

ORDINANCE 17-22-PC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING ITS COMPREHENSIVE PLAN: 2020; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR TITLE; PROVIDING FOR JURISDICTION; PROVIDING FOR INTENT; AMENDING CHAPTER 1 - FUTURE LAND USE ELEMENT; AMENDING CHAPTER 2 – TRANSPORTATION ELEMENT; AMENDING CHAPTER 12 – ADMINISTRATION; AND AMENDING CHAPTER 13 – GLOSSARY; PROVIDING FOR TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR INCORPORATION INTO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for the enactment of this Ordinance is Section 1.01 of the City Charter; Chapter 163, Part II, *Florida Statutes*; Sections 166.021 and 166.041, *Florida Statutes*.

SECTION 2. FINDINGS OF FACT.

Whereas, Article VIII, Section 2 of the Florida Constitution, and Chapter 166, Florida Statutes, provide municipalities the authority to exercise any power for municipal purposes, except where prohibited by law, and to adopt ordinances in furtherance of such authority; and

Whereas, pursuant to the requirements of section 163.3164, et seq., Florida Statutes, the Community Planning Act, (hereinafter “Community Planning Act”) the City of Destin has adopted and has in effect a Comprehensive Plan; and

Whereas, the City Council of the City of Destin adopted its Comprehensive Plan: 2020 on November 3, 2013; and

Whereas, the Department of Economic Opportunity found Comprehensive Plan: 2020 to be in compliance with state requirements on January 7, 2015; and

Whereas, the City Council of the City of Destin deemed it necessary and appropriate to conduct intensive planning initiatives in 2015 and 2017 to significantly improve its approach to future growth and development; and

Whereas, the City Council of the City of Destin retained a planning consultant for the purpose of recommending changes to the City’s Comprehensive Plan; and

Whereas, the result of the intensive planning initiatives are certain amendments to Chapter 1-Future Land Use, Chapter 2 – Transportation, Chapter 12 - Administration, and Chapter 13 - Glossary of Comprehensive Plan: 2020 to, among other things, eliminate the Tier System and replace same with appropriate densities, intensities and building height limitations, impose site development design guidelines and criteria universally, require pedestrian friendly site design, and enhance multimodal functionality; and

Whereas, the City Council has determined that it is necessary to adopt this ordinance in order to promote safety for the general welfare of City residents, as well as prevent hazards to persons, property, and vehicles traveling the City’s highways, roads and streets; and

Whereas, the City's beaches attract people and families who travel from near and far to enjoy the coastal environment, breathe the fresh air, exercise, play or relax on the sand or in the water, and engage in other recreational activities; and

Whereas, tourism is a major contributor to the economic health of the City overall and the City desires to support the tourism industry while also seeking to improve the quality of life of City residents; and

Whereas, tourists and residents alike enjoy the City's pristine beaches, fertile fishing areas, and critical environmental habitats; and

Whereas, the City Council recognizes the continued need to protect areas designated for public uses in particular locations; and

Whereas, in recent years, the City Council has received many verbal and written public comments from its citizens at public meetings expressing that the City has experienced overcrowding, congested roadways, insufficient parking, overburdened infrastructure, and associated negative impacts on private property and decreases in the quality of life of its citizens; and

Whereas, the City Council desires to lessen congestion in City streets; to secure safety from fire, panic, and other dangers; to promote health and the general welfare; to provide adequate light and air, to prevent overcrowding; to avoid undue concentration of population; and

Whereas, the City Council seeks to make the City of Destin a livable, healthy, economically robust community with safe, convenient access to roadways and parking; and

Whereas, the City Council, to ensure the City's orderly growth and development, finds it prudent to amend its Comprehensive Plan to respond to the changing needs and conditions within the City; and

Whereas, the Comprehensive Plan affects the City as a whole, which affects the general health, natural beauty, public safety, smart growth, and the welfare and wellbeing of City residents; and

Whereas, the public hearings required to be held by Florida Statute were appropriately noticed and held by the Local Planning Agency and City Council; and

Whereas, the City has prepared a supporting document that has been reviewed and accepted by the Local Planning Agency and the City Council for these amendments; and

Whereas, the City Council of the City of Destin has determined that the proposed amendments to the Comprehensive Plan would best serve the health, safety and welfare of citizens of the City of Destin.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA that this Ordinance is hereby adopted in conformance with Chapter 163, *Florida Statutes* and provides an effective date and repeals all provisions of Ordinances or Resolutions in conflict herewith.

SECTION 3: TITLE.

These comprehensive plan amendments are referred to as "Chapter 1 - Future Land Use Element, Chapter 2 – Transportation Element, Chapter 12 - Administration and Chapter 13 - Glossary of the City of Destin's Comprehensive Plan – Goals, Objectives and Policies: 2020".

SECTION 4: JURISDICTION.

The lands subject to this Ordinance shall include all areas within the corporate limits of the City of Destin, Florida.

SECTION 5: INTENT.

The intent of this Ordinance is to provide orderly growth management for the City of Destin. This Ordinance provides public policy mechanisms for growth management in order to serve the visitors, residents and property owners of Destin and maintain and improve the quality of life for all citizens of the City. The City Council of Destin finds that the goals, objectives, policies and regulations attached hereto and made part of by reference as Exhibit "1" are a necessary and proper means for planning and regulating the development and use of land in the City and for otherwise protecting and promoting the public health, safety, and general welfare of its citizens. This Ordinance shall be construed broadly to accomplish its stated purposes and objectives.

SECTION 6. ADOPTION OF THE AMENDMENTS TO THE FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, ADMINISTRATION AND GLOSSARY:

The Destin City Council hereby adopts the amended "Chapter 1 - Future Land Use Element, Chapter 2 – Transportation Element, Chapter 12 - Administration and Chapter 13 - Glossary of the City of Destin's Comprehensive Plan – Goals, Objectives and Policies: 2020", a copy being attached hereto as Exhibit "1" and made a part hereof by reference, in conformance with Chapter 163, *Florida Statutes*.

SECTION 7: TRANSMITTAL TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY.

The City Manager or her designee is hereby designated to sign a letter transmitting the adopted comprehensive plan amendment to the State Planning Agency, in accordance with the Community Planning Act.

SECTION 8: INCORPORATION INTO COMPREHENSIVE PLAN.

Upon the effective date of the comprehensive plan amendment adopted by this Ordinance, said amendment shall be incorporated into the City of Destin Comprehensive Plan and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

All prior inconsistent ordinances and resolutions adopted by the City of Destin City Council, or parts of ordinances or resolutions in conflict herewith, are hereby repealed to the extent of the conflict.

SECTION 9: SEVERABILITY.

If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 10: EFFECTIVE DATE.

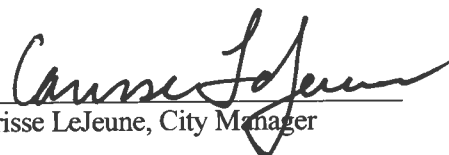
The comprehensive plan amendment shall not become effective until 31 days after the State Planning agency notifies the City that the plan amendment package transmitted by the City is complete, except

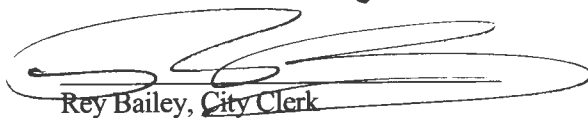
however, if the plan amendment is timely challenged, this Ordinance shall not become effective until the date a final order is issued by the State Land Planning Agency, or the date that the Administration Commission enters a final order determining the adopted plan amendment is in compliance. No development orders, development permits, or land use dependent on this amendment may be issued or commenced before it has become effective. After and from the effective date of this amendment, the comprehensive plan amendment set forth herein shall amend the City of Destin's Comprehensive Plan and shall become a part of that plan and the amendment shall have the legal status of the City of Destin's Comprehensive Plan, as amended.

