2008. The previous EAR was adopted in 1998, and was the foundation for the new Comprehensive Plan, which was adopted in January 2005.

The City's EAR process began in May 2007. As a first step in developing the EAR, the City organized a public forum for identifying major issues, which would be the focus of the EAR. The Major Issues Workshop was held on June 7, 2007. A list of major issues was derived from public commentary and an assessment of Plan policies relative to conditions in the community. The City Council accepted the list of major issues at a scheduled public meeting on June 18, 2007, and forwarded the list to DCA for the agency's acceptance. The DCA issued a Major Issues Letter of Understanding on August 2, 2007, provided in Appendix B.

COMMUNITY PROFILE

The City of Destin is located in northwest Florida on the Gulf of Mexico between Fort Walton Beach and Panama City. Historically known as a fishing village, the City has become a major tourist destination. Located in Okaloosa County, the City's land area spans approximately 7.7 square miles, or 4,894 acres. US 98 is the major east/west transportation corridor in the City providing connectivity to neighboring communities in Santa Rosa and Walton counties, as well as further east to Panama City in Bay County. The primary north-south corridor traversing Choctawhatchee Bay is County Road 293, also known as the Mid-Bay Bridge.

Destin is known for its white sand beaches and emerald green waters, thus dubbing the area Florida's Emerald Coast. The City, which was originally chartered as a municipality in 1984, operates under a Council-Manager form of government. For Fiscal Year 2006, the City had 96 total employees that provide a multitude of municipal services, including an exceptional library. In addition to the library, major community facilities in the City include the Destin Community Center, Morgan Sports Complex, one public school, one golf course, a municipal boat ramp, and ten parks, including Henderson Beach State Park. Additionally, the Destin-Ft. Walton Beach Airport, a general aviation public-use facility, is located within city limits.

The City of Destin is one of nine municipalities in Okaloosa County. In 2007, the estimated population of the City was 12,225 (permanent residents) and its population density was 1,587 persons per square mile (2.49 persons per acre). According to the 2000 Census, slightly more than 96 percent of the local population is white. Approximately three percent of the local population is Hispanic. The median age of a City resident is 42.4 and the average persons per household are 2.26. The median household income in the City is \$53,042, and 5.5 percent of the local population is at or below the poverty level.

A 2004 University of West Florida report stated the overall estimated impact of Destin tourism on the economy was \$188,485,888 in spending. Approximately, \$48,974,758 in income was generated and about 2,116 jobs supported. Approximately 61 percent of the local population over the age of 16 is in the labor force. The three top industries that employ City residents are arts, entertainment, recreation, accommodation and food services, (17.6 percent); finance,

insurance, real estate and rentals/leasing (14.5 percent); and retail trade (12.6 percent). Resort Quest is the largest employer in the City, followed by employers in the restaurant, accommodation, recreation and healthcare industries. With a mere 581 acres of vacant land, the City is considered to be substantially built-out. Development in Destin is primarily infill and redevelopment, as is evidenced by the two Community Redevelopment Areas (CRA): Harbor and Town Center.

The Harbor Community Redevelopment Area, established in 2003, plans for nearly \$70 million worth of public improvements. One of the improvements calls for redevelopment of the Harbor Front area to improve and preserve public access to the harbor. The boundaries for this redevelopment effort are generally the harbor, on the south; Pine Street and Azalea Drive, on the north; Choctawhatchee Bay, on the west; and Beach Drive, on the east.

The capital improvement program includes streetscape improvements on Harbor Boulevard; connecting the boardwalk and the Melvin parcel to create a linear park; pedestrian amenities, such as light fixtures, signage and banners; traffic calming; and additional recreational opportunities for the general public.

The Town Center CRA, established in 1998, encompasses the geographic area north of Highway 98 between Beach Drive and Airport Road and south of Legion Drive. Projects in this area include, undergrounding utilities, roadway improvements, bike and pedestrian pathway improvements and landscaping. The Community Redevelopment Agency generates revenues via a tax increment. In 2005, more than \$416,070 was generated from the Town Center CRA and nearly \$206,904 generated from the Harbor CRA.

EAR PURPOSE STATEMENT

Chapter 163.3191, FS, requires local governments to prepare an EAR of their adopted Comprehensive Plan every seven years. The purpose of the EAR is to evaluate the Plan's progress in addressing major growth and development-related issues, identify changed conditions since the time the Plan was last updated, and determine if amendments to the Plan are needed to address the identified major issues and changes. Specifically, the purpose of the EAR is to:

- Identify major issues for the City;
- Review past actions of the City government in implementing the Plan since the last EAR;
- Assess the degree to which Plan objectives have been achieved;
- Assess both successes and shortcomings of the Plan;
- Identify ways that the Plan should be changed;
- Respond to changing conditions and trends affecting the City;
- Respond to the need for new data;
- Respond to changes in state requirements regarding growth management and development;
- Respond to changes in regional plans; and
- Ensure effective intergovernmental coordination.

PUBLIC PARTICIPATION PROCESS

The City conducted a public workshop for identifying major issues that would be the focus of the EAR. The Major Issues and Visioning Workshop was held on June 7, 2007 and drew 50 participants from the community. The City employed a variety of public outreach vehicles to notify the community of the scheduled workshop, including an invitation to attend the workshop in the City's monthly newsletter as well as advertising the meeting on the City's Web site.

The draft Major Issues Letter of Understanding (LOU) was presented to the City Council at a scheduled public meeting on June 18, 2007. On August 2, 2007, the City received the LOU stating general agreement between the City and DCA as to the issues to be addressed in the EAR. The LOU was available for viewing by the public at City Hall.

The Local Planning Agency held an advertised public hearing on March 20, 2008 to receive public input and make a recommendation to the City Council regarding transmittal of the draft EAR.

On April 7, 2008 the City Council held a public hearing and adopted a resolution directing the transmittal of the EAR to DCA. To encourage additional public participation, the City posted the draft EAR on the City's Web page, provided a draft EAR to the library for public viewing, e-mailed notices of the EAR public hearings to the CAC and other interested parties, and published required public notices in a local newspaper of general circulation.

CITYWIDE ASSESSMENT

POPULATION GROWTH

Population growth is predicated in part on market forces and the amount of permitted residential development allowed under the City's 2010 Comprehensive Plan and related zoning codes. The elements and policies of the Plan are shaped in large measure by the anticipated near- and long-term population estimates and projections.

The City's population projections drive the need for public facilities and services, such as wastewater treatment, parks, and schools. The accuracy of those projections is important for the planning, design, and budgeting of facilities and services. In addition, land use and other regulatory changes may be warranted to respond to the needs of a changing population. Without accurate population estimates and projections, local governments may either be unnecessarily wasting resources for unneeded services or unable to meet concurrency mandates for a growing population.

The principal function of the Plan is to guide the City's decision making on the use of land, provision of public facilities, management of natural resources, and availability of housing. Critical to these functions is a foundation of knowledge on the magnitude, geographic distribution, and character of the City's population. Thus, successful comprehensive planning depends to a great extent on the accuracy of population estimates and projections. In this section, information is provided on historic population growth and estimates for the current permanent resident population.

Current Population

Shown in the table below is the City and County permanent population estimates from 1980 to 2007. Between 1984 and 1990, the City's permanent population increased at an annual growth rate of 12.4 percent. Between 1990 and 2000, the annual rate of growth increased substantially to 37.6 percent. Recent figures (2000-2007) indicate an annual growth rate of 9.9 percent.

Table 1 - Change in Permanent Population 1980-2007, City of Destin & Okaloosa County

JURISDICTION	CENSUS POPULATION			POPULATION ESTIMATE	POPULATION CHANGE		
	1980	1990	2000	2007	1980-1990	1990-2000	2000-2007
Destin	7,189*	8,080	11,119	12,225	891 (12.4%)	3,039 (37.6%)	1,106 (9.9%)
Okaloosa County	109,920	143,776	170,498	188,939**	33,856 (30.8%)	26,722 (18.6%)	18,441 (10.8%)

Sources: US Census of Population and Housing; Univ. of Florida Bureau of Economics and Business Research, 2007.

*Destin's first population count occurred in 1984, when it became an incorporated city.

**2005 estimate (best available data)

The adopted Comprehensive Plan projected a population of 13,644 by 2010. The trend over the last seven years has been roughly 1% per year. Based on that average, the population in 2010 would only be 12,410, meaning that the 2000 projections were too high by roughly 1,200 people.

The Shimberg Center for Affordable Housing at the University of Florida has prepared permanent population projections to the year 2030. The projections are provided in Table 2 below.

Table 2- Population Projections to 2030

City of Destin Permanent Population Projections				
Year	2015	2020	2025	2030
Population	14,821	16,078	17,212	18,302

Source: Shimberg Center for Affordable Housing, University of Florida

Due to the large influx of tourists during various times of the year, the city determines certain public facility needs based on a functional population. Water and Sewer functional population is based on peak season, peak month population, which includes permanent and seasonal population during the peak-month of the tourist season. The functional population for recreational needs is calculated based on the permanent and seasonal population minus those residing at hotels, motels, campgrounds, and live-aboard vessels. Projections for permanent and seasonal population to 2010 are provided in the data and analysis portion of the adopted comprehensive plan.

CHANGES IN LAND AREA

Between 2005 and 2007, the incorporated area of the City increased roughly 100 acres. This increase was the result of annexation of six properties – three north of Commons Drive; one south of Two Trees Road; one north of Emerald Coast Parkway and one east of Henderson Beach Road depicted in the Future Land Use Map in Appendix A.

VACANT LAND ANALYSIS

The total amount of land in Destin comprises 4,894 acres and the total vacant parcels amount to approximately 581 acres. This results in 10.1 percent of the lands within Destin classified as vacant (this total is not precise because of the recent movement of the beach line). The majority of vacant parcels are scattered residential lots within platted subdivisions. Larger non-residential vacant land parcels are located south of the airport, north of US Highway 98. In 2001, there were 689 acres of vacant land in within the incorporated area of the City of Destin. By 2007, the supply of these lands had decreased to 581 acres.

The current supply of vacant, developable land is classified in the following table and depicted on the Vacant Lands Map in Appendix A:

Table 3 - Existing Vacant Parcel Acreage by Land Use Category, 2007

LAND USE CATEGORY	LAND USE CODE	ACRES
Airport	A	0
Bay Estates	BE	74.7
Crystal Beach Neighborhood	CBN	52.7
Crystal Beach Resort	CBR	11.4
Commercial General	CG	65.8
Commercial Limited	CL	0
Calhoun Mixed Use	CMU	.57
Conservation	CON	0
Commercial Trades and Services	CTS	7.62
Gulf Resort Mixed Use	GRMU	36.06
High Density Residential	HDR	32.9
Holiday Isle Mixed Use	HIMU	3.24
Industrial	IN	.82
Institutional	INST	.85

Low Density Residential	LDR	75.6
Medium Density Residential	MDR	111.7
North Harbor Mixed Use	NHMU	9.77
Recreational	REC	1.2
Residential, Office and Institutional	ROI	45.6
South Harbor Mixed Use	SHMU	14.2
Town Center Mixed Use	TCMU	36.5
Total		581.23

Vacant land will not accommodate all future growth. Development pressures to accommodate additional population will result in redevelopment of existing developed property.

LOCATION OF EXISTING DEVELOPMENT IN RELATION TO THAT ANTICIPATED IN THE PLAN

The adopted Plan anticipated that development would occur on the few remaining vacant, developable parcels (including infill lots) in the City and annexed lands, and through redevelopment. The plan stated that the remaining vacant lands are inadequate to support continuation of anticipated population growth trends through 2010. A sufficient amount of vacant land is not available to accommodate future population and housing needs. Also, the Future Land Use and Transportation Elements anticipate redevelopment within mixed use districts, particularly those located within a Multimodal Transportation District. Existing single use buildings or areas predominantly used for a single land use can be redeveloped with a mix of compatible non-residential and residential uses, based on the Future Land Use Element and Future Land Use Map. Redevelopment and infill development will absorb population and housing that cannot be accommodated by vacant lands.

In the three years since the plan’s adoption, redevelopment has occurred in the Town Center and Harbor Area mixed use districts. In addition, annexations of three parcels, located north of Commons Drive have occurred. With escalating housing costs in the community, there is a concern that housing within Destin is out of reach to the City’s workforce. The community understands the dynamics of housing availability for the local workforce and convenient access to the range of services routinely needed by the City residents and the local tourism economy. During the Plan update, target areas for workforce housing will be indicated in the Future Land Use Element and on the Future Land Use Map (FLUM).

PUBLIC SCHOOL LOCATIONS

There is only one public school located within the City, Destin Elementary, and it has an enrollment of 869 students. Destin Middle School has an enrollment of 607 students, but is located outside the City limits to the east. Public schools are permitted in Institutional future land use category. The Okaloosa County School Board does not have any plans to build new schools or expand existing schools in Destin in the foreseeable future. Therefore, the existing allocation of the Institutional category on the FLUM will be sufficient over the next planning timeframe. There is a limited supply of vacant, developable land in the City and there are very few, if any, sites of adequate size for a new school.

DEMANDS OF GROWTH ON PUBLIC INFRASTRUCTURE

Concurrency

The City utilizes a Concurrency Management System (CMS) to ensure that the infrastructure needed to serve new development and redevelopment is available concurrent with demand. The City can issue development permits only if

the proposed development does not lower the existing level of service (LOS) of a facility below the LOS standard in the adopted Comprehensive Plan. LOS standards are required for the following public facilities: potable water; wastewater; solid waste; parkland and recreation facilities; stormwater drainage; and roads. The City performs a concurrency review to determine a development proposal's impact on public facilities and basic eligibility for a development permit.

Potable Water and Sanitary Sewer

Potable water services are provided by private companies, DWU (98 %) and SWUC. Sanitary sewer services are provided by private companies, Destin Water Users, Inc (DWU) and South Walton Utility Company, Inc (SWUC). In 2007 Destin Water Users (DWU) completed their Master Plan for Water, Wastewater and Reclaimed Water. The Plan was prepared by Baskerville-Donovan, Inc. to project consumer growth and establishes demand for the water and wastewater systems as well as production for the reclaimed water system for the expected build-out year. The Plan also addresses proposed improvements for the water and wastewater systems, which include the treatment plant to meet build-out projections and improve the overall performance of the system.

The Plan determined a realistic Equivalent Unit (EU) to establish consumption values for typical potable water connections in gallons per day. An EU can be defined as the average daily potable water consumption of a typical residential unit and is used to develop build-out projections, billing rates and connection fees for different types of users. The historical data analyzed in the Master Plan found an EU to be 294 gallons per day.

The water system is primarily comprised of the supply, pumping capacity, storage and the distribution system. The projected growth population and the EU projected the water annual average daily flows and maximum daily flows at build-out in the year 2035 to be 6.48 MGD and 9.89 MGD respectively. The analysis showed the pumping capacity and distribution system to be adequate for the projected build-out flows assuming no changes are made to the system. However, calculations indicate that increases in withdrawal rates or additional water supply will be needed before build-out and possibly as early as 2009. Additionally, as the distribution of the water demand changes due to concentrations of growth in certain areas of the system, DWU should begin to explore new water storage options that could be beneficial to the pressures on the system. Water consumption and withdrawals should be monitored over the next 18 months to determine if water withdrawal rates for the well field will need to be increased, decreased or stabilized. DWU is currently constructing a sixth well (No. 10) to restore the capacity lost from two well failures in 2004. Their current pumping capacity is 7.68 MGD with a firm pumping capacity of 5.80 MGD based on the results of the 2006 well pump flow tests. Once Well No. 10 is online, the total pumping capacity will reach 9.4 MGD with a firm pumping capacity of 7.53 MGD. Discussions are currently underway to obtain additional well sites and construct a 2.5 MG storage tank in south Walton County and a redundant water main crossing Choctawhatchee Bay.

The wastewater system and treatment plant were also analyzed in the Master Plan to identify improvements, meet build-out projections for 2035 and improve system performance. The design criteria and water projections for the plant have the wastewater annual average daily flows and maximum monthly average daily flows at 5.15 MGD and 7.26 MGD respectively. Based on these projections, additional capacity may be needed at the wastewater treatment plant for treatment and reclaimed water disposal requirements. The plant currently has enough capacity to meet the present demands; however, upgrades will need to begin at the plant around 2015 or 5 years before the flows reach maximum capacity. F.A.C. 62-600.405 sets guidelines for the planning, design and construction of necessary expansions. According to this rule, planning and preliminary design of the necessary expansion is to be initiated when the permitted capacity will be equaled or exceeded within the next five years. The Master Plan estimates that the current permitted maximum month average daily flow will be exceeded in 2021; therefore, it is estimated that planning and preliminary design will need to begin in 2016. It is recommended that the Master Plan be updated every five years to evaluate the accuracy of the projections and make necessary adjustments to schedule any required improvements.

The reclaimed water system consists of restricted public access areas, public access areas and rapid rate filtration areas. Typically, 100% of DWU’s treated wastewater is recycled as reclaimed water and used for beneficial purposes. Wet weather storage is necessary during rainy weather events to store reclaimed water when it is not practical to operate irrigation systems. DWU has the capacity to store 7.72 MG of reclaimed water during wet weather conditions. Reject storage is necessary for the reclaimed water that does not meet discharge standards and where alternative disposal capacities are exceeded. DWU has the capacity to store 2.8 MG of reject water. The system is projected to produce an average daily flow of 4.09 MGD and a maximum month average daily flow of 5.76 MGD at build-out in the year 2035. Currently, through various types of discharge, DWU has a total flow limited permitted discharge capacity of 4.47 MGD annual average daily flow.

DWU currently has 7.72 MG of wet weather storage available, but the system is currently flow limited to 2.57 MGD for Slow-Rate Application. Due to wet weather storage deficiencies, DWU is permitted with 2.026 MGD of reclaimed water application under this rule. DWU’s current 2.8 MG (2.0 MG lined reject storage pond and 0.8 MG of excess capability in the equalization basin) in reject storage capacity is adequate for their existing permit.

The reclaimed water system is currently seeing operating problems in the distribution system and master pumping station that are currently under further investigation. It is anticipated that upgrades to the distribution system and pumping station will be needed to meet current and future demands and overall the Plan found the system to be permit limited due to wet weather and reject storage. A solution to increase these capacities will need to be addressed in the next few years as flows are projected to approach the current permitted limit of 6 MGD in 2021 and as excess capacity decreases nearing build-out.

In addition to extensive monitoring and projections; DWU’s overall water conservation goal is to prevent wasteful use of the water resource. DWU is committed to trying to achieve a loss rate of 10% or less. As a part of the efforts to encourage water conservation within the service area, DWU categorizes the users and addresses the needs of each. Older condominiums and hotels are contacted and supplied with leak detector tablets and water conservation pamphlets. Water conservation kits, suggestions on lawn irrigation and plant types and other helpful information are provided to home owners to assist with water conservation. Public awareness discussions are routinely held and include classrooms, government offices and restaurants.

Since the Comprehensive Plan: 2010 was adopted in January 31, 2005 the LOS standards for potable water and sanitary sewer have been met for every development order project submitted for review to Destin Water Users.

Solid Waste

Solid waste services are provided by Okaloosa County. Historical use and projected use data were not available. However, the Okaloosa County Recycling Office is a member of the City’s Technical Review Committee and confirms solid waste availability and capacity prior to site plan approval.

Parks and Recreation

Due to the large volume of tourists that visit Destin every year, the City calculates its level of service based on a functional population versus the permanent resident population. The City’s methodology of calculating the functional population is located in the Future Land Use Element data, inventory and analysis of the City’s adopted Comprehensive Plan. The City adopted the following levels of service for recreational facilities:

Table 4 – Standards for Recreation Facilities¹

FACILITY	STANDARD	FACILITY	STANDARD
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Tennis Courts	1 court per 4,000 functional population	Exercise Trails	1 linear mile per 14,000 functional population
Baseball/Softball Fields	1 field per 6,000 functional population	Basketball Courts	1 per 5,000 functional population
Multi-Purpose Fields	1 per 10,000 functional population	Community Center	1 center per 20,000 functional population
Children’s Play Areas/Tot Lots	1 area per 10,000 functional population	Community Swimming Pool	1 per 20,000 functional population

¹ Level of Service Standards measured according to functional population.

