

**CITY OF PANAMA CITY BEACH
PLANNING BOARD**

MEETING DATE: July 10, 2019
MEETING TIME: 1:00 P. M.
PLACE: City of Panama City Beach City Hall Annex

AGENDA

- ITEM NO. 1** **Call to Order and Roll Call**
- ITEM NO. 2** **Invocation**
- ITEM NO. 3** **Pledge of Allegiance – Mark Caron**
- ITEM NO. 4** **Approval of June 12, 2019 Planning Board Meeting Minutes**
- ITEM NO. 5** **Public Comments-Agenda Items and Previous Agenda Items (Non-Public Hearings) Limited to Three Minutes**
- ITEM NO. 6** **Update of Planned Unit Development Master Plans**
- ITEM NO. 7** **Update on Beach Parking Fund**
- ITEM NO. 8** **Discussion of M-1 Accessory Uses and Structures**
- ITEM NO. 9** **Discussion of Front Beach Overlay Standards**
- ITEM NO. 10** **Discussion of Inflatable Amusements**
- ITEM NO. 11** **Discussion of Pop-Up Parks**
- ITEM NO. 12** **Discussion of Multi-Modal Trail Facilities**
- ITEM NO. 13** **Code Enforcement Update**

All interested persons are invited to attend and to present information for the Board's consideration. Further information may be obtained from the Building & Planning Department at 233-5054, extension 2313. Anyone not appearing in person may submit written comments to the Building & Planning Department at 116 S. Arnold Road, Panama City Beach, Florida 32413,

any time prior to the stated meeting time. All comments received will be considered before final action is taken. If a person decides to appeal a decision of the Planning Board, a record of the proceedings will be needed. Such person will need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. Any person requiring a special accommodation at this meeting because of a disability or physical impairment should contact the Jo Smith, City Clerk at City Hall, 110 S. Arnold Road, Panama City Beach, Florida 32413 or by phone at (850) 233-5100. If you are hearing impaired and you possess TDD equipment, you may contact the City Clerk using the Florida Dual Party Relay system which can be reached at (800) 955-8771 (TDD).

Notice is hereby provided that one or more members of the City Council or other City boards may attend and speak at the meeting.

ITEM NO. 6

Approved Planned Unit Development Master Plans February 2017

<u>Name</u>	<u>Location</u>	<u>Date Approved</u>	<u>Infrastructure Deadline</u>	<u>90% Developed Deadline</u>	<u>Status</u>
Tapestry Park	Clara-Lyndell Ln.	May 13, 2002	May, 2006	May, 2012	Some residential platting and construction underway.
East Lake Creek	Kelly St. North of PCB Parkway	May 12, 2003	May, 2007	May, 2013	Horizontal infrastructure not completed for Retail Sales area nor the Business-Professional area. Turtle Cove subdivision almost built out.
Parkside	Mostly East of Pier Park Dr. north of Pier Park N.	May 12, 2003	May, 2007	May, 2013	Palmetto Trace Subdivision is built out some multifamily acreage is available.
Sunnyside	West of Downing St. and South of PCB Parkway	September 12, 2005	September, 2009	September, 2015	No action
LaBorgata	Kelly Street South of PCB Parkway	August 8, 2005	August, 2009	August, 2015	Horizontal improvement not commenced. Some infrastructure in place.
Ibis Lake	East of Vestavia St. and South of PCB Parkway	April 12, 2003	April, 2007	April, 2013	No action
Parkside II	West of Pier Park Dr. North of PCB Parkway	February 20, 2017	February, 2021	February, 2027	Newly approved

ITEM NO. 7

Andrea Chester

From: Mel Leonard
Sent: Wednesday, June 26, 2019 9:58 AM
To: Andrea Chester
Cc: Charles Silky
Subject: Beach Parking Fund Balance

Andrea,

The Planning Board asked how much money is in the Beach Parking fund and what types of expenses are eligible for such funds. The current balance on the account is \$766,889.32 and the funds can be spent on any “capital” expenditures related to construction/improvement of beach access public parking – land, buildings, parking lots, lighting, parking meters, etc.

Please provide a copy of this information in the agenda packets for next month’s meeting.

Thanks,

Mel

ITEM NO. 8

Chapter 5. Standards for Special Situations

(Standards for *Uses* and *Structures* that are *Accessory*, Temporary or have Special Design Requirements are established in this Chapter)

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5.01.00 GENERALLY

Certain *Land Uses* have characteristics that require the imposition of *Development* standards in addition to those otherwise required by this *LDC*. Such standards are provided for *Accessory Uses* and structures (Section 5.02.00), temporary *Uses* and structures (5.03.00), communication towers (5.05.00), *Signs* (5.07.00) and other specific *Land Uses* (5.04.00). Certain other *Land Uses* have an even greater potential detriment and therefore cannot be permitted as a matter of right, but may be permitted if certain standards are met through the imposition of conditions tailored to the specified *Use*, location and potential detriment. These are referred to here as *Conditional Uses* (5.06.00). The regulation of *Signs* is treated in this chapter because the careful balance between free speech and the avoidance of public nuisances and safety hazards requires detailed and special design requirements of outside *Signs*.

5.02.00 ACCESSORY USES AND STRUCTURES

5.02.01 Generally

- A. It is the intent of this section to regulate the installation, configuration and *Use* of *Accessory Structures* and the conduct of *Accessory Uses*. Regulation is necessary in order to ensure that *Accessory Uses* and structures are compatible with the surrounding neighborhood and are consistent with the character and intent of the zoning district in which the *Accessory Uses* and structures are located.

- B. Excepting **Residential Community Accessory Uses, Accessory Uses** and structures are not permissible on **Lots** or **Parcels** that do not contain a **Principal Use or structure**.
- C. **Accessory Uses** are identified in Table 2.03.02. Design standards for these **Accessory Uses** are provided in section 5.02.02.
- D. **Accessory Structures** may be allowed in any zoning district, provided that they comply with the standards of the zoning district and that the following general standards are met, along with specific standards for the structure as provided in sections 5.02.03 through 5.02.09:
 - 1. All **Accessory Structures** shall be located on the same **Lot** as the **Principal Use**.
 - 2. All **Accessory Structures** shall be included in all calculations for **Parking Space** requirements, **Impervious Surface** ratio standards, stormwater runoff standards and **Lot** coverage standards.
 - 3. All **Accessory Structures**, other than fences and walls located in compliance with the requirements of section 5.02.03, shall be located in compliance with all site design requirements, except the rear **Yard Setback**. A single-story **Accessory Building** shall be located a minimum of five (5) feet from a **Rear Yard** line. An **Accessory Building** greater than one-**Story** in height shall be located a minimum of ten (10) feet from a **Rear Yard** line.
 - 4. Within the following zoning districts, there shall be no more than two (2) **Accessory Structures** permissible (excluding fences, walls and unenclosed pools): R-1a, R-1b, R-1c, R-1c-T, R-2, R-O and RTH. All other zoning districts may have any number of **Accessory Structures**, so long as such structures are located in compliance with the site design requirements of the zoning district and the applicable requirements of this section.
 - 5. There shall be no off-site signs pertaining to allowable **Accessory Uses**.
 - 6. The aggregate area of all permissible **Accessory Structures** and **Accessory Use** shall consist of no more than 90% of the size and area of the **Principal Use**.
 - 7. The height of an **Accessory Structure** shall not exceed the height of the **Principal Structure**.
 - 8. An **Accessory Structure** may be used for human habitation if its **Use** as an additional **Dwelling** is permitted by the underlying zoning district. An **Accessory Structure** used or useable for human habitation which is two or more **Stories** in height shall not have windows on the second or third **Story** facing the rear or side property lines.

(Ord. #1441, 1/4/18)

5.02.02 Accessory Uses

Accessory Uses, identified in Table 2.03.02, shall comply with the following requirements:

A. **Agricultural Land Uses in R-1a, R-1b, R-1c, R-1c-T, R-TH, R-O, R-2 and R-3:**

- 1. **Agricultural** activities may include gardens, crops and orchards.

1. The facility shall be provided solely as a convenience to the residents of the **Residential Development**.
2. The facility shall be limited to **Use** by the residents of the **Residential Development**.
3. The facility shall be located within a **Principal Structure** within the **Residential Development**.
4. The facility may be combined with a laundry or dry cleaning pick-up facility.
5. There shall be no off-site signs advertising the presence of the facility.

L. Single Family Dwellings in M-1:

1. One (1) **Single-Family Dwelling Unit** may be provided for a caretaker or security person for the principal industrial **Use**.
2. The **Dwelling Unit** shall clearly be subordinate to the **Principal Use**. It shall not be used as a rental unit or for any purpose other than security or caretaker personnel required to live on the **Premises** of the principal industrial **Use**.
3. The **Dwelling Unit** shall be limited to no more than 1,500 square feet in gross floor area.