ADOPTED THIS 2ND DAY OF APRIL 2018,

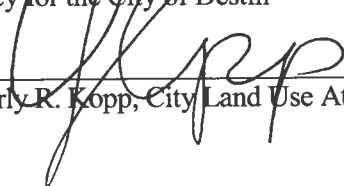
BY: 
Gary Jarvis, Mayor

ATTEST:


Carisse LeJeune, City Manager


Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing
has been reviewed and approved by the City Land Use
Attorney for the City of Destin


Kimberly R. Kopp, City Land Use Attorney

First Reading: November 6, 2017

Second Reading: April 2, 2018

Table of Contents

CHAPTER 1: - FUTURE LAND USE ELEMENT 2

CHAPTER 2: - TRANSPORTATION ELEMENT..... 25

CHAPTER 12 - ADMINISTRATION 27

CHAPTER 13: - GLOSSARY 27

CHAPTER 1: - FUTURE LAND USE ELEMENT

SECTION 1-1: FUTURE LAND USE GOALS, OBJECTIVES AND POLICIES.

Policy: 1-1.1.1 Urban Design Standards and Design Criteria

2. **Design Criteria for Sites.** Within one year from Plan Adoption, the LDC shall be amended to enhance site design criteria that promote multimodal connectivity, maximize functional open space, and promote harmony with existing structures. The following are design standards that shall be applicable to all development, with the exception of industrial uses, and single-family and duplex residences, that front on a street in the Mixed Use Districts.
 - a. **Building Siting.** Buildings shall be sited in order to maximize functional open space and, meet LDC design standards to provide frontage on existing and proposed public and publicly accessible streets.

Policy 1-1.2.1: Protect Residential Areas. The LDC shall implement design standards to protect existing stable single-family residential areas and projected future single-family residential areas from adverse impacts by new development due to location, massing, intensity, scale, and height. These areas include all residential future land use designations and historically residential neighborhoods in mixed use designations delineated on the Future Land Use Map 1-1

Policy 1-1.2.4: Orderly Transition in Land Use. The type and density of new residential development shall be consistent with the Comprehensive Plan FLUM (Map 1-1), and adopted City redevelopment plans. Where the FLUM (Map 1-1) and/or Zoning Map denote transition in land use type, density, or intensity, the LDC shall provide criteria for ensuring that any new development or redevelopment provides a smooth transition in land use. Residential development shall be consistent with the concurrency management system and be approved only where available infrastructure capacity exists concurrent with the impacts of such development.

Policy 1-1.3.2: Location Considerations. Commercial and Mixed Use development shall be concentrated in strategically located areas having characteristics that best accommodate their specific land, site, public facilities, and market location requirements. These criteria have informed the location of commercial and mixed use designations on the Future Land Use Map (Map 1-1). The strategically located areas shall promote efficient flow of traffic along major thoroughfares, achieve orderly development, and minimize adverse impact on residential quality.

Commercial infill and redevelopment shall be regulated by the LDC in order to:

1. Promote multimodal access and efficient flow of traffic.

2. Achieve orderly development.
3. Avoid negative impacts on established residential neighborhoods.
4. Encourage appropriately scaled and designed neighborhood commercial development within easy walking distance of residences.
5. Prevent adverse impacts on the fragile coastal eco-system.
6. Direct mixed use development to the Town Center, the North and South Harbor Planning Areas, and other strategically located areas identified on the (Map 1-1a).
7. Prevent the proliferation of strip commercial development with few pedestrian amenities.

SECTION 1-2: FUTURE LAND USE MAP.

Policy 1-2.1.3: Areas Ineligible to Accommodate Development. No habitable buildings or non-water dependent structures, aside from essential public facilities and services, shall be located on land classified as un-developable environmentally sensitive lands, including wetlands, transitional wetlands, salt marsh, tidal waters, beaches, beach berms and dunes, and the natural shoreline. However, the LDC shall provide regulatory measures to ensure that land in private ownership is provided reasonable use. For instance, the LDC shall provide for transfer of density and intensity from privately owned environmentally fragile land to directly abutting uplands under common ownership as may be required to avoid a "taking," or a denial of vested right or beneficial use. The intent is to sustain demonstrated private property rights while preserving the public interest, welfare, health, and safety.

Policy 1-2.1.4: Method of Measuring Building Height.

Building height shall be measured from the highest point of the crown of the road, average grade of the subject property if it is not in an area that has a Federal Emergency Management Agency (FEMA) Minimum Based Flood Elevation, or FEMA Minimum Base Flood Elevation, whichever is higher, to the cornice line of the building (except the building height for the Harbor Waterfront, as defined herein). The highest point of the crown of the road shall be established by topographic survey that has been signed and sealed by a Florida Registered surveyor. Within the "Harbor Waterfront" area, as defined herein, building height shall be measured via the Average Grade Method. Single-family residential dwelling units may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of six (6) feet above the allowable maximum height of roof structure. Non-residential and mixed-use buildings may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of ten (10) feet above the allowable maximum height of the roof structure.

Fully pitched roofs are required to cover not less than 60 percent of the roof surface on all buildings. A minimum pitch of 5:12 and a maximum pitch of 12:12 are required for the fully pitched roof above the cornice line.

*Cornice Line: Cornice line as used herein means the horizontal line on the exterior of a building at which the roof system intersects the exterior wall.

Policy 1-2.1.5: Grandfather Clause. Existing land uses that were lawfully conforming uses prior to the effective date of the Comprehensive Plan, shall continue as lawful uses and shall be regulated through administrative remedies for vested rights issues that shall be included in the LDC. Building heights, density and/or intensity which (a) are actual, present and which lawfully existed prior to the effective date of the Comprehensive Plan, or (b) were authorized pursuant to a development order, which development order remained unexpired as of the effective date of the Comprehensive Plan, shall continue to be legal building heights, density and/or intensity (as applicable) after adoption of the Comprehensive Plan. All duly approved and recorded lots, subdivision and condominium plats of record, which existed as legal lots, subdivision and condominium plats of record prior to the adoption of this Comprehensive Plan shall continue to be legal lots, subdivision and condominium plats of record after adoption of the Comprehensive Plan. This grandfather status may only be relinquished voluntarily by the vested entity. All new lots, subdivisions, condominium plats and all replats shall comply with the Comprehensive Plan objectives and Policies, including maximum density provisions. Similarly, all new development shall comply with the Comprehensive Plan and LDC unless the development is found to have a vested right in a land use, building height, density or intensity that is in conflict with the Comprehensive Plan and LDC. Under such condition the grandfather clause shall be applicable unless voluntarily relinquished by the vested entity. The intent is to sustain demonstrated private property rights while preserving the public interest, welfare, health, and safety. Notwithstanding, any single-family home that is subject to redevelopment shall be allowed to reconstruct, providing adopted building and construction codes as well as this ordinance and the size and dimension criteria of the LDC are met.