Based on the functional population, the City identified the following deficits and surplus in recreation facilities in the 2005 Comprehensive Plan:

Table 5 - Projected Demand on Recreational Facilities for Year 2010

FACILITY	EXISTING FACILITIES		
	TOTAL	DEMAND	NEED ¹ (SURPLUS +/DEFICIT -)
Tennis Courts	2	6.1	-4.1
Baseball/Softball Fields	5	4.0	+1.0
Children’s Play Areas/Tot Lots	4	2.4	+1.6
Community Center	1	1.2	-0.2
Community Swimming Pool	1 (YMCA)	1.2	-.2
Exercise Trails	1.1	1.7	-0.6
Basketball Courts	4	4.9	-0.9
Multi-Purpose Fields	4	1.9	-2.1

The City has added additional multi-use trails via the Multimodal Transportation District, meeting the future demand for exercise trails. Additionally, the City has committed funding in the CIP for a new tennis center, and has contributed funds to the YMCA swimming pool, which will cover those shortfalls as well. However, the City has not yet committed funds to an additional basketball court.

Transportation

The City conducts an annual transportation concurrency analysis to establish the current baseline conditions for traffic volume and roadway capacity and to evaluate the need for transportation mobility solutions to address congested segments of the City’s concurrency management system (CMS). With the adoption of the multimodal transportation district (MMTD), the traffic data are no longer used to assess transportation concurrency for development projects. However, the data are still used to keep an account of roadway conditions as development adds new trips to the CMS over the course of the year and for comparison to the baseline traffic condition for US Highway 98 as established during the adoption of the MMTD.

The roadways identified as part of the City’s CMS include US Highway 98 along with a system of collector roadways that serve the major mobility needs of Destin, as identified in the Transportation Map located in Appendix A. The Map also identifies several links that are not currently included as part of the CMS but should be considered in future updates based on changing travel characteristics.

The analysis used to determine the available roadway capacity for the City is consistent with the methodology described in the Interlocal Settlement Agreement with Okaloosa County. The agreement provides the technical and administrative framework for the City/County Unified Transportation Concurrency Management System (UTCMS).

The intent of the UTCMS is to ensure a consistent approach by both agencies when evaluating proposed developments. The UTCMS methodology also provides for the tracking of both City and County project trips to provide a realistic assessment of existing conditions on US Highway 98 and collector roadways.

The five main components of the Annual Capacity Analysis include:

- A summarization of current peak-hour traffic count volumes;
- Development of input data for the ARTPLAN analysis, including percent turns from exclusive turn lanes, peak-hour factors, signal cycle length and green time to signal cycle length ratios (g/c);
- An ARTPLAN analysis to determine level-of-service (LOS) and maximum allowable trip volumes for each link within an analysis segment;
- An operational analysis of the signalized intersections; and
- A determination of committed and available motor vehicle trips based on approved development orders.

The 2007 peak-hour, peak-direction US Highway 98 volumes have held fairly constant over the past three years. The segment between Regatta Bay Boulevard and Tequesta Drive is the only segment operating over capacity when accounting for both existing traffic and committed future trips generated by approved development. This segment is 56 trips over capacity.

Traffic volumes increased on a majority of collector road segments, especially along Mountain Drive, Legion Drive and Scenic Hwy 98, indicating a continued shift in local traffic flow away from US 98 and onto the local collector road network. Two Trees Road from Commons Boulevard to Indian Bayou Trail is the only segment operating over capacity when accounting for both existing traffic and committed future trips generated by approved development. The City is in the final stages of acquiring the necessary right-of-way to extend Commons Boulevard from where it currently terminates, at its intersection with Two Trees Road, to the west and its proposed terminus at Airport Road. This extension is proposed to be finished with construction by the end of November 2008. Upon its completion, most of the existing traffic will switch from Two Trees Road to it, thereby relieving up the capacity deficit on Two Trees Road.

With the adoption of the MMTD as part of the comprehensive plan, the focus of the concurrency management system will shift from expanding system capacity to preserving existing capacity, especially with regards to US Highway 98. Improving roadway connectivity and minor roadway improvements at intersections or other strategic locations may be warranted in the future, but any roadway widening projects should be evaluated with strict scrutiny to ensure that they will not conflict with the policies of the MMTD to create a multimodal environment and reduce vehicle trip-making in the city. This report will serve as one of several monitoring tools for the MMTD to ensure that traffic conditions on US Highway 98 do not significantly degrade beyond the existing conditions and approach 115 percent of the existing conditions, the trigger for meeting with DCA, FDOT, TPO, and adjacent jurisdictions to evaluate progress on the MMTD and regional solutions to congestion on US Highway 98. The 2007 Report includes the second comparison of current US Highway 98 traffic to the baseline conditions established in the 2005 Report, indicating decreases in AADT plus committed trips on every link of US Highway 98, with the exception of a small (one percent) increase in traffic on the link from Marler Bridge to Stahlman Avenue.

This year, in conjunction with this Annual Concurrency Analysis, the first bi-annual MMTD Monitoring Report has been produced to assess the impacts of implementing the multimodal policies and revised land development code. According to the adopted comprehensive plan, the City shall use multimodal performance measures to help evaluate the progress towards implementing the goals of the MMTD. On a system wide level, the City is required to:

- Calculate the number of new developments and redevelopments that are completed and meet the design standards of the Land Development Code (LDC), contributing towards the development of the multimodal transportation system and the creation of a thriving, functional focal point to the City;
- Calculate the number and length of new multimodal facilities that have been completed or planned;
- Calculate the transit ridership on all transit services within the City; and
- Report progress on the implementation tasks identified in Objective 2-1.3.

On a corridor level, multimodal performance measures shall include the factors used in the calculation of multimodal level of service: transportation facilities, urban form, accessibility, and connectivity. These include:

- The corridor multimodal level of service as applied through the ARTPLAN model
- LOS analysis will be used to monitor the progress towards completing the multimodal network.
- Urban form shall be evaluated by measuring development use, density, diversity and design based on the MMTD design standards in Policy 2-1.3.3.
- MMTD accessibility shall be determined by identifying pedestrian barriers that limit access to pedestrian facilities and determining the proportion of population with access to multimodal facilities. The 2000 US Census data will be used for this analysis to the extent that data are available. MMTD accessibility will also be measured by identifying activity centers and determining the proportion of population with multimodal access to those activity centers.
- Connectivity for bicycles shall be measured by dividing the number of links in the bicycle facility system by the number of link termini (intersections, cul-de-sacs, and dead-ends).
- Connectivity for pedestrians shall be measured by computing the number of termini per square mile in the pedestrian facility system. Connectivity for transit is based on the proportion of major activity centers served by fixed route bus service.

The report identifies the following accomplishments since the adoption of the MMTD:

- Completed the Transit Stop Design and Location Study;
- Completed the Access Management Plan;
- Completed the Harbor Area Parking Plan;
- Currently developing the Harbor Master Plan;
- Currently completing final revisions for the draft Land Development Code update;
- Completed an illustrated MMTD Land Development executive summary;
- Completed an update to the impact fee to allow it to be used for bicycle and pedestrian projects in addition to road projects;
- Constructed improvements to Legion Drive and Main Street;
- Will begin construction on improvements to Airport Road and the Commons Boulevard extension within the next several months;
- Constructed 12,360 linear feet of sidewalks and 18,630 linear feet of multi-use trails;
- Transit ridership has increased 240 percent since 2005;

- The Multimodal LOS has improved; the pedestrian level of service has improved from LOS E to LOS D for collector roads, and the bicycle level of service has improved from LOS E to LOS D for US Highway 98; and
- Traffic volume on US Highway 98 has decreased on 14 of 15 links, with only a four percent increase on the segment from Marler Bridge to Stahlman Avenue.

SUCCESSSES AND SHORTCOMINGS OF PLAN ELEMENTS

This section represents a brief overview of the successes and shortcomings of the adopted Comprehensive Plan objectives. The comprehensive planning issues identified in this section are addressed further in Section II of the EAR regarding major issues.

FUTURE LAND USE ELEMENT

The primary objective of the Future Land Use Element (FLUE) is to preserve and enhance the City's existing character and identity through appropriate management of land uses and urban design while ensuring conservation of natural resources, minimizing threat to health, safety and welfare, and maximizing utility for citizens and visitors alike. This element lists objectives and policies for urban design principles, future land use maps and designations, land development regulations, residential development, non-residential development, redevelopment, non-conforming uses, natural resources, public facilities, utilities, historic preservation, educational facilities, and private property rights.

The element also formally adopts a multimodal transportation district, which allows for redevelopment of parcels in an area with constrained roadways by providing a system that permits the City and development community to meet transportation concurrency through multimodal improvements versus traditional concurrency management techniques such as widening roads, traffic signal timing and placement, and intersection improvements.

A multimodal approach makes a stronger connection between urban form, development character and transportation to ensure an improved array of choices for personal mobility and accessibility that can support desired redevelopment in the City. FDOT Multimodal Transportation District guidelines require transit supportive densities, human scaled design, and a mix of uses that encourage and support transit use, walking, and bicycling that encourages desired redevelopment while improving mobility for both residents and visitors.

Successes and Shortcomings

The Future Land Use Element requires the City to accomplish the following tasks within one-two years of adoption (2005):

- Amend the Land Development Code to include citywide urban design standards;
- Amend the Land Development Code to include specific design standards for the MMTD and Harbor-front area;
- Amend the Land Development Code to include incentive programs to provide additional pedestrian access to the Harbor;
- Work with Gulf Power to develop a plan to underground utilities citywide;
- Develop a site plan review process to implement the Comprehensive Plan and Land Development Code;
- Amend the Land Development Code to include buffer or other standards to ensure compatibility between residential and non-residential uses;
- Amend the Land Development Code to allow Tier 3 projects to locate a percentage of its parking off-site;
- Ensure that appropriate land uses are allocated adjacent to the airport;
- Apply for grants for streetscape and other capital improvements;
- Coordinate with Okaloosa County to prepare a county-wide concurrency management system;

- Prepare an annexation study;
- Amend the Land Development Code to prohibit the expansion of a non-confirming use; and
- Identify Land Use and Zoning inconsistencies.

The City has complied with the abovementioned policies through the following measures:

- The City has amended its code to include city-wide standards for outdoor display, location of garbage facilities and mechanical equipment, junk yards, and manufacturing. Additionally, the City has adopted special areas standards for recreational vehicle parks and for its tiered land use categories. In order for a developer to receive additional density or intensity that exceeds those “by-right” in the code, the developer must integrate pedestrian friendly and aesthetically pleasing design features such as locating parking to the rear of the development.
- The City amended the Land Development Code to include an incentive for the dedication of pedestrian access to the Harbor and other “public benefit” features.
- The City has coordinated with Gulf Power and intends to underground utilities by 2020.
- The City has developed a Technical Review Committee to ensure the Comprehensive Plan and Land Development Code are fully implemented. Additionally, the Land Development Code was amended to include “checklists” for a developer to complete prior to submitting a site plan for review.
- The City has amended the Land Development Code to require a 10-foot wide, six-foot tall landscape buffer between residential and non-residential land uses.
- The City has not yet adopted the design standards for the MMTD in the Land Development Code, but intends to adopt the standards in early 2008. In the meantime, City staff has been able to negotiate multimodal designs for new projects within the MMTD. These projects are discussed in greater detail in the evaluation of the Transportation Element.
- The City has amended its Land development Code to allow Tier 3 projects to locate up to 80 percent of the required parking spaces for non-residential uses off-site, provided that approval is granted by City Council.
- The City has adopted specific airport zoning regulations that regulate height, noise, uses, building construction for noise attenuation, and lighting.
- The City has applied for and received grants for capital improvements such as stormwater, drainage, and park improvements. To date, the City has not applied for grants for streetscaping improvements.
- The City has sufficiently coordinated with Okaloosa County through a settlement agreement for concurrency determination.
- The City prepared an annexation study but completed the study before the City had completed the comprehensive plan amendment cycle.
- The Land Development Code provides for a section that restricts the expansion and existence of non-confirming uses.
- The City adopted a new zoning map consistent with the FLUM in 2006.
-

Issues/Recommendations

The City should adopt the amendments to the Land Development Code regarding the MMTD as soon as possible.

The City should amend Policy 1-3.4.4 to read as follows:

- **Grants for Improvements.** The City shall continue to apply for grants available—for capital improvements and evaluate additional infrastructure needs throughout the City. The City shall prepare annual reports regarding the status of all grant activity.

TRANSPORTATION ELEMENT

The goal of the Transportation Element is to plan for a high quality, balanced multimodal transportation system. To that end, the policies in the Transportation Element call for relieving traffic on the City's main thoroughfare, US Highway 98 (also known as Harbor Boulevard and Emerald Coast Parkway) by adding an additional east-west corridor, improving the pedestrian, bicycle, and transit network through the implementation of a Multimodal Transportation District, and revitalizing the harbor area in part through adding additional community parking in that area.

Successes and Shortcomings

The Transportation Element was substantially amended in December 2005 to include the adoption of a multimodal transportation district. As was discovered during the EAR public workshop in June, additional bike and pedestrian facilities are a major issue within the City. Policy 2-1.3.3 states:

Design Development to be Supportive of Multimodal Transportation. The City shall amend the LDC to include multimodal design standards within one year of adopting Ordinance 05-24-PC to amend the Comprehensive Plan. Additionally, the City shall produce a document within one year of adopting Ordinance 05-24-PC to amend the Comprehensive Plan that outlines the MMTD standards with the requirements and acceptable ranges for each urban design element and incentive programs for enhanced design. This document shall be distributed as a component of the development review process.

Although the LDC has not yet been amended to include these standards, City staff is close to finalizing the LDC amendment and has negotiated multimodal improvements with the following projects within the MMTD:

- Le Melange- This mixed-use development at the intersection of US Highway 98 and Restaurant Row in the Old Destin MMTD provides a number of elements contributing to its exemplary multimodal design:
 - An eight-story mix of retail, office, and residential uses, with the retail provided on the ground floor facing US Highway 98;
 - The building is set directly adjacent to the US Highway 98 sidewalk with multiple entrances oriented towards US Highway 98;
 - A sidewalk varying between 10 and 16 feet along US Highway 98;
 - A varied and mostly transparent ground floor facing US Highway 98;
 - Street trees, lighting, and benches along both the US Highway 98 and Restaurant Row sidewalks;
 - Sidewalks providing access along the entire perimeter of the site, with an additional sidewalk crossing the entire site along the rear of the building;
 - An internal parking structure with some additional parking provided behind the building, with the total parking reduced due to the increased efficiency of shared parking;
 - Bicycle parking at the front and rear entrances, on the ground floor of the parking structure, and at the adjacent transit stop;
 - A bus bay on Restaurant Row with a shelter and bench;
 - A courtyard with tables, benches, and a fountain in the rear of the building along Restaurant Row.

- Airport Road Veterinary Clinic - The original site plan submittal for the Clinic in the Old Destin MMTD was designed with the parking lot between Airport Road and the buildings, with pedestrians forced to cross through the parking lot in order to access the buildings from Airport Road. The applicant agreed to completely redesign the site, shifting the arrangement of the buildings and the parking to remove the parking that was between Airport Road and the buildings, while also providing more direct pedestrian access which does not require crossing any parking.
- Insurance of America Office Building: Site constraints kept the applicant from meeting access management standards that would have resulted in a driveway consolidation with a neighboring office building in the same commercial subdivision, with cross-access provided from the existing development to the Insurance of America Building. Through negotiations with the applicant, an approach was agreed upon where the applicant would provide off-site mitigation in-lieu of meeting the access requirement. In the final development order, the applicant agreed to construct sidewalks near the site on Tarpon Street between Luke and John Avenues.

Another success of the Transportation Element is the ongoing implementation of Policy 2-1.3.10:

Dedicate Funding to Multimodal Transportation Improvements. Within one year of adopting this ordinance to amend the Comprehensive Plan, the City shall adopt a revised transportation impact fee ordinance to enable the contribution of development impact fees towards the funding of multimodal transportation facilities and to support multimodal design standards.

The City has funded and constructed the following projects since the implementation of the MMTD:

- A multi-use trail on the north side of Scenic Highway 98 from Matthew Boulevard to Pompano Street. The trail is Segment 1a of a planned multi-use trail running west-to-east through the entire length of the City, from the Marler Bridge to the Walton County Line.
- A multi-use trail on the north side of Scenic Highway 98 from Pompano Street to James Lee Park. The trail is Segment 1b of the City-wide multi-use trail.
- A new sidewalk on the south side of Legion Drive and a multi-use trail on the north side. The multi-use trail is Segment 1c of the City-wide multi-use trail.
- A new sidewalk is being constructed on the south side of Airport Road with a multi-use trail on the north side. This multi-use trail is Segment 2 of the City-wide multi-use trail.
- A new sidewalk on the west side of Main Street with a multi-use trail on the east side.

Additionally, the City is currently amending its Capital Improvement Program (CIP) to include the following multimodal improvements for FY 2008:

Table 6 - Transportation Capital Improvements

TITLE DESCRIPTION	FUNDING REQUIREMENTS	
	FY08 REQUEST	TOTAL FY08
Multimodal		
Scenic Hwy. 98 Reconstruction	\$400,000	\$400,000
Commons Blvd. Extension (Corr. Mgt. I)	\$4,650,000	\$4,650,000
Citywide Streets Improvement Plan	\$543,486	\$543,486
Citywide Sidewalk Plan	\$200,102	\$200,102
US 98 Pedestrian Access Points	\$100,000	\$100,000

Community Parking is also a focus within the Transportation Element, as conveyed in Policy 2-1.3.8:

Prioritize Community Parking over On-site Parking. The City shall complete a study within two years of adopting this ordinance to amend the Comprehensive Plan to investigate changes to the City's parking policies and recommend implementation actions.

The City completed a parking analysis in 2006 to estimate parking demand within the Harbor CRA and identified potential locations for structured parking facilities. The draft MMTD Ordinance includes language pertaining to developer contributions to in-lieu parking fees which could be used to finance off-site shared parking in-lieu of on-site surface parking. The draft MMTD Ordinance also include language pertaining to parking maximums in the Old Destin MMTD, parking reductions as an incentive to providing multimodal design features on-site, incentives for shared parking agreements, and incentives for the use of on-street parking.

Issues/Recommendations

The City should continue to fund and construct multimodal improvements. The City should ensure that review and approval of the new Multimodal Transportation District amendment to the LDC is adopted in the next three to four months. The City should also coordinate with FDOT to permit transit stops on US Highway 98.

HOUSING ELEMENT

The City of Destin is a popular tourist destination and roughly half of the city's dwelling units are dedicated to short-term vacation rentals. The purpose of the Housing Element (HE) is to provide guidance and policies to "meet identified or projected needs in the supply of housing" (Adopted Housing Element 2004). The HE includes objectives and policies for adequate housing, fair housing, group homes, housing conservation, displacement, and substandard housing.

With housing costs expected to continue escalating over the long term in the community, there is an increased concern that housing within Destin will become further out of reach to the City's workforce. The community understands the dynamics of housing availability for the local workforce and convenient access to the range of services routinely needed by the City residents and the local tourism economy.

The data and analysis compiled for the Housing Element in the adopted plan dates from 2000. Due to the drastic change in the housing market over the last five years, it was necessary to collect and assemble updated data and analysis regarding the affordable workforce housing major issue. This analysis is provided below. While this report was written during a period of marked housing price reductions from the levels temporarily attained during the prior two years, prices are expected to rise over the next decade, increasing the gap between income and housing affordability for local workers.

HOUSING AFFORDABILITY

In general, "affordability" is defined in terms of a household's ability to spend no more than 30 percent of its gross annual income on either rent or mortgage payments, including taxes, insurance and utilities. For housing program funding purposes, households are typically grouped into income categories (i.e., moderate, low, very low, and extremely low) based upon the Area Median Income (AMI), adjusted for family size. Each year, the federal government calculates the AMI for communities across the country to use as guidelines for federal housing programs, adjusted for household size. In 2007, the AMI for the Fort Walton Beach Metropolitan Statistical Area was \$62,600. Table 6 below illustrates the household median incomes for the MSA based on a four-person household and grouped by income category.