5.02.03 Fences and Walls

A. Site design standards for all fences

1. The maximum height for fences located along rear **Lot Lines** shall be eight (8) feet.
2. The rear **Lot Line** fence may be extended along or parallel to the side **Lot Lines** up to a line extended from the front face of a lawfully permitted principal **Building**, parallel to the rear **Lot Line** and may cross the **Side Yards** and tie into the front face of the principal **Building**.
3. The maximum height for fences located along the front **Lot Line** shall be four (4) feet.
4. The front **Lot Line** fence may be extended along or parallel to the side **Lot Lines** up to a line extended from the front face of a lawfully permitted principal **Building**, parallel to the front **Lot Line** and may cross the **Side Yards** and tie into the front face of the principal **Building**.
5. No fence otherwise permitted by this section may be constructed or situated so as to obstruct the field of view at any **Intersection** and thereby create a danger for drivers or pedestrians.
6. A fence or wall required by law shall not be subject to the height limitations of this section.
7. The finished side of the fence shall face outward when adjacent to a **Street**.

ITEM NO. 9



CITY OF PANAMA CITY BEACH AGENDA ITEM SUMMARY

1. DEPARTMENT MAKING REQUEST/NAME:

Building and Planning Department

2. MEETING DATE:

07/10/2019

3. REQUESTED MOTION/ACTION:

The Planning Board is requested to review the attached information and decide if any changes are needed to the Land Development Code as it relates to the location of buildings and parking on properties.

4. AGENDA

PRESENTATION
PUBLIC HEARING
CONSENT
REGULAR

<input type="checkbox"/>
<input type="checkbox"/>
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<input checked="" type="checkbox"/>

5. IS THIS ITEM BUDGETED (IF APPLICABLE)? Yes No N/A
BUDGET AMENDMENT OR N/A

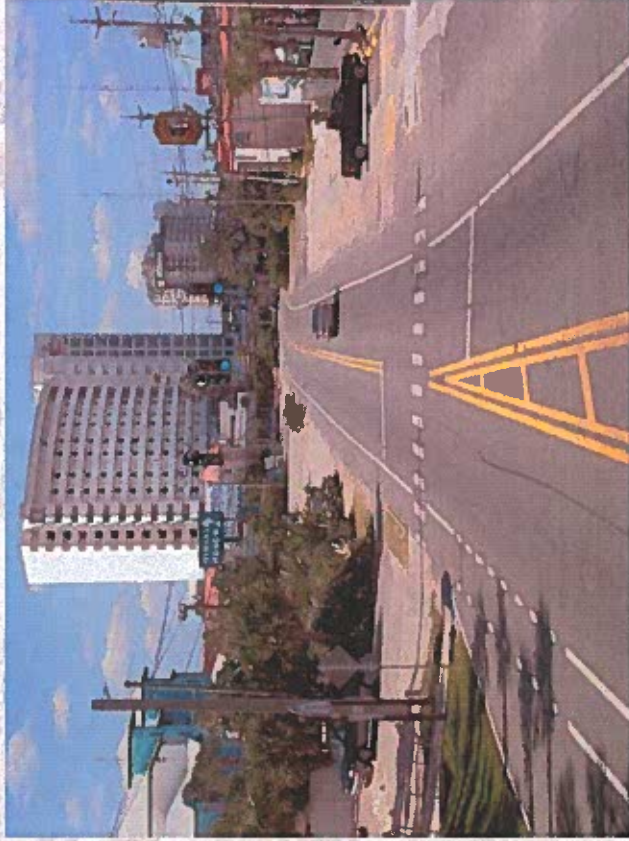
DETAILED BUDGET AMENDMENT ATTACHED Yes No N/A

6. BACKGROUND: (WHY IS THE ACTION NECESSARY, WHAT GOAL WILL BE ACHIEVED)

At the June 27, 2019 City Council - Planning Board Workshop, discussion took place regarding how parking and buildings are located on individual parcels. The attached information is a very brief summary of the history of how these regulations came to be. In 2007, the Mayor (at the time) and the CRA Director (at the time) liked the conversations that occurred at the Planning Board regarding creation of a land development code that would compliment the CRA improvements and make Panama City Beach more bicycle/pedestrian friendly. The CRA Director held a workshop with the Council and had nationally recognized experts attend and present. The Council then agreed this was the direction to go. Buildings were to be pulled forward and parking limited to the side and rear of the properties in order for a more attractive and pedestrian/bicycle friendly environment to be created on private parcels which would match similar improvements being made to the public right-of-way by the CRA. The Planning Board worked on the Code for one year before sending to the Council. The Council then took approximately 6 months and adopted the changes in 2012. The attached illustration was distributed to advertise workshops that occurred at that time. These depictions are a good example of what the previous code required versus what today's code requires.

Bring the Front Beach Vision to Life

Design Standards to Guide Development on Front Beach Road



EXISTING

Panama City Beach is developing design standards to encourage higher quality development and a more attractive and walkable streetscape for Front Beach Road.

Learn about design standards and share your ideas at an upcoming workshop.

All events at City Hall, 110 South Arnold Road. Learn more at: www.pcb-formbasedcode.com

MON. JUNE 1

Community Workshop; 6:30 PM

What are design standards and how should the City use them?

TUES. JUNE 2

Focus Group Design Sessions; 1-4:00 PM

*Open to Public –
Parking & Access • Height & Setbacks
Relationship to the Street*

VISION

THURS. JUNE 4

City Council/CRA & Planning Board; 3:00

Wrap-Up - What ideas did we hear this week? What are the recommendations and next steps?

The Workshop of the City Council of the City of Panama City Beach, Florida, and when permitted or required by the subject matter, the Panama City Beach Community Redevelopment Agency, conducted on ~~September 6, 2007~~.

ROLL

MAYOR GAYLE F. OBERST

COUNCILORS:
JEFF FERGUSON
RICK RUSSELL
BOBBY BOLTON
KEN NELSON

CITY MANAGER:
RICHARD E. JACKSON
CITY CLERK
HOLLY J. WHITE
CITY ATTORNEY:
DOUGLAS J. SALE

The Mayor called the Workshop to order at 2:07 P.M. with Councilman Ferguson, Councilman Russell, Councilman Nelson, the City Manager, City Clerk, and City Attorney present. For the Planning Board, Mr. Ed Benjamin and Mr. Charles Boulian were present.

The Mayor announced that Groundbreaking for Beckrich Road would be held Wednesday, September 12th at 10:00 A.M. She invited everyone to the pouring of the Churchwell Drive bridge at 6:30 A.M. on September 11th.

Mr. Faust said previous discussions had been to bring in consultants with specific expertise in transit planning, walkable communities and community planning. He wanted these experts to visit, view the plan in a "snapshot" way, give feedback as to the character and appropriateness of the plan, and offer some guidance for future activities. Mr. Dan Burden and Mr. Billy Hattaway of Glatting-Jackson were chosen, experts with a great deal of experience throughout the US and the world. Mr. Faust said the gentlemen flew in this morning, met with Staff, and went into the field to become acquainted with the area. He introduced Mr. Dan Burden, for a general discussion about the concept of walkable communities, specific discussion about his critique of our community, and opportunity for feedback at the end of the presentation.

Mr. Dan Burden said he evaluated about two hundred communities annually, and had done so for the past fourteen years. He began the powerpoint presentation with various slides of the successful communities that built a "place" where one could meet people. Panama City Beach was in a good position because not much had been built to prevent having a "place".

Mr. Burden said he had found during his 14 years that the narrower roadway lanes provided the highest possible level of safety. The more width in a lane equaled less vigilance from the motorists and more likely their making critical mistakes. This was supported by data from all fifty states. The roads with ten foot (10') or nine foot (9') width were safer than those with eleven foot (11') or twelve foot (12') lanes. Mr. Burden said this allowed the shift of width into bike lanes. Mr. Burden displayed an intersection, made the safest way possible by engineering standards, with little landscaping or interesting architecture. He then displayed an after-photo, with the combination of landscaping input, architecture and engineering, which made a place where people wanted to slow down. For a fairly low price, the intersection could be changed by adding bike lanes or a crossing island. With narrower lanes, the danger exposure was less, the speed less, and signals unnecessary. Mr. Burden displayed photos of street networking, with new roads built by developers to alleviate some of the traffic on major roads. He said by combining land use with transportation, the networking allowed removal of signals and slower traffic by using roundabouts.

A tool which would benefit the beach would be changing the design of driveways. He emphasized slowing the drivers, having trees and shade, and allowing more pedestrians. He also gave illustrations of new ways to look at traffic, with open air taxis, and thinner profile buses, easy off and on and very efficient. Mr. Burden also displayed photos of parking garages, with high-end shops above the structure and mixed use. Another powerful, new tool was roundabouts, which saved lives and built places. Mr. Burden said roundabouts fit in almost all locations, adding beauty, allowing more traffic and pedestrians, and became an identifier for directions.