Policy 1-2.1.7: Density and Intensity of Development. The maximum range of density and/or intensity stated in the Comprehensive Plan and in the LDC may be further constrained by quantitative and qualitative criteria included in the Comprehensive Plan and LDC, including but not limited to requirements for minimum open space; concurrency management and level of service standards for transportation, stormwater and other public facilities and services; off-street parking and internal circulation; landscaping; impacts on schools; and on-site and off-site improvements and design amenities required to achieve land use compatibility. In addition, natural constraints such as the shape and natural features of a site may present obstacles to achieving maximum density and/or intensity shown on the adopted Comprehensive Plan FLUM. Where a zone permits both density and intensity, that density and intensity shall not be applied to the same acreage. A developer may separate a portion of the property to be calculated as density (generally for single-family or multi-family development) and a different portion of the property to be calculated as intensity. Density and intensity shall be calculated using the amount of "gross land area" as defined in the glossary.

Policy 1-2.1.9: Intensity Defined. Floor Area Ratio (FAR), as defined in the Glossary, describes the square footage of uses on a development site. The specific FLUM designations shall identify the maximum FAR for land use designations.

FAR shall not be applied to publicly owned parking garages or to areas of parking garages dedicated to the City when part of a public-private development partnership.

Policy 1-2.1.10: Density Defined. Density, as defined in the Glossary, may be used to determine the maximum number of residential units allowed on a development site.

Residential uses include long-term and short-term residences. Non-residential uses are not regulated by density. The specific FLUM designations shall identify the maximum density for residential uses.

OBJECTIVE 1-2.2: ESTABLISH RESIDENTIAL LAND USE DESIGNATIONS. The residential FLUM designations shall be established as defined herein. Supportive community facilities and accessory land uses may be located within areas designated for any type of residential land uses. The LDC shall provide regulations for managing such community facilities and accessory land uses. This objective shall be measured through implementation of the following Policies.

Policy 1-2.2.1: Bay Estates (BE). Areas designated "BE" shall be developed, redeveloped and/or maintained and conserved as stable single-family (SF) long-term residential estates. The "BE" designation includes lots and parcels located in the Village Planning Area (VPA) adjacent to or near Choctawhatchee Bay, Joe's Bayou, Marler Bayou, or north of Indian Bayou. Land designated "BE" shall not include development or redevelopment of short-term residential or nonresidential uses. The "BE" designated land may be developed up to the following maximum development standards:

TABLE 1-1: GENERAL DEVELOPMENT STANDARDS FOR "BE" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories	Up to 2.90	N/A

Policy 1-2.2.2: Low Density Residential (LDR). Areas designated "LDR" shall be developed, redeveloped and/or maintained and conserved as single-family (SF) long-term residential uses. Lots and parcels in the Village Planning Area (VPA) or the East Harbor Planning Area (EHPA) (Map 1-1a) that are designated "LDR" shall not be allowed to develop or redevelop short-term residential uses or nonresidential uses. However, lots and parcels designated "LDR" within the Holiday Isle Planning Area (HIPA) shall be allowed to develop and/or be maintained as short-term residential uses, but nonresidential uses shall be prohibited. The "LDR" designation includes lots and parcels that may be developed up to the following maximum development standards:

TABLE 1-2: GENERAL DEVELOPMENT STANDARDS FOR "LDR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories *	Up to 5.81	N/A

* Holiday Isle – 30'3 stories

Policy 1-2.2.3: Medium Density Residential (MDR). Areas designated "MDR" shall be developed, redeveloped and/or maintained and conserved as stable single-family (SF) or multiple-family (MF) long-term residential uses. Land designated "MDR" within the Village Planning Area (VPA) and the CRA, shall not be allowed to develop or redevelop short-term residential uses or nonresidential uses. However, lots and parcels designated "MDR" that are located within the Holiday Isle Planning Area (HIPA) shall be allowed to develop and/or maintain short-term residential uses, but not nonresidential uses. Based on established patterns of residential development within the Village, Holiday Isle, and the CRA (except the Town Center) Planning Areas, the following maximum development standards shall be applied to future development within "MDR" designated areas:

TABLE 1-3: GENERAL DEVELOPMENT STANDARDS FOR "MDR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories*	Up to 5.81	N/A
Multi-Family Residential	35'3 stories	Up to 9.90	N/A

* Holiday Isle – 30'3 stories

The zoning map designation shall delineate policy for allocating specific densities on land designated "MDR" based on established patterns of land development and based on adopted Comprehensive Plan goals, objectives, and policies. Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites designated "MDR" should be located and developed in a manner that ensures a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. Generally, medium density areas should be located between the perimeters of low density residential areas, high density residential areas, and/or commercial or mixed use designations.

Policy 1-2.2.4: High Density Residential (HDR). Areas designated "HDR" shall be developed, redeveloped and/or maintained and conserved as stable multiple-family (MF) and attached single-family (SF) long-term and short-term residential uses and shall prohibit nonresidential uses. The "HDR" designation includes lots and parcels that may be developed up to the following maximum development standards:

TABLE 1-4: GENERAL DEVELOPMENT STANDARDS FOR "HDR" DESIGNATED LAND			
Use	Max. Height (feet/stories)	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 9.90	N/A

Multi-Family	50'/4	Up to 16.9	N/A
Residential	stories ¹		

¹This maximum height limitation is subject to future review and the HIPA Height Overlay Sub-Area may be extended to additional areas within the Holiday Isle Planning Area (Map 1-1a) by amendment to this policy in the event it is definitively established by order of a court of competent jurisdiction that a lower maximum height limitation imposed under private restrictive covenants applies to, and is legally binding upon, those properties.

The zoning map shall delineate policy for allocating specific densities for land designated "HDR" based on established development patterns and adopted Comprehensive Plan goals, objectives, and policies, including design principles for achieving a smooth land use transition. Review of specific densities of developments shall be directed toward preserving stability of established residential areas, particularly adjacent structures. The design and intensity of structures shall be reviewed based on criteria that shall require new development to provide a smooth transition in land use, intensity, and general appearance and design. Sites for high density residential developments should be located in a manner that provides a smooth transition in land use, density, and intensity of development. Generally, high density residential areas should be located between the perimeters of medium density residential areas and/or commercial or mixed use designations. High density residential development should be served by a major arterial or major collector street.

Policy 1-2.2.5: Crystal Beach Neighborhood (CBN). The "CBN" designation provides for regulated residential and very limited supportive nonresidential uses. Areas designated "CBN" shall have a predominately single-family detached residential character. Single-family residential development shall not exceed a maximum of six dwelling units per gross residential acre. Areas designated "CBN" may have single-family (SF) or multiple-family (MF) structures. The "CBN" designation is intended for long-term or short-term residential uses but only very limited supportive nonresidential uses. Additional restrictions on permitted supportive non-residential uses, such as maximum square footage, design or location requirements, may be specified in the LDC. Commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations shall not be allowed on any property designated "CBN." Based on established patterns of residential development within "CBN" designated areas the following maximum development standards shall be applied to future development within "CBN" designated areas:

TABLE 1-5: GENERAL DEVELOPMENT STANDARDS FOR "CBN" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'/3 stories	Up to 6.00	N/A
Multi-Family Residential	50'/4 stories	Up to 6.00	N/A

Very Limited Supportive Non-Residential Uses	50'4 stories	N/A	0.5
--	--------------	-----	-----

OBJECTIVE 1-2.3: ESTABLISH COMMERCIAL LAND USE DESIGNATIONS. The commercial FLUM designations shall be established as described herein. Supportive community facilities and accessory land uses may be located within areas designated for any type of commercial or residential land uses. The allocation of land for commercial use shall be compatible with goals, objectives, and policies identified in the Comprehensive Plan and shall be consistent with established pattern of legally established commercial land uses. The policies stated below provide an explanation of the purpose, intent, and character of the commercial land use designations. Notwithstanding other provisions of this chapter, single-story retail uses should not exceed thirty-five (35) feet in height or 0.5 FAR.

