

O.O. Book



CITY of DESTIN

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June 6, 2006

Order No. 06-03

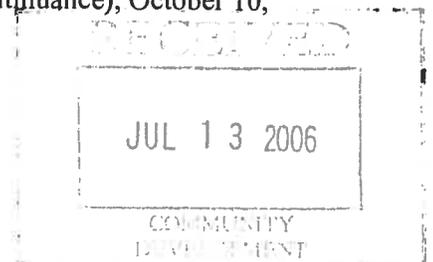
Final Development Order:

**“DESTIN HANGARS, BLOCK 10 & 11” LEASE #L03-0213-AP20-79
A MAJOR DEVELOPMENT
(SP-04-35)**

Based upon the City Council’s approval of this development order on December 6, 2005, this document will serve as your Final Development Order, to include all of the provisions of the attached Technical Review Committee Report, testimony, and with the following conditions as specified by the City Council:

BACKGROUND / ISSUE:

- Applicant:** Mr. Jerry Sealy of the Okaloosa County Airport Authority and Choctaw Engineering, Inc., on behalf of The Okaloosa County Board of County Commissioners, is requesting approval of a Major Development identified as “Destin Hangars, Block 10 and 11” for a leaseholder (Ludwig Lawfirm, PLC) of Blocks 10 and 11.
- Request:** The proposed project consists of two airplane hangar buildings with a total of six airplane bays, a 15-foot high noise wall between the hangar buildings, hangar aprons, taxiway to connect with existing taxiway, and stormwater management facilities.
- Location:** The site is located at the existing Destin/Ft. Walton Beach Airport (1001 Airport Road) and is more specifically known as Property Appraiser’s parcel I.D. numbers 00-2S-22-0000-0007-0000 and 00-2S-22-0000-0033-0010.
- Parcel Size:** The total airport site area is 224.4 acres, more or less and the specific limits of construction area for the hangars encompass 2.45 acres, more or less.
- Future Land Use:** Light Industrial (IN)
- Zoning District:** Airport Industrial Park (AIP)
- Density:** Not applicable
- Intensity:** Allowed: 1.07 Floor Area Ratio (FAR) per current Comprehensive Plan – 2000
Proposed: -0.34 FAR per Land Development Code Definition OR
0.33 FAR per more commonly used methodology
- Application Date:** May 28, 2004
- TRC Date:** June 16, 2004
- Approved Site Plan Date:** March 1, 2005
- City Council Date:** March 14, 2005, September 26, 2005 (Continuance), October 10, 2005 (Deferral), and December 6, 2005



DETERMINATIONS:

1. The Destin City Council held a public hearing on March 14, 2005, September 26, 2005 (Continuance), October 10, 2005 (Deferral), and December 6, 2005. The Council voted 4 to 1, to approve the project as presented in the agenda package and subject to all applicable conditions identified within the Final Development Order, attached TRC report, with all necessary changes and updates, testimony, and contingent upon payment of all outstanding fees prior to the issuance of the Development Order.
2. All the findings of the Technical Review Committee report dated June 16, 2004, are incorporated herein.

CONDITIONS OF APPROVAL FOR "DESTIN HANGARS, BLOCK 10 & 11" A MAJOR DEVELOPMENT (SP-04-35):

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

Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on June 6, 2006 (no later than June 6, 2006), and must be completed as shown on plans approved by the Technical Review Committee.

