

*Agenda
packet*

PANAMA CITY BEACH CITY COUNCIL AGENDA

NOTE: AT EACH OF ITS REGULAR OR SPECIAL MEETINGS, THE CITY COUNCIL ALSO SITS, EX-OFFICIO, AS THE CITY OF PANAMA CITY BEACH COMMUNITY REDEVELOPMENT AGENCY AND MAY CONSIDER ITEMS AND TAKE ACTION IN THAT LATTER CAPACITY.

SPECIAL MEETING DATE: OCTOBER 12, 2017
MEETING TIME: 3:00 P.M.

- I. CALL TO ORDER AND ROLL CALL
- II. INVOCATION- COUNCILMAN SOLIS
- III. PLEDGE OF ALLEGIANCE- COUNCILMAN SOLIS
- IV. REHEARING OF THE ORDER OF THE PLANNING BOARD APPROVING A LARGE-SITE DEVELOPMENT ON PROPERTY LOCATED AT 13623 AND 13626 FRONT BEACH ROAD, PUBLIC HEARING.
- V. REQUEST FOR HEIGHT INCREASE FOR PROPERTY LOCATED AT 13623 AND 13626 FRONT BEACH ROAD, PUBLIC HEARING.
- VI. ADJOURN

JOHN REICHARD	<u> X </u>
PHIL CHESTER	<u> X </u>
JOSIE STRANGE	<u> X </u>
HECTOR SOLIS	<u> X </u>
MIKE THOMAS	<u> X </u>

I certify that the Council members listed above have been contacted and made aware of the items on this agenda.

[Signature] 10/9/17
Deputy City Clerk Date

IN AN EFFORT TO CONDUCT YOUR COUNCIL MEETINGS IN AN ORDERLY AND EXPEDIENT MANNER, WE RESPECTFULLY REQUEST THAT YOU WAIT UNTIL THE CHAIR RECOGNIZES YOU TO SPEAK, THEN COME TO THE PODIUM AND STATE YOUR NAME AND ADDRESS FOR THE RECORD.

E-mailed and/or Faxed to following interested parties on: 10/10/17, 1 P.M.

<u>NEWS MEDIA</u>	<u>CONTACT</u>
News Herald	Tyra Jackson
Bullet	Linda Lucas
Channel 4	Ryan Rodig
Channel 7	Jeremy Pate
Channel 13	Ken McVay
Comcast	Stefanie Bowden
WOW	Cil Schnitker
WKGC	Emily Balazs
WLTG	A. D. Whitehurst
Clear Channel	Crystal Presley
Powell Broadcasting	Jeff Storey, GM

NOTE; COPIES OF THE AGENDA ITEMS ARE POSTED ON THE CITY'S WEBSITE WWW.PCBGOV.COM UNDER "AGENDA INFORMATION". THIS MEETING WILL BE LIVE-STREAMED ON THE CITY WEBSITE.

NOTICE IS HEREBY PROVIDED THAT ONE OR MORE MEMBERS OF OTHER CITY BOARDS MAY ATTEND AND SPEAK AT THIS MEETING.

If a person decides to appeal any decision made by the City Council with respect to any matter considered at the meeting, if an appeal is available, such person will need a record of the proceeding, and such person may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is based. Sec. 286.0105, FS (1995)

**MINUTES
PLANNING BOARD
MEETING ON
AUGUST 14, 2017**

**CITY OF PANAMA CITY BEACH
PLANNING BOARD MEETING MINUTES
August 14, 2017
MINUTES TO THE REGULAR MEETING**

The meeting was called to order by Chairman Benjamin at 2:00 p.m. and Mr. Silky was asked to call the roll. Members present were Mr. Dowgul, Mr. Wakstein, Mr. Turner, Ms. Cook, Mr. Sheldon and Chairman Benjamin.

ITEM NO. 1 Request approval for a Large Site Development. The proposed plan is to create a mixture of a hotel, condominium, multi-family and commercial on the north and south side of the site. The subject property is approximately 13.28 acres located at 13623 and 13626 Front Beach Road.

Chairman Benjamin read aloud the agenda item and asked Mr. Silky to call for Jennings Act disclosure for the item.

Mr. Dowgul, nothing to disclose. Mr. Wakstein, nothing to disclose. Mr. Turner, nothing to disclose. Ms. Cook, nothing to disclose. Mr. Sheldon, nothing to disclose. Chairman Benjamin stated he had spoken to someone at length who lives in Bid-A-Wee, and nothing else to disclose. Chairman Benjamin mentioned the board had received numerous emails and those would be made part of the record. He asked Ms. Myers to explain the procedure of where this item would go after the meeting. She stated this was a Type V Request and the Planning Board has final authority, but may be appealed to City Council.

Chairman Benjamin read aloud to the audience a summary of the subject property history and outlined the roles and responsibilities of the planning board for this hearing. (Summary is attached for the record.)

Chairman Benjamin asked Mr. Silky, staff if the applicant had met all the requirements in the application. Mr. Silky responded that he had seven issues and the applicant has addressed all the issues with the addendum that was submitted and distributed to the board. Mr. Silky stated he had met with the applicant and once the issues were addressed staff was comfortable with what had been submitted for consideration at this time.

Chairman Benjamin opened the meeting up for the applicant to present the request to the board.

Jason Alley, Chief Financial Officer of Premier Development Group, 495 Grand Boulevard, Suite 201J, Miramar, FL. He introduced his team on the project, Jason White, CEO, Vic Anderson, Project Manager, John Flagg, Development Partners, Mauricio Castro, Architect with PLACE Alliance, Mike Harper and Robert Carroll, local Engineers. Mr. Alley commented the City had done a great job in adopting the Form Based Code and it provided excellent parameters for future developments and felt that his company was presenting a plan for a responsible development. He gave a brief description of the development to be a family oriented, amenity centered, and pedestrian friendly resort. (Visual renderings were provided on overhead for the audience.) Mr. Alley described the proposal as a 240 key hotel, upscale resort hotel with restaurant, coffee shop, spa, retail shopping, event meeting and ballroom space. He stated there would also be a 2.9 acre swimming lagoon with sandy beaches, water slides, splash pads, and floating obstacle courses geared toward families. He showed where there would be a beach club in the middle of two condominium towers, which is in the second phase of development, each containing 126 units and parking on both south and north side of the property. He stated the final phase of the development on the north side would be two additional condominiums and single family cottages along with a parking deck that will be available for additional parking. He noted they were beyond the parking requirements. Mr. Alley stated this development would be built in three phases over a period of five to seven years. He stated this is a unique project Panama City Beach, a true destination resort and believe it will create a substantial economic impact, creating job opportunities and a new visitor base that PCB has never seen before. He commented he understands the traffic concern and that he had heard these concerns at the community meetings his company had held prior to this meeting. Mr. Alley stated the goal is to bring people in that will stay on site opposed to a shopping center where people are coming and going all day. He stated the goal is for everything to be on site to limit the coming and going which would manage the traffic difficulties in the area. He explained they are proposing substantial improvements at their expense to Front Beach Road in accordance with the Front Beach Road CRA. He stated the CRA current plans reflect it will be a long time before reaching this area, but they are willing to accelerate this plan within their piece of property. He commented he knew that this would not completely solve the problem, but you have to start somewhere and they are willing to start at their project. Mr. Alley stated they are members of the community and want to be responsible; therefore they are not taking the maximum density, but beneficial to the community.

Mr. Mauricio Castro, 121 South Orange Avenue, Suite 1200, Orlando, FL is the architect on the project. He outlined the development of the project and how it will be developed within the different overlay districts. (Visual renderings were provided on overhead for the audience.) He described the enhanced experience between the two properties on the north and south side of Front Beach Road. He described the access points into the properties, the parking being contained below the hotel on the south side and expressing all the amenities and parking will be contained on site. Mr. Castro pointed out on the visuals that each hotel and condominiums on site will have their own individual amenities and adding additional accesses to the beaches. He gave an overview of how the deliveries will be made to the site, guests' access to the site and parking available for each building on site. Mr. Castro described the cottages that would be on the backside of the property on the north side of Front Beach Road, decreasing the density in the area. He explained that this point of access onto the property from Crane Street is a controlled access, as requested. He stated the access from Crane Street is very limited for the cottages and one small parking garage. Chairman Benjamin asked for the access from Crane Street to be shown on the visual for the audience. Mr. Castro explained in detail the parking available on both sites. He explained the different phases the project will be built, Phase One will include the hotel, swimming lagoon on the north side and the beach club. He commented the parking for Phase One will be contained within the parcel of the hotel itself. Phase Two will include the condominium towers on the south side and will be completed with Phase Three on the north side, which will bring the complimentary condominiums, the cottages, and the parking structure.