Policy 1-2.3.1: Commercial Limited (CL). The "CL" designation is intended to accommodate a mixture of short-term and long-term residential and commercial uses of a lesser intensity than is allowed in the mixed use development category. Small-scale community commercial uses such as medical related facilities, commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, offices, retail uses and ancillary recreation uses, including golf courses are allowed. Such sites may accommodate a shopping center with grocery stores, drug store/pharmacy, specialty shops, and similar tenants with no single business entity having more than 60,000 square feet. Such sites shall not include trades, warehousing, and large home improvement establishments. The nature and scale of uses allowed on properties designated "CL" shall provide a smooth transition between the more intense "CG" designated properties and adjacent residential development. "CL" designated areas shall be pedestrian-oriented, have sufficient landscape buffering and setbacks to protect residential uses, have architectural features to protect residential uses from obtrusive roof top mounted equipment, residential uses shall be adequately protected from vehicle service and parking areas, and these objectives shall be carried out by inclusion of design techniques as set forth in the LDC. The following maximum development standards shall be applied to future development within "CL" designated areas:

TABLE 1-6: GENERAL DEVELOPMENT STANDARDS FOR "CL" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'3 stories	Up to 9.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.3.1	50'4 stories	N/A	0.5

Policy 1-2.3.2: Commercial General (CG). The "CG" FLUM designation is intended to accommodate general retail sales and services; highway oriented sales and services;

other general commercial activities defined in the LDC; customary accessory uses; and requisite community facilities. The areas designated "CG" are generally located along the Harbor Boulevard/Emerald Coast Parkway corridor and are intended to service the general commercial needs of permanent and seasonal residents. To sustain the existing and long-term market demands for commercial goods and services, properties designated "CG" are not intended to be used for long-term residential uses, manufacturing of goods, or other activities that may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses. The "CG" designation is intended to accommodate retail, service, and other commercial uses, commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, as well as multiple-family (MF) short-term residential uses. The LDC shall establish provisions regulating specific land uses. The following maximum development standards shall be applied to future development within "CG" designated areas:

TABLE 1-7: GENERAL DEVELOPMENT STANDARDS FOR "CG" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Short-Term Multi-Family Residential	50'4 stories	Up to 16.90	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.3.2	50'4 stories	N/A	1.3

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 types of uses are generally concentrated in the western part of the City, along Mountain Drive as delineated on the FLUM. The "CTS" designation is not intended to accommodate any short-term or long-term residential land uses, commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations, manufacturing of goods or other activities that may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses. The following maximum development standards shall be applied to future development within "CTS" designated areas:

TABLE 1-8: GENERAL DEVELOPMENT STANDARDS FOR "CTS" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Nonresidential Floor Area Ratio
Commercial trades and services as described in Policy 1-2.3.3 (No	35'3 stories	1.00 per development	1.30

residential uses allowed, except for custodian or night-watchman residence)			
---	--	--	--

OBJECTIVE 1-2.4: ESTABLISH MIXED USE LAND USE DESIGNATIONS. The mixed use FLUM designations shall be established as defined herein. Supportive community facilities and accessory land uses may be located within areas designated for mixed use development. The allocation of land for mixed use development shall be compatible with goals, objectives, and policies identified in the Comprehensive Plan and shall be consistent with established pattern of legally established mixed use land uses. The following policies provide an explanation of the purpose, intent, and character of the mixed use and commercial land use designations.

Policy 1-2.4.1: Residential, Office, and Institutional (ROI). The "ROI" designation is designed to accommodate business and professional offices; as well as single-family (SF) and multiple-family (MF) long-term residential uses; and institutional uses listed in Policy 1-2.7.1. The "ROI" designated land shall only be allowed to develop as commercial hotel, motel, bed and breakfast establishments, other commercial transient living accommodations or short-term residential uses if the subject properties abut or are located south of Harbor Boulevard/Emerald Coast Parkway as delineated on the FLUM. The primary intent of such LDC standards and criteria shall be to preserve a smooth transition in development density and intensity. This land use Policy designation expressly excludes general retail sales and services (unless integrated as part of a PUD), warehousing, and outside storage. Furthermore, this Policy designation is intended for areas which:

1. Have access to a major thoroughfare and all required urban services.
2. Contain sufficient land area to accommodate good principles of urban design, including sufficient land area to provide adequate landscaping and buffers to separate existing as well as potential future adjacent land uses of differing intensity.
3. Accommodate limited residential uses as described herein as well as business and professional office buildings, including financial institutions, and medical facilities as regulated in the LDC.

The LDC shall include performance standards requiring appropriate perimeter landscaping and screening consisting of an upper story tree canopy and lower story hedge or shrubbery, and/or an aesthetic decorative fence or wall to ensure privacy and to promote compatibility among existing and anticipated future residential uses and office developments. Design techniques such as landscaping, screening and buffering shall be applied to ensure smooth transition in residential structure types and densities. The following maximum development standards shall be applied to future development within "ROI" designated areas:

TABLE 1-9: GENERAL DEVELOPMENT STANDARDS FOR "ROI" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Nonresidential Floor Area Ratio
Single-Family	35'3 stories ²	Up to 9.00	N/A

Multi-Family Residential	50'/4 stories	Up to 12.00	N/A
All other permitted uses or mixes of uses as described in Policy 1-2.4.1	35'/3 stories ²	N/A	0.5

* ROI- TD – 30'/3 stories

¹ Residential SF and MF short-term residential uses are only allowed on properties that abut or are located south of Harbor Boulevard/Emerald Coast Parkway.

² The maximum height by right shall be 35 feet and three stories, except properties with non-residential uses that abut Harbor Boulevard/Emerald Coast Parkway, in which case height may be extended to a maximum of 50 feet and four stories.

Policy 1-2.4.2: Crystal Beach Resort (CBR). The "CBR" designation provides for residential and limited nonresidential uses. Both permanent long-term and short-term residential uses are permitted. Commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations shall be allowed. Nonresidential uses shall include places of worship, community buildings, public facilities, schools, libraries, post offices, childcare centers, clubhouses, museums, visual and performance arts buildings, neighborhood retail commercial goods and services not exceeding 5,500 square feet designed primarily to serve the needs of the Crystal Beach resort area, offices, medical and dental clinics, laundries and dry cleaning drop off centers, banks, fitness centers, dinner clubs and restaurants. The following maximum development standards shall be applied to future development within "CBR" designated areas:

TABLE 1-10: GENERAL DEVELOPMENT STANDARDS FOR "CBR" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	30'/3 stories	Up to 6.00	N/A
Multi-Family Residential	50'/4 Stories	Up to 12.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.2	50'/4 stories	N/A	0.7

Policy 1-2.4.3: Mixed Use (MU). The "MU" designation provides an intense mix of residential and nonresidential uses within the Town Center, Calhoun, North and South Harbor, Gulf Resort, Bay Resort, and a small area within the Holiday Isle Planning Areas. The intent of the "MU" designation is to promote innovative arrangements of development types in strategically located areas of the City that have or are planned to accommodate

a mixture of residential and commercial activities in close proximity to each other, achieve compact development, and reduce total trips on the roadway system.