Table 7 - Household Income Categories

INCOME CATEGORY	% OF AREA MEDIAN INCOME (AMI)	INCOME LIMIT FOR A FOUR-PERSON HOUSEHOLD
Moderate	80.1% - 120%	\$75,120
Low	50.1% - 80%	\$50,100
Very Low	30.1% - 50%	\$31,300
Extremely Low	≤ 30%	\$18,800

Source: US Department of Housing and Urban Development, 2007 www.hud.gov

Based on the “affordability” rule of thumb, a family of four earning \$50,100 annually should spend no more than \$1250 per month on rent or a mortgage, utilities, insurance, and property taxes. A purchase price for a home should not generally exceed \$120,000.

The Shimberg Center for Affordable Housing at the University of Florida estimates the affordability of housing in Destin’s Metropolitan Statistical Area (MSA) according to profession in Table 8. A value of “1” indicates that the wage earner would pay exactly 25 percent of income for mortgage costs, leaving five percent for other housing costs, such as insurance and utility bills. Values below 1 indicate that the median-priced home is unaffordable at that wage level.

Table 8 - Affordable Housing Index per Occupation

OCCUPATION	HOME PRICE WAGE INDEX FOR:			MAXIMUM AFFORDABLE SINGLE-FAMILY SALES PRICE FOR:		
	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER
Accountants and auditors	0.59	0.79	1.06	\$119,260	\$159,260	\$212,619
Automotive body and related repairers	0.32	0.57	0.8	\$65,159	\$114,955	\$160,819
Automotive service technicians and mechanics	0.35	0.46	0.61	\$69,982	\$93,137	\$123,119
Bartenders	0.24	0.25	0.28	\$48,164	\$49,500	\$57,144
Carpenters	0.36	0.5	0.62	\$72,654	\$99,964	\$123,638
Cashiers	0.24	0.27	0.31	\$48,238	\$53,878	\$62,710
Chief executives	1.05	2.05	2.74	\$210,986	\$411,806	\$551,029
Child, family, and school social workers	0.36	0.47	0.58	\$71,541	\$95,289	\$116,143
Construction laborers	0.27	0.34	0.42	\$53,582	\$69,240	\$84,231
Construction managers	0.76	1.22	1.63	\$152,136	\$244,531	\$328,242
Cooks, restaurant	0.31	0.38	0.45	\$61,671	\$76,142	\$90,762
Credit analysts	0.58	0.69	1.18	\$116,588	\$138,481	\$237,109
Dishwashers	0.24	0.25	0.3	\$48,090	\$50,465	\$59,370
Electricians	0.39	0.48	0.57	\$77,701	\$96,254	\$114,733
Engineering managers	1.34	1.75	1.92	\$268,501	\$352,361	\$386,425
Executive secretaries and administrative assistants	0.41	0.54	0.63	\$82,450	\$109,093	\$126,013
Financial managers	0.9	1.32	1.57	\$181,450	\$265,681	\$315,404
Fire fighters	0.47	0.62	0.71	\$94,547	\$124,306	\$142,859
Fitness trainers and aerobics instructors	0.27	0.42	0.51	\$54,620	\$85,270	\$102,042
Food service managers	0.55	0.73	0.86	\$110,577	\$147,164	\$172,396

OCCUPATION	HOME PRICE WAGE INDEX FOR:			MAXIMUM AFFORDABLE SINGLE-FAMILY SALES PRICE FOR:		
	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER
Hairdressers, hairstylists, and cosmetologists	0.24	0.29	0.42	\$48,016	\$58,257	\$84,899
Insurance sales agents	0.46	0.96	1.76	\$93,285	\$193,027	\$352,807
Janitors and cleaners, except maids and housekeeping cleaners	0.26	0.31	0.36	\$53,062	\$61,819	\$72,728
Landscaping and grounds keeping workers	0.27	0.34	0.47	\$55,214	\$68,424	\$93,953
Laundry and dry-cleaning workers	0.28	0.3	0.37	\$55,363	\$60,038	\$73,396
Lawyers	0.73	1.04	1.74	\$145,902	\$208,463	\$349,096
Licensed practical and licensed vocational nurses	0.39	0.53	0.61	\$79,111	\$106,940	\$123,416
Lodging managers	0.56	0.68	0.89	\$113,545	\$137,664	\$178,036
Maids and housekeeping cleaners	0.26	0.31	0.36	\$51,800	\$62,042	\$71,467
Nursing aides, orderlies, and attendants	0.27	0.33	0.37	\$53,730	\$65,381	\$74,213
Painters, construction and maintenance	0.43	0.57	0.64	\$85,790	\$115,030	\$128,239
Pharmacists	1.16	1.54	1.69	\$233,844	\$310,431	\$338,781
Pharmacy technicians	0.3	0.39	0.43	\$60,335	\$77,849	\$87,051
Plumbers, pipe fitters, and steamfitters	0.43	0.58	0.64	\$87,051	\$115,697	\$128,314
Police and sheriff's patrol officers	N/A	N/A	N/A	N/A	N/A	N/A
Police, fire, and ambulance dispatchers	0.35	0.44	0.5	\$69,908	\$89,129	\$99,816
Postal service mail carriers	0.61	0.81	0.87	\$122,599	\$163,490	\$174,919
Preschool teachers, except special education	0.27	0.34	0.4	\$53,285	\$68,869	\$80,446
Receptionists and information clerks	0.28	0.35	0.38	\$57,144	\$70,354	\$76,587
Retail salespersons	0.27	0.34	0.44	\$53,433	\$68,053	\$89,055
Secretaries, except legal, medical, and executive	0.33	0.44	0.51	\$65,827	\$87,571	\$102,933
Security guards	0.27	0.32	0.39	\$55,066	\$65,233	\$78,591
Taxi drivers and chauffeurs	0.27	0.29	0.3	\$54,546	\$58,331	\$61,300
Tellers	0.33	0.39	0.43	\$66,049	\$77,997	\$85,493
Truck drivers, heavy and tractor-trailer	0.35	0.46	0.53	\$69,760	\$91,875	\$106,347

OCCUPATION	HOME PRICE WAGE INDEX FOR:			MAXIMUM AFFORDABLE SINGLE-FAMILY SALES PRICE FOR:		
	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER	ENTRY-LEVEL WORKER	MEDIAN-WAGE WORKER	EXPERIENCED WORKER
Truck drivers, light or delivery services	0.26	0.36	0.45	\$52,097	\$71,838	\$90,910
Waiters and waitresses	0.24	0.25	0.3	\$48,461	\$50,242	\$59,593

Table 8 indicates that housing is generally unaffordable in the MSA for almost all professions, with the exception of insurance sales people, lawyers, pharmacists, chief executives, engineering managers, and seasoned accountants.

HOUSING VALUES

Destin housing values, though historically rather affordable in Florida’s fast-paced economy, have witnessed a substantial increase from 2000 to 2005. In 2000, the median value of a house in the City was \$153,800; the majority (51%) of specified dwellings in the City fell within the \$150,000 to \$1,000,000 range (www.census.gov). The Shimberg Center for Affordable Housing estimated the median value of homes at \$356,059: An over \$200,000 increase in just five years. Housing values are determined by the assessed value of homes, as determined by the County’s property appraiser. Particularly in times when the housing market is hot, median sales prices are much higher than the assessed values. In 2000, the median sales price for a single family home was \$169,000; in 2005, the median sales price skyrocketed to \$425,000. Condominium prices also soared during this period. The median sales price in 2000 was \$228,250; in 2005, it was \$550,000.

While the housing market has cooled since 2006, prices are not anticipated to drop by a level significant enough to become “affordable” for low and moderate income families. There are several tools the City can employ to reduce to ease the cost burden of housing. These recommendations are listed under Issues and Recommendations at the end of this section.

CONSTRUCTION NEEDS FOR AFFORDABLE HOUSING

According to the Department of Housing and Urban Development, households spending more than 30 percent of income for housing costs are considered to be "cost-burdened." Households spending more than 50 percent are considered to be "severely cost-burdened." Housing is generally considered to be affordable if the household pays less than 30 percent of income. The Shimberg Center estimated that in 2005 the City of Destin had 1119 (20 percent) cost burdened households and 441 (eight percent) severely cost burdened households. *(note: these figures reflect cost burden estimates for all households in the city, not just moderate and low income households).*

Construction needs for affordable housing are based on the quantity and income level of households and the supply of housing units at various costs. In 2005, the Shimberg Center projected the number of dwelling units needed in the City by the year 2030 in order to meet low income housing needs (cost burdened households with incomes below 80% of AMI). By 2030, the City will have a total of 679 cost burdened households, as illustrated in Table 9 below.

Table 9 – Projected Number of Cost Burdened Households with Incomes Less Than 80% AMI.

TENURE	2005	2010	2015	2020	2025	2030
Owner	223	259	293	331	370	407
Renter	174	199	216	237	256	272

Source: Shimberg Center for Affordable Housing, 2007 www.flhousingdata.shimberg.ufl.edu

Successes and Shortcomings

The Housing Element states that the City shall amend its Land Development Regulations to implement the following:

- A density bonus for affordable housing;
- A streamlined review process;
- An incentive program for the NHMU FLU district.

While the City has not fully implemented these programs, significant progress has been made toward that end. The City has accomplished the following:

- The establishment of a Community Land Trust for affordable housing.
- The preparation of a nexus study to serve as the basis for requiring attainable workforce housing units, or linkage fees in lieu of housing units.
- The adoption of a requirement in the LDC for Tier 3 projects to either provide one affordable unit per 10,000 square feet of commercial space on site or a payment in lieu of \$2.00 per square foot for affordable units;
- The preparation of a report titled “Eliminating Legislative Barriers to Attainable Workforce Housing” which provides a variety of options for streamlining development regulations and providing incentives. The report will serve as the basis for Council workshops and policy direction.
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Issues/Recommendations

The “Eliminating Legislative Barriers to Attainable Workforce Housing” report identifies a difference between “affordable housing” and “attainable workforce housing”. Attainable workforce housing is defined as “housing that can be rented or owned by households that earn between 50 and 140 percent of the area median income”, as opposed to affordable housing, which is between 30 and 120% of area median income. The City should add the following definition of Attainable Workforce Housing to the housing Element:

Housing units where monthly rents, or monthly mortgage payments including property taxes and insurance, do not exceed 30 percent of that amount which represents between 50-140 percent of the median adjusted gross annual income for the households within the metropolitan statistical area (MSA) or Okaloosa County.

The following actions should be taken by the City to further its Housing goals:

- Create a sustainable program to help fund its Comprehensive Plan obligation to provide affordable and attainable workforce housing. A linkage fee, public/private partnerships, inclusionary zoning ordinance or similar mechanism should be used to fund the goals of the Comprehensive Plan.
- Closely coordinate with the Destin Community Land Trust as a major vehicle for the acquisition of land and coordination of the development of attainable workforce housing in the City.
- Adopt incentives for affordable and attainable workforce housing, such as density and intensity bonuses, simplified standards and streamlined review processes.
- Amend the Future Land Use Element to allow affordable housing to be constructed in commercial areas and allowing rentable accessory dwelling units to be constructed in carefully selected residential areas, but not including areas with a Low Density Residential (LDR) Future Land Use Designation.

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PUBLIC FACILITIES

This Element provides for public facilities and services correlated with the Future Land Use Map projections in relation to the goals, objectives and policies of the Ordinance. The City currently assists Destin Water Users in implementing the potable and waste water projects listed in their Capital Improvements Plan (CIP). Conservation of potable water resources is ongoing as the City participates in water conservation programs, reclaimed water, and low-water equipment use.

Successes and Shortcomings

Since the last writing of the Comprehensive Plan Objectives and Policies, the City successfully completed and adopted a Stormwater Master Plan in 2004. This Plan established an inventory and mapping of stormwater infrastructure, modeled stormwater drainage in every drainage basin of the City, identified both water quality and quantity problems, and prioritized capital improvement projects aimed at addressing the problem areas. Since 2004, some of the top prioritized projects have been implemented through the City's CIP and/or state grant assistance programs.

Since 2005, the City has completed the following stormwater improvements:

- Stormwater Improvements at Capt. Dave's on the Gulf
- Industrial Park Drainage Improvements
- Bay Court Drainage Improvements
- Drainage Improvements at Calhoun Avenue, Forest Street and Stahlman Avenue
- Main Street and Legion Drive Intersection Improvements

The above projects are representative of the types of stormwater drainage improvements the City has recently completed to relieve residential flooding and provide additional stormwater treatment. These improvements included the installation of new culverts, stormwater separators and drainage structures, re-grading existing ditches and provided outfalls where they did not previously exist.

Issues/Recommendations

The City should continue to improve its stormwater control and treatment structures, watershed management plan, groundwater recharge, and ensure the adopted LOS for collection services are met.

CONSERVATION

The major goals of the City's Conservation Element are to protect, manage, conserve and utilize the natural and environmental resources of Destin to ensure their continued availability and environmental quality. The areas of interest include potable water resources, air quality, maintenance of floodplains, surface water quality, marine fisheries and wildlife habitat, minerals, proper waste disposal and places of historical significance.

The primary attraction for tourists to Destin is the area's beautiful white sand beaches and emerald green waters. Over the past ten years, several hurricanes and tropical storms have eroded Destin's beaches to a critical level. Whereas other gulf coast areas competing for the same tourist market as Destin such as Panama City Beach, Pensacola Beach, Gulf Shores and Orange Beach have successfully implemented beach renourishment programs, Destin has only recently in 2006 and 2007 commenced such efforts. Shoreline erosion along Destin's beaches threatens their existence and

contribution to the local economy and regional identity. Other critical issue topics identified by the community under Beach Stabilization include the stabilization of Norriego Point and continuing to establish environmental friendly artificial reefs in the Gulf of Mexico and Choctawhatchee Bay.

Successes and Shortcomings

In 2006, the City successfully began a beach renourishment project in conjunction with Walton County. By the end of 2006, a portion of Destin’s east end of beaches had been re-nourished. At the beginning of 2007, the remaining portion of the eastern most beaches from the Okaloosa/Walton County line west to Henderson Beach Park were re-nourished. Reports from local tourism officials show visitors and local residents are enjoying the wider beaches.

Another success for the renourishment of Destin’s beaches is the protection and creation of suitable habitat for nesting shore birds and sea turtles. *Policy 5-1.7.6: Support of Marine Habitats* of the City Comprehensive Plan promotes beach renourishment in that it protects and creates suitable shore bird and sea turtle habitat. The City has successfully achieved this on the beaches on east end of the City.

The City currently works with various agencies to monitor the areas air and water quality resources. Existing Land Use designations and regulations are in place to assist with resource protection. The City continues to acquire property for parks and enhance inshore and offshore area reefs, which are an important element necessary to sustain fisheries and tourism. During the EAR public workshop in June, maintenance of catch basins, culverts and implementation of a more efficient street sweeping program as they relate to water quality in local waterways was discussed.

The stabilization of Norriego Point in Destin remains a major issue for the City and community. The Point has long been cited as a key shore bird nesting area while providing shoreline protection for properties on the north shore of Destin Harbor from waves from the East Pass. In past years, the Point breached during tropical storms and hurricanes. Recently the Point’s northern tip has eroded and silted in the channel to the mouth of the Harbor without a tropical storm or hurricane event.

Establishing artificial reefs was an item included in the Beach Stabilization element at the Major Issues public workshop in June. The City’s current Comprehensive Plan contains several Objectives and Policies supporting the establishment of artificial reefs. Since the beginning of 2003 the City has deployed and co-sponsored the deployment of several artificial reefs. The following table provides the dates, reef name, and reef components for reefs deployed by the City since the beginning of 2003:

DEPLOYMENT DATE	REEF NAME	REEF COMPONENTS & MATERIAL
June 9, 2003	Sand Dollar Reef Complex #3	30 Prefabricated Fish Havens
June 9, 2003	Sand Dollar Reef Complex #4	30 Prefabricated Fish Havens
June 8, 2004	Starfish Complex, Patch Reef #3	Florida Specials Concrete Modules
June 8, 2004	Starfish Complex, Patch Reef #4	Florida Specials Concrete Modules
April 3, 2006	Barnacle Complex	Florida Specials Concrete Modules

Ensuring artificial reefs are healthy for the environment was also an item included from the public workshop. The City Comprehensive Plan currently contains *Policy 5-1.7.5: Inspection of Artificial Reef Materials* that states the City shall continue cooperating with state and federal agencies by providing inspection services for artificial reef materials to help “ensure such materials are suitable for use as artificial habitats in the Gulf and Bay”.

Since the last writing of the Comprehensive Plan Objectives and Policies, the City successfully completed and adopted a Stormwater Master Plan in 2004. This Plan established an inventory and mapping of stormwater infrastructure, modeled stormwater drainage in every drainage basin of the City, identified both water quality and quantity problems, and prioritized Capital Improvement Projects (CIP) aimed at addressing the problem areas. Since 2004, some of the top prioritized projects have been implemented through the City's CIP and/or state grant assistance programs.

Since the late 1990's, the City's Land Development Code has required twice the required level of service (LOS) than the State of Florida for water quality treatment of stormwater runoff from new development permitted in the City. As a result, there are no shortcomings with respect to treating stormwater from a water quality perspective assuming all developments have constructed and maintained stormwater management systems in accordance with City code. The City's strongest push over the past ten years has been working to identify and retrofit (when allowed and financed) infrastructure constructed prior to stormwater quality requirements and subsequently discharge directly to surface waters in the City without proper treatment.

Historically, the water quality in the Gulf of Mexico and Destin Harbor has been the focus of most attention due to the strong attraction tourists have to the Gulf and past negative experiences with drops in dissolved oxygen in the Harbor and subsequent fish kills, respectively. It has long been known that the purpose of the Destin Harbor Pump Station is to provide water from the Gulf of Mexico into the Harbor and encourage water circulation from the Harbor into the East Pass. It is now equally important for the City to include not only Destin Harbor and the Gulf of Mexico when conducting water quality sampling and analysis, but also Choctawhatchee Bay and local bayous and lakes.

During the EAR public workshop held in June, residents expressed a desire to improve or keep water quality levels in the City at existing or better levels. This requires establishing a benchmark for water quality parameters in the City through water quality sampling and laboratory analysis. To date, water quality samples and laboratory data is not routinely collected or analyzed. Some data is available and could be useful to establish a baseline water quality for different parameters. However, for a comprehensive water quality system to be implemented, the ongoing water quality sampling needs to be better organized and expanded to other parts of the City.

Improving street sweeping programs within the City were also identified at the June EAR public workshop. To date, the City does not have any street sweeping programs identified in a Comprehensive Plan Objective or Policy.

Issues/Recommendations

The City should work with Okaloosa County to acquire Norriego Point and continue its efforts to keep it properly managed to prevent erosion and minimize the constant need to re-establishment the point. It is recommended that the City attempt to secure a long-standing permit (5+ years) on a "no notice" basis for the placement of dredged materials on the Point. This could be a Joint Coastal Permit through the Florida Department of Environmental Protection Beaches and Coastal division or some other permitting program applicable to the efforts recommended.

The City does not currently have a street sweeping program to assist in improving the quality of surface water runoff. This is an important element to ensure increased water quality in local waterways.

The City's artificial reef program is dependent on state and federal funds. Since Destin is home to the largest charter fishing fleet in the state of Florida, a key issue is for the City to continue identifying and applying for funding of the City's artificial reef program. This will help achieve the goal of protecting and creating marine habitat.

The City should improve its xeriscaping in its right-of-ways and public spaces to help conserve water and protect the environment. Xeriscaping establishes and maintains a healthy landscape by matching the right plants with the existing site conditions. It effectively reduces or eliminates the use of additional resources, such as water, fertilizer, pesticides and labor. This reduction in chemicals assist is keeping our surrounding water bodies clean and free of pollutants.