WARNING: If the applicant/owner has not obtained a building permit(s) for construction of infrastructure and that construction has not commenced within one (1) year of issuance of the final development order, the final development order will become null and void and the application for development order approval must be re-initiated. (Article 2, Section 2.10.00)

NOTE: An applicant/owner who desires to extend the twelve (12) month (1 year) deadline must submit a request to the Community Development Department, no less than thirty (30) days prior to the expiration of the twelve (12) month deadline to obtain a building permit and commence construction of infrastructure. The applicant may receive only one extension, and such extension shall not exceed one year. The applicant /owner should review Article 2, Section 2.21.00, of the Destin Land Development Code for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1 above, the concurrency capacity allocation status for "Destin Hangars, Block 10 & 11" will be protected. However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:
 - A. Construction permit(s) in association with construction of infrastructure are not obtained in accordance with Article 2, Section 2.10.00 of the Land Development Code to maintain concurrency, or

- B. Construction of infrastructure activity ceases for a period exceeding one (1) year at any time during the term of this Final Development Order so that concurrency is not maintained under Article 6 of the Destin Land Development Code.**

The applicant must obtain City of Destin permits for the following activities on and off site (These may require appropriate bonding):

- A. Disturbance of the City's right-of-way (Note: Applicant must obtain the proper ROW permit(s) from the Engineering Department prior to issuance of building permits, unless otherwise exempted by the City Engineer.)
- B. Pavement cuts.
- C. Construction of any kind.
- D. Clearing, grubbing, or demolition.
- E. Paving, grading, drainage, sidewalks.
- F. Signage.
- G. Installation of utilities.
- H. Construction trailers.

Conditions per Community Development Department: Refer to pages 14 and 15 of the attached TRC Report.

Conditions per Destin Water Users, Inc: Refer to page 9 of the attached TRC Report.

TECHNICAL REVIEW COMMITTEE REPORT

“DESTIN HANGARS, BLOCK 10 & 11” A MAJOR DEVELOPMENT (SP-04-35)

TRC Report: March 4, 2005, amended October 6, 2005

ISSUE:

- Applicant:** Mr. Jerry Sealy of the Okaloosa County Airport Authority and Choctaw Engineering, Inc., on behalf of The Okaloosa County Board of County Commissioners, is requesting approval of a Major Development identified as “Destin Hangars, Block 10 and 11” for a leaseholder (Ludwig Lawfirm, PLC) of Blocks 10 and 11.
- Request:** The proposed project consists of two airplane hangar buildings with a total of six airplane bays, a 15-foot high noise wall between the hangar buildings, hangar aprons, taxiway to connect with existing taxiway, and stormwater management facilities.
- Location:** The site is located at the existing Destin/Ft. Walton Beach Airport (1001 Airport Road) and is more specifically known as Property Appraiser’s parcel I.D. numbers 00-2S-22-0000-0007-0000 and 00-2S-22-0000-0033-0010. (Exhibit A: Location Map).
- Parcel Size:** The total airport site area is 224.4 acres, more or less and the specific limits of construction area for the hangars encompass 2.45 acres, more or less.
- Future Land Use:** Light Industrial (IN)
- Zoning District:** Airport Industrial Park (AIP)
- Density:** Not applicable
- Intensity:** Allowed: 1.07 Floor Area Ratio (FAR) per current Comprehensive Plan – 2000
Proposed: -0.34 FAR per Land Development Code Definition OR
0.33 FAR per more commonly used methodology
- Application Date:** May 28, 2004
- TRC Date:** June 16, 2004
- Approved Site Plan Date:** March 1, 2005
- City Council Date:** March 14, 2005, September 26, 2005 (Continuance), October 10, 2005 (Deferral), and December 6, 2005

DISCUSSION/FINDINGS:

Mr. Jerry Sealy of the Okaloosa County Airport Authority and Choctaw Engineering, Inc., on behalf of The Okaloosa County Board of County Commissioners, is requesting approval of a Major Development identified as “Destin Hangars, Block 10 and 11” for a leaseholder (Ludwig Lawfirm, PLC) of Blocks 10 and 11. The proposed project consists of two airplane hangar buildings with a total of six airplane bays, a 15-foot high noise wall between the hangar buildings, hangar aprons, taxiway to connect with existing taxiway, and stormwater management facilities. The site is located at the existing Destin/Ft. Walton Beach Airport (1001 Airport Road) and is more specifically known as Property Appraiser’s parcel I.D. numbers 00-2S-22-0000-0007-0000 and 00-2S-22-0000-0033-0010. The total airport site area is 224.4 acres, more or less and the specific limits of construction area for the hangars encompass 2.45 acres, more or less.