The "MU" FLUM designation allows an intense mixture of residential and commercial activity. Residential uses shall include long-term and short-term residential uses. The LDC shall describe a comprehensive list of other allowable nonresidential uses, such as medical related facilities, retail establishments, general commercial uses, offices, commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, and recreational uses. The following policies shall apply to the respective mixed use areas identified below:

1. **Town Center Mixed Use (TCMU).** The "TCMU" shall be a focal point for reinvestment in a community mixed use center anchored by the Main Street Corridor. Objective I-3.3 and Policies 1-3.3.1 through 1-3.3.3 and 1-3.3.5 identify a planning and management framework for initiating new regulations and public investment strategies for the Town Center. Notwithstanding other provisions within this Plan, land within the Town Center shall not be allowed to include short-term residential uses unless the properties have direct or secondary access to Harbor Boulevard. Permitted uses are multi-family residential, high density single family (not less than 7 units per acre), retail, service, restaurant, office, commercial uses and civic uses. Locations where High Density Single Family Uses are not permitted shall be specified in the Town Center Master Redevelopment Plan. The following maximum development standards shall be applied to future development within Town Center Mixed Use area:

TABLE 1-11: GENERAL DEVELOPMENT STANDARDS FOR "TCMU" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 Stories	Up to 9.0	N/A
Multi-Family Residential	50'/4 Stories	Up to 24.0	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 1	75'/6 stories	N/A	1.5

2. The **Calhoun** area is envisioned as a walkable, medium-scale resort-mixed use area. It also provides a transition between the South Harbor Mixed Use area and

U.S. 98 to the south, the "Old Destin Area" to the northeast, and Clement Taylor Park to the north. In the intermediate future, this area is intended to undergo redevelopment. Planned developments that increase pedestrian connectivity, east-west vehicular connectivity, and parks or open space shall be encouraged. The Calhoun area has an excellent tree canopy and before major new development occurs, it is important the tree preservation ordinance be enhanced to ensure the lush character of this area continues even as new development occurs. The area shall redevelop as a mixed use area, accommodating primarily medium to high density long-term and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations shall be allowed. Permitted nonresidential uses shall include neighborhood retail commercial goods and services not exceeding 5,500 square feet, offices, water dependent activities, restaurants, and similar activities as shall be defined in the LDC. This area also permits appropriately scaled institutional uses.

- a. **Calhoun Mixed Use (CMU).** The "CMU" area is bounded on the north by Clement Taylor Park, on the east by Calhoun Avenue, on the south by the north property line of parcel #00-2S-22-0630-0000-11A2; and on the west by the Bay. The following maximum development standards shall be applied to future development within the "CMU" area:

TABLE 1-12: GENERAL DEVELOPMENT STANDARDS FOR "CMU" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories	Up to 6.00	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 2	50'4 stories	N/A	0.5

- b. **Calhoun Mixed Use - Village (CMUV).** The "CMUV" area is depicted on the FLUM (Map 1-1). The following maximum development standards shall be applied to future development within the "CMUV" area:

TABLE 1-12: GENERAL DEVELOPMENT STANDARDS FOR "CMUV" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'3 stories	Up to 9.0	N/A
Multi-Family Residential	50'4 stories	Up to 12.00	N/A

All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 2*	50'4 stories	N/A	0.5
---	--------------	-----	-----

* May include Single Family as part of a Planned Unit Development.

3. **South Harbor Mixed Use (SHMU).** The "SHMU" area is that area extending along the north shoreline of the Harbor from the western boundary of the High Density Residential district, and heading west to the East Pass, together with that property bounded by Harbor Boulevard on the south, Calhoun Avenue on the east, the Bay on the west, and the southern boundary of the Calhoun Mixed Use district on the north. These boundaries are delineated on FLUM (Map 1-1). 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. Permitted uses include commercial transient living accommodations, retail, service, restaurant, office, similar commercial uses, and short-term residential uses.

Long-Term Residential uses shall be prohibited within the "SHMU" area, unless such residential developments incorporate a minimum of 4,500 square feet of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.). The term "publicly leasable commercial space" shall mean space that is open to the public to lease and use and not a space or use that is exclusively for the owners or guests of the residential development in question. The purpose of requiring this minimum publicly leasable commercial space is to foster and encourage access by the public to the development and the planned Harbor Boardwalk. Additionally, parcels having frontage on the Harbor shall provide in their development a commercial storefront equal to a minimum of 50 percent of the width of the property along the harbor front. Such commercial storefront may be distributed between the first three floors of the building facing the harbor and all three floors must be accessible by pedestrians from the Harbor side of the development. However, commercial hotel, motel, bed and breakfast establishments, other public lodging, and short-term residential uses are encouraged.

Within the "SHMU" area, there is hereby established a Harbor Residential sub-area (Map 1-1a). The Harbor Residential sub-area shall commence from the western property line of parcel #00-2S-22-0700-000D-0010 to the eastern property line of parcel #00-2S-22-0698-0000-0020. Properties within the Harbor Residential sub-area are not required to incorporate a minimum of 4,500 square feet of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.) when building a single-family detached residence. However, properties located in Harbor Residential sub-area that seek development approval for projects containing multifamily residential dwelling units shall be required to incorporate 3,000 sq. ft. of "publicly leasable commercial space" (e.g. retail, office, restaurant, etc.):

"SHMU" area LDC regulations shall implement urban design principles that achieve a harmonious general appearance. The LDC regulations shall address, but are not limited to, pedestrian amenities; perimeter landscape and landscaped buffers; fenestration (rooflines, windows, and dormers), and other design factors that reinforce land use compatibility and pedestrian-oriented activity. The regulatory

process should encourage that development reinforces public access to the waterfront. The LDC regulations for the "SHMU" area shall encourage opportunities for recreational, and commercial activities uses, protect property rights, protect the environment, and foster a festive market place. The following maximum development standards shall be applied to future development within the "SHMU" area:

TABLE 1-13: GENERAL DEVELOPMENT STANDARDS FOR "SHMU" DESIGNATED LAND¹			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio*
Single-Family Residential	30'/3 stories	9.0	N/A
Multi-Family Residential	50'/4 stories	24.0	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 3	75'/6 stories ¹	N/A	1.5

¹ *Harbor Waterfront Building Height.* Notwithstanding Table 1-13, Buildings in SHMU within the "Harbor Waterfront" area, as defined in the Glossary, that have an elevation facing the waterfront must step back 20 feet after the fourth floor or 50 feet, whichever is lower. Building height within the "Harbor Waterfront" area shall be measured using the Average Grade Method as defined in the Glossary, herein.

4. **North Harbor Mixed Use.** The "NHMU" area is bounded on the south by Harbor Boulevard and on the west by Calhoun Avenue. The north boundary of the "NHMU" area is an irregular line that is generally formed by Zerbe Street, Palmetto Place, Mountain Drive, extending eastward to Benning Drive, and then extending southeasterly along the rear property lines of lots fronting on Sea View Circle, and then extending southeasterly along the rear property lines of lots fronting on the north side of Harbor Boulevard to Beach Drive. Beach Drive forms the eastern boundary of the "NHMU" area. These boundaries are delineated on FLUM (Map 1-1).