Chairman Benjamin opened up questions from the board at this time. Mr. Wakstein asked about the hotel service courtyard and that it was described as having limited access going in past the parking garage, his question was would a semi-tractor trailer truck have access in the courtyard to turn around and get back to Front Beach Road. Mr. Castro explained there were bays available for the deliveries allowing the trucks to back into the bays and then pull out.

Chairman Benjamin asked how many entry points would be on Crane Street. Mr. Castro used the visual to show where there will be a driveway for access to a parking area for some of the cottages, a second access through a controlled gate with possible stacking entry to eliminate traffic backing up on Crane Street and a third access through a controlled gate for the small condominium along Crane Street.

Mr. Dowgul asked a question pertaining to the gulf front parking and the mention of the bottom level being the below the base flood elevation. Mr. Castro explained no, there plan is to get approximately fourteen feet below the elevation of Front Beach Road. Mr. Dowgul asked if they had received any preliminary feedback from DEP and he replied not at this time, but the engineers on the project would be coordinating with the agency.

Mr. Sheldon asked how many total parking spaces are there for the planned cottages. Mr. Castro commented it is labeled as surface or on-street parking on the plans. Mr. Silky pointed out there were 57 spaces designated for the cottages. Mr. Sheldon asked how many bedrooms were projected for the cottages. Mr. Castro explained the footprint available for the cottages the size would be approximately 1800 square feet, but had not yet been finalized.

Ms. Cook commented the hotel would be in Phase One and the adjacent parking area was not planned until Phase Three; therefore she asked were they planning to accommodate parking for the ballroom use, such as conferences. Mr. Castro showed on the visual the surface parking that would be available before the parking deck was completed. Mr. Alley also commented that this is not intended to be a large convention center and that the ballroom is there to service the hotel guests.

Mr. Wakstein referred to the parking counts on the amended submittal and there are different numbers for Required and Provided. Mr. Alley explained their numbers for parking reflect at least one parking space per unit, but also there is parking from the hotel parking lot and the additional parking across the street, stating once the project is complete they will exceed the number of parking spaces required for the entire project.

Mr. Sheldon asked what the threshold is for a DRI and would this development meet the criteria. Mr. Leonard commented that a DRI is normally around 1,000 lodging units and the State exempts projects that are in a CRA, which this project is located in a redevelopment area. Chairman Benjamin added that his review of the amended submittal states the project has 588 units with 1039 spaces for parking.

Chairman Benjamin opened the meeting up for public comment.

Janice Olson, 202 Oleander Court, stated she lives in Open Sands, the next subdivision over from the project. She commented they have the same traffic problem. She stated it was mentioned that

there may not be enough parking for Phase One to use Phase Two as an overflow area, but what about when the construction occurs on Phase Two, what happens to the overflow parking. She stated she didn't have a clear picture of how Phase One would be competed and contained. Ms. Olson stated she was not excited this was happening and street road improvements and traffic had not been addressed. She commented if this is all about tourism then how are the permanent residents going to survive.

Gail LaBelle, 1121 Front Beach Road, referred to the transportation standards in LDC and commented she didn't feel the impact of the traffic infrastructure could handle the magnitude of the influx of traffic this project would create in the area. She stated the residents in this area see traffic already, too much and it is impacting the enjoyment for the residential area. She stated this project should be tabled until a traffic solution is addressed in this area.

Jim Smith, 506 Tarpon Street, stated Bid-A-Wee Beach for over 80 years to protect and preserve the beach and community property. He stated since 1934 this area has had a highly restrictive covenant protecting our beach property. He commented during this time of 80 years they have never had outside traffic, access and egress across Nautilus Street or across Crane Street. He stated Crane Street is a community street, not a thoroughfare like Nautilus, Lantana and Argonaut. He mentioned Crane Street is mentioned specifically in the dedication of Bid-A-Wee covenants. Mr. Smith stated he was confused when it was said according to LDC that it was not allowed access or egress from a community into a commercial development, yet there were three streets aligning with Crane, Bay, and Lantana. Mr. Smith stated the precedent has been set with a project that attempted to go between Crane Street and Nautilus Street having an access of egress and the City Council at that time voted unanimously to not allow this to happen. He stated precedent two was a condominium tower being built next to an old beach community, the Bay County Commission unanimously voted for this not to be allowed, stating the old beach communities need to be protected and preserved and have overwhelming traffic through the communities. Mr. Smith read aloud the Dedication document from 1935 for Bid-A-Wee Beach. Mr. Smith stated that Crane Street lies within the highly restrictive Covenant and Dedication of Bid-A-Wee.

Tom Mallalieu, 110 Sea Oats Drive, stated he understood there to be three accesses from Crane Street and were these controlled access with gates. He asked to be shown on the visual the routes within the development that could possible lead out onto Crane Street. Chairman Benjamin stated there were three proposed access points.

Martha Hoke, 508 Lantana Street, stated that her daughter lives on Crane Street and the traffic can be so congested in the summertime that it can take her 30 minutes to reach her daughter's home. She stated traffic needs to be addressed and that the developer's will work with the neighborhood on the traffic. She commented she is pleased to see a high-end complex come to Panama City Beach and she will be living directly behind the development. Ms. Hoke asked if the car garages would be enclosed and if the controlled access will be for cars only. Chairman Benjamin asked Mr. Silky to address the access points on Crane Street since this was a staff recommendation. Mr. Silky explained that in Chapter 4 of LDC there are Access Management Standards, which do not allow access from a commercial property across from a residential zoned property; it forces the access to a commercial zoned property. He stated in this situation it effectively distributes traffic and the access is limited to 24 condominium units and 27 cottages, which are similar to a subdivision. Mr. Silky stated these are to be limited gated access for the mentioned condominium and cottages and also the access is controlled on the eastern roadway within the development.

Donna Martin, 116 Crane Street, commented the cottages are going to be at the same street level as Bay Avenue and anything from Bay Avenue and below at this point is permissible for short-term rentals. She stated they were told the cottages were going to be short-term leased; therefore this is different to have 57 cottages that are allowed for short-term rentals. She stated if they are short-term rented then this will add to the traffic within the neighborhood, transient traffic and noise that is up against there all year round homes. Chairman Benjamin commented there were 27 cottages not 57. He then asked Mr. Leonard to comment to short-term rentals in R-1C zoned property. Mr. Leonard stated they are allowed in a CH district and they are allowed south of Bay Avenue where it is zoned R-2 and not allowed north of Bay Avenue where it is R-1C.

Juddy Stephenson, 14208 Millcole Avenue, commented that he didn't feel the developers were addressing the problems the neighborhood as mentioned regarding traffic. He commented to Mel's comment regarding short-term rentals were not allowed north of Bay Avenue, but there is no code enforcement on the issue and this does exist. He commented the impact this development will have on the community will be devastating in his opinion.

Julie Hilton, 13615 Front Beach Road, stated she owns property east of the property site. She commended the efforts of the developers willing to make a nice development. She explained

historically there have been a lot of accidents in this area on Front Beach Road; she commented that she hoped that whatever is done as a community will help eliminate this problem area. Ms. Hilton asked if the overpass were for pedestrians and were there medians of landscaping going to be on Front Beach Road and what were the side beachfront setbacks, east and west of the property. She asked if there was a proposed public beach access and where it is located.

Tom Evans, 504 Lantana Street, stated he agreed with most of the comments regarding the traffic. He stated his concern is going to be the noise that is driven by this large group of people that are enjoying their recreation around the lagoon pool up until all hours of the night. He commented the shape of the hotel, the parking garage, and condominiums on this site turn this area into an amphitheater. Mr. Evans stated all this noise would be projected out into the neighborhoods, both on Crane and Lantana side. He stated he felt this noise would greatly exceed the allowed decimal readings and allowance stated in the current noise ordinance.

Mr. Leonard replied to the noise ordinance statement. He explained that it is enforced by the police department, trained with the meters and is very complicated. He explained how the readings are read from the ambient noise during the day and night.

Alfredo Martin, 13407 Oleander Drive, he shared pictures of traffic from Middle Beach Road and Front Beach Road. He stated if approved and the traffic issues are not addressed there will be a problem.