The ongoing water quality sampling needs to be better organized and expanded to other parts of the City in order for the comprehensive water quality system to be implemented.

COASTAL MANAGEMENT

The Coastal Management Element's purpose is to plan for and where appropriate restrict development activities where such activities would damage or destroy coastal resources. It is also intended to protect human life and limit public expenditures in areas that are subject to destruction by natural disasters within the Coastal High Hazard Area. This Element is related to the previously mentioned Conservation Element regarding quality of local waters such as the Gulf, Bay and Harbor. It also relates to reef enhancement and natural resource protection.

Successes and Shortcomings

The City has been successful in their acquisition and maintenance of its coastal public recreational facilities. Regulation of beach vending was discussed at the June EAR public workshop. The adoption of a Stormwater Master Plan in 2004 will assist the Coastal Management Element as the City continues to implement some of the recommendations in the Plan. This will increase water quality and reduce degradation to sea grass beds.

Issues/Recommendations

The City should continue to acquire and enhance recreational facilities and opportunities for its citizens. The City should continue to fund capital improvement projects needed to improve the stormwater management system. These improvements should be updated annually and incorporated into the City's Five-Year schedule of capital improvements. The language in the existing element should incorporate the Northwest Florida Water Management District as a regulatory agency. Coordination should continue with Okaloosa County to implement the beach access plan.

RECREATION/OPEN SPACE ELEMENT

The City of Destin is an attraction due to its coastal location and abundant recreational and leisure opportunities. The purpose of the Recreational and Open Space Element (ROSE) is to plan for a system of readily accessible public and private recreational facilities for citizens and visitors alike. The ROSE lists objectives and policies for the provision and maintenance of adequate recreational facilities, coordination of public and private recreational resources, protection and conservation of natural/coastal resources, and for the funding of recreational and open space plans. The ROSE establishes a level of service for various recreation facilities based on the cities functional population, which takes into account both permanent and seasonal residents.

Successes and Shortcomings

The City of Destin has successfully implemented most of this element of its Comprehensive Plan. The City has several public beach access locations and parks and a community center that is used heavily during the winter months. Through the implementation of the Land Development Code, the city has acquired one new neighborhood park, which fulfills the 0.85 acre shortfall that the data, inventory, and analysis identified in 2004. The City has also committed funding in the CIP for a new tennis center, which will cover that shortfall as well.

During the EAR public workshop held in June, residents expressed the desire to have a “dog park”. The City’s Capital Improvements Plan has not earmarked funding for this park. The City may want to consider the use of existing City park property to accommodate such a park and use funding from the updated park impact fee to construct the facility.

One shortfall of the existing plan is the acquisition of seven new waterfront access points, as identified in the data, inventory, and analysis in the 2004 Comprehensive plan. Thus far, the City has only been able to acquire two additional waterfront access points; one on the Harbor and one on the Gulf of Mexico. Continued implementation of the Plan and the Land Development Code may assist the City in meeting its target; however, the City may want to consider other funding sources, such as the Florida Recreation Development Assistance Program (FRDAP) administered by the Florida Department of Environmental Protection in order to meet its target by the end of the planning period (2010).

Issues/Recommendations

The key issue regarding this element is meeting the target level of service (LOS) for waterfront access points by the end of the planning period (2010). If the City cannot meet this target LOS due to funding constraints, it may consider the following:

- Lower the level of service to an achievable amount;
-
- Extend the target year of completion to a later date, such as 2015.
-

INTERGOVERNMENTAL COORDINATION ELEMENT

The primary objective of the Intergovernmental Coordination Element (ICE) is to address existing and future coordination processes to enhance the effectiveness of governmental action. The City of Destin coordinates its efforts with adjacent municipalities, county agencies, regional authorities, state agencies, and public/private utilities. The ICE clarifies the City Council’s coordination with neighboring jurisdictions and area local governments, districts and agencies, and establishes procedures for collaborative planning. In addition, the ICE requires that the City consider the local plan effects and establish a process for notification and citizen participation in planning for transportation, housing, coastal management, etc.

Successes and Shortcomings

The City has been successful in its coordination with the County and other agencies regarding water, schools, and fire and police protection. However, the City has struggled with coordinating with FDOT and the transit service provider to allow busses to stop on US Highway 98. One of the major goals of the City is to provide transit facilities and service within the MMTD, and transit service located adjacent to pedestrian facilities is critical to providing for a transit-friendly environment.

Issues/Recommendations

This element does not require amendments, however, City staff should be involved with ongoing discussion with FDOT and the transit service provider to allow for transit service on US Highway 98.

CAPITAL IMPROVEMENTS ELEMENT

This Element ensures that the necessary actions are taken so that needed public facilities and services are adequately provided within the City jurisdiction in a manner that protects investments and existing facilities, maximizes the use of existing facilities, and promotes orderly compact growth in the present and future.

As noted in the Special Topics section of this report, the City is required to complete a Water Supply Work Plan that will ensure the availability of potable water for the City over the next ten years. The Capital Improvements Element must address the need for and location of public facilities, including those identified in the 10-year water facilities work plan. The financially feasible Five-Year Schedule of Capital Improvements must describe projects listed in the 10-year work plan that are to be implemented in the first five years of the plan, including both publicly and privately funded water supply projects that are necessary to ensure that adopted level of- service standards are achieved and maintained.

The City remains committed to responsible growth management that incorporates appropriate fiscal management practices and procedures.

EFFECTS OF CHANGES TO STATUTES AND RULES ON THE PLAN

Chapter 163.3191(2)(f), FS, requires that the EAR contain an evaluation and assessment of relevant changes made to the following statutes and rules since the time of Plan adoption:

- Ch. 163, Part II, FS: Growth Policy; County and Municipal Planning; Land Development Regulation
- Rule 9J-5, FAC: Minimum Criteria for Review of Local Comprehensive Plans and Plan Amendments
- Strategic Regional Policy Plan

In the table that follows, changes made to these statutes and rules have been assessed to determine their applicability to the City's Plan and whether Plan revisions are required to address the changes.

Table 10 - Effect of Changes to Florida Statutes, Administrative Rules, and the Strategic Regional Policy Plan

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
2004: [CH. 04-5, S. 11; CH. 04-37, S. 1; CH. 04-230, SS. 1-4; CH. 04-372, SS. 2-5; CH. 04-381, SS. 1-2; CH. 04-384, S. 2, LAWS OF FLORIDA.]					
1	<p>(10): Amended to conform to the repeal of the Florida High-Speed Rail Transportation Act, and the creation of the Florida High-Speed Rail Authority Act.</p> <p>(13): Created to require local governments to identify adequate water supply sources to meet future demand.</p> <p>(14): Created to limit the effect of judicial determinations issued subsequent to certain development orders pursuant to adopted land development regulations.</p>	163.3167	<p>✓</p> <p>✓</p>		Water Supply facilities work plan has been prepared and transmitted to DCA.
2	<p>(1): Provides legislative findings on the compatibility of development with military installations.</p> <p>(2): Provides for the exchange of information relating to proposed land use decisions between counties and local governments and military installations.</p> <p>(3): Provides for responsive comments by the commanding officer or his/her designee.</p> <p>(4): Provides for the county or affected local government to take such comments into consideration.</p> <p>(5): Requires the representative of the military installation to be an ex-officio, nonvoting member of the county's or local government's land planning or zoning board.</p> <p>(6): Encourages the commanding officer to provide information on community planning assistance grants.</p>	Creates 163.3175.	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		
3	(6)(a): Changed to require local governments to amend the future land use element by June 30, 2006 to include criteria to achieve compatibility with military installations . Changed to specifically encourage rural land stewardship area designation as an overlay on the future land use map.	163.3177	✓		

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	<p>(6)(c): Extended the deadline adoption of the water supply facilities work plan amendment until December 1, 2006; provided for updating the work plan every five years; and exempts such amendment from the limitation on frequency of adoption of amendments.</p> <p>(10)(l): Provides for the coordination by the state land planning agency and the Department of Defense on compatibility issues for military installations.</p> <p>(11)(d)1.: Requires DCA, in cooperation with other specified state agencies, to provide assistance to local governments in implementing provisions relating to rural land stewardship areas.</p> <p>(11)(d)2. Provides for multicounty rural land stewardship areas.</p> <p>(11)(d)3.-4: Revises requirements, including the acreage threshold for designating a rural land stewardship area.</p> <p>(11)(d)6.j.: Provides that transferable rural land use credits may be assigned at different ratios according to the natural resource or other beneficial use characteristics of the land.</p> <p>(11)(e): Provides legislative findings regarding mixed-use, high-density urban infill and redevelopment projects; requires DCA to provide technical assistance to local governments.</p> <p>(11)(f): Provides legislative findings regarding a program for the transfer of development rights and urban infill and redevelopment; requires DCA to provide technical assistance to local governments.</p>		<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>Not yet addressed.</p>	<p>Water Supply facilities work plan has been prepared and transmitted to DCA.</p>
4	<p>(1): Provides legislative findings with respect to the shortage of affordable rentals in the state.</p> <p>(2): Provides definitions.</p>	Creates 163.31771		<p>Definitions: Chapter 11</p>	

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	<p>(3): Authorizes local governments to permit accessory dwelling units in areas zoned for single family residential use based upon certain findings.</p> <p>(4) An application for a building permit to construct an accessory dwelling unit must include an affidavit from the applicant which attests that the unit will be rented at an affordable rate to a very-low-income, low-income, or moderate-income person or persons.</p> <p>(5): Provides for certain accessory dwelling units to apply towards satisfying the affordable housing component of the housing element in a local government's comprehensive plan.</p> <p>(6): Requires the DCA to report to the Legislature.</p>		✓	Plan does not currently permit accessory units.	Amend Future Land Use Element to allow accessory units in appropriate areas. See workforce housing major issue section of the EAR.
5	Amends the definition of "in compliance" to add language referring to the Wekiva Parkway and Protection Act.	163.3184(1)(b)	✓		
6	<p>(1)(m): Created to provide that amendments to address criteria or compatibility of land uses adjacent to or in close proximity to military installations do not count toward the limitation on frequency of amending comprehensive plans.</p> <p>(1)(n): Created to provide that amendments to establish or implement a rural land stewardship area do not count toward the limitation on frequency of amending comprehensive plans.</p>	163.3187	✓		
7	Created to provide that evaluation and appraisal reports evaluate whether criteria in the land use element were successful in achieving land use compatibility with military installations .	163.3191(2)(n)	✓		
2005 [CH. 2005-157, SS 1, 2 AND 15; CH. 2005-290; AND CH. 2005-291, SS. 10-12, LAWS OF FLORIDA]					
8	Added the definition of "financial feasibility."	Creates ss. 163.3164(32)			Yes – add definition.
9	<p>(2): Required comprehensive plans to be "financially" rather than "economically" feasible.</p> <p>(3)(a)5.: Required the comprehensive plan to include a 5-year schedule of capital improvements. Outside funding (i.e., from developer, other government or funding pursuant to referendum) of these capital</p>	163.3177			Yes – Show dedicated funding sources in all future amendments of CIP. See above

CHANGES TO CHAPTER 163, F. S. 2004-2006	CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
<p>improvements must be guaranteed in the form of a development agreement or interlocal agreement.</p> <p>(3)(a)6.b.1.: Required plan amendment for the annual update of the schedule of capital improvements. Deleted provision allowing updates and change in the date of construction to be accomplished by ordinance.</p> <p>(3)(a)6.c.: Added oversight and penalty provision for failure to adhere to this section’s capital improvements requirements.</p> <p>(3)(a)6.d.: Required a long-term capital improvement schedule if the local government has adopted a long-term concurrency management system.</p> <p>(6)(a): Deleted date (October 1, 1999) by which school sitting requirements must be adopted.</p> <p>(6)(a): Add requirement that future land use element of coastal counties must encourage the preservation of working waterfronts, as defined in s.342.07, F.S.</p> <p>(6)(c): Required the potable water element to be updated within 18 months</p>		<p>✓</p> <p>✓</p> <p>✓</p>	<p>City updates the CIP annually.</p> <p>See objective 1-1.3 and following policies.</p>	<p>Add definition: “Recreational and commercial working waterfront” means a parcel or parcels of real property that provide access for water-dependent commercial activities or provide access for the public to the navigable waters of the state. Recreational and commercial working waterfronts require direct access to or a location on, over, or adjacent to a navigable body of water. The term includes water-dependent facilities that are open to the public and offer public access by vessels to the waters of the state or that are support facilities for recreational, commercial, research, or governmental vessels. These facilities include docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction</p>

CHANGES TO CHAPTER 163, F. S. 2004-2006	CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
<p>of an updated regional water supply plan to incorporate the alternative water supply projects selected by the local government to meet its water supply needs.</p> <p>(6)(e): Added waterways to the system of sites addressed by the recreation and open space element.</p> <p>(11)(d)4.c.: Required rural land stewardship areas to address affordable housing.</p> <p>(11)(d)5.: Required a listed species survey be performed on rural land stewardship receiving area. If any listed species present, must ensure adequate provisions to protect them.</p> <p>(11)(d)6.: Must enact an ordinance establishing a methodology for creation, conveyance, and use of stewardship credits within a rural land stewardship area.</p> <p>(11)(d)6.j.: Revised to allow open space and agricultural land to be just as important as environmentally sensitive land when assigning stewardship credits.</p> <p>(12): Must adopt public school facilities element.</p> <p>(12)(a) and (b): A waiver from providing this element will be allowed under certain circumstances.</p> <p>(12)(g): Expanded list of items to be to include colocation, location of schools proximate to residential areas, and use of schools as emergency shelters.</p> <p>(12)(h): Required local governments to provide maps depicting the general location of new schools and school improvements within future conditions maps.</p>		<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>Schools are permitted in Institutional, ROI, and mixed use FLU categories, per Objective 1-2.9.</p>	<p>facilities, and other support structures over the water.</p> <p>Yes. WSWP adopted by WMD in 2006. City must include projects in potable water element.</p> <p>Amend Recreation Map to include Waterways.</p> <p>A Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>A Public Schools Facilities Element has been prepared and transmitted to DCA.</p>

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	<p>(12)(i): Required DCA to establish a schedule for adoption of the public school facilities element.</p> <p>(12)(j): Established penalty for failure to adopt a public school facility element.</p> <p>(13): (New section) Encourages local governments to develop a “community vision,” which provides for sustainable growth, recognizes its fiscal constraints, and protects its natural resources.</p> <p>(14): (New section) Encourages local governments to develop a “urban service boundary,” which ensures the area is served (or will be served) with adequate public facilities and services over the next 10 years. See s. 163.3184(17).</p>		<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		A Public Schools Facilities Element has been prepared and transmitted to DCA.
10	163.31776 is repealed	163.31776 [Now: Repealed]	✓		
11	<p>(2): Required the public schools interlocal agreement (if applicable) to address requirements for school concurrency. The opt-out provision at the end of Subsection (2) is deleted.</p> <p>(5): Required Palm Beach County to identify, as part of its EAR, changes needed in its public school element necessary to conform to the new 2005 public school facilities element requirements.</p> <p>(7): Provided that counties exempted from public school facilities element shall undergo re-evaluation as part of its EAR to determine if they continue to meet exemption criteria.</p>	163.31777	<p>✓</p> <p>✓</p>	Interlocal agreement adopted.	
12	(2)(g): Expands requirement of coastal element to include strategies that will be used to preserve recreational and commercial working waterfronts, as defined in s.342.07, F.S.	163.3178		Addressed in Objective 1-1.3, but not specifically called a “recreational and working waterfront”	Change wording in Coastal Element
13	<p>(1)(a): Added “schools” as a required concurrency item.</p> <p>(2)(a): Required consultation with water supplier prior to issuing building</p>	163.3180		The City coordinates with Destin Water Users through its Technical	Yes – Public School Facilities Element has been prepared and transmitted to DCA.

CHANGES TO CHAPTER 163, F. S. 2004-2006	CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
<p>permit to ensure “adequate water supplies” to serve new development is available by the date of issuance of a certificate of occupancy.</p> <p>(2)(c): Required all transportation facilities to be in place or under construction within 3 years (rather than 5 years) after approval of building permit.</p> <p>(4)(c): Allowed concurrency requirement for public schools to be waived within urban infill and redevelopment areas (163.2517).</p> <p>(5)(d): Required guidelines for granting concurrency exceptions to be included in the comprehensive plan.</p> <p>(5)(e) – (g): If local government has established transportation exceptions, the guidelines for implementing the exceptions must be “consistent with and support a comprehensive strategy, and promote the purpose of the exceptions.” Exception areas must include mobility strategies, such as alternate modes of transportation, supported by data and analysis. FDOT must be consulted prior to designating a transportation concurrency exception area. Transportation concurrency exception areas existing prior to July 1, 2005 must meet these requirements by July 1, 2006, or when the EAR-based amendment is adopted, whichever occurs last.</p> <p>(6): Required local government to maintain records to determine whether 110% de minimis transportation impact threshold is reached. A summary of these records must be submitted with the annual capital improvements element update. Exceeding the 110% threshold dissolves the de minimis exceptions.</p> <p>(7): Required consultation with the Department of Transportation prior to designating a transportation concurrency management area (to promote infill development) to ensure adequate level-of-service standards are in place. The local government and the DOT should work together to mitigate any impacts to the Strategic Intermodal System.</p>		<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>Review to ensure that water is available for each new development. See Transportation Element</p> <p>Addressed in annual concurrency report.</p>	

CHANGES TO CHAPTER 163, F. S. 2004-2006	CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
<p>(9)(a): Allowed adoption of a long-term concurrency management system for schools.</p> <p>(9)(c): (New section) Allowed local governments to issue approvals to commence construction notwithstanding s. 163.3180 in areas subject to a long-term concurrency management system.</p> <p>(9)(d): (New section) Required evaluation in EAR of progress in improving levels of service.</p> <p>(10): Added requirement that level of service standard for roadway facilities on the Strategic Intermodal System must be consistent with FDOT standards. Standards must consider compatibility with adjacent jurisdictions.</p> <p>(13): Required school concurrency (not optional).</p> <p>(13)(c)1.: Requires school concurrency after five years to be applied on a “less than district wide basis” (i.e., by using school attendance zones, etc).</p> <p>(13)(c)2.: Eliminated exemption from plan amendment adoption limitation for changes to service area boundaries.</p> <p>(13)(c)3.: No application for development approval may be denied if a less-than-district wide measurement of school concurrency is used; however the development impacts must to shifted to contiguous service areas with school capacity.</p> <p>(13)(e): Allowed school concurrency to be satisfied if a developer executes a legally binding commitment to provide mitigation proportionate to the demand.</p> <p>(13)(e)1.: Enumerated mitigation options for achieving proportionate-</p>		<p>✓</p> <p>✓</p> <p>✓</p>	<p>See section of EAR regarding public facilities.</p>	<p>Public Schools Facilities Element has been prepared and transmitted to DCA .</p> <p>The Public School Facilities Element has been prepared and transmitted to DCA.</p> <p>Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>The Public School s Facilities Element has been prepared and transmitted to DCA.</p> <p>The Public School s Facilities Element</p>

CHANGES TO CHAPTER 163, F. S. 2004-2006	CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
<p>share mitigation.</p> <p>(13)(e)2.: If educational facilities funded in one of the two following ways, the local government must credit this amount toward any impact fee or exaction imposed on the community: contribution of land construction, expansion, or payment for land acquisition</p> <p>(13)(g)2.: (Section deleted) – It is no longer required that a local government and school board base their plans on consistent population projection and share information regarding planned public school facilities, development and redevelopment and infrastructure needs of public school facilities. However, see (13)(g)6.a. for similar requirement.</p> <p>(13)(g)6.a.: [Formerly (13)(g)7.a.] Local governments must establish a uniform procedure for determining if development applications are in compliance with school concurrency.</p> <p>(13)(g)7. [Formerly (13)(g)8.] Deleted language that allowed local government to terminate or suspend an interlocal agreement with the school board.</p> <p>(13)(h): (New 2005 provision) The fact that school concurrency has not yet been implemented by a local government should not be the basis for either an approval or denial of a development permit.</p> <p>(15): Prior to adopting Multimodal Transportation Districts, FDOT must be consulted to assess the impact on level of service standards. If impacts are found, the local government and the FDOT must work together to mitigate those impacts. Multimodal districts established prior to July 1, 2005 must meet this requirement by July 1, 2006 or at the time of the EAR-base amendment, whichever occurs last.</p> <p>(16): (New 2005 section) Required local governments to adopt by December 1, 2006 a method for assessing proportionate fair-share mitigation options. FDOT will develop a model ordinance by December</p>		<p>✓</p> <p>✓</p> <p>✓</p>	<p>MMTD adopted in 2006. See Objective 2-1.3 and following polices.</p> <p>Prop Fair Share adopted into LDC section 6.07.00</p>	<p>has been prepared and transmitted to DCA.</p> <p>The Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>The Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>The Public Schools Facilities Element has been prepared and transmitted to DCA.</p>