Mr. Faust asked Mr. Burden to give his impression of the roadway network within the confines of the CRA and the City, specifically the connector roads names in the Plan, and the conditions that existed and character of development along those roads. He mentioned the beautification of the area, with the undergrounding of the utilities, landscaping, streetscaping, and

specifically the transit application along Front Beach Road and how it would interface with the rest of the community. Mr. Burden said he had been able to work in the early conception of the Plans for Front Beach Road, and that extra lanes were not needed. He said quality was needed, by eliminating the ugly wires and creating the friendly corridor for transit, walking and biking. This would create less pressure on the roadway because the people would have more choices, as when someone checked into their hotel or condo, they could use bikes or merely walk rather than get in their car. This would not be feasible without the multiple modes of transportation, which was an important aspect of the Plan. Mr. Burden said "that was the genius of the Plan, as it was one of the first and most comprehensive and complete Plans for a beach community within the State of Florida." If the Plan had gone in a different direction and poured more asphalt, the City would be like many failing beach communities. Mr. Burden complemented the Plan for going to the ten foot (10') travel lanes, allowing more of a buffer for the sidewalks which allowed a great street presence. The designs and number of extras were quite sound.

Councilman Nelson asked if it was better to use a street legal vehicle that could travel within the CRA to service the restaurants and shops along roads other than Front Beach Road, as opposed to a non-street legal trolley. He continued that the Plan now was for a non-street legal tram using a dedicated lane, running only east to west along Front Beach Road. The tram would not be accessible to the new businesses along the Parkway, which would result in people having to walk great distances or drive. Mr. Burden replied that, in his experience, people would use dedicated systems that worked, and the proposed system would work along Front Beach Road and a walk to other locations would work if the area was green, shady, cool, and beautiful. The City needed one strong dominant corridor with the right densities, right mix of uses, and the right place-making to allow people to spend the time. He said he firmly believed this was a wise decision. Councilman Nelson questioned the non-street legal vehicle versus the street legal which could run on the other roads. Mr. Hattaway said any successful transit system had more than one line, and just because the tram ran on Front Beach Road would not preclude a transfer station, for example, and a different type of system to take people further inland. Councilman Nelson said three privately owned transit systems had operated here and failed. He did not want to invest a lot of money in a system that might operate seasonally and be parked for the remaining time. Mr. Burden said he understood the Councilman's concerns and that the City had a unique environment which allowed opportunities to do things no other community could. He continued that he felt the City could make this a success because of the number of people wanting to come here. Councilman Nelson said our community was a "drive-to" destination, and known for that aspect for many years. The effort would be to make something that would take people out of their cars and into a public transportation system. He feared this Plan would not work because the system would not take them where they desired to go. Mr. Hattaway emphasized that the community had to have a comprehensive system for it to work.

Mr. John Burke, resident of Palmetto Trace, said Front Beach Road was packed most of the time, whether Spring Breakers or SnowBirds. Most of the businesses would be on Front Beach, such as Pier Park. To transport people, the trams could be used on Front Beach and the trolley from Panama City to be used for the other roads. Both kinds of transit could interact. He said the City could have two transportation systems, with the transfer multimodal station near the Ripley's.

Mayor Oberst asked Mr. Burden if we were taking the correct approach on the beach access streets and the connector streets, making them wider but yet attractive and cool for walking. Mr. Burden said, overall, if those roads were made into great addresses and good street functions, then the answer would be yes. This would also need to be done for evacuation purposes and made attractive, not the standard "cookie cutter" streets. Walkability was also possible even though the streets were wider, as long as shade was possible, with islands. Councilman Ferguson said a great example now was North Pier Park Drive. The landscaping was incredible and enticed one to want to drive up there, or even walk. He continued that the tram system would need to be tweaked, and possibly the other transit systems in the past had not worked because the infrastructure for support was not there. Because of the traffic, there was no dedicated lane and the trolley system could not work without one. He said he liked the roundabouts and how they could be valuable on Front Beach Road.

Mr. Faust said Mr. Burden had suggested that a roundabout might be a cure for the problems at the intersection of Front Beach and Middle Beach Roads, in front of Ripley's. Mr. Burden had also suggested a roundabout at the "Y" at Front Beach Road and Highway 79. Mr. Hattaway said this would be used to lower the speeds, and more important would be that it kept cars moving during the off-peak times. He said it had been proven statistically that it also kept people safer and

were 75% more efficient than signals because of no delay. Operational costs were low, and safer for pedestrians. Councilman Nelson asked how much land would it take to have a roundabout at the intersection of Front Beach Road and Middle Beach Road. Mr. Hattaway said he did not believe it would take any more land because the intersection was so large. Councilman Nelson asked, if a roundabout was installed, what would occur when Front Beach Road was bumper-to-bumper and stopped during the tourist season. Mr. Hattaway said more network would need to be provided at all possible locations, and new developments interconnected to prevent cars having to enter the main roads. Mayor Oberst said the Council had been struggling with the Architectural Review Committee concept and the Planning Board making different recommendations on zoning changes on Front Beach Road. Her understanding from Mr. Burden's presentation was that the next step would be to look at the zoning and requirements for the buildings on Front Beach Road. The land use and buildings were essential in making this work. Mr. Hattaway mentioned the Main Street Program, and that a lot of communities did the program but were not better because the other things were not fixed. Mayor Oberst mentioned the parking garage, and that when the ordinance was created, it was the best it could be at that time. The thinking at that time was that the parking garages would have mixed use, so that it would not look like a garage. She said we failed miserably.

Mr. Jay Davis said, while the discussion was on making the corridor beautiful was to make the buildings along the beach street-friendly and beautiful, which they were not currently required to do so. At least the presence on the streetside should be beautiful since the water could not be seen. Councilman Ferguson concurred, and mentioned some of the new developments on Front Beach Road such as Grand Panama, which addressed that issue. Aqua was also mentioned in doing a great job, and the Councilor said the Towne of Seahaven would astound everyone once completed. He said, as part of that thought, the beach accesses should be considered. Councilman Ferguson said some of the accesses were not visible, and those that were visible were overgrown and not attractive, not inviting to the public. Thankfully, some of the developments near the accesses were addressing those issues. Mr. Hattaway said some communities that implemented the form-based codes made incentives for those building projects that met the code by reducing the time for the reviewing process. He said there were many things that could be done to encourage the private sector to participate in the vision.

Mr. John Burke said one problem was having two different Planning Boards, one the City's and the other the County's. He said he believed it should be one City from bridge to bridge and the two Boards should work together for the whole area.

Ms. Mary Pasabroski, resident of Finistere Drive, asked about the three transit systems that had failed. Councilman Nelson said the first was in the 1970's, and all three were privately owned. She asked if the services of Bay Towne Trolley could be expanded. Councilman Nelson said the problem was that our plans for the transit system was for it to run every fifteen (15) minutes; and the system planned by the CRA could only run within the CRA limits. Transferring to the Bay Towne Trolley could mean an hour wait at the trolley stop. The Mayor agreed that the CRA money could only be spent within the CRA, but the idea had been to build a transportation plan with the Bay Towne Trolley, requiring a larger number of trolleys and routes, along with extended hours of service. Once the system was running, she hoped the County business people would see what a great value had been created and be willing to invest some money to have service extended from the City to their location. Ms. Pasabroski asked if service for those disabled could also be considered, and Councilman Nelson said ADA would require that consideration.

Ms. Nancy Anastasia, Bay Point, said consideration should also be given about the congestion caused by the workers using Front Beach Road.

Mr. Bob Cox asked about the priorities of the CRA projects. He said he understood from the presentation that the tram system and beautification of Front Beach Road would be the reasons to bring people and keep the people coming here. He said it seemed the connector roads were being done first and more of a priority. He also suggested beautifying the area around Bid-A-Wee beach now, rather than waiting years down the road.

Mr. Faust said the next funded construction project was the North and South Thomas Drives, and then the first segment of Front Beach Road. North Thomas Drive was a transportation route, a missing link in the fourlane segment from Middle Beach to Thomas Drive proper. Evacuation purposes was also why it was prioritized so highly. However, based on today's presentation, the better use of funds might be spent on the land use plan and nourishment of the land use code to develop the economic progress of the adjoining properties. Mr. Faust said they would continue looking to keep money on Front Beach Road as opposed to other connectors, dependent upon

Council approval.

Mr. Sale said that FDOT very clearly stated that the City would have to take permanent responsibility for Front Beach Road, if plans were made to make the changes like in Fort Lauderdale. The cost was a big amount for the City to undertake. That was one reason for the initial focus on the connectors, in addition to the great deal of design work required for Front Beach Road. FDOT was willing for the City to take Front Beach Road and the City had indicated their willingness to take it. The City always maintained what had been built on Front Beach Road, but historically FDOT had not "warmed" to the ideas of traffic-calming devices which created the sense of place.