Maylon Clinkscales, 13700 Front Beach Road, lives at the corner of Front Beach Road and Crane Street. He commented the parking requirement of 1.5 spaces per unit is not enough; speaking from experience of managing condominiums a two-bedroom can average 2 to 3 cars and more with increase in bedrooms. He stated hotels are different; travelers are driving one car or flying to destination. Mr. Clinkscales commented he watches traffic each night and there is one westbound lane, but fed by two westbound lanes from Front Beach Road. He stated if Front Beach Road was a four-lane to Pier Park problem solved, but this will not occur due to the CRA improvements.

Mary Kay Kassiris, 120 Seaclusion Drive, she asked if the project had been reviewed by the EPA for the proposed underground parking. She commented this parking area will definitely flood. Ms. Kassiris also asked about retention ponds on the site, commented she thought these were required, but did not see one on the plans. She then commented, what will we do if we should have to evacuate, there is too much traffic.

Mr. Leonard responded to the retention pond statement and added that they will be required. He explained the engineering department reviews and approves these, along with the state and they will have to meet all the storm water requirements. He stated they will have to handle storm water and it will be contained on site, cannot increase the flow coming off the site onto other surrounding properties.

Peter Fischetti, 308 Tarpon Street, referred to an article in the News Herald from the CFO stated, "Everything that will be needed will be on site of the development and there will be no reason to leave the resort and create a traffic problem on Front Beach Road or within Bid-A-Wee or anywhere else." Mr. Fischetti commented they are assuming their guests will not go out and enjoy the other amenities throughout Panama City Beach, such as Pier Park, miniature golf, other restaurants, etc. Mr. Fischetti commented the board members are responsible to ensure that any project they recommend or approve has no adverse effect on your constituents. He stated if this means the project requires improvements to the infrastructure the developer must commit to paying the bill before construction begins and no action on the project should be taken until this occurs. Chairman Benjamin commented the board is not here to protect residents or businesses or any particular group, but here to follow the rules and regulations that are outlined to hear, consider and make recommendations to the City Council regarding proposals, amendments, conduct public hearings, render decisions, etc.

Mark Lane, 13803 Pelican Street, asked if the hotel guests would be able to go through the controlled gates along Crane Street.

Stanley LeCain, 14104 Pelican Street, stated of any place to put a high density development such as this is the last place it should go. He stated it is a nice development, but at this location at the intersection is already a traffic nightmare. He stated the people who live, play, ride bikes and their golf carts in this area will not have an enhancement to the neighborhood as the developers were describing as an enhanced urban area.

Chairman Benjamin closed the public portion of the meeting and allowed the Mr. Alley, developer to address the issues that were mentioned from the audience. Mr. Alley answered the following questions:

Access Points - no visitors cannot leave from the hotel around the access points to access Crane Street, There will be zero access from the hotel parking or from the onsite parking garage. He

explained the access points will be gated and key carded for use only from cottages and small condominium.

Parking Garages – will all be lined and not visible from the outside.

Water Retention – there is a plan for sub-surface water retention, there are parameters set by the City that they will have to follow, which includes plan for a 100 year storm.

Agency Filings – there are different agencies they are required to file with, such as DEP and all the filings and permits will have to be in place before construction can begin.

Noise and Other Items – he stated at one time there was an amusement park on site and a hotel. He commented there are a lot of things that could be here on this site and they have prepared what they feel is a project that will enhance the area. He stated he knew the question was, will it enhance the neighborhoods around, but then the question is...where do we stop. He stated they have control over their property. He agreed with the idea of enhancing Front Beach Road all the way down to Pier Park, but they are only able to do their part, which they have plans to do at their costs.

Median and Beach Accesses – there are plans for a tree-lined median. He stated there is a beach access that will be east of Ms. Hilton’s property they are proposing to enhance at their cost. He stated they don’t own the access, but want to enhance and provide to the community at large. Mr. Alley commented they have met all the required setbacks. Mr. Dowgul asked where the public parking would be located for the public beach access. Mr. Alley commented they do not have public parking for the access and that it is not a code requirement.

Phasing Parking – he explained how the phases would take place and where all the parking would be located during construction. He commented they are not able to build the development all at once, but they plan to stage parking to provide ample excess parking to have above and beyond what is required. He commented they have actually planned for 2 parking spaces per condominium unit, not the required 1.5 stated in the code.

Chairman Benjamin explained to the audience about owner’s property rights and an owner has the ability to develop as long it meets the LDC requirements. He opened up for board discussion. Mr. Dowgul commented he was surprised there were no provisions for public parking for the public beach accesses. Ms. Cook commented that is not required for them to provide. Mr. Wakstein asked who pays for the road maintenance on Crane Street. Mr. Silky commented it is a public street and it is maintained by the City. Discussion ensued.

Ms. Cook made a motion to accept the applicant’s request based on their submittal meeting all the requirements from staff and it was seconded by Mr. Sheldon. Mr. Wakstein asked if the motion was to accept the amended application from August 8, 2017 and it was confirmed by Ms. Cook yes that was the application in her motion. Mr. Silky was asked to call roll.

Mr. Sheldon	Yes	Mr. Wakstein	Yes
Ms. Cook	Yes	Mr. Dowgul	No
Mr. Turner	Yes	Chairman Benjamin	Yes

Mr. Silky stated the application is approved.

ITEM NO. 2 Request for Height Incentives to increase the allowable height in the FBO-2 District from 45 feet to 65 feet and the allowable height in the FBO-4 District from 150 feet to 220 feet. The subject property is located at 13623 and 13626 Front Beach Road.(Land Development Code, Table 4.02.02B.).

Chairman Benjamin read aloud the agenda item and asked Mr. Silky to call for Jennings Act disclosure for the item.

Mr. Dowgul, nothing to disclose. Mr. Wakstein, nothing to disclose. Mr. Turner, nothing to disclose. Ms. Cook, nothing to disclose. Mr. Sheldon, nothing to disclose. Chairman Benjamin, nothing to disclose.

Mr. Silky commented staff had questions regarding the incentives and thoughts were they were proposing to increase density, but through the addendum Alternative Plan submitted it clearly reflects the height requests are mainly for design. He stated staff is comfortable with what they have proposed and all of staff’s earlier issues have been addressed.

Mr. Alley commented the public beach access is for the community, hoping to create a more pedestrian friendly development for the community. He stated adding additional parking in the area for public parking would only increase the amount of traffic in the area.

Mr. Castro displayed a visual for the audience a summary of the height incentives that were used from the current LDC. He stated their intent is to have balance between the project, building types, the frontages, the LDC requirements, and the actual place making aspects of the overall development. Mr. Castro highlighted the following height incentive requests as follows:

Green Development	Roofing Materials and/or Vegetative Roof	5 ft.
	Place minimum of 50% parking spaces undercover	10 ft.
	Water Conservation Measures	
	50% or more of FL Friendly Plants	5 ft.
	Irrigation from non-potable water	10 ft.
Architectural Amenities	Lighting – Architectural Lighting	5 ft.
	Skyline Features	5 ft.
	Outdoor Civic Spaces	5 ft.
	Recognizable Building Base	5 ft.
	Entryways – Incorporated in the Design	5 ft.
	Enhanced sidewalk design	5 ft.
Public Beach Amenities	View Windows – Permanent	10 ft.
	Beach Access	
	(3 Beach Access Points at 8 feet wide min.)	48 ft.
TOTAL		118 ft.

Chairman Benjamin asked if the plan was to complete all the above mentioned incentives to achieve the 118 feet. He asked what the height requests for the buildings adjacent to Crane Street. Mr. Alley explained through a visual that they were not requesting any height incentives for the buildings that border Crane Street and Bid-A-Wee, commenting they were below the allowable height without incentives. Mr. Alley also showed that buildings bordering Lantana Street were also below the allowable building height. Discussion ensued. Chairman Benjamin commented there is an Alternate Plan that was submitted that reflects what they could do by right and what the code allows. Mr. Alley explained the Alternate Plan, which was shown on a visual of what they could do, but does not enhance the area. He stated they are asking for the incentives to not for the purpose of increasing density; in fact he stated they are not maximizing density with the height incentives, but to meet the intent of the code and enhance the project overall.

Mr. Wakstein commented there are three beach access points, asking if they are accessible from Front Beach Road and it was stated yes. Mr. Wakstein commented the plans reflect 188.5 feet, but you are requesting 220 feet. Mr. Alley commented they do not have plans to go to 220, but since they requested the extra height it provides them with some room to work with if needed, but they do not intend to go to the height of 220 feet.

Chairman Benjamin opened the meeting for public comment.

Julie Hilton, 13615 Front Beach Road, asked for explanation of plans and the width for each beach accesses and the intended upgrades for the beach access east of the Casa Loma.