The "NHMU" area is intended to complement the "SHMU" festive market place and shall accommodate retail, service, restaurant, office, commercial uses, long-term residential uses as well as short-term residential uses, commercial hotels, motels, bed and breakfast establishments, and other commercial transient living accommodations. This area also permits appropriately scaled institutional uses.

Regulatory programs should ensure a pedestrian environment that is responsive to transit trolley system initiatives set forth in the Transportation Element, and require pedestrian accessways that safely link the areas north and south of Harbor Boulevard between the East Pass and Beach Drive. Finally, the regulations should consider requiring ground level commercial retail and service opportunities along the north side of Harbor Boulevard.

The following maximum development standards shall be applied to future development within the "NHMU" area:

TABLE 1-14: GENERAL DEVELOPMENT STANDARDS FOR "NHMU" DESIGNATED LAND			
Use	Max. Height*	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories	Up to 9.0	N/A
Multi-Family Residential	50'/4 stories	Up to 24.0	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 4	75'/6 stories	N/A	1.5

* An increase in maximum height up to 60 feet is available for non-residential properties that provide publicly accessible structured parking.

5. **Gulf Resort Mixed Use (GRMU).** The "GRMU" area is a major mixed use resort destination. This area is the City's most intensely developed area for commercial transient accommodations and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, retail, service, restaurant, office, and commercial uses long-term and short-term residential, are allowed uses in the "GRMU" area. The area is largely built out and in the future the area is anticipated to undergo infill and redevelopment. The following maximum development standards shall be applied to future development within the "GRMU" areas:

TABLE 1-15: GENERAL DEVELOPMENT STANDARDS FOR "GRMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family	50'/4 stories	Up to 9.0	N/A
Multi-Family Residential	50'/4 stories	24.0	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 5	65'/5 stories	N/A	1.3

6. **Holiday Isle Mixed Use (HIMU).** The "HIMU" area is an intense mixed use resort area located on the east side of Holiday Isle. The area comprises the western edge of the high intensity mixed use resort area and is comprised of tourist accommodations and short-term residential uses. Commercial hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, service, restaurant, office, and commercial uses, and long-term and short-term residential are allowed uses in the "HIMU" area. The area is largely built out and in the future the area is anticipated to undergo limited infill. The following maximum development standards shall be applied to future development within the "HIMU" areas:

TABLE 1-16: GENERAL DEVELOPMENT STANDARDS FOR "HIMU" DESIGNATED LAND

Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family	50'/4 stories	Up to 9.0	N/A
Multi-Family Residential	50'/4 stories	16.9	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 6	50'/4 stories	N/A	1.3

7. **Bay Resort Mixed Use (BRMU).** The "BRMU" area is that area lying east of the Village and Town Center Planning Areas and North of the Gulf Resort and Crystal Beach Planning Areas. The "BRMU" area is intended to be applied to those properties annexed into the City from Okaloosa County that have a MU-1 or MU-2 future land use designation. The intent of "BRMU" designation is to accommodate a mixture of residential, retail, restaurant, service, hotels, motels, bed and breakfast establishments, other commercial transient living accommodations, office, commercial and recreational uses. The percentage distribution of residential

component of the "BRMU" designation shall be a minimum of 75 percent to a maximum of 95 percent of the total area designated as BRMU on the FLUM (Map 1-1). The percentage distribution of non-residential component of the "BRMU" designation shall be a minimum of 5 percent to a maximum of 25 percent of the total area designated as BRMU on the FLUM (Map 1-1). The following maximum development standards shall be applied to future development within the "BRMU" area:

TABLE 1-22: GENERAL DEVELOPMENT STANDARDS FOR "BRMU" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family Residential	35'/3 stories	Up to 9.0	N/A
Multi-Family Residential	50'/4 stories	Up to 16.90	N/A
All other permitted uses and mixes of uses as described in Policy 1-2.4.3 subsection 7	50'/4 stories	N/A	0.6

OBJECTIVE 1-2.5: ESTABLISH INDUSTRIAL LAND USE DESIGNATION. The FLUM (Map 1-1), shall delineate land for existing and anticipated future industrial needs and requisite support services.

Policy 1-2.5.1: Industrial (IN). The Industrial (IN) designation is designed to accommodate arrangements of industrial and limited commercial development types, with the intent to promote natural resource enhancement and to promote open spaces around buildings. Density is not provided within this FLUM designation, and therefore, residential uses are prohibited, including short-term residential uses. This provision shall not prohibit residences for night watchmen or custodians whose presence on industrial sites is necessary for security purposes. The industrial land use designation shall be allocated to industrial sites accessible to Airport facilities, and/or major thoroughfares. The sites shall be buffered from residential neighborhoods. The allocation of land use designations should provide a high priority to industry's frequent need for strategically located lands which are accessible to air and highway transport facilities, as well as labor markets and necessary urban services. The industrial (IN) designation is intended to provide strategically located sites principally within the southeast quadrant of Main Street and Airport Road. The City shall work with industrial interest groups to pursue selective industrial expansion as set forth herein in Policy 1-1.4.3.

Industrial uses include: Manufacturing, assembling and distribution activities; warehousing and storage activities; general commercial activities, and other similar land uses that shall be regulated through appropriate LDC procedures and substantive Policy. Potentially harmful environmental impacts shall be mitigated prior to development approval. These uses typically generate heavy truck traffic, require significant acreage, are difficult to screen and buffer from residential areas, and therefore, should be located in more sparsely developed unincorporated areas. The following maximum development standards shall be applied to future development within "IN" areas:

TABLE 1-17: GENERAL DEVELOPMENT STANDARDS FOR "IN" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Industrial Uses	35'/3 stories	N/A	1.30

OBJECTIVE 1-2.6: ESTABLISH AIRPORT LAND USE DESIGNATION. The FLUM (Map 1-1), shall delineate land for the existing Airport and including fixed base operations and other related Airport facilities and operations.

Policy 1-2.6.1: Airport (A). The Destin-Fort Walton Beach Airport shall be designated "A" on the FLUM (Map 1-1). The Airport is intended to accommodate Airport terminal, fixed base operators, Airport hangars, landing, take off or surface maneuvering of aircraft, including, but not limited to, requisite Airport infrastructure such as runways, taxiways, ramps and aprons. The Federal Aviation Administration (FAA) Regulations shall govern placement and specifications of structures within this area. The LDC shall establish the permitted uses and applicable restrictions within the air operations area to include buffering along the exterior perimeter of the Airport property. No LDC height regulations shall apply to the control tower. The following maximum development standards shall be applied to future development within "A" areas:

TABLE 1-18: GENERAL DEVELOPMENT STANDARDS FOR "A" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Airport Uses	35'/3 stories	N/A	1.30

Within one year from Plan adoption, Destin shall coordinate land use issues impacting the airport with the Federal Aviation Administration (FAA) and Okaloosa County, as appropriate, in order to accomplish the following objectives:

1. Foster use of Destin-Fort Walton Beach Airport in a manner that contributes to the development of the City's economic base through selective pursuit of industry consistent with Policy 1-1.3.3.
2. Promote safe operation of aircraft through:

- a. Efficient use of airspace in relation to the surrounding land use within the Airport environs (i.e., within the noise contours and clear zone).
 - b. Promote fire safety to protect surrounding land uses, especially nearby residential neighborhoods.
 - c. Ensure that airport improvements accommodate operationally compatible aircraft and do not cause increased safety risks due to resultant expansion of noise contours and flight patterns inconsistent with established and projected land use patterns, or increased risk of accidents.
 - d. Ensure that new development within noise zones includes sound insulation consistent with best management practices for noise attenuation as may be established by the FAA or the Standard Building Code.
3. Achieve compatible Airport and industrial development by adoption of an Airport Master Plan that ensures compatibility of Airport uses with surrounding land use, through:
- a. Proper control of land uses that protects airport operations, avoids encroachment into environmentally sensitive areas, and ensures compatibility with nearby residential land uses, and reduces noise impacts outside the Airport property.
 - b. Preservation of the ecologically unique terrestrial wetlands on the property and perimeter buffer areas around the entire Airport property.
 - c. Promotion of aviation activity compatible with community needs and characteristics.