The proposed project as depicted on the site plan(s) (Exhibit B), as required by the Comprehensive Plan and the Land Development Code, has undergone a compatibility review that is detailed below under the "Compatibility" section of this TRC Report.

The proposed request as presented and described is deemed consistent with the Comprehensive Plan and Land Development Code, which include a Compatibility review with conditions, Concurrency Management review, and a Level of Service review.

The Technical Review Committee (TRC) reviewed and approved the project with specific conditions as stated below.

COMPREHENSIVE PLAN/ZONING:

The property currently has a Future Land Use Map category of Light Industrial (IN) and a Zoning District designation of Airport Industrial Park (AIP). The proposed hangar facility is a consistent use with the Light Industrial (IN) Future Land Use Map category pursuant to the Comprehensive Plan - 2000. The Airport Industrial Park (AIP) zoning district specifically allows for the described use(s) (§7.12.01 (P) (1), LDC). However, the proposed development must satisfy compatibility criteria established in Policy 7.A.4.6 (p), Comprehensive Plan and §7.09.03, LDC.

COMPATIBILITY:

The applicant requested the compatibility analysis be conducted by the City of Destin. See the attached compatibility analysis prepared by Renaissance Planning Group (RPG) (Exhibit C) for the complete analysis, conclusions, and final recommendations for this project.

The compatibility analysis (Compatibility Analysis Exhibit C) prepared by RPG as originally submitted on March 2, 2005, and revised October 6, 2005, indicates that the proposed plan for the "Destin Hangars, Block 10 & 11" development and attributable conditions associated with the Final Development Order provide an acceptable level of compliance with the City of Destin Comprehensive Plan Policy 7.A.4.6 (p) and the Land Development Code §7.09. The following describe the conditions recommended to achieve compatibility compliance:

- a. The design of the noise barrier shall ensure that a proper balance between noise mitigation and aesthetics is achieved for residents. The applicant has proposed 56 trees and a 10-foot landscaped buffer. At a minimum, a double row of evergreen trees a minimum of twelve feet (12') high at time of planting forming a minimum of 80% opacity shall be planted along the southwest side of the proposed hangars and along the northwest property line between the accessway and the property line (the property line being the property line of the contiguous residential uses. (See Open Space/Landscape Section of the TRC Report for additional details.
- b. The tarmac (aircraft parking and loading areas) will operate as a tow area only. No aircraft engines will be run in this area and aircraft must be towed outside of the tow area prior to engine startup.

Any additional revisions to the site plan must be reviewed and approved by the appropriate Technical Review Committee members and may be subject to a compatibility analysis if required pursuant to provisions of the Comprehensive Plan [Policy 7.A.4.6 (p)] and Land Development Code [LDC, §7.09].

INTENSITY:

Floor Area Ratio:

The Light Industrial (IN) Future Land Use Map category has a maximum floor area ratio (FAR) of 1.07.

The FAR calculation methodology as defined in Article 3, Section 3.00.01 "Floor Area Ratio" of the Destin Land Development Code is as follows:

$$\frac{(\text{Total gross floor area}) - (\text{Total square feet of required setbacks and open space} + \text{parking})}{\text{Total square feet of project site}} = \text{FAR}$$

$$\frac{35,280 \text{ +/- sq. ft.} - 71,234 \text{ sq. ft.}}{106,514 \text{ sq. ft.}} = \text{FAR}$$

$$-35,954 \text{ sq. ft.} / 106,514 \text{ sq. ft.} = -0.34 \text{ FAR}$$

Utilizing the formula as defined above, the FAR of -0.34 is below the maximum of 1.07. Thus, the FAR is in compliance.