Charlotte Miserez, 113 Crane Street, she commented her home is across from one of the access gates of the cottages. She commented she didn't think there was enough room on the site for all they were planning to build.

Chairman Benjamin explained the board was discussing height incentives at this time, but that her comments were valid.

Chairman Benjamin closed the public portion of the meeting and asked Mr. Alley to respond the public comments.

Mr. Alley commented there is a minimum of eight feet for the beach access points for all three. He explained the enhancement planned for the access on the east side would be vegetation and dune walkover enhancement; commented this is not their property, but willing to do the enhancements. Mr. Alley stated the other two beach access would be constructed in same manner, eight feet in width, vegetation and dune walkover enhancements.

Ms. Cook made a motion to accept the height incentives as presented and it was seconded by Mr. Sheldon with the condition that the off-site beach access improvements are going to be completed and not as a proposal only. Mr. Alley agreed to put the agreement in writing. Ms. Cook amended her motion to accept the request and include the beach access improvements be included in writing and it was seconded by Mr. Sheldon. Mr. Silky was asked to call roll.

Mr. Sheldon	Yes	Mr. Wakstein	Yes
Ms. Cook	Yes	Mr. Dowgul	Yes
Mr. Turner	Yes	Chairman Benjamin	Yes

Mr. Silky stated the height incentive will request is recommended to City Council for approval.

ITEM NO. 3

Donald Rice is requesting authorization of a variance to reduce the required 10 foot rear and side yard setback to allow for a 7.5 foot rear and side yard setback. The second request is to allow an accessory building to be used as a habitable structure. The property is located at 502 Petrel Street.

Chairman Benjamin introduced the item and Mr. Silky added to the introduction. He explained the primary structure does not meet the side setback of 7.5 feet on the north side; therefore there is an additional variance request for the primary structure, which is to reduce the required side setback of 7.5 feet to 5 feet on the north side of the primary structure. Mr. Silky recapped by stating there were three requests for the accessory structure and one for the primary structure.

Chairman Benjamin asked Mr. Silky to call for Jennings Act disclosure for the item. Chairman Benjamin announced the action from the planning board on this item can be appealed to the City Council.

Mr. Dowgul, nothing to disclose. Mr. Wakstein, stated he had driven by the property. Mr. Turner, nothing to disclose. Ms. Cook, stated she had driven by the property. Mr. Sheldon, nothing to disclose. Chairman Benjamin stated he had driven by the property twice.

Mr. Silky explained the events of this application to the board. He stated when a single-family residential home plans are submitted to the building department they are processed through the planning department where three individuals check the plans for zoning and setbacks. He stated in this situation the submission of the building plans never made it back to the planning department for review, explaining there had been a transition in the building official personnel and administrative staff at the time of submission. He explained a building permit was issued for the structure that did not meet the requirements of the land use and setbacks in the LDC. He stated this was brought to our attention during the middle of construction and therefore the reason for this meeting. Ms. Cook asked if building permits were issued from the City's Building Department. Mr. Silky commented yes and noted that of the last thousand building permits that have been processed this is the first time this has happened. Chairman Benjamin asked if on more than one occasion did city officials let the applicant know that he was in violation and he should cease and desist. Mr. Silky explained he was in one meeting with the applicant and the building inspector where it was explained that he needed to stop construction until this was figured out and also Mr. Leonard, the director had also informed him to stop, but it did not happen. Mr. Wakstein asked when these conversations occurred with the applicant for him to stop construction. Mr. Leonard commented it was when the process of the variance begin, he instructed Mr. Rice to stop construction. He stated Mr. Rice indicated that he had contracted subs and their pricing may go up if he stopped construction and he advised him that this would be taking a risk and advised him not to continue, but that Mr. Rice did not indicate if he was going to stop or not. Mr. Silky stated he came into the office on July 24th. Ms. Cook asked when did the building inspector ask him to stop construction; before or after the meeting with planning. Mr. Silky replied he felt it was before meeting with Mr. Leonard at the time he and the building inspector met with the applicant. Chairman Benjamin commented at the next meeting the board may be meeting to discuss the setbacks on accessory structures and the habitability of an accessory structure in an R-2 district.

Chairman Benjamin asked Ms. Myers what were the possible outcomes of today's meeting. Ms. Myers commented legal options are first the City needs to issue a stop work order while the City figures out what needs to happen next. She explained any affected party has a right to appeal the issuance of the permit, which there is a letter today asking an appeal on the permit that was issued, which would be heard before this board and there could be the appeal of the decision from the board today from an affected party. Chairman Benjamin asked if the final outcome of the board is that the structures do not meet the rules of the LDC what happens...Ms. Myers replied the structure would have to reconstruct the house within the law. Chairman Benjamin asked who would pay for the reconstruction and Ms. Myers answered the homeowner. She explained that he had continued at his own risk after being told to formally stop and a stop work order should be issued now so that it is on paper and any further construction should stop until it is resolved. Discussion ensued on whether an official stop work order had been issued; Ms. Myers indicated it appeared that only a verbal had been given and that an official stop work order needed to be issued. Chairman Benjamin commented that if the City made a mistake then there is no liability on the City and Ms. Myers stated there is no liability on the City for issuing a permit. Chairman Benjamin called on the applicant.

Don Rice, 113 Bid-A-Wee Court stated he had lived at this address since 2009 and visiting here for thirty years. He purchased the property of 502 Petrel in April 2013. He explained how the original structure was a 700 square foot home with asbestos on the shingles. He met with professionals over several years on how to utilize a 60 x 150 square foot lot with two structures and in the end decided it was best to tear down the existing and build new. He explained that he went through the proper channels of obtaining a demolition permit from the City and had the home removed. Mr. Rice

indicated that his neighbor was very upset about the old home being torn down without the asbestos being tested. Mr. Rice stated he submitted building plans and paid his impact fees where all the setbacks were indicated on the submitted drawings. He stated that all impact fees were paid for the accessory structure for a habitable space at that time also. Mr. Rice stated that his architect pointed out to him that the setbacks were 7.5 feet on the left and north and 5 feet on the east and the south because that side is one story and not a two story. He explained the accessory structure has a 7.5 foot setback and is also a two story structure. He stated he submitted all of these plans to the building department when impact fees were paid to the water department along with the paid receipt from water department. He was given the demo permit on March 20 and also met with utilities and public works regarding his lot being built up with additional dirt and how he would not cause a problem to his neighbor. Mr. Rice stated the next step was to get a driveway permit, which he applied and paid for on 24th. (He did not mention the month.) He then applied for a Notice of Commencement on April 17, Building and Planning Application on April 12, Building Permit on May 9 along with Product Approval and Gulf Power applications; indicating all of these applications were submitted to the Building Department for their records. Mr. Rice then explained that all of his records were lost by the Building Department, including his house drawing plans. He then explained that he heard there was a problem with his setbacks on July 24 after pouring 70 cubic yards of concrete. He stated that was the day that he met with Charles and Mr. Leonard and they did not tell him to stop, but advised that if he didn't stop he may have to tear something out. He stated that he worked through the evening in preparing to submit the application by the deadline date of July 25. He expressed to the board that he had no idea that there was ever a problem with any of his setbacks or construction until July 24 and then he is notified today that there is an additional setback problem with his main house structure. He stated he couldn't understand why he had to ask for a variance on plans that had been in the office and approved for over 120 days. He stated that he didn't stop since he had not been issued with an official order, stating that he was only advised he should stop. Mr. Rice commented his architect lives in the subdivision of Bid-A-Wee; therefore how in his professional knowledge would he not know the required setbacks.

Mr. Dowgul asked if there were more plans that what the board had received. Mr. Rice stated yes, he had sealed drawings with the building department. Mr. Dowgul commented it appears that there were two design professionals working on the project, Mr. Rice explained yes throughout the entire process. Mr. Dowgul asked if he had pulled his own permit, Mr. Rice stated yes. Mr. Dowgul asked about the demolition permit and asbestos. Mr. Rice stated Charles issued the variance on asbestos and demolition permit. Mr. Silky commented Mr. Rice was confused, that DEP has exemptions for single-family dwellings and that he had not issued a variance for asbestos, Mr. Rice stated he was using incorrect terminology. Mr. Dowgul commented he was trying to establish that there were other players involved in the plans and that he had paid for professional guidance.

Ms. Cook asked about the signed off order dated April 20 and the May 9 Building Permit issued, who signed off on these two. Mr. Rice commented they were signed off by Tyson Scott. She asked who signed the building permit, Mr. Rice replied, MGTS were the initials. Mr. Scott explained that MG is Mike Gordon, interim building official and TS were his initials.