OBJECTIVE 1-2.7: ESTABLISH INSTITUTIONAL LAND USE DESIGNATIONS. The FLUM (Map 1-1) shall allocate land resources for institutional facilities and services as specified in the Policies established below. The sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in respective functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis.

Policy 1-2.7.1: Institutional (INST). The intent of the "INST" is to accommodate public and semi-public facilities and services, promote natural resource enhancement and promote open spaces around buildings. Typical uses accommodated within this FLUM designation include but are not limited to the following uses, together with customary accessory uses that are incidental and subordinate the principal use and comply with LDC regulations impacting accessory uses:

- 1. Essential public services/facilities and utilities.
- 2. Public and private/non-profit educational institutions.
- 3. Places of worship.
- 4. Public and semi-public open spaces.
- 5. Arts/cultural or civic facilities.
- 6. Hospital, nursing, convalescent, and related facilities.
- 7. Government administration buildings.
- 8. Public zoos and arboretums.
- 9. Public/non-profit parks/recreation areas.
- 10. Fire and emergency operation facilities.
- 11. Cemeteries.

12. Family, child, and adult day care facilities.
13. Other similar semi-public services identified in the LDC.

Lands designated for institutional services shall contain sufficient acreage and open space and be properly screened and buffered to minimize potential adverse impacts on adjacent land uses. The City shall monitor the need for increased land area for institutional uses as well as redevelopment needs. The City shall assure that the institutional land use designation on the FLUM (Map 1-1) is expanded to accommodate the development and redevelopment of public and semi-public facilities such as governmental administration buildings; fire, police and rescue services; educational institutions and similar public uses. Land uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation or within other land use designations as provided for in the LDC. The following maximum development standards shall be applied to future development within "INST" areas:

TABLE 1-19: GENERAL DEVELOPMENT STANDARDS FOR "INST" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Institutional Uses	35'3 stories	N/A	0.50

Policy 1-2.7.2: Recreation (REC). The "REC" land use provides for publicly and privately owned property and facilities, with the intent to promote natural resource enhancement and to promote open spaces around buildings. No permanent or transient residential development is allowed within this FLUM designation. The LDC shall provide specific regulations for managing development of lands designated "REC."

1. Active recreation areas include beach parks, boat launching facilities, parks, basketball courts, tennis courts, baseball and softball fields, meeting halls and the like. The intensity of development of such sites shall be limited to 75 percent of impervious surface for the site, and be consistent with all setbacks, parking, landscaping, and open space requirements as defined within the LDC. Also, buffering to prevent intrusive noise, light, glare, vibration or other nuisance factors shall be required on all newly developed recreation sites.
2. Passive recreation areas include open spaces, wilderness and wetlands preserves, scenic vistas, parks, and Clement Taylor Park.

3. Development of all locally-owned public recreation facilities within the City shall be reviewed and approved by the City Council prior to development of such site.

The following maximum development standards shall be applied to future development within "REC" areas:

TABLE 1-20: GENERAL DEVELOPMENT STANDARDS FOR "REC" DESIGNATED LAND			
Use	Max. Height	Max. Density (units/acre)	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A
Recreation Uses	35'3 stories	N/A	.20

OBJECTIVE 1-2.8: CONSERVATION LAND USE DESIGNATION. The FLUM (Map 1-1), shall identify lands that are environmentally fragile for long-term preservation by designating them as "CON." Environmentally fragile lands shall be referred to as conservation resources, which are defined in Rule 9J-5.003(30), Florida Administrative Code. The protection and preservation of conservation resources shall be achieved through the implementation of the following Policies.

Policy 1-2.8.1: Conservation (CON). The FLUM shall designate lands that are natural and coastal resources as "CON." It is the intent of the "CON" land use designation to provide for the long-term protection and preservation of environmentally sensitive natural resource systems. The LDC shall be amended to ensure no development is permitted within "CON" designated areas, other than beach accessways, such as dune walkovers, parking, docks, restroom facilities, and passive recreation. The City shall have the option of obtaining a conservation easement from the property owner(s) to protect lands that are demonstrated to be environmentally sensitive. The following maximum development standards shall be applied to future development within "CON" areas:

TABLE 1-21: GENERAL DEVELOPMENT STANDARDS FOR "CON" DESIGNATED LAND				
Use	Max. Height	Max. Density (units/acre)	Minimum Open Space	Max. Floor Area Ratio
Single-Family and Multi-Family Residential (Prohibited)	N/A	N/A	N/A	N/A
Conservation Uses	15'1 story	N/A	80%	.05

Areas covered by a conservation easement shall be treated the same as areas designated as "CON" on the FLUM (Map 1-1). The developer of lands adjacent to areas

designated "CON" shall bear the burden of proof in determining that proposed development will not adversely impact conservation resources.

SECTION 1-3: FUTURE LAND USE ELEMENT IMPLEMENTATION.

Policy 1-3.2.3: Density/Intensity Standards. The City shall continue to enforce the LDC requirements mandating that residential density and nonresidential intensity is consistent with the Comprehensive Plan, including the FLUM, where applicable.

Policy 1-3.2.4: Performance Standards. The following performance standards incorporated in the LDC shall be updated and refined as needed to reflect accepted best management principles and practices. Application review functions shall be carried out by the City Manager or designee, using, as needed, other professionals with demonstrated expertise required to effectively analyze proposed development. Rezoning, Future Land Use Map amendments, Major Developments, and Master Developments Plan applications require final approval by City Council. The land development code shall include measures to implement the provisions of the Housing, Public Facility, Conservation and Coastal Management, and Capital Improvements Elements, including wetland protection, open space preservation, potable wellfield protection, stormwater management, control of sedimentation and soil erosion, and other applicable policies requiring implementation through the land development code.

OBJECTIVE 1-3.5: DISCOURAGE PROLIFERATION OF URBAN SPRAWL.

2. **Avoid Site Design Sprawl:** The main concern of the City relative to development of areas currently within the city boundaries is site-design sprawl. These are site designs which cumulatively inhibit transportation connectivity, particularly for pedestrians, creating unnecessary travel distances between residential or lodging uses and destinations such as businesses, institutions, shopping, and transit. Barriers such as dead-end streets or cul-de-sacs, walls, fences, and pond locations can greatly increase travel distances for pedestrians and bicyclists and require them to spend more time on less comfortable routes with higher car and truck volumes. To avoid site-design sprawl, new development should adhere to the following criteria:

OBJECTIVE 1-3.6: PREVENT INCONSISTENT LAND USE.