Mr. Sale said that building form and location were important and might offer more of a return on investment for the public because it was driven by private investment as opposed to public infrastructure. He asked Mr. Burden what were the elements of that building form. Mr. Burden said (1) the buildings must create an address, be functional and attractive. They should be built, set to the back of the sidewalks (2) Window glazing, how much coverage existed, typically seventy percent to ninety percent (70%-90%). The ground level windows should watch over the street. (3) The building itself should have a height based upon the character created for the street, how many floors, not a plain box with windows but instead have balconies, cornices, awnings, etc. (4) Where to place the parking. It was critical to have the parking to the side and/or to the rear, never in front. (5) The buildings should not be "super blocks" by becoming too long. A popular block form would be three hundred feet (300') to four hundred feet (400'). (6) Where the main entry was located, a very critical aspect. Typically, on the most important corner. (7) Building heights should be "stepped-down", if additional stories were desired. Mr. Hattaway said that aspect was particularly important for people not to feel overwhelmed by the tall building next to the sidewalks. Also, as a transition from condos to single family residences, stepping the buildings down as they approached the residential to prevent being in the shadow of the tall buildings.

Mayor Oberst said, in creating place and the approach of Front Beach Road, it meant mixed use along the length of Front Beach Road. Mr. Burden replied affirmatively. Mr. Sale asked if these elements being encouraged or mandated by governmental codes, and were by guidelines interpreted by an Architectural Review Board or by a set of complex standards. Mr. Burden responded they typically called it a form-based code, especially written for the City. If the City wanted to jump start the process and not wait, the City could write our own code and adopt another community's code in the interim. There were many form-based codes dealing with coastal communities already written and could be easily interpreted. Typically, an Architectural Review Board was established.

Mr. David Haight, Seahaven Development, said he appreciated the discussion of moving the buildings to the street. He had been before Council and the Planning Board to promote that idea, and that it was important to realize the first three floors of a building gave life to a street. He added that parking garages did not have to be ugly, and that their first phase had three floors of parking underneath and it was not noticeable. The entrance was utilitarian but also an aesthetic amenity. As a planner for thirty years, the benefit of by Mr. Burden and Mr. Hattaway was invaluable as they have seen what worked and what had not worked. Mr. Haight said he thought they were saying the CRA plan worked. It may need some tweaks, but we had good planning and good engineering.

Councilman Nelson asked about the width of the sidewalks, as our standard now was five feet (5') to six feet (6'), would it be better to expand that width to be more pedestrian friendly. Mr. Burden responded affirmatively, that the streets should be wide but not necessarily all the same width. He said, from the building face to the edge of the curb, should be fourteen feet (14') to sixteen feet (16'). The best streets have the wider sidewalks.

Ms. Debi Knight of the Beaches Chamber of Commerce asked Mr. Faust about his not mentioning South Thomas Drive. Mr. Faust said South Thomas Drive was the same category as Front Beach Road, in that the improvements would be equivalent to those of Front Beach Road. The anticipated routing for the transit would only serve in one direction, but the level of service and improvements were comparable, and he considered it almost like another segment of Front Beach Road. As far as transit, talking about our system only being able to serve this corridor, they learned it was imperative that the transit serve as a part of the transit system that served others. Most importantly, with the ride-to-work program, they anticipated that the service along Front Beach Road would be a part of coordinated system of service to bring workers to the resort area. Mr. Faust continued that it was imperative to enjoin with existing funding mechanisms, a way to qualify for other State or Federal funds and not be totally dependent on TIF.

Mr. Ed Benjamin asked heights versus setbacks for residential versus commercial. Mr. Burden said whatever form had been created for the principle street was embracing all of the forms,

and “stepped down” when entering the neighborhoods. He continued that close to the single-family residences would be more matching like with like. If alleys were included in the block forms, this transition typically would occur in the alleys.

Mayor Oberst asked about the interconnection of the subdivisions, and not having to get on the main thoroughfares. She said the City tried to do so for the Parkway by connecting properties. The Mayor asked if a good approach would be connecting resorts on the north of Front Beach Road without the cars having to travel on the corridor. Mr. Hattaway said this would be correct. Mayor Oberst asked about a parcel bordered on both sides by commercial, and new commercial being built, would it be the wise thing to do to connect the two commercial properties on either side to the new development and only have one entrance to all three. Mr. Hattaway agreed, if that flexibility existed. If possible, when the street structure was created, those new streets would be stubbed out for the future so that when the new development occurred, the feature would already be there. Mayor Oberst said the City just negotiated with a large property owner with land bordering a subdivision and to have a 130' buffer between the two- would it have been wise to have the buffer and a street. Mr. Hattaway said with the form-based code, a buffer was not always necessary. If the transition was treated well on the property, so that the neighborhood felt value was being added, the buffer was not needed. Mr. Burden also mentioned organic forms, with some buildings at one story, some two stories, some three, and so forth, which allowed developers to fuel investments by being able to capitalize on different businesses.

Mayor Oberst asked what could be done with the existing buildings, the condos primarily south of Front Beach Road. Mr. Hattaway said, in some cases, changes could occur; in some cases, the condos had a large amount of property between them and the road which would allow out-parcel buildings to buffer the “condo feel” and create a great street address. Mr. Burden said most of the new condos were far enough back to be able to hide the brutal side, and give a great street address and add value to the street. He said there was a lot of opportunity there for forgiveness.

Mr. Mark Tanney said this had been a great presentation, with great insight and observations. He applauded the Council bringing these experts here, and asked what the Council intended to do with this information. Mr. Burden said the critical first step was with the CRA, getting the advice from experts. He said once some projects were built using this vision, this would give a view of what the future could look like. More workshops would be needed, to identify distinct areas within the CRA which should be prioritized to use as an example and the best use for the capital.

Mr. Faust said he felt changes needed to be made to the code, in order to make the infrastructure a success. He said the City and Planning Board had previously considered an overlay zone in an area, with similar criteria, and it had not been approved. The code had since been rewritten using the Theriaque approach, and which should be approved shortly. Mr. Faust asked what should be done now. Mr. Burden recommended passing a code as a model for a project, to test the code. Mr. Sale said the Theriaque code was a typical standard-driven code, and not guidelines. He continued that the form based was a concept presented from the Planning Board to the City Council that was not approved to go beyond the concept into implementation. Mr. Burden said form based code set an optimistic vision for what to become, and gave the language as a guide. Generally, the form based code was defined by districts, and each district might have its own form based code, because the character at one end of the beach would not be the same as the other end. Mr. Sale said the City was literally in transition from having an Euclidian code on the books, and trying to avoid the constraints of that by Development Orders with an innovative Planning Staff. He said that was very time consuming, and required very cooperative developers who were willing to do so on a case by case basis.

Mayor Oberst asked Mr. Sale to discuss the court ruling, which would have an affect on the CRA and efforts as we move forward. Mr. Sale said this morning, the Florida Supreme Court issued its opinion on a case from Escambia County reversing the Miami Beach case that authorized the Miami Beach CRA and held that CRA's in cities and counties could no longer engage in tax increment financing. The Supreme Court held that the legal fiction underpinning the rationale of the Miami Beach decision was a legal fiction, and that it could not longer support that. The practical affect of that decision for the Panama City Beach CRA was that the ability to front load the development of the desired projects may be compromised. The Court said, in that opinion, that existing validated bonds were not impaired. The City had validated one hundred fifty million dollars (\$150,000,000) of bonds, and had already issued fifty-five million dollars (\$55,000,000). There was ninety-five million dollars (\$95,000,000) on bonding capacity potential remaining. He said his office was still analyzing the impact of the decision, but he emphasized that it was important to remember

that the same amount of money would be collected over time by the CRA. The decision had not affected the ultimate collection of revenue; those issues to do with the millage rate set by the County, the roll-back, and all of the tax reform issues being discussed. Whatever income the City was going to get was still going to be received. This decision did not affect the existence of the CRA nor the validity of the CRA nor the validity of the Plan. All the decision said was that Escambia County could not issue bonds to build a road financed by bonds supported by tax increment, because it was in essence a pledge of ad valorem tax, without a referendum. Under this new decision, Mr. Sale said in order to issue bonds not previously validated, payable from tax increment financing, a referendum would have to be held. He said there were many unanswered questions at this point, since the decision was just rendered this morning. Today's presentation concerned the most cost-effective return by regulating building forms and locations, and at its core community redevelopment was about taking tax increment monies and leveraging them to energize the private sector or private investment. It was not only to build public infrastructure but also provide and build public infrastructure and public programs that would incentivise private investment. Mr. Sale said that was part of today's presentation, that it could not all be done by public money. He said there would be revenue to spend to incentivise the private sector, and it only emphasized that Council needed to focus clearly on the most cost-effective ways because there was not the opportunity to borrow as much money upfront as initially thought. Mayor Oberst said she thought today's presentation would put us on track of looking more closely as to what could be done and what could not be done. She said more care should be given to prioritizing, because some projects may be delayed further than originally planned or hoped.