The more common FAR calculation methodology results in an FAR of 0.057, which is below the current 1.07 FAR requirement.

$$\text{Total square feet of proposed buildings} / \text{square feet of subject project boundary site} = \text{FAR}$$

$$35,280 \text{ sq. ft.} / 106,514 \text{ sq. ft.} = 0.33 \text{ FAR}$$

The Light Industrial (IN) Future Land Use Map category has a maximum floor area ratio (FAR) of 1.07. The project's code required FAR and more commonly used FAR, as calculated, are compliant.

RIGHT-OF-WAY DEDICATION:

No right-of-way dedication is part of this development.

CONCURRENCY MANAGEMENT:

Concurrency requirements have been met:

Solid Waste: **X**
Potable Water: **X**
Sanitary Sewer: **X**
Traffic: **X**
Stormwater Management: **X**

Please refer to the attached Exhibits E through I for approved Concurrency Evaluation Certificates.

TRAFFIC ANALYSIS:

According to the traffic review conducted by the City's Transportation Manager and approved on March 2, 2005, the proposed development will not degrade the level of service of those major transportation facilities in the City of Destin (urban collectors and arterials).

Traffic concurrency is satisfied for this project, as confirmed by the City's Transportation Manager after reviewing the applicant's traffic concurrency analysis dated revised June 29, 2004 (Exhibit H).

SUBDIVISION OR PUD - PLAT:

No division or resubdivision of land is proposed as part of this development.

WHITE SANDS ZONE:

The project property is not located in either White Sand Zone I or II.

PHASING:

The proposed development is not to be phased.

AIRPORT PROTECTION:

The proposed development is entirely within the property of the Destin-Ft. Walton Beach Airport. The proposed development is compliant with the airport zoning regulations (LDC, Article 7, Section 7.15.00.)

HEIGHT:

The proposed hangars are designed at a height of 34' 5" from finished floor to the top of the highest roof. Maximum height in the AIP zoning district, other than for hangars and communication towers, is 35'. Aircraft hangars have a height maximum of 40'. The proposed structure is below the maximums allowed.

SETBACKS:

The proposed buildings meet and exceed all of the required setbacks for the following zoning district(s):

Airport Industrial Park (AIP):

Distances provided are from the proposed terminal facility to the nearest property lines:

	<u>Required</u>	<u>Buffers</u>	<u>Setback Provided</u>
North:	15'	min. 10' VB	Over 1000' including the min. 10' VB
Northeast:	15'	min. 10' VB	Over 1000' including the min. 10' VB
East:	15'	min. 10' VB	Over 1000' including the min. 10' VB
Southeast:	15'	min. 10' VB	Over 1000' including the min. 10' VB
South:	15'	min. 10' VB	Over 1000' including the min. 10' VB
Southwest:	15'	min. 10' VB	45' +/- including a 11.5' VB
West:	15'	min. 10' VB	50' +/- including a 11.5' VB
Northwest:	15'	min. 10' VB	60' +/- including a 11.5' VB
Between Bldgs.:	*20'	N/A	Over 20.0'

Note: 10' FP = 10' Front Perimeter Landscaped Area, 10' (50') VB = 10' (50') Vegetative Buffer Area, and 5' CB = 5' Common Boundary Landscaped Area. The following buffers are required: 10' FP is required along the property abutting the right-of-way. To address issues of compatibility, the applicant is providing a setback distance of at least 45', row of trees adjacent to the hangars as well as along the property line, and incorporating a wall (to be designed by others) joining the two hangar structures at the ends closest to the neighboring properties.

*20' is required for separation to allow for fire lanes. A fire lane is provided using the existing and proposed taxiways, aprons, and vehicular accessways throughout the airport property.

SIGNS:

No overall sign approval is part of this application. All future signs must comply with the applicable section of the Destin Land Development Code in effect at the time a sign application is submitted.

UTILITIES:

Utilities/service (existing and proposed) shall be placed underground.

CITY OF DESTIN BUILDING OFFICIAL:

Building Official has no technical comments at this time. A full set of construction plans; specifications and related documents must be submitted to the Building Department for review and approval before a building permit will be issued.