Mr. Sheldon commented to Mr. Rice that he didn't know about the main house setbacks, but knew about the accessory structure and continued to work on the structure. Mr. Rice answered no, everything that he had paid for stated on the drawing on the accessory structure was 7.5 feet and it stated there was a habitable second floor. Mr. Sheldon asked again, when you were notified there was a problem on the accessory structure you continued to build on that structure, Mr. Rice commented yes.

Chairman Benjamin asked Mr. Silky about the Findings listed in LDC Section 9.03.03, the eight requirements that must be met before a variance can be granted. Chairman Benjamin commented his opinion was that these had not been met. Mr. Sheldon and Ms. Cook agreed.

Chairman Benjamin opened the meeting up for public comment.

Brian Hess, representative for Sue Spencer who lives at 500 Petrel immediately adjacent to this property to which this structure is encroaching. He commented it appears that Mr. Rice has had some bad luck, but does not warrant receiving a variance. Mr. Hess commented there are certain provisions that have to be found before a variance can be granted and he has not met those provisions. He commented this lot is big enough to build upon, 60 x 150 sq. foot lot, clearly a lot to build on, but he had not fit within the required setbacks. He stated the structure alone is currently 5 feet from the side and they are clearly listed in the LDC, which states the requirement if 7.5 feet on the side for a two-story structure. Mr. Hess stated the accessory structure has clearly not met the side setback requirements. He stated he understands that Charles has suggested the board may want to reconsider this, but that the code clearly states the accessory structure does not meet the current code; therefore there is nothing to justify the board granting a variance. He stated if the board applies Section 9.03.03 there is no alternative but to deny every request and issue a stop work order at this time.

Ms. Hollis, 14103 Millcole Avenue stated she wasn't in this fight, but that she walks the neighborhood and admired the new construction. She stated the structure has been built and should not be denied due to a clerical error that occurred.

Juddy Stevenson, 14208 Millcole Avenue stated he couldn't imagine the decision before the board and all the codes that must be met, but where is the City's responsibility and how was the building permit issued if there were that many errors. He commented Mr. Rice should not be held to a code he was not aware of the City approved, but now he is being held accountable.

Damon Osbourne, 502 Albatross Street, stated his home is located directly in front of this property. He commented the lawyers stated that there is a two-story building on the north side, which it is a one-story on the north side. He commented on the south side there is a portion that is a two-story.

Chairman Benjamin closed the public portion of the meeting and opened it up for board discussion. Chairman Benjamin commented there are at least two members who feel the eight questions were not answered properly.

Mr. Rice commented that when he was asked to complete the application for a variance he did not understand since he had approved drawings and a building permit. He admitted that he did not understand since he had paid professionals to do their jobs. He once again reiterated that he was never told to stop work and did not know about the problem on the main house until today. He commented this whole thing does not make sense to him.

Mr. Dowgul commented Mr. Rice's recourse lies somewhere else. Mr. Turner asked how a stop work order is to be given. Ms. Myers explained stated it is to be issued by the Building Official or their designee and generally yes, it is in writing. She stated a written order is the most effective and can eliminate argument before a judge. She stated she was unsure if the Building Code permits a verbal as being sufficient.

Ms. Cook asked Tyson Scott, Building Inspector if he was aware if Mr. Rice had been asked to stop work prior to a meeting with Mr. Leonard and Mr. Silky on July 24. Mr. Scott replied that he had never issued a stop work order at the site. Mr. Silky stated he was referencing a meeting with Mr. Rice that involved Mr. Scott advising Mr. Rice to stop and that there was not an official written notice at that time. Mr. Scott stated he did not issue a stop work order. Ms. Cook commented that the eight questions outlined on Section 9.03.03 have not been answered that will allow the board to grant this variance.

Mr. Rice commented he was unsure on how to answer those questions and Mr. Silky commented that staff had attempted to help him in addressing the questions. Mr. Sheldon commented his contractors who drew the plans should have helped in preparing the questions.

Ms. Cook asked when the setbacks were put in place for accessory structures. She commented he had purchased his property in 2013. Mr. Leonard explained in 2012 with the new LDC the setbacks for accessory structures were set. He also stated the definition of an accessory structure states that it cannot be used for human habitation. Chairman Benjamin asked if the accessory structure allowances should change and be approved Mr. Rice would still have to sit until any changes were made, if any. Mr. Leonard commented yes.

Mr. Wakstein made a motion to deny the variance request and it was seconded by Ms. Cook. Mr. Silky was asked to call roll.

Mr. Dowgul	Yes	Ms. Cook	Yes
Mr. Wakstein	Yes	Mr. Sheldon	Yes
Mr. Turner	Yes	Chairman Benjamin	Yes

Mr. Silky stated the variance is denied.

ITEM NO. 4 **Bill Buskell is requesting authorization to not meet the landscape requirements in Ordinance 1410 in order to construct a deck to serve as a holding area for patrons. The property is located at 9875 South Thomas Drive.**

Chairman Benjamin introduced the item and asked Mr. Silky to call for Jennings Act disclosure for the item.

Mr. Dowgul, stated someone called him and emailed him from Pineapple Willy's for support. Mr. Wakstein, stated he received a phone call from Mr. Buskell about his application and

received an email from Pineapple Willy's staff with information. Mr. Turner, received a phone call from Mr. Buskell about his application and also received the history of Pineapple Willy's. Ms. Cook, received a phone call from Mr. Buskell about his application and received an email from Pineapple Willy's staff with information. Mr. Sheldon, received a phone call from Mr. Buskell about his application and also received an email from Pineapple Willy's staff with information. Chairman Benjamin stated he has not spoken to anyone, has visited the property two times.

Chairman Benjamin asked comments from the board, there were none; he noted that he did not feel as though all the requirements of 9.03.03 had been fully met. He read aloud a part of the answered portion, commenting he felt the proposed deck was wanted rather than needed.

Mr. Evans, 8215 North Lagoon Drive, representing Mr. Buskell and stated he had completed the drawing along with the application submitted. He stated he had met both with Mr. Silky and Mr. Leonard regarding the issues. He explained the reason for the request is that they want to add a fifteen foot wide deck on the gulf side of one of the buildings on the primary site for Pineapple Willy's. He stated the process for DEP approval had been started, but were not able to get the final approval for zoning. He explained at this time it was pointed out by planning staff that there were issues regarding parking and twenty percent required interior landscaping requirements. He explained the primary lot is mostly used for parking, but there are few places where the asphalt could be torn up and landscaped, but very minimal. He stated the second site is landscaped in every place available with a controlled access. He commented the third site is a bare fenced lot, primarily used for employee parking and is maxed out with parking. Mr. Evans stated he had submitted a plan reflecting that they could achieve possibly seventeen percent of the twenty percent landscaping, but would not be able to irrigate; therefore would request to use native vegetation. He stated the two primary lots are already landscaped and it looks nice, leaving the employee parking site the only one needing landscape. He stated the drawings indicated they can achieve seventeen percent of the parking area with landscape, which they will do and other than that the request meets all the requirements with signage and driveways. He explained the variance is meeting irrigation requirement and maybe the three percent on the one lot and they will do whatever is available on the other two lots as far as landscaping to equate the required twenty percent. Mr. Evans commented the deck they are proposing to build is to be used for primarily seating for the overflow of people waiting; currently people are blocking the exits out of the restaurant. He explained this deck would take the people out of the pathway and out of the egress from the building and deck bar area.

Chairman Benjamin asked for background on Ordinance 1410. Mr. Silky explained City Council wanted staff to address the non-conforming uses, beautifying structures when there is a change of use or an expansion. He explained in the past staff would work with the applicant to however possible add landscaping or any modifications to beautify the site and it seemed not effective enough; therefore Ordinance 1410 was adopted. Mr. Silky commented since then staff has to require the applicant meet the requirements or they are able to ask for a variance to this board. Mr. Silky commented his staff report recommends allowing staff to work with the applicant to try to find areas to meet the requirements of landscaping. Chairman Benjamin commented the primary intent is to clean up the City and make it look better when there is an opportunity. Discussion ensued regarding the staff analysis. Mr. Evans commented they are willing work with staff to do the necessary improvements in order to meet the twenty percent requirements.

Chairman Benjamin asked for public comment. An elderly gentleman in the back of the room stated he was not opposed to the request; he lives along Thomas Drive near the site. (Name was not provided.) For the record, there were two emails the board members received that stated they were against the request.