Councilman Ferguson said he thought today's meeting had been great with the community participation, and that he thought more workshops should be conducted. Addressing Mr. Tanney, he said workshops had been held previously, to put the vision out there, and an Architectural review Board had been discussed numerous times, and more joint workshops for community involvement. He said the infrastructure improvement would take a long time, and would take everyone's participation, mainly the private sector.

Mr. Haight reminded that there were some technical and functional reasons why a roadway was improved, concurrency being the State doctrine. Some improvements were required without regard to aesthetics or landscaping. If faced with a shortfall, the Council should remember that capacity improvements were still necessary because of the rationale of the transportation concurrency exception areas. Mr. Sale said the rationale funding was in part to provide alternative means of transportation, rather than just more lanes of traffic.

Mr. Chapman asked if the funds must be spent annually, and Mr. Sale replied the money must be spent or committed annually. He continued that there was no set amount required to be spent annually, but the opportunity existed to spend the trust fund or commit the trust fund to a particular expenditure. If neither opportunity was exercised, the money went back to the County.

Councilman Ferguson said hopefully not a lot of time would be expended on redesign, as he thought what we had was a sound project. Mr. Faust said they had heard some ideas which would necessitate change, such as the roundabout at the junction.

Having no further business for this meeting, it was adjourned at approximately 4:20 P.M.

READ AND APPROVED THIS 11th of October, 2007.

IN THE EVENT OF A CONFLICT BETWEEN THE FOREGOING MINUTES AND A VERBATIM TRANSCRIPT OF THESE MINUTES, THE FOREGOING MINUTES SHALL CONTROL.

Mayor

ATTEST:

City Clerk

**PANAMA CITY BEACH
BUILDING AND PLANNING DEPARTMENT**

110 S. Arnold Road, Panama City Beach, FL 32413
850-233-5100 Fax: 850-233-5049

MEMORANDUM

October 22, 2007

TO: Mr. Richard Jackson, City Manager
FROM: *ml* Mel Leonard, Director of Building and Planning
RE: **Additional Form-Based Code Information**

The City's Program Manager for the Front Beach Road CRA recently received information regarding a possible process to create a form-based land development code for the City. The unsolicited information comes from the firm (Glatting-Jackson) who presented at the recent City Council workshop. Upon City Council approval, staff is prepared to begin the process of creating a form-based code by advertising for qualified consulting firms.

Please feel free to contact me if you have any questions or are in need of any additional information.

cc: City Council Members
Mr. Doug Sale, City Attorney
FBR-CRA Program Manager

Subj: **FW: Form Based Code approach**
Date: 9/26/2007 1:39:10 P.M. Central Daylight Time
From: Bfaust@drmp.com
To: Mellpcb@aol.com
CC: CBoulian@drmp.com, JGant@drmp.com

FYI. Unsolicited from Glatting Jackson. This could be very helpful in preparing a scope for the code redevelopment contract to be advertised.

Ben C. Faust, PE
Vice-President

DRMP

(Dyer, Riddle, Mills & Precourt, Inc.)
100 Beckrich Road (Suite 120)
Panama City Beach, Florida 32407
850 236-4868 Office
850 236-1477 Fax
850 258-4520 Cell

From: Tara Salmieri [mailto:tsalmieri@Glatting.com]
Sent: Tuesday, September 18, 2007 2:30 PM
To: Ben Faust
Cc: Billy Hattaway; Dan Burden
Subject: Form Based Code approach

Hello Ben-

Billy Hattaway provided your contact information ,as it relates to Panama City ,and asked to have an approach sent to you regarding Glatting Jackson's process for the creation of form based codes. The attachment provides , what I would refer to, as the A to Z package. This is an all inclusive approach to a citywide vision/implementation effort. The process can also be a smaller area, a targeted redevelopment area within a CRA or central business district. If the target area approach is used, a district map might not need to be included and other initiatives can be reduced as well. Once I have a better understanding, we could tailor the approach to the City's specific needs.

If you have any questions on the approach, please feel free to call or email me and/or Billy at your convenience.

Tara Salmieri, aicp
Senior Associate
Glatting Jackson Kercher Anglin
120 N. Orange Avenue
Orlando, FL 32801

(p) 407-843-6552
(f)407-839-1789
www.glatting.com

Monday, October 22, 2007 AOL: Mellpcb

Creating a Citywide Form Based Code

The following approach and methodology can be utilized in the creation of a citywide form base code or a site specific area---beachfront area, downtown development. This outline details all of the steps that should be considered in undertaking a form based code approach to a vision and implementation

Approach

The goal of the city is to have surety on how development should look by what area the development is located, what are the important design elements that need to be included that will not be costly for the development community but maintain a quality that the citizens and the city are satisfied with while recognizing there is a range of design standards that should be applied by characteristic type depending on where the development is occurring. The identification of the vision for each distinct area in the city should be the first step in the creation of an implementation strategy for citywide visioning. The implementation strategy will be the creation of vision plans with a form based code that deals with specific issues by district area. The approach to creating form based code is as follows.

Task 1.0, Core Team

Assemble a core team of city staff that will help assemble and bring the consultant up to date with all of the current efforts that have been occurring within the City to date. Suggestions are current planning, long range planning, community redevelopment agency, city attorney's office and any other department that can provide critical information on the city by providing guidance, insights and technical assistance throughout the project. Once assembled, the core team should also identify a Steering Committee/Project Team. The purpose of this team will be to provide review and comment on all stages of the project. The team should meet once a month for two hours and provide guidance during the project. The members of the project team should be community stakeholders, residents, property owners, associates, business owners and affected local and regional government agencies that should be part of the process.

On the same day, a core team meeting of one to two hours can also be conducted each month or as needed up to once a month for project coordination, input and review of various stages during the project.

Task 2.0 Data and Analysis

The City would provide existing plans, zoning, overlay criteria, land use and infrastructure data in electronic format. The consultant will review and assess the consistency, appropriateness and applicability of the data relative to the objectives of the project. The future land use map will be the primary base map for providing an overall design concept for the city. The following data and analysis will be done in specific areas within the city as identified during the internal three day workshop. Overall mapping and analysis can be done district wide while parcel level data will be done in concentrated areas, by providing the following list of proposed context analysis steps (contingent on availability of data).

Creating a Citywide Form Based Code

- *Base Mapping* –utilize the City’s GIS data, specifically: street centerlines, R-O-W, building footprints, hydrology, edge of pavement, and *existing* aerial photography to prepare a project base map. This base map will be the palette on which all design decisions will be presented.
- *Parcel Information* – Utilizing existing property appraiser parcel information data from the City, Glatting Jackson will analyze and map property parcel information. This will include parcel ownership, building patterns, land use and entitlements, number, type and location of driveways, street network and circulation patterns.
- *Street Inventory* – Identification of street types and character to understand the hierarchy of the existing street network. Identification of “A” streets, “B” streets and “Pedestrian Priority” Streets will help with implementation of building forms and placement.
- *Existing Codes and Regulations* –will review existing zoning codes and land development regulations to better understand the current rights associated to each zoning district category, overlay or SPI.
- *Physical Inventory* – Utilizing existing data and a field survey, the consultant will analyze and map existing and future land uses, ecological features, historical/cultural features, vacant or underutilized land, public space/parks, community facilities, parking facilities, neighborhoods, activity centers, building and development patterns, etc.
- *Existing Neighborhood / Community Plans* – Glatting Jackson will collect and review existing neighborhood and community plans.
- *Future Land Use* - This includes the future land use designations according to the current comprehensive plan as well as all pending developments, building permit applications, rezoning petitions and comprehensive plan amendments.

Task 4.0 Internal Stakeholder meetings

The core team should develop a list of stakeholders internal to city staff that the consultant should meet with to get a better understanding of each district, context of development, pressures that have occurred by department, etc. Departments should include: Public Works, Parks, Transportation, Development Services, Water and any other departments that the core team identifies. These interviews will be brief (approximately one hour). Depending on the number of departments and people identified will determine the days needed for interviews, this can range from one to three days. The interviews are conducted in one central location and can be scheduled up to nine interviews a day.

Task 5.0, Creation of District Map

Creating a Citywide Form Based Code

A graphic summary of the stakeholder interviews that will depict the issues and opportunities resulting from the three day internal workshop, the data and analysis framework and internal stakeholder meetings. The summary graphic will be a citywide graphic illustration that will serve as the foundation of how the form based code will be approached by district and by character type. The following tasks will be slightly modified depending on the scale of each district and the product that should be created to guide the form based code.