COX COMMUNICATIONS:

Cox Communications approved the project in a letter dated June 7, 2004.

DESTIN FIRE CONTROL DISTRICT:

The Destin Fire Control District approved the project in a letter dated June 16, 2004.

GULF POWER:

Gulf Power approved the project in a letter dated June 9, 2004.

OKALOOSA GAS:

Okaloosa Gas approved the project in a letter dated June 16, 2004.

SPRINT:

Sprint approved the project in a letter dated June 9, 2004.

WATER/SEWER PROVIDER:

Destin Water Users, Inc. approved the project in a letter dated July 16, 2004. Please note the following as conditions of the Final Development Order:

1. For clarification purposes: All water services for this project are required to have an RPZ backflow preventer. The plans only indicate one service being protected. Please either specifically indicates this state mandated requirement on the plans or add a note stating such.
2. I was unable to locate the note regarding the extraction of the two (2) inch flushing hydrant, on the plans. Please indicate on the utility plans that this hydrant shall be extracted by Destin Water Users.
3. **Condition:** All revisions to the water and/or sewer utilities of any previously approved project, must be reapproved by Destin Water Users, Inc., at least 24 hours prior to implementation. If you have question or concerns please call Steve Schmitt/Field Operations Manager (850) 837-6146 ext. 106 or Steve Benoit GIS Section Head (850) 837-6146 ext. 109.
4. **Condition:** Field verified "As-Built" Plans must be furnished to Destin Water Users, Inc., prior to the release of water service.

STORMWATER:

The stormwater management plan was found acceptable and approved on March 3, 2005, and had the following **stormwater** related conditions:

1. **Condition:** If groundwater is observed standing in the stormwater structures, the stormwater management plan shall be considered in non-compliance and a revised stormwater plan shall be resubmitted for review and approval.
2. **Prior to obtaining any city permit,** a copy of the FDEP Stormwater Documentation (approval letter dated July 28, 2004 submitted to City of Destin on 02-17-2005) & NPDES approval shall be forwarded to the City Engineer's office.

3. **Condition:** The Stormwater Master Plan (SWMP) for Destin Hangars shall be independently operated and maintained from the SWMP for the Airport property.
4. **Condition:** The SWMP's for the Destin Hangars Block 10 and 11 parcel of 2.86 acres (124,753 square feet more or less) shall be hydraulically and hydrologically disassociated with the rest of the Destin Airport property as indicated by the design of Choctaw Engineering, Inc. dated February 17, 2005.
5. **Prior to obtaining a Certificate of Occupancy:** The Stormwater Operation / Maintenance Plan shall be acknowledged and signed by the owner. This plan shall include but not be limited to the following: This system shall require periodic maintenance for continued proper operation, including as a minimum a) removal of silt and debris from surface infiltration areas and catch basins, and b) maintenance of vegetative cover in surface infiltration areas. Owner shall regrade swale/retention areas as required to maintain approved design cross-section(s), line(s), and grade(s) and shall keep all inlets and exfiltration pipes clean and unobstructed.

COASTAL MANAGEMENT AND CONSERVATION:

The proposed project is not located within any identifiable special flood hazard areas per the FEMA Flood Insurance Rate Maps. There are identified environmentally sensitive zones (wetlands) on the airport grounds; however, none are affected and/or disturbed by the proposed development.

INGRESS/EGRESS:

Ingress and egress to the proposed project is provided by the existing accesspoint along Airport Road. Continuation of the existing accessway along the southwest side of the airport property will be provided. Utilizing the existing airport taxiways and aprons provides vehicular access to the hangar bays.

PARKING:

The project meets or exceeds the parking requirements of the Destin Land Development Code as indicated on the approved plans.

Per code:

Warehouse (Hangar): 1 space for every 1,000 square feet of gross floor area for the first 20,000 sq. ft. and 1 space for every 2,000 square feet of gross floor area for the second 20,000 sq. ft.