Policy 1-3.6.4: Identification of Land Use and Zoning Inconsistencies. The City shall continue to review properties within the corporate limits of the City for appropriate future land use and zoning and make recommendations to the LPA and to the City Council for amendments as needed based upon the following criteria:

1. **Undeveloped Lands.** Undeveloped lands located in a zoning district that are inconsistent with the approved FLUM designation for that property shall be rezoned to the least intensive district appropriate to that land use designation.

2. Developed Lands. Developed lands located in a zoning district that is inconsistent with the approved FLUM designation for that property, but having a use that is consistent with the FLUM designation shall be rezoned to an appropriate zoning with the same density or intensity of the existing use. If the use is inconsistent with the zoning and/or land use, then the City shall treat the use as nonconformity and follow the rezoning method cited above.

CHAPTER 2: - TRANSPORTATION ELEMENT

Policy 2-1.3.19: Pursue Parking Solutions and Funding Strategies. The City shall explore parking and parking garage site identification and acquisition through funding options such as tax increment financing, various bond options, and public-private partnerships.

Policy 2-1.3.20: Dedicate Funding to Multimodal Transportation Improvements. The City shall continue the transportation impact fee to enable the funding of multimodal transportation facilities and to support multimodal design standards.

Policy 2-1.3.21: Prioritize Projects. As revenues become available from the Community Redevelopment Area (CRA) tax increments, the City shall prioritize projects that help support the goals of the MMTD.

Policy 2-1.3.22: Monitor Multimodal Transportation District. The City shall continue to produce a MMTD Monitoring Report every two years to meet statutory review requirements. This report shall summarize the City's progress towards achieving the multimodal level of service (MMLOS) standards, and achieving the multimodal objectives and policies described herein.

Policy 2-1.3.23: Use Multimodal Transportation District Performance Measures. The City shall use multimodal performance measures to help evaluate the progress towards implementing the goals of the MMTD.

- A. On a system wide level, the City shall:
 - 1. Calculate the number of new developments and redevelopments that are completed and meet the design standards of the LDC, contributing towards the development of the multimodal transportation system and the creation of a thriving, functional focal point to the City.
 - 2. Calculate the number and length of new multimodal facilities that have been completed or planned.
 - 3. Calculate the transit ridership on all transit services within the City.
 - 4. Report progress on the implementation tasks identified in Objective 2-1.3.
- B. 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:
 - 1. The corridor multimodal level of service as applied through the ARTPLAN multimodal LOS analysis will be used to monitor the progress towards completing the multimodal network.
 - 2. 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.
 - 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 most currently available US Census data will be used for this analysis. MMTD accessibility will also be measured by identifying activity centers and determining the proportion of population with multimodal access to those activity centers.

4. 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.

Policy 2-1.3.24: Document Existing Conditions. The City shall continue to document the existing conditions on all arterial and collector roads within the City in the Annual Transportation Concurrency Analysis. These data shall be used to monitor the operating conditions on Harbor Boulevard/Emerald Coast Parkway and the collector roads and shall be submitted to the Department of Economic Opportunity, FDOT and adjacent jurisdictions as an informational component of the MMTD monitoring requirements.

Policy 2-1.3.25: Compare Current Traffic Volumes with Baseline Conditions. The City, in coordination with the Department of Transportation, documented the baseline conditions for the three segments of Harbor Boulevard/Emerald Coast Parkway. The baseline conditions were calculated using the average annual daily traffic volume plus committed trips as documented in the 2005 Annual Transportation Concurrency Analysis. Table 2-3 presents the baseline conditions for the roadway segments within the MMTD and the conditions at the time of the most recent Biennial Transportation Concurrency Report (2011). If the data demonstrate that the average annual daily traffic volume plus committed trips on Harbor Boulevard/Emerald Coast Parkway/U.S. Highway 98 is approaching 115% of the baseline condition, the City shall initiate meetings with the DOE, the FDOT, the TPO, and adjacent jurisdictions to evaluate progress and discuss regional solutions to address traffic conditions on Harbor Boulevard/Emerald Coast Parkway.

Policy 2-1.3.26: Study and Initiate Steps to Create Additional Capacity. If the data demonstrates that the average annual daily traffic volume plus committed trips for a given road segment of a collector road has reached or exceeded level of service D, the City shall initiate steps to create additional capacity, or demonstrate that creation of additional capacity would be contrary to the success of the multi modal district.

Policy 2-1.3.27: Refine or Revise Methodology. The City may elect to refine or revise this methodology based on experience gleaned through implementation of these procedures.

CHAPTER 12 - ADMINISTRATION

Policy 12-4.1.8: Methodology for Determining Demands on Concurrency Facilities.

A. **Transportation.** In determining whether transportation concurrency is met the following criteria shall be used:

1. **For Development Inside the Multimodal Transportation District:**

All applicants seeking development approval for properties located within the Multimodal Transportation District (MMTD) shall be required to meet the MMTD development standards detailed in the LDC. Additionally, a Transportation Analysis shall be submitted, which shall include a map indicating the distribution of vehicle trips on the surrounding street network as specified in the Land Development Code. The traffic analysis will help the City in determining the overall success of the MMTD in accordance with State requirements.

CHAPTER 13: - GLOSSARY

Policy 13-1.1.1: Definitions within the Comprehensive Plan. The following technical terms as used in the Comprehensive Plan shall have the meanings presented below.

Average Grade Method: This method for measuring building height within the SHMU designation. This method uses the existing grade of the parcel, generally identified as a line through the mid-point of the parcel from north to south creating a line connecting the high point to the low point. This line is then extended up to a height equal to the maximum building height permitted for the future land use designation. The building height shall be the distance measured to the cornice from a line formed by the 0.0 feet based on the National Geodetic Vertical Datum (NGVD) of 1929, the average existing grade, and the highest point of the crown of the road. The cornice line of any portion of the structure(s) shall not extend above the maximum height line. This method is illustrated in Figure 13-1, below.

[insert Figure 13-1 here]

Building height:

Building height shall be measured from the highest point of the crown of the road, average grade of the subject property if it is not in an area that has a Federal Emergency Management Agency (FEMA) Minimum Based Flood Elevation, or FEMA Minimum Base Flood Elevation, whichever is higher, to the cornice line of the building (except the building height for the Harbor Waterfront, as defined herein). The highest point of the crown of the road shall be established by topographic survey that has been signed and sealed by a Florida Registered surveyor. Within the "Harbor Waterfront" area, as defined

herein, building height shall be measured via the Average Grade Method. Single-family residential dwelling units may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of six (6) feet above the allowable maximum height of roof structure. Non-residential and mixed-use buildings may include non-habitable architectural roof embellishments (e.g. spires, watch towers, crows' nests, cupolas, chimneys, and similar architectural embellishments), or appurtenant structural systems (e.g. machinery rooms, elevator shafts, stairwells, and similar ancillary facilities) up to a maximum of ten (10) feet above the allowable maximum height of the roof structure.

Fully pitched roofs are required to cover not less than 60 percent of the roof surface on all buildings. A minimum pitch of 5:12 and a maximum pitch of 12:12 are required for the fully pitched roof above the cornice line.

Dormer: A window set vertically in a structure projecting through a sloping roof or the roofed structure containing such a window.

Floor area ratio (FAR): A ratio describing the intensity of development obtained by dividing the floor area of buildings or structures on a development site by the land area of the site with both values in the same unit of measure (typically square feet).

Floor area ratio, Nonresidential: The gross floor area of all non-residential buildings and related structures on a development site divided by the gross land area of the site.