Task 6.0, Stakeholder Interviews

Similar to the internal interviews, the consultant will conduct one on one interviews with key stakeholders in the community. The range of stakeholders should include major developers in the city, community activists, citizen groups, home builder association, and key neighborhood leaders. The interviews will be brief (approximately one hour), informal, and designed to elicit issues and concerns from the stakeholders as well as provide an opportunity to inform stakeholders about the Visioning and Implementation effort underway. The City will provide contact information and meeting space. Depending on the number of districts and people needed to interview, this task can range from two to three days of stakeholder interviews. The interviews will be arranged in the same logistical manner. If there are different districts and wide range of areas in which interviews should be done, you can provide a different location per day to provide better flexibility for the interviewees.

Task 7.0 Vision Design Work Session

This part of the project will involve community input for the revisions to the Land Development Code. It is important to have community feedback once the city staff and elected officials are all unified in how to approach the citywide form based code approach.

The Consultant will organize and lead design workshops or a full planning charrette to engage the community, gather ideas and goals, and formulate implementation strategies. The Consultant will tailor the workshop or charrette to obtain maximum community input so as to produce the best possible master plan on which to base the new code. The charrette format will also take into consideration the findings of the initial site analysis, input from staff, and information obtained at previous meetings, workshops, and interviews. While the end result will be new land development regulations, the public process will include discussions of alternatives for street design, street connectivity, and town planning strategies that create vital town centers, corridors, and livable neighborhoods. At the conclusion of the workshop(s), the Consultant will present the work generated to-date. Plans, renderings, and initial coding ideas that reflect ideas articulated in the workshops will be publicly presented and further feedback solicited from the community. It is essential that local government officials attend this presentation along with citizens, stakeholders and technicians.

Traditionally this design session is three to four days for an area. Depending on the size and scale of the citywide effort, there might be a need to have more than one design charrette and they could be broken down into planning districts or by combining more

Creating a Citywide Form Based Code

than one of the established planning districts the city has newly created. The first night is an overview of data, analysis how we have gotten to this point, why the need for a form based code, and then the rest of the evening is a hands on participation with the community to define their goals, issues, values as well as key areas of concern whether it is to improve areas or to maintain the current fabric of the area.

Task 5.0 creation of the district map will be refined and the vision graphic will be further developed as part of this design session. This graphic will be used as the foundation on how the form based code will be created. The design graphic will identify public investment opportunities for parks, additional transportation connections, infrastructure improvements, key catalyst sites in the district or area that will help with reinvestment. The graphic serves as a summary of the goals and objectives for the city. This graphic can also be adopted as a supplement to the City's Comprehensive Plan.

Task 8.0, Refinement of Vision Plans

After the community design work session(s)/charrette(s) are completed and the vision plans are created, the consultant will provide an executive summary and graphic that depicts the vision for the area.

Task 9.0, Form Based Code

The new code will regulate development to ensure high-quality public spaces defined by a variety of building types and uses including housing, retail, and office space. The new code will incorporate a regulating plan, building form standards, street standards (plan and section), use regulations as needed, descriptive building or lot types (optional), and other elements needed to implement the principles of functional and vital urbanism and practical management of growth. Sections of this document would typically include the following:

- Overview, including definitions, principles, and intent; and explanation of the regulations and process in clear user-friendly language.
- Regulating Plan (a schematic representation of the vision plan) illustrating the location of streets, blocks, public spaces (such as greens, squares, and parks), and other special features. Regulating plans may also include aspects of Building Form Standards such as "build-to-lines" or "required building lines" and building type or form designations. A regulating plan will work in areas such as your downtown, corridor specific, etc. We can also create general standards for when annexation occurs and how to measure where on the development range that the area is most appropriate. For example, we will establish principles for development such as maximum neighborhood size, minimum connections in and out of development, etc.
- Building Form Standards governing basic building form, placement, and fundamental urban or suburban elements to ensure that all buildings complement neighboring structures and

Creating a Citywide Form Based Code

the street. These standards should be based upon study of building types appropriate for the region, climate, and neighborhood vitality. The form standards will be illustrated using a three dimensional software program that will provide block standards and building typologies.

- Public Space/Street Standards defining design attributes and geometries that balance the needs of motorists, pedestrians, bicyclists, and transit riders while promoting a vital public realm. These standards should include design specifications for sidewalks, travel lane widths, parking, curb geometry, trees, and lighting.
- Landscape Standards, provide a range of landscape standards that reflect the current areas conditions and requirements will be specific to the adjacencies, the type of development (suburban, urban, fringe, etc.)
- Signage Standards, urban signage standards are specific to buildings, pedestrian scaled while suburban standards are specific to vehicular traffic
- Basic Architecture Standards, basic architecture standards should be included for any type of development. The requirements should be basic enough that a city architect would not be necessary for site plan review.
- Application Standards, because this will be a new approach to the way site plans are submitted, submittal requirements should also be included and provide a site plan check list for applicants and city staff.

Integration of the Form-Based Code. The form-based code must be integrated into the City's existing regulatory framework (zoning and land development regulations) in a manner that insures procedural consistency, meshes with state and local legal requirements, provides clarity as to applicability of existing regulations, and maximizes the effectiveness of the code.

Task 10.0, Public Presentation of Code

At a minimum two meetings will need to be held to provide the public an opportunity for input as follows.

- ***Presentation of First Draft.*** The Consultant will present the first draft of the form-based code for the purpose of gathering comments. Copies of the first draft will need to be in hardcopy and digital form and posted on the website. The presentation may be made to a special audience of neighborhood residents or stakeholders, or may be presented before a joint gathering of municipal boards and committees, as determined by the city
- ***Presentation of the Second Draft.*** After making revisions in response to comments on the first draft, the Consultant will present the second draft of the form based code at another meeting convened by the city.

Creating a Citywide Form Based Code

Task 11.0 Adoption of Form Based Code

The consultant along with City staff shall present and be able to provide technical expertise with both the Planning Board and the City Commission. This step will need to be worked out with the City and the consultant and the identification of how many meetings the consultant should attend is entirely up to the staff. It is suggested that staff take the lead role in presenting and representing the work so the perspective boards believe staff is willing able to implement the proposed code. These presentations can also be joint presentations with the consultant.

Options for Implementation

Phasing of Form Based Code, the approach that has been outlined can be completed in phases if the desired outcome is to have a citywide form based code. The options are:

- 1) Complete City wide Vision as one effort
- 2) Phase the project by district, once the Core team establishes the districts. The city could contract only the district formation and then after Tasks 1, 2, 4 and 5 are completed, further refinement of the approach to the creation of the form based code can be done.
- 3) The city can determine the areas to focus on and contract by specific locations, CBD areas, specific CRA's, the review of SPI's, etc.