Per site plan:

35,280 square feet (warehouse/hangar): $20,000 \text{ sq. ft.}/1000 = 20 \text{ spaces}$
 $15,280 \text{ sq. ft.}/2000 = 8 \text{ spaces}$

TOTAL REQUIRED: 28 parking spaces

TOTAL PROVIDED: 28 parking spaces (All parking spaces for this project are provided within the hangar facilities.)

LOADING SPACE (ZONE):

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

TOTAL REQUIRED: 3 loading spaces

TOTAL PROVIDED: 3 loading spaces (The areas for loading zones “float” throughout the project site area within the taxiway/apron adjacent to each hangar bay.)

REFUSE COLLECTION:

Refuse collection will be handled by each hangar tenant. If refuse collection is to be provided by dumpster service. Dumpsters must be enclosed by fully opaque screen and gate.

SIDEWALKS/PEDESTRIAN CONNECTIVITY:

No sidewalks are proposed along the Airport Road right-of-way. Internal pedestrian connectivity is achieved.

OPEN SPACE/LANDSCAPE:

Open Space Requirements:

Airport Area (Total Area): 9,775,735.2 sq. ft. (224.42 acres, more or less)

Project Boundary Area: 106,514 sq. ft. (2.45 acres, more or less)

Required 18% Open Space (Project Boundary Area): 19,172.52 sq ft. (2.45 acres)

Provided Open Space (Project Boundary Area): 28% or 30,281 sq. ft. (0.70 acres)

Tree Requirements (Redevelopment Area):

Credits for Existing Trees (2" to 6" diameter) on Site (0 trees x 2 credits per tree):	0
Credits for Existing Trees (7" to 12" diameter) on Site (1 trees x 3 credits per tree):	1
Credits for Existing Trees (13" to 19" diameter) on Site (0 trees x 4 credits per tree):	0
Credits for Existing Trees (20" to 24" diameter) on Site (0 trees x 5 credits per tree):	0
Total Reforestation Credits for saving Existing, Protected, or Preserved Trees:	<u>3</u>
Reforestation Trees (1 per every .10 of an acre: 2.45 x 10 = 25 Required on Site:	<u>25</u>
Total Reforestation Trees (1 per every .10 of an acre minus credits) Required on Site:	<u><u>22</u></u>

Note: Per the Land Development Code, credit shall be received on the reforestation requirement of this section by preserving existing trees. Trees required for reforestation are in addition to other required trees within Article 12, Section 12.04.04.C.

Total Reforestation Trees Required on Site:	22
Total Reforestation Trees Provided on Site:	22
Front Perimeter Trees (1 per 25') Required on Site:	N/A
Front Perimeter Trees (1 per 25') Provided on Site:	N/A
Parking Lot Trees (1 per end row and landscape island) Required on Site:	N/A
Parking Lot Trees (1 per end row and landscape island) Provided on Site:	N/A
Vegetative Buffer Trees, if applicable, (1 per 25') Required on Site:	14
Vegetative Buffer Trees, if applicable, (1 per 25') Provided on Site:	14
(Additional Vegetation contributed by applicant for compatibility consideration – 12' High)	17
Replacement Trees (removal of trees 12" d.b.h. or greater outside of structure) Required on Site:	4
Replacement Trees (removal of trees 12" d.b.h. or greater) Provided on Site:	4

TOTAL TREES REQUIRED (without consideration of additional requirements to achieve compatibility with adjoining residential properties):	40
TOTAL TREES PROVIDED:	*57

*The design of the noise barrier shall ensure that a proper balance between noise mitigation and aesthetics is achieved for residents. The plan proposes 31 trees (14 plus 17 equals 31) and a 10-foot wide landscaped buffer adjacent to the property line. At a minimum, a double row of evergreen trees a minimum of twelve feet (12') high at time of planting forming a minimum of 80% opacity shall be planted along the southwest side of the proposed hangars and along the northwest property line between the accessway and the property line (the property line being the property line of the contiguous residential uses. (See Open Space/Landscape Section of the TRC Report for additional details.) Additional trees shall be added to the required 31 trees to achieve the 80% opacity if not met at time of Certificate of Occupancy.