Mr. Turner made a motion to approve the variance with the condition that the owner work with staff to maximize possible landscape on the site and it was seconded by Mr. Wakstein. Mr. Silky was asked to call roll.

Mr. Dowgul	Yes	Ms. Cook	Yes
Mr. Wakstein	Yes	Mr. Sheldon	Yes
Mr. Turner	Yes	Chairman Benjamin	Yes

Mr. Silky stated the variance request is approved.

Chairman Benjamin commented he would like for the board to discuss the minutes from the last meeting at this time. He explained the board has had a lot of discussion regarding occupancy of the buildings on Front Beach Road, whether used for short-term rentals or single-family homes. He stated Mr. Leonard's staff has created an Occupancy Certificate. Mr. Leonard commented there has always been a check with there is an occupancy change, but since there has been so many of the short-term rentals that were previously used as single-family residential we've made this certificate more visible. He explained the procedures and standards to the board.

Chairman Benjamin called out the following items from the meeting minutes to Ms. Myers and asked that she get these to City Council for consideration:

- Podium Requirements in the FBO-4 Overlay District
- Single Family Residential Setbacks in the FBO-4 Overlay District
- Location and Procedures of Used Vehicle Sales Businesses
- Height Incentives – discussing today
- Cell Towers in the Right-of-Way – discussing today

Chairman Benjamin asked that Mr. Beninate summarize the portion of the Sign Code discussion from the meeting and resubmit for approval. Ms. Cook made a motion to have a summary written for the minutes pertaining to Item 6, Sign Code Ordinance before they can be approved and it was seconded by Mr. Turner. Mr. Silky was asked to call roll.

Mr. Dowgul	Yes	Ms. Cook	Yes
Mr. Wakstein	Yes	Mr. Sheldon	Yes
Mr. Turner	Yes	Chairman Benjamin	Yes

ITEM NO. 5 Height Incentives – Continuation

Mr. Leonard introduced the item by explaining he had eliminated most of the current height incentives but keeping those related to cross access easements, wetland protection, view windows, public parking spaces, beach access and providing additional parking. He commented with the significant decrease in potential incentives, the amount of each remaining incentive is proposed to be increased in order to allow a property owner an opportunity to achieve the maximum height. He mentioned with the removal of the “Recognizable Top” as one of the incentives though it was good to make as a requirement. He stated this is a starting point for the board to have discussion.

Chairman Benjamin asked how important is it to have the incentives to allow for increased height, but why not make more of them mandatory and keep the height at 150 feet. He asked if the height of 220 feet had to remain or do open an opportunity to be sued. Ms. Myers explained at this point the City is probably less vulnerable to attack since it has been longer than five years when the LDC was adopted. She explained someone’s vested right. Mr. Leonard commented 150 feet was established as entitlement and then someone could make a way back to 220 feet. Mr. Leonard commented that Calypso Tower Three and Seakove have an active Development Order, but that everyone else would have to start over. Discussion ensued. Mr. Leonard commented the board could look at all the districts, take the maximum without incentives in each district and then have requirements added to each from the current incentive list. The board instructed staff to prepare a new proposal and a special meeting was scheduled for Monday, August 28 at 2:00 p.m.

ITEM NO. 6 Cell Towers in the Right-of-Way – Continuation

Ms. Myers shared photographs with the board regarding some of the examples that were discussed at the last meeting by Mr. Beninate. She stated the changes requested by the board in the last meeting have been made to the ordinance such as, 1.) the minimum distance of 200 feet increased to 250 feet between Small Wireless Poles, 2) increase the minimum distance of other ground mounted equipment from a dwelling from 400 feet to 500 feet, unless it is installed underground below grade, and 3) increased the minimum distance between utility poles over 15 feet from 50 feet to 75 feet unless a variance is granted.

Ms. Cook made a motion to approve and it was seconded by Mr. Sheldon. Mr. Silky was asked to call roll.

Mr. Dowgul	Yes	Ms. Cook	Yes
Mr. Wakstein	Yes	Mr. Sheldon	Yes
Mr. Turner	Yes	Chairman Benjamin	Yes

Mr. Silky stated this is recommended to City Council for approval.

ITEM NO. 7 Code Enforcement Update

James Tindle, Code Enforcement Officer distributed a report on code violations. He explained the City is divided into two territories, east and west. Currently Mr. Tindle is responsible for the west side while Mr. Williamson is responsible for the east side and Nautilus Street is the dividing line. He read aloud the current code violations, such as overgrown grass, trash cans visible from the scenic corridor, collected garbage at homes etc. Ms. Cook asked what height determines overgrown

grass; Mr. Tindle replied 12 inches for a lot with a structure or dwelling, a cleared lot that has been improved is 18 inches. He reported there were 167 cases opened up for the month of July and explained the monies that have been collected from violations. Mr. Tindle stated there had been 57 sign violations issued along Front Beach Road for signs that were located in the right-of-way. He continued to explain the report in detail.

Mr. Dowgul asked about the used car lot located on Back Beach Road and if it was in compliance. Mr. Tindle commented his submittal to the City had been completed. Mr. Dowgul commented he is still selling vehicles on the weekends. Mr. Silky commented that he has a completed Development Order, but is still waiting for a building permit to make the necessary modifications of changing use from a residential to commercial. The board thanked

The meeting was adjourned at 5:55 p.m.

DATED this _____ day of _____, 2017

Edward Benjamin, Chairman

ATTEST:

Charles Silky, Secretary

APPEAL LETTER

FROM

BID-A-WEE

RESIDENTS

Sept. 7, 2017

To: Andrea Chester
Planning Department
City of Panama City Beach



From: Peter Fischetti
Jim Smith
Stan LeCain
Bill Caravello

Re: Order related to August 14, 2017 Planning Board meeting regarding Large Site Development (LSD) application for 12623 and 13626 Front Beach Road

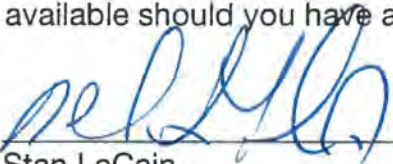
The four names listed above wish to appeal the Order approving the LSD.

Our appeal focuses on the portion of Order 4 that describes "internal traffic circulation from Front Beach Road and Crane Street." We oppose any access from the LSD to Crane Street, and included in this packet are city codes that do not permit such access.

It is clear to us that while current zoning allows this project, specific codes prohibit access to residential streets when a non-residential street (in this case Front Beach Road) is available. In fact, our research confirms that allowing such access would not only be illegal, but it would set a precedent in Panama City Beach.

Thank you for considering our appeal. We are available should you have any questions.


Peter Fischetti
308 Tarpon St.
Panama City Beach FL 32413
951-272-1530


Stan LeCain
14104 Pelican St.
Panama City Beach FL 32413
850-774-3357


Jim Smith
506 Tarpon St.
Panama City Beach FL 32413
850-238-8722


Bill Caravello
407 Dolphin St.
Panama City Beach FL 32413
678-697-2260

Discrepancy List for the Large Site Development (LSD) proposed at 13623-13626 Front Beach Road as of 22 August 2017.

In reference to the LSD proposed for 13623-13626 Front Beach Road, Panama City Beach, Florida the following discrepancies are noted to the Land Development Code (LDC) adopted on 26 July, 2012 as amended on 12/10/15. The discrepancies listed below are based on the information and drawings provided to the public to date.

1) Regulation 4.04.01(B)(7) Where proposed Development in a non-residential zoning district abuts two (2) Streets and where that portion of any such Street abutting the non-residential Development also abuts any Residential zoning district, access to the non-residential Development shall be provided only from the Street not abutting a Residential district.

(Observation) Current drawings indicate up to (3) accesses to a residential district street. There is no variance or exceptions noted in the LDC to override this regulation. In addition, as the LSD is currently proposed, there are no PERMANENT BARRIERS or PERMANENT INFRASTRUCTURE to prevent all vehicles (approximately 1000 at full capacity) from using the Crane Street accesses.

2) Regulation 5.04.10(c) For Multi-family Developments with 150 or more Dwelling Units, two (2) Access points shall be provided unless prohibited by Access management regulations of the FDOT or the City. The primary entrance to the Development shall not be located on a Street that provides primary Access to Single Family residences, unless such Street is classified as a collector or arterial.

(Observation) Crane Street, which will be the primary accesses for the townhouses to the north of Front Beach Road is not a collector or arterial street and should not be used as such. As stated in Discrepancy #1, there is no permanent infrastructure to prevent all vehicles from using the proposed Crane Street Accesses.