ITEM NO. 10

Discussion – No Material Provided

ITEM NO. 11

Discussion – No Material Provided

ITEM NO. 12

Discussion – No Material Provided

ITEM NO. 13



CODE ENFORCEMENT UPDATE

JUNE 2019

CITATION REPORT

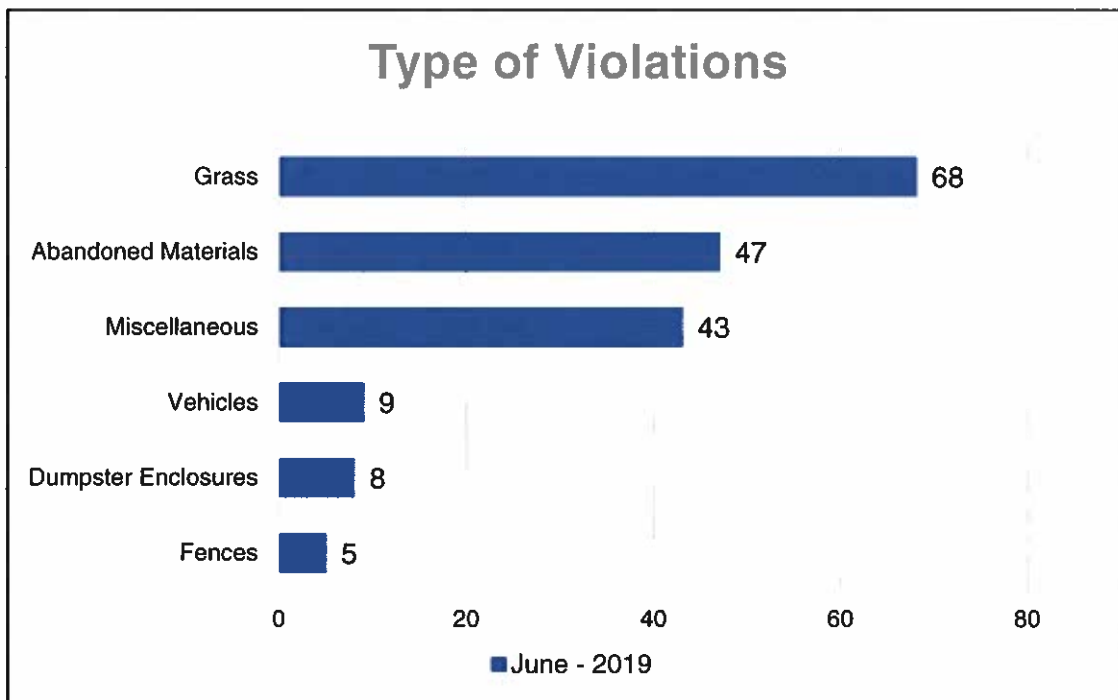
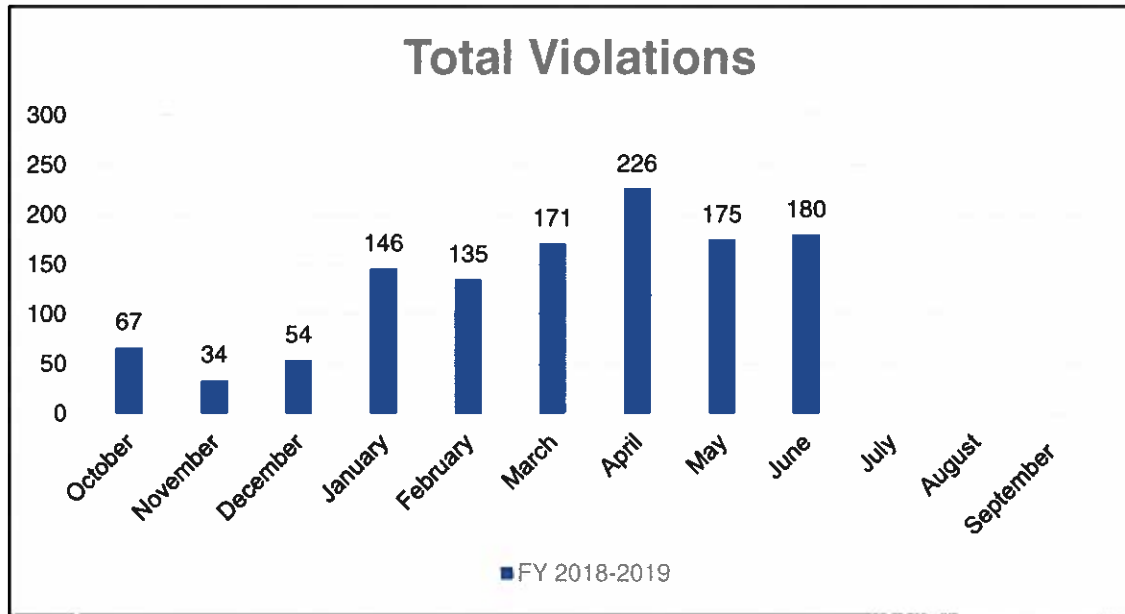
DATE	CITATION NUMBER	VIOLATION	CITATION AMOUNT	AMOUNT COLLECTED	OFFICER	GENERAL OR CRA
5/29/2019	6114	Grass/weed overgrowth	\$100.00		JM	CRA
5/31/2019	6116	Grass/weed overgrowth	\$100.00		JM	GF
6/3/2019	6093	Grass/weed overgrowth	\$100.00		LS	GF
6/4/2019	6094	Accumulation of trash junk debris	\$250.00	\$250.00	LS	CRA
6/5/2019	6096	Accumulation of trash junk debris	\$250.00		LS	GF
6/5/2019	6117	Grass/weed overgrowth	\$100.00		JM	GF
6/13/2019	6097	Accumulation of trash junk debris	\$250.00		LS	CRA
6/17/2019	6119	Grass/weed overgrowth	\$100.00		JM	GF
6/18/2019	6121	Grass/weed overgrowth	\$100.00		JM	GF
6/18/2019	6122	Grass/weed overgrowth	\$100.00		JM	GF
6/20/2019	6123	Grass/weed overgrowth	\$100.00		JM	GF
Total			\$1,550.00	\$250.00		

Previously issued citations collected this period

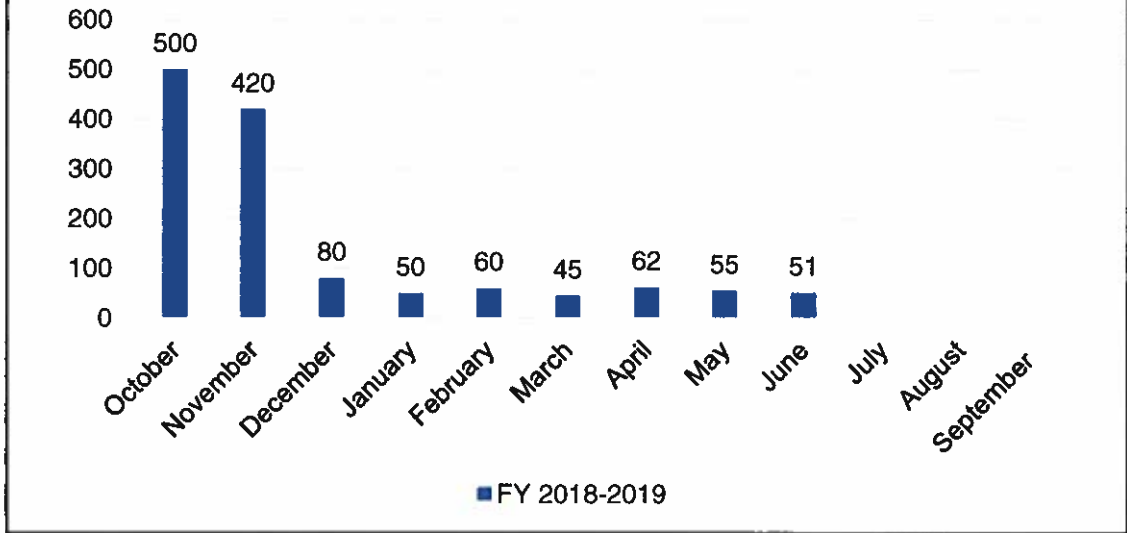
4/4/2018	5615	Tree logs on Property	\$250.00	\$2,657.20	SE	G
4/4/2018	5618	Grass/Overgrowth	\$100.00	\$966.74	SE	G
4/26/2018	5674	Junk Abandoned Mat	\$250.00	\$280.03	MW	G
4/27/2018	5675	Failure to cut Grass	\$100.00	\$121.54	MW	G
4/2/2019	6076	Excessive growth grass/weeds	\$100.00	\$100.00	LS	GF
4/9/2019	6077	Accumulation of trash junk debris	\$250.00	\$275.00	LS	GF
4/9/2019	6078	Unsanitary pool	\$250.00	\$275.00	LS	GF
4/16/2019	6101	Accumulation of junk, trash etc.	\$100.00	\$2,000.00	JM	CRA
4/23/2019	6084	Delinquent business tax	\$200.00	\$200.00	LS	GF
5/9/2019	6090	Accumulation of abandoned material	\$250.00	\$250.00	LS	GF
5/10/2019	6110	Damaged Fence	\$100.00	\$100.00	JM	GF
5/13/2019	6092	Excessive growth grass/weeds	\$100.00	\$10.00	LS	GF
5/13/2019	6151	Dead tree - Fire hazard	\$100.00	\$100.00	JT	GF
5/21/2019	6112	Building maintenance	\$650.00	\$650.00	JM	CRA
Total			\$2,800.00	\$7,985.51		

Summary

In **June 2019**, the Code Enforcement Division continued its efforts to maintain and improve the quality of life throughout the residential and business community. Over the course of the month, the department issued 180 violations. (Report Date 6/25/2019)