A five (5) foot Common Boundary Landscape Area is required along those property lines that directly abut an adjacent parcel. A ten (10) foot Front Perimeter Landscape Area is required along the property line abutting a right-of-way. The required five (5) foot Common Boundary landscaping shall provide a minimum of fifty percent (50%) opacity for that area between the finished grade level at the common boundary line and six (6) feet above said level and horizontally along the length of all common boundaries within three (3) years of planting.

If required, the ten (10) foot Front Perimeter Landscape Buffer shall be calculated as one (1) tree per twenty-five (25) linear feet of buffer. Unless otherwise noted, all required trees must be a minimum of six (6) feet high at time of planting and reach a crown of twenty (20) feet at maturity. If the twenty (20) foot crown requirement is not met, additional trees shall be added and grouped together to meet the twenty (20) foot crown. If shrubs are used in the required buffer areas, they must be a minimum of twelve (12) inches in height when measured immediately after planting. The trees planted within the open space areas and buffer areas shall be a minimum of 12' at time of planting. **WARNING: A Certificate of Occupancy will not be issued until the required landscape material per the approved landscape plan has been inspected and approved by the Community Development Department. Additional vegetation may be required per compatibility.**

IMPACT FEES:

The following impact fee amounts may be subject to change. Final impact fee amounts will be determinant upon the gross floor area of the development and whether exemption or credits are applicable and reevaluated at the time a Certificate of Occupancy is requested. **Any claims for exemption or credits must be made no later than the time a Certificate of Occupancy is requested. Refer to Article 19 of the Destin Land Development Code for specifics regarding impact fees.** The owner/applicant must pay the final impact fee amounts prior to the issuance of a Certificate of Occupancy:

Police Protection: The police protection impact fees were calculated using the “Industrial per 1,000 sq. ft.” (Note: This is the most similar land use available under this category.)

Industrial (Warehouse/Hangar):

$$(35,280 \text{ sq. ft.}) \times (\$5.87)/1,000 = \$207.09$$

Road: The road impact fees were calculated using the “Warehouse/storage” (Note: This is the most similar land use available under this category.)

Warehouse (Warehouse/Hangar):

$$(35,280 \text{ sq. ft.}) \times (\$369.00)/1,000 = \$13,018.32$$

Totals:

Parks:	=	N/A
Public Library:	=	N/A
Police Protection:	=	\$207.09
Roads:	=	\$13,018.32
TOTAL:	=	\$13,225.41

OTHER FEES:

The fees listed below are subject to change and are based on the most recent information available (May 15, 2006). The fees must be paid by the applicant as part of the cost recovery associated with the proposed project:

City Traffic Consultant:	\$293.61
City Compatibility Consultant:	\$14,135.96
City Surveyor:	N/A
Re-Review Fees (Community Dev.)	Paid
Re-Review Fees (Stormwater Man.)	Paid
Administrative Costs:	\$21.50
City Council Advertising:	\$157.13
TOTAL (as of 05/15/06) =	\$14,608.20

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT

FDEP stormwater and NPDES approvals shall be forwarded to the city engineer’s office to be stamp received and then forwarded to the Community Development Department.

COMMENTS/CONDITIONS:

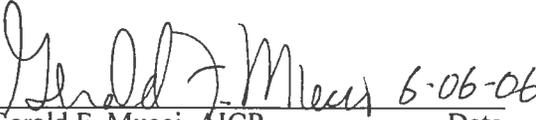
Public Input:

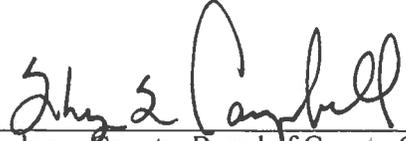
Over the last several months, public input/opposition has been provided to staff about the many changes to the Destin-Ft. Walton Beach Airport and more specifically about this development within the airport property.