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	1, 2005.				
14	<p>(17): (New 2005 section) If local government has adopted a community vision and urban service boundary, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.</p> <p>(18): (New 2005 section) If a municipality has adopted an urban infill and redevelopment area, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.</p>	163.3184	<p>✓</p> <p>✓</p>		
15	<p>(1)(c)1.f.: Allowed approval of residential land use as a small-scale development amendment when the proposed density is equal to or less than the existing future land use category. Under certain circumstances affordable housing units are exempt from this limitation.</p> <p>(1)(c)4.: (New 2005 provision) If the small-scale development amendment involves a rural area of critical economic concern, a 20-acre limit applies.</p> <p>(1)(o): (New 2005 provision) An amendment to a rural area of critical economic concern may be approved without regard to the statutory limit on comprehensive plan amendments.</p>	163.3187	<p>✓</p> <p>✓</p> <p>✓</p>		
16	<p>(2)(k): Required local governments that do not have either a school interlocal agreement or a public school facilities element, to determine in the EAR whether the local government continues to meet the exemption criteria in s.163.3177(12).</p> <p>(2)(l): The EAR must determine whether the local government has met its various water supply requirements, including development of alternative water supply projects.</p> <p>(2)(o): (New 2005 provision) The EAR must evaluate whether its Multimodal Transportation District has achieved the purpose for</p>	163.3191			<p>Does not meet exception criteria. The Public Schools Facilities Element has been prepared and transmitted to DCA.</p> <p>The Water Supply Work Plan has been prepared and transmitted to DCA.</p> <p>Addressed in EAR, see transportation section.</p>

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	<p>which it was created.</p> <p>(2)(p): (New 2005 provision) The EAR must assess methodology for impacts on transportation facilities.</p> <p>(10): The EAR-based amendment must be adopted within a single amendment cycle. Failure to adopt within this cycle results in penalties. Once updated, the comprehensive plan must be submitted to the DCA.</p>				City will adopt amendments as required, and has budgeted monies in its 08-09 budget to prepare the amendments.
17	<p>(10) New section designating Freeport as a certified community.</p> <p>(11) New section exempting proposed DRIs within Freeport from review under s.380.06, F.S., unless review is requested by the local government.</p>	163.3246	✓ ✓		
2006 [CH. 2006-68, CH. 2006-69, CH. 2006-220, CH. 2006-252, CH. 2006-255, CH. 2006-268, LAWS OF FLORIDA]					
18	Establishes plan amendment procedures for agricultural enclaves as defined in s.163.3164(33), F.S. Ch. 2006-255, LOF.	163.3162(5)	✓		
19	Defines agricultural enclave . Ch. 2006-255, LOF.	163.3164(33)	✓		
20	Adds new paragraph encouraging local governments with a coastal management element to adopt recreational surface water use policies; such adoption amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions. Ch. 2006-220, LOF.	163.3177(6)(g)2.		See Coastal Management Element.	
21	Allows the effect of a proposed receiving area to be considered when projecting the 25-year or greater population with a rural land stewardship area . Ch. 2006-220, LOF.	163.3177(11)(d)6.	✓		
22	Recognizes “extremely-low-income persons” as another income groups whose housing needs might be addressed by accessory dwelling units and defines such persons consistent with s.420.0004(8), F.S. Ch. 2006-69, LOF.	163.31771(1), (2) and (4)			See Workforce housing major issue section.
23	Assigns to the Division of Emergency Management the responsibility of ensuring the preparation of updated regional hurricane evacuation plans . Ch. 2006-68, LOF.	163.3178(2)(d)	✓		
24	Changes the definition of the Coastal High Hazard Area (CHHA) to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF.	163.3178(2)(h)			Yes – adopt new CHHA map. Draft map included in EAR.
25	Adds a new section allowing a local government to comply with the	163.3178(9)(a)			No – Optional Amendment.

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	requirement that its comprehensive plan direct population concentrations away from the CHHA and maintains or reduces hurricane evacuation times by maintaining an adopted LOS Standard for out-of-county hurricane evacuation for a category 5 storm, by maintaining a 12-hour hurricane evacuation time or by providing mitigation that satisfies these two requirements. Ch. 2006-68, LOF.				
26	Adds a new section establishing a level of service for out-of-county hurricane evacuation of no greater than 16 hours for a category 5 storm for any local government that wishes to follow the process in s.163.3178(9)(a) but has not established such a level of service by July 1, 2008. Ch. 2006-68, LOF.	163.3178(9)(b)			No – Optional Amendment.
27	Requires local governments to amend their Future Land Use Map and coastal management element to include the new definition of the CHHA , and to depict the CHHA on the FLUM by July 1, 2008. Ch. 2006-68, LOF.	163.3178(2)(c)			Yes – change definition and amend map. Draft map included in the EAR. See maps section.
28	Allows the sanitary sewer concurrency requirement to be met by onsite sewage treatment and disposal systems approved by the Department of Health. Ch. 2006-252, LOF.	163.3180(2)(a)	✓		
29	Changes s.380.0651(3)(i) to s.380.0651(3)(h) as the citation for the standards a multiuse DRI must meet or exceed. Ch. 2006-220, LOF.	163.3180(12)(a)	✓		
30	Deletes use of extended use agreement as part of the definition of small scale amendment. Ch. 2006-69, LOF.	163.3187(1)(c)1.f.	✓		
31	Creates a new section related to electric distribution substations ; establishes criteria addressing land use compatibility of substations; requires local governments to permit substations in all FLUM categories (except preservation, conservation or historic preservation); establishes compatibility standards to be used if a local government has not established such standards; establishes procedures for the review of applications for the location of a new substation; allows local governments to enact reasonable setback and landscape buffer standards for substations. Ch. 2006-268, LOF.	163.3208	✓		
32	Creates a new section preventing a local government from requiring a permit or other approval for vegetation maintenance and tree pruning or trimming within an established electric transmission and distribution line right-of-way . Ch. 2006-268, LOF.	163.3209	✓		
33	Community Workforce Housing Innovation Pilot Program;		✓		

CHANGES TO CHAPTER 163, F. S. 2004-2006		CHAPTER 163, F. S. CITATIONS	N/A*	ADDRESSED (WHERE/HOW)	AMENDMENT NEEDED BY ELEMENT
	created by Ch. 2006-69, LOF, section 27. Establishes a special, expedited adoption process for any plan amendment that implements a pilot program project.				
34	Affordable housing land donation density incentive bonus; created by Ch. 2006-69, LOF, section 28. Allows a density bonus for land donated to a local government to provide affordable housing; requires adoption of a plan amendment for any such land; such amendment may be adopted as a small-scale amendment; such amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions.				Yes – amend future land use element to allow for density bonus. See section regarding workforce housing.
CHANGES TO RULE 9J-5, F.A.C.					
No rule changes have been made since the City’s plan was found “In Compliance” in 2005.					
CHANGES TO THE STRATEGIC REGIONAL POLICY PLAN					
No changes to the SRPP have been made since the City’s plan was found “In Compliance” in 2005.					

ASSESSMENT OF OBJECTIVES AS THEY RELATE TO THE MAJOR ISSUES

Table 11 – Transportation Choices

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
Bicycle-friendly City; Pedestrian-friendly City	<p>Policy 2-1.3.10: Dedicate Funding to Multimodal Transportation Improvements. Within one year of adopting this ordinance to amend the Comprehensive Plan, the City shall adopt a revised transportation impact fee ordinance to enable the contribution of development impact fees towards the funding of multimodal transportation facilities and to support multimodal design standards.</p> <p>Policy 2-1.3.4: Expand Pedestrian and Cycling Infrastructure. The City shall enhance the existing pedestrian and cycling network through filling gaps in the network and providing new pedestrian and cycling facilities throughout the city.</p>	<p>In early 2008, the City completed an update of the transportation impact fee ordinance. The previous impact fee was designed to be used only for road improvements. The updated impact fee ordinance is designed so that fees are now collected to fund bicycle, pedestrian, transit and road improvements.</p> <p>The City completed construction of a multi-use trail on the north side of Scenic Highway 98 from Matthew Boulevard to Pompano Street. The trail is Segment 1a of a planned multi-use trail running west-to-east through the entire length of the City, from the Marler Bridge to the Walton County Line. The City completed construction of a multi-use trail on the north side of Scenic Highway 98 from Pompano Street to James Lee Park. The trail is Segment 1b of the City-wide multi-use trail.</p>	<p>No changes to the plan are necessary. The City should continue to fund and construct bike, transit and pedestrian improvements throughout the City.</p>
Expanded public transit opportunities Buses Trams Water taxi Ridesharing	<p>Policy 2-1.3.5: Expand and Enhance Transit Coverage and Service. The City shall amend the LDC to include revised transit development standards within one year of adopting this ordinance to amend</p>	<p>In 2006, the City completed the Transit Stop Design and Location Study that provides general standards for transit stop design and locations identified on maps portraying existing and proposed</p>	<p>No changes to the Plan are required unless the City is unable to adopt the new LDC standards for multimodal transportation. In that case, the City should amend the implementation due date.</p>

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	the Comprehensive Plan.	transit routes. The transit standards have been incorporated into the draft LDC update. The transit stop maps have been used in the development review process to help negotiate for the provision of transit easements and infrastructure for sites where transit stops have been proposed.	
	Policy 2-1.3.6: Promote Water Taxi Service. The City of Destin shall amend the LDC within one year of adopting this ordinance to amend the Comprehensive Plan to include requirements to provide space for water taxi docking facilities, multimodal connections to water taxi locations, and developer contributions towards the creation of water taxi service in the City.	The City adopted Ordinance 05-13-LC on August 22, 2005 which required a boat slip to be reserved for a “water taxi” and provided for pedestrian access from US Highway 98 down to the Harbor and east-west access along the Harbor. The draft LDC update addresses land development, sidewalk, trail, bike lane, street, and transit standards, all of which are of more immediate relevance than the potential for water taxi service.	No changes to the plan are necessary.
Transit service awareness	There are no objectives or policies that relate to this issue.	The City currently does not publish information regarding transit service within the City.	No changes to the plan are necessary; however the City should provide information on its website and print information at key city destinations (library, rec centers, city hall, newsletters, etc) regarding transit availability.

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
Multimodal Transportation District	Objective 2-1.3: Adopt A Multimodal Transportation District.	The City adopted a MMTD and is currently in the process of writing its first bi-annual monitoring report, due in January to DCA and FDOT. The City is also in the process of amending the LDC to implement specific design standards and requiring on-site multimodal transportation improvements.	Minor changes to the transportation element will be required based on the data and analysis provided in the bi-annual monitoring report. The element should contain policies requiring the creation of multi-modal design implementation “evaluation/point system” in the Land Development Code.
Parking supply along Harbor Boulevard	Policy 2-1.3.8: Prioritize Community Parking over On-site Parking.	The City completed a parking analysis in 2006 to estimate parking demand within the Harbor and identify potential locations for structured parking facilities. The draft LDC update includes language pertaining to developer contributions of in-lieu parking fees which could be used to finance off-site shared parking in-lieu of on-site surface parking.	No changes to the Plan are needed.
Traffic flow Complete East/West Corridor Signal timing	Policy 2-1.3.7: Develop Interconnected Street Network. The City shall implement the recommendations of the Transportation Corridor Management Plan, with the objective of developing an interconnected road network providing an alternative to Harbor Blvd/Emerald Coast Parkway for local traffic. The alternative corridor shall provide a continuous connection from Danny Wuerffel Way in Okaloosa County along	The City will begin construction shortly on an addition of two lanes and a median to Airport Road between Main Street and the future Commons Boulevard extension, and on the Commons Boulevard extension from Airport Road to Two Trees Road. The City is actively pursuing opportunities to acquire rights-of-way for a planned connection from Legion Drive to Azalea	No changes to the Plan are recommended at this time. However, the city may consider studying traffic signal timing during peak driving hours.

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>Commons Boulevard and through the city to Stahlman Avenue.</p> <p>Policy 2-1.1.1: Additional Road Corridors. The City shall pursue the design and construction of additional road corridors that will facilitate the movement of both auto and non-auto traffic, as shown on Maps 2-1 and 2-2 of this Transportation Element. These road corridors shall include an east/west roadway parallel to and north of Harbor Boulevard/Emerald Coast Parkway and a north/south roadway parallel to Main Street and north of Indian Bayou Trail to relieve existing congestion on Harbor Boulevard/Emerald Coast Parkway and Main Street by providing an alternative for local traffic.</p>	<p>Drive to complete the west end of the parallel corridor, a further extension of Commons Boulevard from Airport Road to Main Street, and an extension of Mattie Kelly Boulevard south to US Highway 98.</p>	
<p>Intergovernmental coordination: Evacuation planning</p>	<p>Policy 2-1.5.5: Coordinate with Emergency Management Plans.</p>	<p>To date, the Northwest Florida Hurricane Evacuation Study has not been updated.</p>	<p>Once the study is updated, the City should coordinate with local emergency management officials and amend local plans as necessary.</p>
<p>Transit service (County)</p>	<p>Policy 2-1.3.5: Expand and Enhance Transit Coverage and Service.</p>	<p>Transit service in the City of Destin is provided in partnership with Okaloosa County Transit.</p>	<p>No changes to the Plan are recommended.</p>

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
<p>General aviation airport (County)</p>	<p>Objective 8-1.2: Manage And Coordinate Future Land Use Decisions.</p>	<p>Prior to 2006, transit service was provided only during the summer season from late May to late September. Beginning in 2006, all Okaloosa County Transit routes now operate year round. The City continues to coordinate with Okaloosa County Transit (OCT) to improve current transit operations and future transit planning. Okaloosa County Transit representatives were interviewed during the development of the Transit Stop Design and Location Study and given an opportunity to provide feedback on the City's final draft. The City and OCT coordinate during the development review process to ensure that applicants are providing transit infrastructure consistent with OCT standards and to ensure that new developments will not have an adverse impact on transit operations.</p> <p>Most of the property located adjacent to the airport is lower density single family residential. The policies in the ICE direct the City to coordinate with Okaloosa County regarding land use and</p>	<p>The City should amend ICE Policy 8-1.2.1: Development and Growth Management Issue by adding: 14. Land development activities adjacent or in proximity to the Destin Airport.</p>

MAJOR ISSUE: TRANSPORTATION CHOICES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
US 98 multi-modal implementation(FDOT)	Policy 2-1.3.4: Expand Pedestrian and Cycling Infrastructure. The City shall coordinate with FDOT to ensure adequate signal locations and timing as new crossings are planned along Harbor Boulevard/Emerald Coast Parkway for safe crossing of that facility.	other issues, but does not specifically mention the airport. Policy 2-1.3.4 is the only policy in the plan that relates to coordination with FDOT on multimodal issues. Other coordination issues exist regarding bus stops and streetscaping on Highway 98/Harbor Blvd./Emerald Coast Parkway.	The City should add the following policies to the Transportation Element: The City shall coordinate with FDOT to permit transit stops on US HWY 98. The City shall coordinate with FDOT regarding landscaping and other streetscape enhancements within the MMTD on US HWY 98.

Table 12 – Workforce Housing

MAJOR ISSUE: AFFORDABLE WORKFORCE HOUSING	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT POLICIES/CONDITIONS	RECOMMENDATION
<p>Sites for workforce housing; Methods to facilitate development of workforce housing.</p>	<p>Objective 3-1.1: Provide Adequate And Affordable Housing for Current and Future Populations. Destin shall develop programs and strategies to achieve adequate, affordable and safe housing for current and future populations by maintaining a sufficient ratio of affordable housing each year for year-round residents and for workers supporting the local economy. To achieve this objective the following policies shall be implemented.</p> <p>Policy 3-1.1.8 of the element states the City will offer density bonuses to Promote affordable housing.</p>	<p>The City has not adopted a density bonus program.</p>	<p>The City should amend the Future Land Use Element to allow for density bonuses for affordable housing, particularly in areas in proximity to employment. The City could offer the following from among the following options:</p> <p>Award a bonus of one market dwelling unit per every affordable unit, as long as the affordable unit does not vary in exterior appearance or energy efficiency as compared to the market rate units, or</p> <p>Identify locations of the City that are appropriate for increases in density, subject to the additional dwelling units being subject to the attainable workforce housing standards adopted by the City.</p>
	<p>Policy 3-1.1.6: Barriers to Affordable Housing within the Land Development Regulations. All amendments to the City's Land Development Code (LDC) shall be reviewed, to ensure that proposed regulatory techniques and review procedures do not create barriers to affordable housing. The LDC shall include provisions that allow the construction and location of zero-lot line developments, cluster housing townhouses, apartment units, and similar housing.</p>		<p>The City should amend this policy to read: The City's Land Development Code (LDC) shall be amended to ensure that proposed regulatory techniques and review procedures do not contain standards or approval processes that unnecessarily increase the cost of affordable housing. The LDC should embrace cost-saving site, subdivision, and road design standards.</p>

<p>MAJOR ISSUE: AFFORDABLE WORKFORCE HOUSING</p>	<p>OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE</p>	<p>CURRENT POLICIES/CONDITIONS</p>	<p>RECOMMENDATION</p>
	<p>Policy 3-1.1.9: Maintain a Streamlined Development Review Process. Within one year from the effective date of the Comprehensive Plan, the LDC shall be amended to maintain a streamlined development review and permitting process for affordable housing developments and redevelopment serving year-round residents, in order to minimize costs and delays which unnecessarily raise the cost of housing.</p>	<p>The City has not fully implemented this policy.</p>	<p>Several measures have been initiated through LDC and administrative changes that have simplified the development review and approval process. Such measures include simplification of the storm water review process, and the creation of a de minimus development threshold that eliminates the requirement for a development order.</p> <p>Several additional measures should be taken, including, but not limited to, the following:</p> <p>The Technical Review Committee should meet more often than once a month to facilitate a more timely review of projects.</p> <p>Provide user-friendly, project-specific handouts that clearly and concisely delineate the steps and requirements for securing a permit for various types of projects such as a single family home, room addition, accessory dwelling unit, sheds, fences, pools, etc.</p> <p>Benchmark review and approval timeframes to help identify steps that appear to require excessive time, and evaluate measures that would reduce review times without sacrificing code compliance.</p> <p>Review the zoning regulations for standards that may be too rigid and where more flexibility may be appropriate.</p>

MAJOR ISSUE: AFFORDABLE WORKFORCE HOUSING	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT POLICIES/CONDITIONS	RECOMMENDATION
	<p>Objective 3-1.3: Adequate Housing Sites. The City shall support adequate housing sites for all residents of Destin, including very low, low, and moderate income housing, as well as manufactured housing through the implementation of the following policies.</p> <p>Policy 3-1.3.3: Provision of Diverse Housing Types. The City shall continue to provide land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the City</p>	<p>The Future Land Use Map allows for a diverse range of housing types. However, based on the information provided in the affordable housing section of this document, the City needs to address the provision of adequate sites for affordable housing.</p>	<p>The City should implement this policy by amending the Future Land Use Element to allow rentable accessory dwelling units in carefully defined residential areas and by permitting attainable workforce housing in commercial and office areas.</p>
	<p>Objective 3-1.9: Coordinate Housing Type and Location with Transportation Programs. Land use and transportation planning shall be coordinated to assure that affordable housing, higher density housing, and housing for special groups are accessible to future public transportation programs or transit systems.</p> <p>Policy 3-1.9.1: Proximity to Transportation Programs and Systems. Affordable housing, housing for special groups, and higher density residential development shall be encouraged to locate along or near arterial and collector roads where future transit systems can more efficiently provide service.</p>	<p>Currently, the FLUM allows for higher densities through its tiered land use system within the multimodal transportation district.</p>	<p>The City should implement this policy by offering incentives for attainable workforce housing in FLUM categories that abut existing and planned transit routes. Incentives should include density/intensity bonuses and reduction of parking standards.</p>