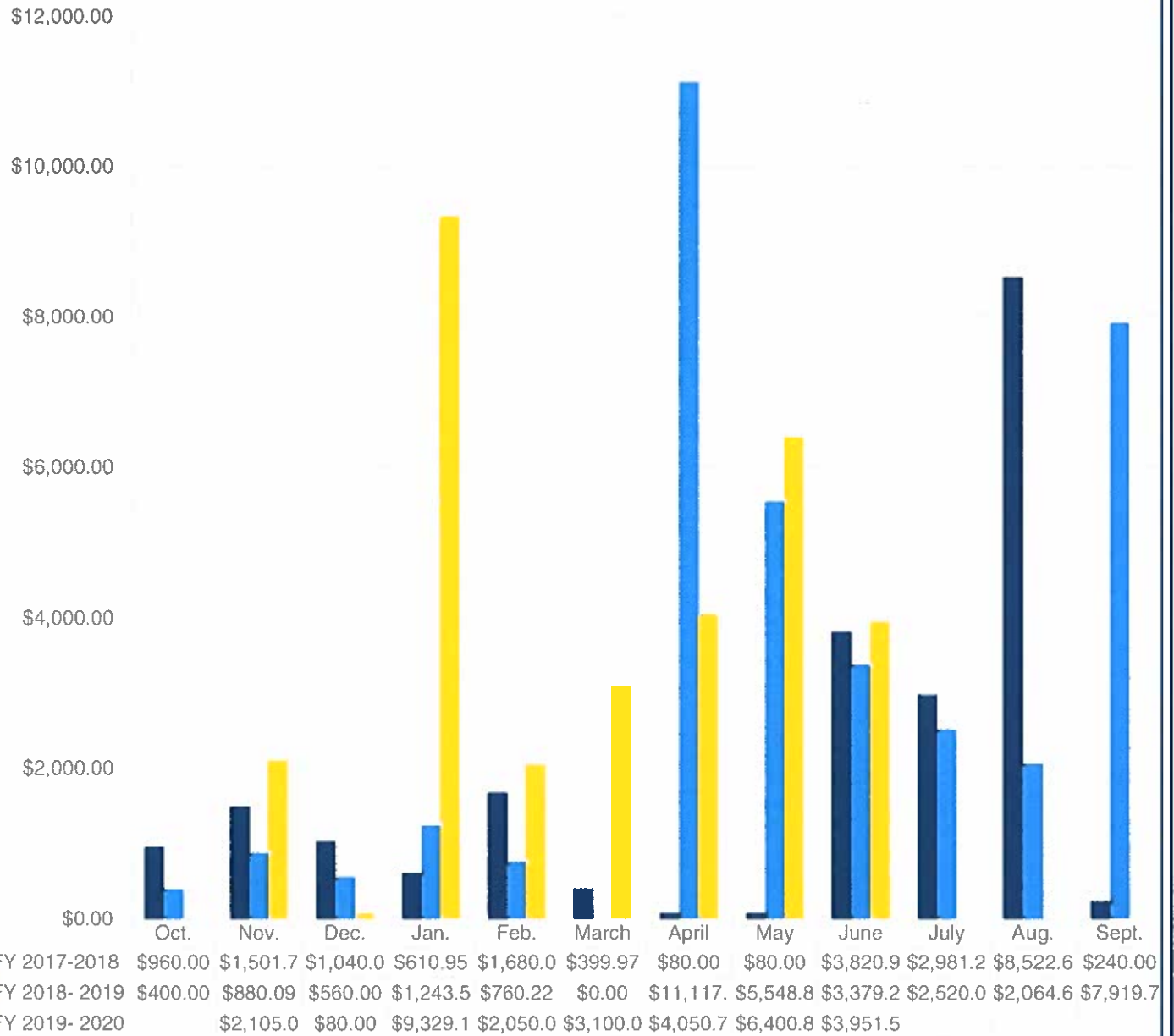
ROW Sign Violations



June Violation Status

VIOLATION	OPEN	CLOSED	TOTAL
12-2 Duty to Furnish Receptacles	1	2	3
12-4 Garbage and Trash: Prohibited Practices and Violations	7	3	10
12-5 Visible Dumpster	0	2	2
12-6 Garbage and Trash: Littering	2	0	2
12-7 Requirement to Keep Property Free of Litter	3	7	10
14-28 Expired Business License	1	2	3
22-47 Abandoned Vehicle	6	3	9
2.03.02 LDC Engaging in Unpermitted Use of Land	2	0	2
3.05.04 (A) LDC Addition to Existing Development Without a Permit	1	0	1
4.02.03 (D) LDC Toilet Visible from Scenic Corridor	0	1	1
4.02.04 LDC Short Term Rentals	1	0	1
4.04.01 (12) Driveway Connections	1	0	1
5.02.03 LDC Fences	4	1	5
5.02.04 LDC Dumpsters Shall be Screened	5	1	6
5.02.08 LDC Swimming Pools	1	0	1
5.03.01 LDC Temporary Use	2	0	2
10.01.02 LDC Development Without a Permit	5	0	5
15-18,15-17(3) Detrimental Conditions, Abandoned Material	19	20	39
15-18,15-17(5) Abandoned Material- Threat to Public Health/Safety	2	5	7
15-18,15-17(6) Excessive Growth Grass	50	16	66
15-18,15-17(9) Physical or Unsanitary Conditions	1	0	1
5-1 LSC Improper Storage (LP Gas)	1	0	1
8.7.3.2 LSC Flammable Liquids and Gases	1	0	1
7.01.10.2.1 NFSC Blocking Ingress/ Egress	0	1	1
Totals	116	64	180

CODE ENFORCEMENT FUNDS COLLECTED



OUTSTANDING CITATION FEES

DATE	CITATION NUMBER	VIOLATION	VIOLATION DESCRIPTION	AMOUNT	AMOUNT DUE
1/11/2019	6006	15-1(a)(b) 15-18,15-17(1)(3)	Unpainted plywood & tree debris	\$250.00	\$5,000.00
2/7/2019	6019	15-18,15-17 (2)(3)	Junk vehicle & litter	\$250.00	\$250.00
2/19/2019	6020	5.02.03 LDC	Damaged fence	\$100.00	\$2,000.00
3/5/2019	6034	12-5, 5.02.04	Dumpster visible	\$200.00	\$200.00
3/5/2019	6035	15-18,15-17 (1,3,5)	Trash/abandoned material	\$250.00	\$250.00
3/8/2019	6063	15-18,15-17 (3)	Accumulation of junk, trash etc.	\$250.00	\$250.00
4/9/2019	6077	15-18,15-17(3)	Accumulation of trash junk debris	\$250.00	\$1,750.00
4/9/2019	6078	15-18, 15-17 (9)	Unsanitary pool	\$250.00	\$1,750.00
4/23/2019	6085	15-18,15-17(3)	Accumulation of trash junk debris	\$250.00	\$5,000.00
4/30/2019	6103	15-18, 15-17(6)	Excessive growth grass/weeds	\$100.00	\$2,000.00
5/7/2019	6107	5.03.06, 4.02.03D	Portable toilet	\$250.00	\$250.00
5/8/2019	6108	15-18, 15-17 (6)	Excessive growth grass/weeds	\$100.00	\$2,000.00
5/9/2019	6089	15-18, 15-17 (3)	Accumulation of abandoned material	\$250.00	\$250.00
5/10/2019	6091	15-18, 15-17 (3)	Accumulation of abandoned material	\$250.00	\$250.00
5/15/2019	6111	15-18, 15-17 (1 & 3)	Accumulation of junk in backyard	\$250.00	\$5,000.00
5/21/2019	6113	15-18, 15-17 (6)	Grass/weed overgrowth	\$100.00	\$100.00
5/29/2019	6114	15-18, 15-17(6)	Grass/weed overgrowth	\$100.00	\$100.00
Total				\$3,450.00	\$26,400.00

OUTSTANDING LIENS

DATE	CITATION NUMBER	VIOLATION	VIOLATION DESCRIPTION	AMOUNT	AMOUNT DUE
1/10/2019	6004	15-18,15-17(1)(3)	Abandon Materials-Driveway	\$250.00	\$125.00
1/11/2019	6006	15-1(a)(b) 15-18,15-17(1)(3)	Unpainted Plywood & Tree Debris	\$250.00	\$5,000.00
2/7/2019	6019	15-18,15-17 (2)(3)	Junk Vehicle & Litter	\$250.00	\$250.00
2/19/2019	6020	5.02.03 LDC	Damaged fence	\$100.00	\$2,000.00
3/5/2019	6034	12-5, 5.02.04	Dumpster visible	\$200.00	\$200.00
3/5/2019	6035	15-18,15-17 (1,3,5)	Trash/Abandoned Material	\$250.00	\$250.00
3/8/2019	6063	15-18,15-17 (3)	Accumulation of Junk, trash etc.	\$250.00	\$250.00
2/27/2019	6058	15-18,15-17(3)	Accumulation of junk	\$250.00	\$5,000.00
3/4/2019	6032	5.02.03 LDC	Damaged fence	\$100.00	\$2,000.00
3/4/2019	6033	15-18, 15-17, (1,3,5)	Grass & abandoned material	\$100.00	\$2,000.00
3/11/2019	6038	5.02.03 LDC 5.02.08 (A2) LDC	Failure to secure pool	\$200.00	\$4,000.00
3/12/2019	6066	15-18, 15-17 (3)	Accumulation of trash junk debris	\$250.00	\$5,000.00
3/26/2019	6067	15-18, 15-17(3)	Accumulation of trash junk debris	\$250.00	\$5,000.00
3/28/2019	6042	15-18, 15-17 (6)	Grass/weeds	\$100.00	\$2,000.00
4/10/2019	6049	5.02.03 LDC	Damaged fence	\$100.00	\$5,000.00
4/10/2109	6080	15-18,15-17(3)	Accumulation of trash junk debris	\$250.00	\$5,000.00
5/3/2019	6087	15-18, 15-17(3) 12-7	Accumulation of abandoned material and litter	\$250.00	\$250.00
Total				\$3,400.00	\$43,325.00

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