Per Community Development Department:

1. **Prior to the issuance of the Final Development Order**, all outstanding costs associated with this project and are owed to the City must be paid in full.
2. **Prior to the issuance of the first building permit**, it shall be necessary to receive confirmation from the Federal Aviation Administration (FAA) that the proposed development does not require an Environmental Impact Assessment pursuant to the FAA's environmental impact assessment requirements, or if such assessment is required, any mitigation measures or changes to the plan(s) required by such study shall be reviewed by the City of Destin.
3. **Prior to the issuance of the first building permit**, plans will be submitted to and approved by the City that implement the Compatibility Analysis conducted by Renaissance Planning Group, Inc., dated March 2, 2005, and revised October 6, 2005, that contain the following to ensure an acceptable level of compliance between the proposed use and development with adjoining residential properties:
 - a. The design of the noise barrier shall ensure that a proper balance between noise mitigation and aesthetics is achieved for residents. The applicant has proposed 56 trees and a 10-foot landscaped buffer. At a minimum, a double row of evergreen trees a minimum of twelve feet (12') high at time of planting forming a minimum of 80% opacity shall be planted along the southwest side of the proposed hangars and along the northwest property line between the accessway and the property line (the property line being the property line of the contiguous residential uses. (See Open Space/Landscape Section of the TRC Report for additional details.
 - b. The tarmac (aircraft parking and loading areas) will operate as a tow area only. No aircraft engines will be run in this area and aircraft must be towed outside of the tow area prior to engine startup.
4. **Prior to the issuance of a Certificate of Occupancy**, all applicable impact fees must be paid.
5. **Prior to the issuance of a Certificate of Occupancy**, if outdoor lighting is planned for this project area, an outdoor lighting plan shall be provided to the Community Development Department for review and approval. In addition, if the light levels once operational negatively affect the neighboring property owners to the north and west, the operator of the facility located on the leased area shall mitigate their concerns.

6. **Prior to the issuance of a Certificate of Occupancy**, the landscaping and all outdoor lighting, if installed, must be inspected and approved by the Community Development Department.
7. **Prior to obtaining any city permit**, a copy of the FDEP Stormwater Documentation (approval letter dated July 28, 2004 submitted to City of Destin on 02-17-2005) & NPDES approval shall be forwarded to the City Engineer's office.
8. **Condition:** The Stormwater Master Plan (SWMP) for Destin Hangars shall be independently operated and maintained from the SWMP for the Airport property.
9. **Condition:** The SWMP's for the Destin Hangars Block 10 and 11 parcel of 2.86 acres (124,753 square feet more or less) shall be hydraulically and hydrologically disassociated with the rest of the Destin Airport property as indicated by the design of Choctaw Engineering, Inc. dated February 17, 2005.
10. **Prior to obtaining a Certificate of Occupancy:** The Stormwater Operation / Maintenance Plan shall be acknowledged and signed by the owner. This plan shall include but not be limited to the following: This system shall require periodic maintenance for continued proper operation, including as a minimum a) removal of silt and debris from surface infiltration areas and catch basins, and b) maintenance of vegetative cover in surface infiltration areas. Owner shall regrade swale/retention areas as required to maintain approved design cross-section(s), line(s), and grade(s) and shall keep all inlets and exfiltration pipes clean and unobstructed.
11. Any additional revisions to the site plan must be reviewed and approved by the appropriate Technical Review Committee members and may be subject to a compatibility analysis if required pursuant to provisions stated within the approved Development Order, the Comprehensive Plan [Policy 7.A.4.6 (p)] and Land Development Code [LDC, §7.09] or if necessary as agreed upon by the City and the applicant prior to the issuance of the final development order.


 Gerald F. Mucci, AICP 6-06-06
 Community Development Director Date


 Okaloosa County, Board of County Commissioners 7-5-06
 Owner Date
 Sherry Campbell
 Chairman