Table 13 – Surface Water Quality

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
<p>Improve water quality of local waters:</p> <p>Gulf Bay Harbor</p>	<p>OBJECTIVE 4-4.1: IMPROVE WATER QUALITY. The City shall improve water quality occurring in runoff by eliminating 50 percent of the total suspended solids (TSS) and 25 percent of nutrients (total nitrate, total phosphorus) (based on 1987 levels) from the Harbor by 2010.</p> <p>Policy 4-4.1.1: Surface Water Quality Programs. The City shall program stormwater management improvements as part of its local street improvements program; work through the NFWMD and Florida Department of Transportation (FDOT) to properly operate and maintain cyclonic treatment structures for Harbor Boulevard outfalls; review public projects performed within the drainage basins of the Harbor for compliance with the City ordinance; prepare a drainage study of the harbor drainage basin that will include recommended water quality improvements, estimated construction costs, and capital improvement program.</p>	<p>The City completed renovations to the Destin Harbor Pump Station to make it more reliable and available to improve water quality in the Harbor. The City has also successfully obtained stormwater grants to improve water quality in the Harbor, Bay and Gulf. Current conditions are not providing sufficient water quality data to conduct a detailed analysis of pollutant load reductions.</p>	<p>The City should amend this Objective to also include the Bay and Gulf. The following should be deleted from the policy: “prepare a drainage study of the harbor drainage basin that will include recommended water quality improvement, estimated construction costs, and capital improvement program.”</p> <p>The Policy should be modified to read “within all drainage basins in the City for compliance.</p>
	<p>Policy 4-4.1.2: Studies to Evaluate Surface Water Quality. Within two years of Plan adoption the City shall undertake appropriate studies to evaluate alternative approaches for the Harbor Boulevard FDOT Stormwater Outfall D, located at the eastern end of Destin Harbor. As interim measures, the City will continue routine</p>	<p>The City successfully lobbied and applied for grant funds to install a stormwater separator unit at this outfall point. The project is currently under design and permitting is ongoing.</p>	<p>This Policy should be modified to refer to the outfall east of Fisherman’s Wharf in lieu of “Outfall D”. Implement the proposed stormwater treatment unit at this proposed location.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>monitoring of the outfall, routine removal of debris from the outfall area (when such debris can be handled by the City), cooperation and communication with FDOT and Florida Department of Environmental Protection (FDEP) regarding maintenance needed (when such maintenance is the responsibility of the FDEP or FDOT), continue considerations of alternative design schemes for this outfall and other outfalls associated with the State drainage system, and other activities designed to reduce or eliminate pollutants, litter and debris from reaching Destin Harbor through the outfalls. The studies contemplated herein may be accomplished pursuant to the study performed pursuant to Policy 4-5.1.6.</p>		
	<p>OBJECTIVE 4-5.1: MAXIMIZE EXISTING STORMWATER FACILITIES. Correct existing facility deficiencies and maximize their use.</p> <p>Policy 4-5.1.1: Stormwater Level of Service Standard. The City's stormwater LOS shall reflect recent trends in water quantity and quality in Florida including the following LOS requirements:</p> <ul style="list-style-type: none"> • 25-year/24-hour peak attenuation for retention ponds in non-landlocked drainage basins; in landlocked basins the LOS shall be a minimum of 100-year/24-hour peak attenuation. • Roadway secondary conveyance infrastructure designed for ten-year/24-hour storm event. 	<ul style="list-style-type: none"> • The City is currently working with the NWFWMMD and implementing their stormwater requirements as necessary. 	<p>This Policy should be modified to refer to the Northwest Florida Water Management Districts Environmental Resource Permitting requirements in lieu of the Florida Department of Environmental Protection.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<ul style="list-style-type: none"> • Roadway cross-drains on collector/arterial roadways designed for 50-year/24-hour storm event; on local/collector roadways designed for 25-year/24-hour storm event. • Parking conveyance infrastructure designed for five-year/24-hour storm event. • Finished floor (not final slab) elevations one foot above 100-year flood elevation (revised). • Increase pollutant abatement loading through implementation of best management practices as established by the FDEP and meet the water quality standards of Ch 62-302, §62-302.500, FAC. • FDEP standards of Ch. 62-25, FAC, which requires the retention of the first one-half inch of runoff. 		
	<p>OBJECTIVE 5-1.5: SURFACE WATER QUALITY AND QUANTITY. The City shall assist in maintaining and improving the environmental health of the Choctawhatchee Bay and its bayous, the Gulf of Mexico, Destin Harbor, and local lakes. The City shall also assist in improving and preserving the ambient water quality of Class II waters (shellfish harvesting and propagation areas) in order to protect the economic and social well-being of the citizens of Destin.</p> <p>Policy 5-1.5.1: Water Quality, Surface Water Management, and Land Use. Stormwater facilities and site development shall be designed to prevent runoff from lowering water quality within Choctawhatchee Bay, Destin Harbor, the</p>	<p>The City has adopted policies in the LDC, Article 10.03.00 that require stormwater facilities for site development. Any development must meet the water quality level of service standards.</p>	<p>No changes are recommended at this time.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>City's bayous, or the Gulf of Mexico below the minimum conditions necessary to maintain State classifications as established in Chapter 62-302, F.A.C.</p>		
	<p>Policy 5-1.5.5: Reduce Soil Particulates and Silt Entering Choctawhatchee Bay, Bayous, and the Gulf Waters. Soil and silt material introduced to Choctawhatchee Bay, Harbor, and Gulf of Mexico through stormwater runoff shall be reduced through the following actions or requirements:</p> <p>Soil erosion and sediment created by wind or rain shall be reduced at construction or land clearing sites through the implementation of soil erosion prevention techniques applying best management practices that retain soils onsite to the greatest extent practical.</p> <p>Property owners shall maintain existing vegetation consistent with landscape plans approved by the City, including the revegetation of cleared land and the replacement of trees, plants and lawn grass, in order to reduce erosion resulting from exposed or disturbed soils affected by wind or rain.</p>	<p>The City has adopted policies in the LDC, Article 10.03.00 that require stormwater facilities for site development. Any development must meet the soil and sediment erosion control standards.</p>	<p>No changes are recommended.</p>
	<p>Policy 5-1.5.6: Bay Shoreline Protection Zone. There is created a bay shoreline protection zone for properties along the waterfront of Choctawhatchee Bay, Marler Bayou, Joe's Bayou and Indian Bayou. For all lot platted or</p>	<p>The City requires that this buffer shall consist of preserved native vegetation, including canopy, understory and ground cover. If no native vegetation exists on the site, a planted buffer is required.</p>	<p>No changes are recommended.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>created after December 22, 1992, this area is defined as a 100-foot buffer that begins at the mean high-water line and extends landward 100 feet. For all lots platted or created prior December 22, 1992, this area is defined as a 50-foot buffer that begins at the mean high-water line and extends landward 50 feet. The buffer zone shall consist of preserved native vegetation, including canopy, understory, and ground cover. If there is no native vegetation on the site, a planted vegetative buffer shall be required upon development of the site. Principal habitable structures shall locate outside the Bay Shoreline Protection Zone. If the principal habitable structure cannot be situated outside the Bay Shoreline Protection Zone because of depth of lot depths, right-of-way easements, utility easements, or access easements, the maximum setback achievable shall be provided but shall not be less than 50 feet for lots created after December 22, 1992 and 25 feet for lots created prior to December 22, 1992. Uses allowed within the Bay Shoreline Protection Zone shall be limited to conservation, water-dependent, water-related or accessory uses and structures.</p>		
	<p>Policy 5-1.5.7: Gulf Shoreline Protection Zone. A Gulf shoreline protection zone commences at the mean high-water line and runs to and includes the primary dune system, which is defined according to Section 62B-33.002(17), F.A.C. The following activities shall be</p>	<p>The City continues to enforce these policies in the LDC, Article 11.01.01. The 2005 adoption of the City's Stormwater Master Plan will ensure continued protection.</p>	<p>No changes are recommended.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>prohibited within the Gulf shoreline protection zone: Construction of buildings and structures, except for permitted minor structures authorized by the FDEP; albeit the minimum setback for construction within properties fronting the Gulf of Mexico shall not be less than 50 feet from the line of mean high water. Removal of existing vegetation, except as allowed pursuant to an approved FDEP permit; Planting of new vegetation except for native, salt-resistant species suitable for beach and dune stabilization; There shall be no seawalls or armoring permitted on the gulf side of gulf-front properties. Armoring is defined by Section 62B-33.002(5), F.A.C.</p>		
	<p>Policy 5-1.5.9: Improve Water Quality within Destin Harbor (Old East Pass). Water quality within Destin Harbor shall be improved through the following actions and programs: Upon completion of the stormwater master plan under preparation in 2002, needed improvements therein shall be incorporated into the City's Capital Improvements Program. When establishing priorities for improvements identified within this study, the City shall consider those improvements that eliminate or reduce discharge into Destin Harbor. The City shall coordinate with FDEP regarding state programs and/or grant funds that can be used to improve water circulation and to remove sediment within Destin Harbor. The City shall continue to support FDEP water</p>	<p>In 2005 the City adopted its Stormwater Master Plan. This Plan includes a Capital Improvement Program. The City has also successfully obtained stormwater grants to improve water quality in the Harbor. The City successfully lobbied and applied for grant funds to install a stormwater separator unit at this outfall point. The project is currently under design and permitting is ongoing.</p>	<p>Items 2 should read "The City shall coordinate with FDEP and NFWFMD regarding state programs and/or grant funds that can be used to improve water circulation and to remove sediment within Destin Harbor."</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>monitoring programs for Destin Harbor. The FLUE and the LDC shall prohibit or regulate land use activities that will adversely impact water quality within Destin Harbor.</p> <p>Pre-and post-development stormwater runoff rates should ensure that the volume, natural fluctuation, and water quality of receiving waters entering Destin Harbor maintains water quality standards established by the FDEP.</p>		
	<p>OBJECTIVE 5-1.8: PROTECTING FISHERIES, WILDLIFE, AND WILDLIFE HABITATS. The City shall protect seagrass beds, wetlands, shellfish propagation and harvesting areas and habitats of endangered or threatened species from the adverse impacts of development by regulating the location, density, and intensity of those activities that cause the adverse impact.</p> <p>Policy 5-1.8.5: Protect and Conserve Shellfish Propagation and Harvesting Areas. Marinas with in-water storage, wastewater treatment plants and outfall systems, and businesses classified as large quantity generators of hazardous waste, as defined by Florida Statutes, shall not be permitted in shorelines areas of Choctawhatchee Bay where adjacent waters are classified by the State Division of Aquaculture as approved or conditionally approved for shellfish harvesting.</p>	<p>The City does not permit the uses addressed in Policy 5-1.8.5. These items are addressed in the LDC, Article 11.</p>	<p>No changes are recommended.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>OBJECTIVE 5-1.13: CONSIDER APPLICATION OF INNOVATIVE LAND AND WATER RESOURCE MANAGEMENT AND ENERGY CONSERVATION CONCEPTS. The LDC shall incorporate concepts for managing land, water, and energy resources which are responsive to unique development and conservation issues identified in the City's Comprehensive Plan.</p> <p>Policy 5-1.13.1: Incorporate Innovative Techniques in the LDC. Within one year from the effective date of this Comprehensive Plan, the City shall amend its LDC to incorporate land and water resource management techniques. The land and water resource management techniques shall have been successful and cost effective in resolving development and conservation issues such as surface water management, soil erosion and sedimentation control, land clearing and excessive tree removal, loss of mature plants and wildlife habitat, and conservation of water supply.</p>	<p>The City has established and is enforcing land and water resource management techniques to control surface water management, soil erosion and sedimentation control, land clearing and excessive tree removal, loss of mature plants and wildlife habitat, and conservation of water supply. These techniques are outlined in Articles 10 and 11 of the LDC.</p>	<p>No changes are recommended.</p>
	<p>OBJECTIVE 6-1.1: PROTECT COASTAL RESOURCES, WETLANDS, ESTUARIES, LIVING MARINE RESOURCES, AND WILDLIFE HABITATS. Coastal resources, wetlands, water resources, living marine resources, coastal barrier and wildlife habitats, and other natural resources shall be protected, conserved, and enhanced through implementation of the following policies.</p> <p>Policy 6-1.1.1: Conservation through Land Acquisition. The City shall annually evaluate</p>	<p>The City has purchased approximately 3 acres of land within City limits since 2005 to protect coastal resources. Plans are currently underway to preserve this area as a City Park for public access along the Harbor.</p>	<p>Continue to look for opportunities to expand the City's conservation lands.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	opportunities to acquire coastal lands and wetlands through state and/or federal conservation land acquisition grant programs.		
	<p>Policy 6-1.1.3: Protect Coastal and Estuarine Environmental Quality and the Shoreline. The City shall not approve a development order until it has evaluated the potential impact identified by the applicant and other public entities having jurisdiction over the impacted resources. The applicant shall bear the burden of demonstrating that adverse impacts on natural resources of the coastal area will be prevented and that all applicable State and/or federal regulatory measures shall be or have been satisfied. The development review process shall involve all local, regional, State, and federal entities with jurisdictional authority. All development shall:</p> <ul style="list-style-type: none"> • Protect fish and wildlife habitat. • Prevent degradation of water quality and estuaries. • Manage surface water run-off. • Protect living marine resources. • Reduce exposure to natural hazards. • Ensure adequate public access. • Preserve White Sands. 	The City has established and is enforcing requirements to evaluate the potential impact identified by the applicants and other public entities having jurisdiction over the impacted resources. This is enforced through Article 11 of the LDC.	No changes are recommended.
	OBJECTIVE 6-1.2: REDUCE ADVERSE IMPACTS TO WATER QUALITY IN COASTAL WATERS. The City shall reduce adverse	The City adopted a Citywide Stormwater Master Plan in 2005. Since then numerous projects have been implemented to improve the City's	This Policy should be amended to refer to annually updating the City's Capital Improvements Plan in accordance with the

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>impacts to water quality within Destin Harbor, Choctawhatchee Bay, the Gulf of Mexico, and adjacent bayous through implementation of the following activities:</p> <p>Policy 6-1.2.1: Stormwater System Improvements. Within two years of Plan adoption, a stormwater master plan for the City shall be prepared and shall address improvements to reduce stormwater run-off into coastal waters. The plan shall provide a basis for adopting regulatory measures enhance water quality and shall identify capital improvements needed to improve the stormwater management system. Upon completion of a stormwater master plan, the City shall incorporate improvements recommended into its Five-Year Schedule of Capital Improvements. When prioritizing stormwater improvements for available funding, the City shall take into consideration those improvements that contribute to reducing the volume of stormwater runoff entering coastal waters.</p>	<p>Stormwater system. These projects include: Calhoun Stahlman Forest SD stormwater improvements, Clement Taylor Park stormwater improvements, Heritage Run auto floodgate design, Destin community retention pond, and Captain Dave's outfall study.</p>	<p>projects identified in the City's Stormwater Master Plan.</p>
	<p>Policy 6-1.2.2: Direct Stormwater Runoff into Coastal Waters. Channeling run-off directly into coastal water bodies shall be prohibited.</p>	<p>The City's LDC currently prohibits channeling runoff directly into coastal water bodies.</p>	<p>No changes are recommended.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>Policy 6-1.2.3: Water Quality within Destin Harbor. Where located on uplands, development impacting coastal resources and water quality within Destin Harbor shall be required to provide stormwater improvements and site design that ensures post-development runoff volume and water quality of receiving waters entering Destin Harbor meets or exceeds minimum standards established by the FDEP. For water-dependent development proposed over water within Destin Harbor, the City will continue to administer its Net Positive Environmental Benefit (NPEB) Program to assess such development a fee to support funding of infrastructure improvements that benefit or enhance water quality within Destin Harbor. Water-dependent development for purposes of this policy include marinas, boating facilities, construction supporting commercial or sport fishing, construction supporting marine activities, passenger ferries, boardwalks, and recreation-related activities. Net positive environmental benefits are the gains in environmental quality or other ecological properties attained by remediation or ecological restoration, less the environmental harm caused by those actions. The NPEB contribution shall be computed as 25 percent of the cost for construction occurring waterward from the mean high water line. The NPEB fee shall only be assessed for those construction projects receiving necessary permits from the</p>		<p>This Policy should be revised to also refer to the NFWFMD.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>Florida Department of Environmental Protection. Fees collected by the City shall be earmarked to a water quality improvement fund used only to pay for infrastructure improvements or ecological projects benefiting water quality or ecology within Destin Harbor. In lieu of payment of a fee used for water quality infrastructure improvements, the City may grant fee credit for stormwater improvements or other similar environmental projects implemented by property owners or developers if such improvement or project enhances or benefits water quality or the ecologic conditions within Destin Harbor above minimum standards established by the City and DEP.</p>		
	<p>Policy 6-1.2.4: Protection of Bayous. To minimize potential future adverse impacts to the City's bayous, principal land uses located adjacent to these waters shall be limited to those supporting single family residential or conservation or recreation activities and their ancillary uses. The Future Land Use Map (FLUM) shall support such uses adjacent to the City's bayous.</p>	<p>The City current land uses conform to this policy.</p>	<p>No changes are recommended.</p>
	<p>OBJECTIVE 6-1.3: COASTAL SHORELINES. Coastal shorelines shall be protected and enhanced through the following programs or activities: Policy 6-1.3.1: Reduce Shoreline Erosion through the Land Development Code. The City shall continue to enforce its Shoreline</p>	<ul style="list-style-type: none"> Article 11 currently enforces coastal shoreline protection. 	<p>No changes are recommended.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>Protection Ordinance. No native vegetation shall be removed from the coastal or wetland shoreline without a duly authorized permit from the city and state agencies, as applicable. Development along the shoreline shall revegetate, stabilize, and enhance damaged vegetative shorelines by planting native vegetation which:</p> <ul style="list-style-type: none"> • Contribute to fish and wildlife habitat, marine productivity and water quality. • Offer protection from erosion and flooding. • Contribute to the natural soil building process. 		
	<p>OBJECTIVE 6-1.5: LAND USE CONTROLS AND CONSTRUCTION STANDARDS FOR PROTECTING THE NATURAL SHORELINE AND THE BEACH/DUNE SYSTEM. Shoreline areas shall be protected by prohibiting construction of manmade structures along publicly owned beaches, excepting beach access structures compliant with construction standards of the FDEP. In addition, water dependent structures such as lifeguard stands or those related to beach renourishment (as approved by the FDEP) may be constructed if such structures meet the construction standards of federal and state agencies having jurisdiction. Any such construction activity must include measures to restore the beach and vegetation pursuant to a plan approved by the federal and/or state agencies having appropriate jurisdiction. No vegetation shall be removed</p>	<p>Article 11 of the LDC currently provides protection for the natural shoreline and Article 11.05.00 contains the regulations for marina siting in accordance with the Northwest Florida Coast Resource Management Plan.</p>	<p>No changes are recommended at this time.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	unless the applicant agrees to a mitigation plan to ensure that revegetation occurs. Appropriate federal and/or state agencies having jurisdiction shall approve the mitigation plan and establish the appropriate revegetation ratio.		
	OBJECTIVE 6-1.6: HAZARD MITIGATION AND COASTAL HIGH HAZARD AREAS (CHHA). Development shall occur in a manner that minimizes danger to life and property occasioned by hurricane events. The LDC shall include performance standards regulating development activities to minimize threat to life and property occasioned by hurricane events by ensuring that any development order approved by the City is coordinated with the Okaloosa County Hurricane Evacuation Plan and applicable regional or State hurricane evacuation plans. The City shall eliminate uses that are inconsistent with interagency hazard mitigation reports deemed appropriate by the City. This objective shall be measured through implementation of the following Policies.	The City shall continue to participate in the County's technical coordinating committee in preparing the hazard mitigation component of the Comprehensive Emergency Management Plan. Updates of the Plan shall identify specific actions that may be implemented to reduce exposure to natural hazards. The CHHA is described as 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 also includes 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).The City shall enforce more restrictive land use controls within the CHHA than in areas outside of the CHHA, including but not limited to: Not allowing increases in maximum density as identified in the Future Land Use Map. Performance criteria within the LDC shall mandate that all development and redevelopment within the CHHA comply with the following regulatory	No changes are recommended.