3) Regulation 7.02.03.A (1-6) - This section creates four (4) overlay districts that are applicable along Front Beach Road, South Thomas Drive and Arnold Road south of Panama City Parkway (Back Beach Road) and are intended to:

1. Enhance the quality of life for residents;
2. Achieve greater compatibility between different Land Uses, particularly between established neighborhoods and intensive tourist-based Development;
3. Foster greater mobility by increasing the convenience of walking, biking and using transit;
4. Maintain allowable uses in underlying zoning districts, except when those uses would interfere with the purposes of the district;
5. Allow increased intensities in tourist based areas when design objectives are met;
6. Achieve a higher quality of design that is vibrant, sustainable and attracts visitors and provides long term economic and fiscal benefits to the city and its' residents.

(Observation)

1. The quality of life will not be enhanced for the residents of Crane Street, Bay Avenue and Mill Cole Avenue as well as Argonaut Street as traffic density significantly increases.
2. The LSD as currently planned is not compatible with established neighborhoods to the east and west.
3. The increased traffic from the high density LSD will not increase the convenience of walking, biking and use of the transit.
4. The Planned uses of the LSD interfere with the use of the adjacent residential neighborhoods.
5. The concept presented by the Developers Representatives at the Planning Board Meeting of 14 AUG 2017 consistently emphasized a self-contained and self-reliant LSD, where visitors never have to leave the facility. This does not in any way increase the intensities in tourist based areas. The following quote was from the News Herald 09 August, 2017 Article, "Jason Alley, chief financial officer of project developer Premier Development Group in Miramar Beach, said the resort will

be all-inclusive and many people won't even be leaving the property once they get there".

6. *The concept of a self-contained LSD, where all amenities are provided on site does not promote long-term fiscal and economic benefits to the City and its residents.*

4) Regulation 4.04.01 (G) - Access Permits and Plan Review.

(Observation) A Preliminary Access Management Plan to show that the Access Permits meet regulations, has not been provided to date.

5) Regulation 4.04.01 (H) - Variances.

(Observation) Details have not been produced that show details of how access points will meet regulations set forth. Details provided to date do not meet Regulations 4.04.01 (G)(1)(2)(3) and (4).

6) **Regulation 5.06.01 (A) - Conditional Uses, Generally.** The proposed Use is so designed, located and proposed to be operated so that the public health, safety and welfare will be protected.

(Observation) The high density and number of vehicles that will be transiting an old residential street does not increase, protect or maintain the same degree of safety and welfare for the residents walking, running, biking or walking pets as well as children playing on residential streets accessed by the LSD.

7) **Regulation 5.06.01(B) -** The proposed Use will not have an adverse effect on existing traffic patterns.

(Observation) The existing traffic patterns located at the area commonly known as the "Y" on Front Beach Road is practically non-functional during peak tourist season. Adding an LSD with high density south of Front Beach Road and moderate density north of Front Beach Road will adversely affect the existing traffic pattern on front beach as well as traffic on the connecting streets and avenues of Crane, Bay, Mill Cole and Argonaut.

8) **Regulation 5.06.01(D) -** The proposed Use will not materially increase congestion in the public Streets in the surrounding area.

(Observation) The vehicles associated with a nearly (1000) unit LSD having access to public streets and the surrounding area will increase congestion significantly.

9) **Regulation 10.02.05 G -** A detailed, written list and complete explanation of how the proposed Development differs from **any provision of the LDC**, including a comparison with the Lot and Building standards of the underlying zoning district. If the master plan is approved, any such difference not listed or explained shall not be recognized or permitted and no such difference shall be implied or inferred.

(Observation) A detailed written list of provisions differing from the LDC has not been either generated or provided.

10) **Regulation 10.02.05 H -** A detailed explanation of the public benefit which justifies allowing the property owner to deviate from otherwise applicable minimum requirements of the LDC.

(Observation) No explanation of the public benefit has been provided to allow the property owner to deviate from the minimum requirements of the LDC noted on this "Discrepancy List".

11) **Regulation 1.04.02 (c) -** The City shall not issue a Local Development Order or Building Permit for Development proposed on a Lot, Parcel, and tract established in violation of this LDC.

(Observation) Request the City Council as authorized by the LDC rescind the approval granted by the Planning Board on 14 August, 2017 until this requirement is met.

12) Regulation 4.02.02 Tables (A) (B) & (C) - Standards set forth in Tables for "Building Height and Setback", "Incentives" and "Site Design for Lots".

(Observation) Plan Review detailing that LSD meets standards as set forth in above referenced tables not available to date.

13) Regulation 7.02.03 Q.1.(b) - The LSD (see section 7.02.03P) requires approval of a Master Plan that follows the Type V (Master Plan) review procedures established in Chapter 10.

(Observation) Request evidence of referenced Master Plan that shows the LSD is complying with the FBO District Standards.

14) Table 7.02.03 TABLE N: Standards - General Setback standards.

(Observation) Current footprint south of Front Beach Road does not appear to accommodate or meet Setback Standards for the proposed LSD. Request documentation or evidence of how LSD is going to meet the setback standards as listed in the above referenced table with the current allowable build-footprint south of Front Beach Road.

15) Regulation 9.03.03 A. - Required Findings.

(Observation) Height variance granted by Planning Board on 14 AUG, 2017 does not appear to meet the provisions of 9.03.03 A. (1-7). Request documentation on how the height variance will meet these provisions. In particular, Regulation 9.03.03 A. (5, 6, & 7)

16) Florida Statutes 161.052 & 161.053

(Observation) Current build foot print for land area south of Front Beach Road does not appear to accommodate the size and scale of the LSD in relationship to the standards set forth in the above referenced Florida Statutes (50-foot set-back line, Coastal Construction Control Line CCCL and 30-year erosion projection line).

(Abbreviated extract from Fla. Statutes 161.052 & 161.053)

The Department of Environmental Protection (DEP) is the Florida Coastal Management Program's primary administrator and the Beach and Shore Preservation Act is the primary law governing beach development in the state. Under the law, DEP may grant or deny construction permits for excavation or construction activities at any coastal location or activities conducted on sovereign submerged lands. These permits must comply with the requirements and use restrictions of the following three jurisdictional lines or zones.

The first line of jurisdiction is a "50-foot set-back line," set 50 feet from erosion control lines or from the mean high water line, whichever is more landward. The line's establishment does not preclude all development activities or alteration of coastal property seaward of the line; and the permit applicant must state and clearly justify the need to develop, construct, or alter (Fla. Stat. § 161.052).

Second, DEP must establish coastal construction control lines (CCCL) when necessary to protect upland properties and to control beach erosion. These lines define that portion of the beach-dune system that is subject to severe fluctuations based on a 100-year storm surge, storm waves, or other forces such as wind, waves, or water level changes. This line varies across the state in distance landward from the mean high water line, ranging from approximately 200 feet in a portion of Florida's east coast to over 1,000 feet in a part of Florida's west coast. The Act limits the activities seaward of this line, and the permit applicant must state and clearly justify such development, construction, or alteration. If a CCCL does not exist, the line of jurisdiction is the 50-foot setback line

(Fla. Stat. § 161.053).

Finally, the Office of Beaches and Coastal Systems determines a "30-year erosion projection line" for permit applications by forecasting the seasonal high-water line 30 years from the date of the permit application. The Department may not issue a permit for any structure seaward of this line, except for coastal or shore protection, minor, or certain intake and discharge structures, or for **single-family dwellings if these structures conform to the requirements of the Act (Fla. Stat. § 161.053).**

The setback requirements do not apply to any modification, maintenance, or repair to any existing structure within limits of the existing foundation that does not require, involve, or include any additions to, or repair or modification of, the structure's existing foundation (Fla. Stat. § 161.052).