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
		<p>techniques for hazard mitigation:</p> <ol style="list-style-type: none"> 1. State and local regulations establish coastal construction control lines, as well as applicable state and local construction codes regulating construction activity in coastal areas. 2. Surface water management improvements that mitigate against loss of flood plain and comply with adopted surface water management level of service standards for drainage cited in the Public Facilities Element. 3. Publicly funded infrastructure shall not be built within the CHHA unless the facility is for the protection of public health and safety, creation of open space, implementation of beach restoration or shoreline erosion protection programs. 4. Land use controls shall ensure that wetlands are preserved and protected from the adverse impacts of development. 5. Dune and beach system restoration including ongoing maintenance of coastal vegetation. <p>A multi-agency site plan review process shall be initiated to ensure that all proposed development or redevelopment having adverse impacts on water quality, wetlands, shoreline stabilization, natural habitats, fish or wildlife, hurricane evacuation, or other coastal resources, shall be coordinated with County, State, federal, or regional agencies having jurisdiction. A primary function of this review</p>	

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
		process shall be to effectively reconcile hazard mitigation issues prior to issuance of any development orders.	
	OBJECTIVE 6-1.14: INTERGOVERNMENTAL COORDINATION WITHIN THE COASTAL AREA. The City shall establish an intergovernmental coordination mechanism to manage coastal resources within the jurisdiction of more than one local government or public agency. The City shall assist other agencies in implementing appropriate portions of existing multi-jurisdictional resource planning and management plans addressing the coastal area, including management of surface water runoffs, impacts of development on coastal waters and living marine resources.	The City shall continue to participate with Okaloosa County to manage coastal resources. Beach renourishment was completed in 2007. This project was a joint venture between the City and Okaloosa County.	No changes are recommended.
Improve street sweeping program	Not found.	Not found.	The City should add a Policy that establishes a level of service and/or measurable goals for a Citywide street sweeping program.
Maintain stormwater infrastructure: Catch basins Culverts Swales	Not Found.	The City regularly services and maintains its stormwater infrastructure.	No changes to the Comprehensive Plan are required for this program.

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>OBJECTIVE 4-5.1: MAXIMIZE EXISTING STORMWATER FACILITIES. Correct existing facility deficiencies and maximize their use.</p> <p>Policy 4-5.1.6: Citywide Drainage Study. Within two years of Plan adoption, the City Engineering Department shall complete a drainage study which, at a minimum, encompasses the following activities:</p> <p>Prepare a preliminary base map delineating all major watersheds and sub-basins affecting the City of Destin.</p> <p>Survey all drainage structures and stormwater management facilities within the City of Destin. Identify the size, vertical locations, inverts, and material of all culverts, inlets, erosion protection devices, and control structures. Locate all discharges to surface water bodies within the City.</p> <p>Recommend any adjustments in the LOS standards for future Comprehensive Plan revisions.</p> <p>Develop a prioritization methodology which incorporates: LOS standards, public safety, health and welfare considerations; hazard assessment for plan area; and other pertinent considerations developed in cooperation with the City staff.</p> <p>Evaluate the City's current Operation and Maintenance (O&M) practices relevant to drainage projects and stormwater management and recommend on changes to operating and management O&M practices.</p> <p>Reassess and modify the 100-year flood plain assessment and the COBRA zones shown on the Florida Emergency Management Agency (FEMA) panels.</p> <p>Prepare list of Capital Improvement Projects (CIP's) with alternative methods for site-specific projects.</p>	<p>The City adopted a Citywide Stormwater Master Plan in 2005. Since then numerous projects have been implemented to improve the City's Stormwater system.</p>	<p>The City shall include the removal and replacement of public drainage facilities within the City that were identified as poor or inadequate in the City's Stormwater Master Plan in the City's annual Capital Improvements Plan.</p>

MAJOR ISSUE: SURFACE WATER QUALITY	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	Complete ordinances for Comprehensive Plan amendments, LDC revisions, and redevelopment standards and practices per the Okaloosa County Local Mitigation Strategy and the Destin Post-Disaster Redevelopment Plan. The City shall amend its Comprehensive Plan to implement the recommendations of the study.		

Table 14 – Beach Stabilization

MAJOR ISSUE: BEACH STABILIZATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
<p>Establish artificial reefs and enhancement of the “Green Reef”</p>	<p>OBJECTIVE 5-1.7: PROTECT NATIVE VEGETATION AND MARINE HABITATS. The City shall protect and retain major vegetative communities, marine habitats, and endangered and threatened plant species. Vegetative communities include the beach and dune community and wetlands. Marine habitats include seagrass beds and other living marine resources.</p> <p>Policy 5-1.7.5: Inspection of Artificial Reef Materials. The City shall continue to cooperate with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, FDEP, and the Florida Wildlife and Fish Conservation Commission by providing inspection services for artificial reef materials and continuing to insure that such materials are suitable for use as artificial habitats in the Gulf and Bay.</p>	<p>The City has been diligent with signage and protective measures to keep pedestrians and vehicular traffic off of the primary and secondary dune systems. Access areas and acceptable uses are clearly. City codes restrict development in environmentally sensitive areas.</p>	<p>The City shall continue to cooperate with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, FDEP, and the Florida Wildlife and Fish Conservation Commission by providing inspection services for artificial reef materials and continuing to insure that such materials are suitable for use as artificial habitats in the Gulf and Bay. Additionally, the City should continue to enforce the requirements for activities in the Gulf shoreline protection zone.</p>
	<p>Policy 5-1.7.6: Support of Marine Habitats. The City shall continue to support and sponsor the protection of marine habitats, natural reefs and the nesting area of sea birds along shoreline areas. The City will cooperate with state and federal agencies to promote the development and management of artificial reefs and beach renourishment projects that protect or provide suitable habitat for nesting shore birds and sea turtles.</p>	<p>The City reviews all development within the Gulf shoreline protection zone, the harbor and the bay shoreline protection zone for any proposed disturbances to seagrass, saw grass, and nesting areas, etc. Mitigation is required for any for any development that degrades estuaries, wetlands, bayous, harbors or other natural resources.</p>	<p>No changes are recommended.</p>

MAJOR ISSUE: BEACH STABILIZATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>OBJECTIVE 5-1.8: PROTECTING FISHERIES, WILDLIFE, AND WILDLIFE HABITATS. The City shall protect seagrass beds, wetlands, shellfish propagation and harvesting areas and habitats of endangered or threatened species from the adverse impacts of development by regulating the location, density, and intensity of those activities that cause the adverse impact.</p> <p>Policy 5-1.8.4: Artificial Reef Program. The City shall continue its support for artificial reef programs sponsored by Okaloosa County and the FDEP.</p>	<p>The City currently works with the Choctawhatchee Basin Alliance and Turtle Watch among other environmental groups to monitor water quality and wildlife protection.</p>	<p>Continue conservation efforts and environmental protection measures outlined in the Land Development Code Article 11.</p>
	<p>OBJECTIVE 6-1.1: PROTECT COASTAL RESOURCES, WETLANDS, ESTUARIES, LIVING MARINE RESOURCES, AND WILDLIFE HABITATS. Coastal resources, wetlands, water resources, living marine resources, coastal barrier and wildlife habitats, and other natural resources shall be protected, conserved, and enhanced through implementation of the following policies.</p> <p>Policy 6-1.1.9: Artificial Reef Program. The City shall continue to support artificial reef programs sponsored by the State and County that create habitat for aquatic species and/or protect Gulf beaches from soil erosion. The City shall continue to cooperate with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the FDEP by providing inspection services for artificial reef materials and continue to ensure that such materials</p>	<p>The City continues to support artificial reef programs sponsored by the State and County that create habitat for aquatic species and/or protect Gulf beaches from soil erosion. The City shall continue to cooperate with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the FDEP by providing inspection services for artificial reef materials and continue to ensure that such materials are suitable for use as artificial habitats in the Gulf and Bay.</p>	<p>Continue to proceed with monitoring efforts and creation of suitable marine habitat.</p>

MAJOR ISSUE: BEACH STABILIZATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	are suitable for use as artificial habitats in the Gulf and Bay.		
	<p>OBJECTIVE 6-1.3: COASTAL SHORELINES. Coastal shorelines shall be protected and enhanced through the following programs or activities:</p>	<p>The restoration of Destin’s eastern beaches (the Crystal Beach area) was completed during the summer of 2007, and that 2-mile stretch of beach is now 100 feet wider.</p> <p>The Holiday Isle area is slated for a similar restoration in early 2009. The City of Destin and the Okaloosa County Tourist Development Council are in the permitting and design phase right now, and acquiring the funding sources. Summer 2009 has been targeted as the end date to have all of the City’s remaining 4 miles of beach restored.</p>	Continue to monitor changes in beach profiles and implement renourishment plans as needed.
Norriego Point	<p>OBJECTIVE 6-1.1: PROTECT COASTAL RESOURCES, WETLANDS, ESTUARIES, LIVING MARINE RESOURCES, AND WILDLIFE HABITATS. Coastal resources, wetlands, water resources, living marine resources, coastal barrier and wildlife habitats, and other natural resources shall be protected, conserved, and enhanced through implementation of the following policies.</p>	The City shall continue its efforts to preserve and protect Norriego Point by cooperating with the FDEP and U.S. Army Corps of Engineers. The City will continue to monitor the condition of the point and notify both agencies whenever erosion or other activities threaten the Point. The City shall continue to request that spoils materials from dredging East Pass be used to renourish and replenish Norriego Point.	No changes are recommended.
	<p>OBJECTIVE 6-1.3: COASTAL SHORELINES. Coastal shorelines shall be protected and enhanced through the following programs or activities:</p> <p>Policy 6-1.3.9: Sand Deposits at Norriego Point. The City shall continue to coordinate with the U.S. Army Corps of Engineers regarding depositing sands dredged from East Pass onto Norriego Point.</p>	Beach renourishment was recently completed.	The City should amend this Policy to include beach renourishment and stabilization along its entire boundary with the Gulf of Mexico.

Table 15 - Neighborhood Quality and Preservation

MAJOR ISSUE: NEIGHBORHOOD QUALITY AND PRESERVATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
Minimum housing code	<p>OBJECTIVE 3-1.2: HOUSING CONDITIONS AND BLIGHTING INFLUENCES. Destin shall continue to eliminate substandard housing conditions and blighting influences, and improve structural and aesthetic housing through the implementation of the following policies.</p>	<p>Objective 3-1.2 of the Housing Element (and associated policies) establishes the regulation of housing conditions within the City. The City has a standard building code that it follows. Policy 3-1.5.2 of the Housing Element also designates code enforcement as a primary mechanism for preserving existing housing stock. Further guidelines for housing codes are detailed in the Land Development Code. Section 9.05.00 of the Code sets the general guidelines for code enforcement with the intent to preserve existing neighborhoods.</p>	<p>The City should continue to enforce the Florida Building code through its inspection process. The City can apply for CDBG grants if substandard housing becomes an issue in the future. No changes to the plan are necessary at this time.</p>
<p>Preservation of single family neighborhoods</p> <p>Initiate Neighborhood Plans to Improve/Preserve Neighborhood Character</p>	<p>OBJECTIVE 1-1.2: RESIDENTIAL QUALITY. Sufficient land area shall be designated for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Residential development shall be planned and designed to create and perpetuate stable residential neighborhoods and implement Policies set forth below.</p>	<p>Objective 1-1.2 of the Future Land Use Element outlines policies for protecting residential neighborhoods in general terms. There are no specific policies identified for the preservation of neighborhoods, however. Some future land use categories are tailored for specific areas of the City. These designations are more context-specific than a typical future land use map. Within the designations, recognition is given to the desired scale and appropriate uses within the various areas of the City.</p> <p>Objective 3-1.5 of the Housing Element commits the City to the preservation of existing housing stock. Policies include provision of services, code enforcement, rehabilitation of existing structures, ensuring new development is compatible with existing</p>	<p>The issue at hand appears to be overcrowding of single family homes with seasonal employees. This is not necessarily a comprehensive planning issue; the City should continue enforcement of its “family” policy through coordination with code enforcement and the Sherriff’s office.</p>

MAJOR ISSUE: NEIGHBORHOOD QUALITY AND PRESERVATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
		neighborhoods, and a survey and preservation program for historic structures.	
Preservation of the tree canopy	<p>Policy 5-1.7.1: Implementing Protection of Vegetative Communities. Site design for development applications shall give priority to preserving areas with existing mature trees and native vegetation before replacing them with commercially-raised plants and trees. Open space requirements placed on site design shall be located in a manner that protects existing trees and native vegetation. The landscape standards and acceptable planting materials incorporated in the City’s Land Development Code shall promote the use of native plant species and prohibit the planting of exotic plants known to create nuisances. All open space areas where existing trees and vegetation are not preserved shall be replanted predominantly with native trees and vegetation. Where vegetative communities and marine habitats cannot be preserved, a restoration plan shall be prepared and implemented to compensate for the loss of vegetation and to enhance stabilization of fragile slopes and/or shorelines impacted by development.</p> <p>Policy 1-1.1.2: Landscaping, Buffering, Tree Protection, and Open Space. Landscaping, buffering and pervious open space shall be</p>	<p>The protection of existing trees is outlined in Policy 5-1.7.1 of the Conservation Element and Policy 1-1.1.2 of the Future Land Use Element. The Land Development Code provides guidance through the landscape regulations for new plantings in section 12.04.00. Section 2.05.00 requires a tree survey be completed before the development of a property. Removal of trees without the proper permit is forbidden. There is an emphasis throughout the Comprehensive Plan on using native trees in all landscaping.</p>	<p>The City should continue to enforce its tree protection ordinance. No changes to the Plan are necessary at this time.</p>

MAJOR ISSUE: NEIGHBORHOOD QUALITY AND PRESERVATION	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>required in order to maintain, beautify, and/or reinforce the established character of stable residential and nonresidential areas, especially along the outer edges of such areas. Open space, landscaping, and buffering criteria shall require such improvements as retention of pervious open space; tree protection; the planting of canopy trees, understory canopy, and shrubs; and installation of noise buffers as may be required, including vegetated berms with tree canopy, decorative masonry walls or fences, and other appropriate screening and buffering techniques. Landscape plans shall be provided as an integral part of the overall design of proposed new development and redevelopment in order to maintain and enhance the stability of stable residential and nonresidential areas.</p>		

Table 16 – Recreational Opportunities

<p>MAJOR ISSUE</p> <p>RECREATION OPPORTUNITIES</p>	<p>OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE</p>	<p>CURRENT CONDITIONS</p>	<p>RECOMMENDATION</p>
<p>Improve and promote neighborhood parks</p> <p>Promote “City Beautiful” through parks</p>	<p>OBJECTIVE 7-1.4: ADEQUATE RECREATION FACILITIES AND PARK DESIGN. Recreation space and facilities shall be designed and installed to meet a quality and standards acceptable to the City of Destin. The following policies shall be used to measure the quality of recreation facilities, equipment and design accepted by the City.</p>	<p>The City has several parks that are designed to be sensitive to the environmental conditions of the site, such as Mattie Kelley park. The City’s website contains a location map of all beach access points, but not of other City parks.</p>	<p>No changes to the comprehensive plan are recommended at this time. However, the City could add a parks and recreation map to its website to promote the City’s parks.</p>
<p>Improve access to waterfront accesses:</p> <ul style="list-style-type: none"> • Transit service • Bicycle paths • Parking (bicycles and cars) 	<p>OBJECTIVE 7-1.3: PARKS AND BEACH ACCESSIBILITY. All public parks and recreational facilities shall be designed to promote pedestrian and bicycle activity, minimize automobile impacts, and accommodate access for handicapped and elderly residents.</p>	<p>The City has adopted two Multimodal transportation districts, where developers are required to provide multimodal improvements such as bike racks, bus shelters, easements for bus stops, etc. Additionally, the City has funding allocated in its CIP for additional transit and sidewalk improvements.</p>	<p>No changes to the plan are recommended.</p>
<p>Provide amenities at waterfront accesses:</p> <ul style="list-style-type: none"> • Restrooms • Allowed uses signs 	<p>OBJECTIVE 7-1.6: FISCAL MANAGEMENT FOR THE PROVISION OF NEW RECREATION FACILITIES AND MAINTENANCE OF EXISTING PARKS. Adequate funding mechanisms and fiscal management programs shall be in place to assure that recreation facilities remain available through proper maintenance and to assure that new development pays for costs to provide parks and facilities which it demands.</p>	<p>The City is currently considering an impact fee for beach access points. Although the comprehensive plan does not specifically state what improvements the City shall make to existing parks, it can consider the use of impact fees for the construction of restrooms and signage.</p>	<p>No changes to the comprehensive plan are recommended at this time.</p>

<p>MAJOR ISSUE</p> <p>RECREATION OPPORTUNITIES</p>	<p>OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE</p>	<p>CURRENT CONDITIONS</p>	<p>RECOMMENDATION</p>
<p>Acquire new waterfront accesses:</p> <ul style="list-style-type: none"> • Beach • Bay 	<p>OBJECTIVE 7-1.1: SYSTEM OF PARKS AND RECREATION. The City shall on an annual basis and prior to adoption of the annual capital budget, review the need for new recreation sites, beach and shoreline access points, and recreation facilities. The analysis shall be predicated on data, standards, and policies contained in the Comprehensive Plan. The analysis shall be directed toward maintaining a system of recreational sites and facilities that are responsive to user needs.</p>	<p>Policies 7-1.1.7-1.1.0 states that the City shall obtain a total of seven additional access points by 2010. The City has acquired two parcels since the adoption of the plan, one on Destin Harbor and one on the Gulf of Mexico.</p>	<p>The City currently has \$2.5 million allocated to land acquisition for waterfront access. Additionally, the City is currently updating its parks impact fee ordinance, raising the fee to cover the cost of needed improvements. The City should closely monitor the amounts collected. Due to the significant drop in building permits issued and the fact that the ROSE is an optional element, the City may consider lowering its access point level of service, or extending the date in which the City expects to complete these acquisitions to 2015.</p> <p>No changes are recommended at this time.</p>
<p>Pursue special use parks:</p> <ul style="list-style-type: none"> • Dog park • Dog-friendly beach 	<p>OBJECTIVE 7-1.1: SYSTEM OF PARKS AND RECREATION. The City shall on an annual basis and prior to adoption of the annual capital budget, review the need for new recreation sites, beach and shoreline access points, and recreation facilities. The analysis shall be predicated on data, standards, and policies contained in the Comprehensive Plan. The analysis shall be directed toward maintaining a system of recreational sites and facilities that are responsive to user needs.</p>	<p>The City currently does not have money allocated for a dog park in its five year capital improvements plan.</p>	<p>Amend the five year CIP to include a dog park.</p>

<p>MAJOR ISSUE</p> <p>RECREATION OPPORTUNITIES</p>	<p>OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE</p>	<p>CURRENT CONDITIONS</p>	<p>RECOMMENDATION</p>
<p>Regulate beach vending</p>	<p>N/A</p>	<p>Currently, “beach vending” is regulated by a permitting process specified in the Land Development Code; however, specific uses, such as jet-ski, parasail, kayak, small sail boat, beach chair/umbrella rentals and other rentals are uses that are not specified in the Code. The LDC does allow for use “532 rental and leasing services” which in general covers the uses mentioned previously.</p>	<p>The City should consider adding “beach vendor” uses to appropriate FLU categories in the Future Land Use Element, particularly the Crystal Beach Resort (CBR), Gulf Resort Mixed Use (GRMU), and Holiday Isle Mixed Use (HIMU) districts. It should also consider amending the LDC to include use “532292 Recreational Goods Rental” in the CBR, GRMU and HIMU zoning districts.</p>
<p>Maintain Joe’s Bayou boat ramp</p>	<p>OBJECTIVE 7-1.1: SYSTEM OF PARKS AND RECREATION. The City shall on an annual basis and prior to adoption of the annual capital budget, review the need for new recreation sites, beach and shoreline access points, and recreation facilities. The analysis shall be predicated on data, standards, and policies contained in the Comprehensive Plan. The analysis shall be directed toward maintaining a system of recreational sites and facilities that are responsive to user needs.</p>	<p>Policy 7-1.1.10 states: “Improve Existing Access Points to Joe’s Bayou. The City shall continue its efforts to improve facilities at under-improved or unimproved access points to Joe’s Bayou. Currently undeveloped access points within residential areas, such as City-owned property along the 4th and 6th Street rights-of-way, shall be designed to serve adjacent neighborhoods as “walk-to” neighborhood parks or passive recreation space”.</p> <p>As of this date, this policy has not been implemented.</p>	<p>Amend the five-year CIP to include this project.</p>
<p>Preserve unique recreational resources:</p> <ul style="list-style-type: none"> • Harbor Beach • Norriego Point 	<p>OBJECTIVE 7-1.2: PROTECT OPEN SPACE SYSTEMS. Open space shall be protected by enforcing open space standards set forth within the Comprehensive Plan and through the designation of public open space areas.</p>	<p>The City currently coordinates with the Florida Department of Environmental Protection (DEP), the U.S. Corps of Engineers, and other state agencies regarding the preservation of publicly owned lands at Norriego Point as an open space and conservation area. Norriego Point is currently designated as Conservation on the FLUM and the City does not intend to change that</p>	<p>No changes are recommended.</p>

MAJOR ISSUE RECREATION OPPORTUNITIES	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
		designation. To date, the area has been preserved. It is classified as “conservation” on the FLUM.	
Facilitate completion of YMCA	No objective exists in the Plan to address this concern.	Destin Family YMCA opened on August 24, 2007.	No changes are necessary as the project has been completed.

Table 2 – Community Partnerships

MAJOR ISSUE COMMUNITY PARTNERSHIPS	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
Encourage Annexations	<p>Policy 1-3.4.9: Prepare Annexation Study. Within two years from Plan adoption, the City of Destin shall prepare an annexation study that analyzes development potential within the City of Destin urban area, including the unincorporated enclaves and the unincorporated urban fringe.</p>	<p>The annexation plan was completed early, during the timeframe that staff was preparing the comprehensive plan.</p>	<p>Amend Policy 1-3.4.9 to include annexation strategies from the annexation study.</p>
Maintain a local skilled labor force	<p>OBJECTIVE 3-1.1: PROVIDE ADEQUATE AND AFFORDABLE HOUSING FOR CURRENT AND FUTURE POPULATIONS. Destin shall develop programs and strategies to achieve adequate, affordable and safe housing for current and future populations by maintaining a sufficient ratio of affordable housing each year for year-round residents and for workers supporting the local economy.</p>	<p>According to the 2000 census, the City boasts high school and college graduation rates much higher than the national average. The challenge for the City is to keep this higher-educated population living within the City.</p>	<p>There are several policy changes that can assist the City with providing for workforce housing. Please see the recommendations under the Affordable Workforce housing major issue.</p>
<p>Accommodate community-serving businesses</p> <ul style="list-style-type: none"> • Contractors • Repair services 	<p>Policy 1-2.3.3: Commercial Trades and Services (CTS). The “CTS” designation is intended to accommodate small to moderate sized higher intensity commercial services related to the construction industry, machine and other power equipment, durable goods repair and service, warehousing, boat repair and service, vehicle service and repair, and similar commercial trades and services. These type uses are generally concentrated in the western part of the City, along Mountain Drive as delineated on the FLUM.</p>	<p>Currently, there are only 7.6 acres of vacant land in this land use category.</p>	<p>To accommodate these land uses, the City should consider amending the Future Land Use Element to permit trades in the Industrial land use categories.</p>

MAJOR ISSUE COMMUNITY PARTNERSHIPS	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
<p>Add community facilities</p> <ul style="list-style-type: none"> • High school • Hospital 	<p>OBJECTIVE 1-2.9: SCHOOL SITING. The FLUM shall accommodate schools at locations that minimize impacts to adjacent residential land use, that provide safe and efficient access to school sites, and that create compatibility between the size (mass and height) of the school facility and adjacent residential land uses.</p> <p>Policy 1-2.9.1: Suitable Locations for Schools. Schools shall be located where a school type will be compatible with the following FLUM designations situated outside of a Coastal High Hazard Area (as defined within the Comprehensive Plan):</p> <ul style="list-style-type: none"> • Elementary schools (i.e., primary and intermediate): Institutional or Residential/Office/Institutional Mixed Use District. A site should contain a minimum of ten (10) acres and shall have public water and sewer facilities. • Secondary schools (i.e., middle and high): Institutional or Residential/Office/Institutional Mixed Use District. A site should contain a minimum of twenty-five (25) acres, shall be located with direct access to a collector or arterial roadway without school-related traffic impacting local roads servicing residential neighborhoods, and shall have public water and sewer facilities. A school site shall contain sufficient acreage to accommodate landscaping and/or buffer walls adjacent to any abutting residential areas. 	<p>There is not enough vacant institutional land assembled within City limits to allow for a high school or small full service hospital under the current FLU regulations regarding lot size, height and/or floor area ratio.</p> <p>Additionally, the draft Okaloosa County Public School Facilities Element states that the current high school that serves the City (in Fort Walton Beach) is operating under capacity, and predicts a decrease in student population within this planning area over the next several years.</p>	<p>For a hospital: The City should consider allowing a greater floor area ratio and height for medical facilities in the ROI and Institutional FLU categories.</p> <p>For a high school: The City should continue to coordinate with Okaloosa County in monitoring the permanent resident population to ensure that public school facilities are meeting its target level of service. If the permanent resident population with school age children rises, the City may consider a requiring the dedication of land for a high school prior to the issuance of a large scale development order.</p> <p>The City may also want to consider coordinating with neighboring Walton County to consider the location of a High School in proximity to the City, but not necessarily within City limits, to serve the student population in and around Destin.</p>

MAJOR ISSUE COMMUNITY PARTNERSHIPS	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>Policy 1-1.5.2: Land Use Controls. The City shall enforce appropriate land use controls applicable to public and semi-public land uses. Public and semi-public facilities include public schools; health care facilities, such as hospitals, medical offices, adult life care facilities, similar facilities; emergency, police, and fire services; drainage facilities; water and wastewater facilities, and similar institutions promoting a public purpose.</p>		
<p>Establish a solid waste recycling program for commercial uses</p>	<p>Policy 4-3.1.6: Participation in Recycling Programs. The City shall participate in the Okaloosa County recycling program or require the City’s franchised collector to achieve equivalent recycling efforts so that a reduction in the solid waste stream going to landfills or the transfer station is achieved. Note: The program is designed to remove at least 30% of the solid waste from the waste stream.</p>	<p>According to Waste Management, recycling is currently available for commercial properties.</p>	<p>No changes to the plan are necessary; However, the City should update the information on its website to inform citizens that recycling is available for both residential and commercial properties.</p>
<p>Promote city achievements</p>	<p>n/a</p>	<p>This is a program the city can accomplish through the publication of its newsletter and/or additions to the City’s website.</p>	<p>No changes to the plan are necessary.</p>
<p>Support Community Redevelopment Areas</p>	<p>Policy 1-1.3.3: Major Mixed Use and Commercial Activity Centers. 2. CRA and Main Street Town Center. The City shall promote the image, function, and design of the Community Redevelopment Area Main Street Town Center, a planned pedestrian-oriented mixed use center of employment, commerce, city center living, as well as civic and cultural enrichment. As part of this initiative the City shall implement the</p>	<p>The adopted future land use plan concepts for the CRA have been integrated into the Comprehensive Plan and have been incorporated into the FLUM. In addition, the Transportation Element has incorporated street and transit improvements that reinforce CRA Plan goals, objectives, and Policies. The Town Center, as delineated on the FLUM, has been designated as a focal point for reinvestment in a community mixed use</p>	<p>No changes to the plan are needed at this time. The City should continue to fund capital improvements within the CRA.</p>

MAJOR ISSUE COMMUNITY PARTNERSHIPS	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
	<p>adopted Community Redevelopment Plan, including the tax increment finance program and a regulatory program that assists in implementing:</p> <ul style="list-style-type: none"> • Grid street system that enhances access to and with the Town Center and sub-areas of the CRA. • Design criteria that incorporate pedestrian and streetscape amenities, criteria for achieving the form, function, and design promoted in the adopted Community Redevelopment Plan. • Transit system that links the Town Center with the Harbor area, major center of activity along the Emerald Coast Parkway corridor, and other activity centers that generate patrons who seek the Town Center and Harbor areas for leisure activities, shopping, and/or employment. 	<p>commercial center anchored by the Main Street Corridor.</p> <p>The City is nearing completion of reconstruction of Main Street to include a multi-use path and a wider sidewalk.</p>	
<p>Preserve local heritage, community cohesiveness and sense of place</p>	<p>OBJECTIVE 1-1.1: URBAN DESIGN PRINCIPLES. Within one year from Plan adoption, the Land Development Code (LDC) shall be amended to implement the following criteria for promoting compatibility between and among land uses, community appearance, and natural amenities that shall be used in the site plan review process. The criteria shall provide an objective basis for managing development consistent with accepted urban design principles and practices.</p>	<p>The City amended its LDC to include basic design principles for the City.</p>	

MAJOR ISSUE COMMUNITY PARTNERSHIPS	OBJECTIVE/POLICY RELATED TO THE MAJOR ISSUE	CURRENT CONDITIONS	RECOMMENDATION
Maintain working waterfronts Harbor fishing fleet	<p>South Harbor Mixed Use (SHMU). The “SHMU” area is intended to accommodate a festive mixed use market place. The City should encourage tourist commercial development designed to preserve waterfront views, preserve water dependent activity, foster a pedestrian-oriented environment, and promote convenient public access to the planned Harbor boardwalk and charter fishing opportunities for the public. A major intent of the Comprehensive Plan is to preserve the “SHMU” area as a world-class fishing Village open to the public.</p>	<p>Ch 163 FS was amended in 2005 to require that “the future land use element must include, without limitation, regulatory incentives and criteria that encourage the preservation of recreational and commercial working waterfronts as defined in s. 342.07.”</p>	<p>Amend definitions to include a definition of working waterfronts; amend the FLUE to include the working waterfront tax credit: OBJECTIVE [WORKING WATERFRONT PROPERTY TAX DEFERRAL PROGRAM] To lessen the tax burden on current and potential recreational and commercial working waterfronts and to help reduce the economic pressures for their conversion to non-working waterfront uses, the following tax deferral program shall be developed. Policy - The City shall adopt a recreational and commercial working waterfront tax deferral ordinance; the deferred taxes shall be repaid in full if the property is converted to nonworking waterfront uses.</p>
Promote arts and culture Community theater Amphitheater Assembly area on harbor	<p>Policy 7-1.4.3: Density Bonuses for Quality Public Recreation Improvements. The City may grant density bonuses for the dedication of and/or the construction of the following public recreational improvements: pools, outdoor theater and band shells, bicycle and hiking trails.</p>	<p>The Recreation Element and the CRA plan both indicate that a public assembly area near the harbor is desirable; however, land has not been allocated for dedicated for this purpose as of this date.</p>	<p>As TIF or other funds become available, amend the capital improvement element to include the design and construction of a public gathering space on the recently purchased harbor front lot within the Harbor CRA.</p>
Establish a local police force	<p>n/a</p>	<p>The City conducted a study in 2003 regarding the feasibility of establishing a local police force.</p>	<p>No amendments to the plan are necessary at this time. If the City determines that a local police force is necessary and financially feasible, the City can amend the Capital Improvements Element to include a minimum per capita staffing Level of Service.</p>

SPECIAL TOPICS

SUCCESS OF COORDINATING LAND USE AND SCHOOL FACILITIES PLANNING

While Destin is a growing city, its population tends to be seasonal in nature. In fact, over half of all housing units were seasonal in nature according to the 2000 Census. The median age in 2000 was 42.6. This is higher than all the municipalities in Okaloosa County and of unincorporated Okaloosa County. Only 5.1 percent of the population is under the age of 18, compared with 24.7 percent in unincorporated Okaloosa County. The number of households with school age children is thus significantly lower than most communities in the area. These factors lead to a much lower demand for schools in the City of Destin.

This being said, the City has made a commitment to meet the needs of its families regarding school facilities. The following outlines how the Comprehensive Plan is addressing those issues related to coordinating of land use and school facilities planning. Based on this, the next section identifies several recommendations for improving the Comprehensive Plan to build on successes and address shortcomings.

Successes and Shortcomings

DEVELOPMENT REVIEW AND SCHOOL CONCURRENCY

The City not only has a duty to meet the needs of its families, but according to Florida Statutes is required to ensure that there is adequate capacity in its public school facilities. The Comprehensive Plan contains several objectives and policies that address coordination between the Okaloosa County School Board and the City of Destin. It is outlined within these objectives how the City will ensure coordination of the land use plan and residential development with public schools and their capacities. Public facilities, including the provision of public schools is required for all new development to ensure concurrency. The Land Development Code also includes provisions for consideration of schools in the review of development and capital improvements projects.

The City of Destin is also required by Florida's 2005 Growth Management Legislation to create a Public School Facilities Element concurrently with Okaloosa County, the Okaloosa County School Board and the cities and towns in the District. The City adopted an interlocal agreement with these entities in December 2007. The Public School Facilities Element is under development by the West Florida Regional Planning Council for the governments within the District. The City is scheduled to consider the Element for adoption in 2008. The draft Element establishes school concurrency areas. Destin is Concurrency Service Area 5. This area has three schools that are currently operating over capacity. One of these is Destin Middle School. Three schools have planned classroom additions to meet the short term facility deficits; however, according to projections within the draft Element, public school enrollment in the area is expected to decrease by 866 students by 2010-11. The draft Element also states: "No ancillary facilities will be required to support the five-year Facilities Work Program."

CO-LOCATION OF PARKS AND RECREATIONAL FACILITIES

Emphasized in the Comprehensive Plan is the co-location of public facilities especially parks and recreational facilities. The Plan encourages the location and use of facilities at schools for both school and community purposes. While no additional school facilities are planned, the existing facilities could be used for the purposes of the community; however the Plan leaves this to the discretion of the City and the School District.

Issues/Recommendations

COMPLETE PUBLIC SCHOOL FACILITIES ELEMENT

The City is not likely to need a new facility in the immediate future. However, depending on the rate of growth of permanent residents, the City will need to work with the Okaloosa County School Board at some point in the future on the siting of a potential high school. In the meantime, the City must adopt its Public School Facilities Element in conjunction with all governments within the School District.

CONTINUE INTERGOVERNMENTAL COORDINATION

The Comprehensive Plan has established a strong connection between land use and residential development and the siting of school facilities. The City should continue to coordinate closely with the Okaloosa County School Board on all future residential developments.

ASSESSMENT OF PLAN RELATIVE TO THE REGIONAL WATER SUPPLY PLAN

The Comprehensive Plan establishes land development activities, resource conservation and infrastructure issues that are to be managed through timely coordination with County, regional and State agencies having the appropriate jurisdictional authority. The City should add local utility companies to this Policy as groups to include when coordinating Development and Growth Management issues as they continue to predicate land use on the availability of manmade infrastructure.

PROPERTY RIGHTS AND REDEVELOPMENT IN THE COASTAL HIGH HAZARD AREA

Public safety concerns have not required that the City implement a comprehensive planning strategy to reduce FLUM allocated residential densities in the CHHA to a level inconsistent with either existing development or reasonable redevelopment. By the same token, due in part to public safety concerns, the City has also avoided increasing FLUM allocated densities in the CHHA. In areas where there are higher density structures, the underlying FLUM allocated density would allow reconstruction of a structure at the same density following a natural disaster. In some instances there are older inferior single family or lower density multi-family structures in areas adjacent to, or in the vicinity of, newer higher density structures. In many such areas the allocated FLUM density would allow redevelopment to a higher density structure similar to the nearby newer structures. The densities allocated on the FLUM currently balance public safety with the need for rebuilding following natural disaster and reasonable redevelopment to replace substandard structures. Therefore, the City has not reduced densities in the CHHA in a manner which impairs the rights of current residents when redevelopment occurs.

In addition, Land Development Code Section 7.13.04 provides that where a structure is destroyed to an extent of more than 50% of its replacement cost, such structure may be reconstructed to the exact dimensions as existed prior to the time of destruction. Thus, if there were an instance where a structure was destroyed in an area where the FLUM densities in the CHHA had been reduced due to public safety concerns, the current LDC would allow a replacement of the structure to the dimensions as previously existed. Such replacement structure would still be required to comply with current building code and coastal construction standards.

There was one instance in which the City was requested to allow redevelopment of a condominium structure following severe damage where the structure was nonconforming as the underlying FLUM allocated density was modified to operate under the new Tier system. The Tier system provides for increased density and intensity where additional design standards are satisfied and, for Tier 3 projects, significant public benefits are provided. These standards were implemented throughout the City out of a concern for achieving greater compatibility among land uses and not due to public safety concerns. Following damage in the 2004 and 2005 hurricane seasons, the building owners were required to satisfy Tier 3 public benefit requirements to replace the condominium with a new significantly larger and better structure at the same residential density as existed before. The building owners did manage to obtain Tier 3 approval from the City for the new structure, but eventually decided to repair the existing structure instead of redeveloping the site entirely. The City understands that market forces motivated the owners to repair rather than replace the condominium structure. In this instance, the City effectively balanced the need to either repair or redevelop an older structure with the desire to achieve greater compatibility among land uses and obtain additional public benefits.

CRITERIA FOR COMPATIBILITY WITH MILITARY INSTALLATIONS.

Section [163.3177\(6\)\(a\)](#) F.S. states that “The future land use plan element shall include criteria to be used to achieve the compatibility of adjacent or closely proximate lands with military installations.” Although the City has not yet adopted such criteria, the City is working with Eglin Air Force Base on conducting a joint Land Use study.

The Eglin Joint Land Use Study (JLUS) is currently at an Interim Draft phase as of October 2008. Until the Base Realignment and Closure (BRAC) 2005 Environmental Impact Statement (EIS) is complete, the JLUS will not move forward. The EIS is scheduled for completion in November 2008 and then the JLUS is scheduled to be prepared in two additional versions, Draft and Final, based on input from the JLUS Technical Advisory Group, JLUS Policy Committee, and the general public comments.

At this time, the Interim Draft JLUS includes a number of recommendations for the City of Destin that include:

Implement construction standards for new construction to decrease noise levels inside structures within high noise areas (>65 dB).

Implement property sales and lease disclosures notifying buyers and lessees that the property is near a military installation subject to low level aircraft, impulse noises, and other military-related nuances.

Continue to limit object heights.

Implement lighting ordinance to ensure reduction in glare and reflection.

Educate developers and builders on radio frequency.

Since the JLUS is not complete, it is difficult for the City to commit on how to address the Final JLUS recommendations. Upon completion of the Draft and Final JLUS, the City will begin addressing viable implementation steps for the recommendations as directed by City Council during the EAR based amendment process.

APPENDIX: MAPS

Map 1 – Existing Land Use, 2007

Map 2 – Vacant Land, 2007

Map 3 – Future Land Use

Map 4 – WMD Land Use/Land Cover, 2005

Map 5 – Wetlands and Water Bodies

Map 6 – Coastal High Hazard Area

Map 7 – Traffic Circulation

Map 8 – Drainage System

Map 9 – Potable Water/Wastewater Service Area

Map 10 – Parks and Recreational Facilities

APPENDIX B: LETTER OF UNDERSTANDING