ORDER
PLANNING BOARD
MEETING ON
AUGUST 14, 2017

**CITY OF PANAMA CITY BEACH
PLANNING BOARD**

**IN RE: REQUEST FOR APPROVAL OF LARGE SITE DEVELOPMENT
for parcel ID 34481-000-000, 34481-010-000 and 434480-000-000.
Containing 13.28 acres of land**

**QUASI-JUDICIAL HEARING on APPROVAL OF LARGE SITE
DEVELOPMENT ORDER**

ORDER

The CITY OF PANAMA CITY BEACH PLANNING BOARD having received testimony and reviewed the exhibits produced at the Quasi-Judicial Hearing held on this matter on August 14, 2017, hereby makes the following Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. On July 21, 2017, the City received an application from PCB Acres, LLC, requesting Large Site Development approval on property located at 13623 and 13626 Front Beach Road in Front Beach Overlay District 4.
2. Staff conducted an analysis of the application and prepared a written report to the Planning Board setting forth staff's analysis of the pending application.
3. The proposed Development contains 13.28 acres, all of which is owned by Premier Development Group.
4. The proposed Development contemplates a Master Planned resort community of two parcels of approximately 13.28 acres of land. The parcel north of Front Beach Road contains approximately 10.01 acres, and the parcel south of Front Beach Road contains approximately 3.27 acres. The Development proposed on the north parcel includes 27 single family cottages, 24 podium condominium units, 39 under condominium units, 2 acre swimming and small watercraft lagoon, multi-story parking facility and 242 unit hotel with conference and ballroom facilities, and a street providing internal traffic circulation from Front Beach Road and Crane Street. The Development on the South parcel includes 256 unit condominium towers with on-site parking, a beach club and pool facilities, and 3 public beach accesses. The applicant presented to the Planning Board a concept plan dated August 8, 2017 to describe the proposed Development, and to address concerns identified in the Staff Analysis.

Public comment was received from residents of the Bid A Wee neighborhood situated to the west of the property subject to the request.

CONCLUSIONS OF LAW

5. Pursuant to Section 166.041(3)(c), Florida Statutes, and Sections 7.02.03(Q) and 10.10.01 of the Land Development Code, dated 6-8-17, the Planning Board has jurisdiction to conduct a quasi-judicial hearing on this matter and determine whether the request should be granted.
6. The proposed Large Site Development Order request complies with all procedural and substantive requirements of the Land Development Code.
7. The proposed Master Plan provides a sufficient public benefit to justify allowing the property owner to deviate from otherwise applicable minimum requirements of the Land Development Code.
8. The Development is planned under unified ownership and control rather than as an aggregation of individual and unrelated Buildings and uses.

THEREFORE, IT IS ORDERED AND ADJUDGED that the Large Site Development proposed in the Concept Plan dated August 8, 2017, attached as Exhibit A to this Order, is and shall be hereby APPROVED

DONE this 31 day of Aug., 2017.

By: Ed Benjamin
Planning Board Chairman

ATTEST:

CS
Charles Silky, Senior Planner

**SUPPORT LETTER
FROM A BID-A-WEE
RESIDENT**

Andrea Chester

From: Dee Gibson <dee_gibson@msn.com>
Sent: Thursday, August 24, 2017 1:42 PM
To: Kelly Jenkins; Hector Solis; Josie Strange; Mario Gisbert; Mike Thomas; Phil Chester; J Reichard; Andrea Chester
Subject: DEVELOPMENT ON OLD FIESTA PROPERTY

We live in the Bid-A-Wee (BAW) Community. We have owned our home since 1989. We hope you are aware that although an opposition group appears to have formed, not that group nor any spokesperson, has been appointed to represent, and does not speak for, our entire community.

The development on the old Fiesta property appears to be a beautiful, well-planned development. If we want our local economy to survive -- especially the locally owned businesses -- we must have the tourist industry. The bigger that industry becomes, the better for our local economy and 'mom & pop' business owners.

However, the infrastructure must be able to accommodate the growth.

We would like the traffic situation around the new development to be remedied. Pass-key controlled gates at the Crane Street access points are helpful. Also, as part of planning and development of the project, the City should install speed bumps (without the usual process of community petitions) on the streets that will be effected by additional traffic

Another suggestion is to have CRA / city government begin the planning and building of golf cart trails throughout the city so local residents can maneuver throughout the city without taking their vehicles onto the main thoroughfares, such as FBR/Back Bch Rd-Thomas/Hutchinson-Middle Beach. Set-up golf cart crossings across the main roads to access jobs, shopping centers, restaurants and medical offices. This would eliminate a great deal of local traffic on our main roads. We look forward to enjoying the businesses in the new development, hopefully by driving over in our golf cart and avoiding Front or Back Beach Road.

Everyone loves the nostalgia of the 'good ol days', but life does go on and changes -- hopefully POSITIVE GROWTH -- occur naturally everyday. A development of this size will bring great economic benefits to our city. PLEASE -- work to solve the few problems any development that large brings with it, but allow our city to grow and prosper - and please, stop with all the rules, regulations and ordinances.

M. A. Gibson
133 Sea Oats Drive
PCB 32413
al_gib@msn.com

**OPPOSITION
LETTERS
FROM
BID-A-WEE
RESIDENTS**

Andrea Chester

From: Mel Leonard
Sent: Wednesday, August 23, 2017 8:10 AM
To: Andrea Chester
Cc: Charles Silky
Subject: FW: Meeting with City of PCB Planners about Large Site Development

From: Jimalgie@aol.com [<mailto:Jimalgie@aol.com>]
Sent: Tuesday, August 22, 2017 8:11 PM
To: Jimalgie@aol.com
Cc: bettyfrankfather@att.net
Subject: Re: Meeting with City of PCB Planners about Large Site Development

This morning (August 22) I was joined by two other Bid-a-Wee (BAW) residents, Stan LeCain and Peter Fischetti, at a meeting with the chief planner and assistant planner for Panama City Beach to express our concern with portions of the mixed-use development planned east of Crane Street. Also in attendance was Vice Mayor Josie Strange.

As you may know, the Planning Board at its meeting last Monday recommended approval of the project, including access at three locations to Crane Street. We do not believe that laws currently in effect will permit those accesses, but at some point a final decision will be made by the city council.

As Stan stated at the meeting, "They're trying to develop a triangle plot of commercial property using a rectangular shaped plan which includes incorporating the use of streets within adjacent neighborhoods, BAW and Lantana." He noted that the city code specifically addresses these issues and limits access to and from the development into adjacent neighborhoods.

Meanwhile, we as individuals and representing Bid-a-Wee residents plan to appeal the Planning Board recommendation. Our focus will be the additional traffic through our neighborhood that the project would generate. Once submitted, the appeal will be considered by the city council at a special public hearing to be scheduled.

The 13-acre property on both sides of Front Beach Road will include two high rise condos of up to 22 stories, a hotel, cottages, beach club and restaurant and meeting rooms. Zoning allows for these uses, but not access to residential communities.

We intend to have the appeal given to the council at this Thursday's meeting. To that end, we ask that you send us your comments (including your name and address) about how the project will impact you. We need the comments by Wednesday evening.

Send them to my email, jimalgie@aol.com. We'll keep you posted on the date and time of the public hearing.

Thank you.
Jim Smith

From: Donnis Chiarella <donnischia1@gmail.com>
Sent: Wednesday, August 09, 2017 9:50 AM
To: Andrea Chester
Subject: Opposition to Proposed Development Plan submitted by PCB Acres, LLC

Attention: Panama City Beach Planning Board

I am in receipt of the proposed large development plan submitted by PCB Acres, LLC at 13623, 13626 Front Beach Road. I am opposed to this plan for several reasons. I own a home and residential property in Bidawee Subdivision which is next to the planned development. We are opposed to the variance request asking for you all to approve a high rise on the beach and a midrise across the road. We bought property and built a new house in 2016 and feel that this will have a major impact on our property values. The number one reason that we built our current home is the beauty of the beach and the lovely neighborhood environment. If you continue to allow such developments to take over our beach there will not be any more natural beauty left to enjoy. Who wants to look at a high rise condo on every inch of the beach? Maybe we should adopt more rules like the property developments west of us (Rosemary, Seacrest, Seagrove, ect.). Their property values are increasing and the people that live there love their beaches. Why can't we do the same and be more in tune with how something like this will affect our city and our beach. We don't need it.

They have presented a pretty package to you and it appears that they have thought of everything, which is not true. They do not live in a neighborhood that is already being used as a direct route from back beach road to front beach road 24 hours a day. Our crime has increased in the last few years because of the outside people who use our neighborhood streets as direct routes from back and front beach roads. This includes every rented golf cart, moped and motorcycles. These people have no regards for people walking, stop signs or children playing. I have personally seen they almost run over the people who live here. Where in their proposal does it address the current and future traffic control on all the roads around this proposal. Our roads cannot get any more crowded. Have you driven down back or front beach lately on a weekday? It is impossible to go anywhere and the weekends are even worse. Add a HOLIDAY to that and you are going nowhere. This development is so large that you have to have a plan to allow residents to get to their homes, shop and emergencies.

Where are all of these people going to park? Most vacationers and families own or bring more than one vehicle when they come to the beach. They have a parking deck on the proposal, but it will not hold all of them. What is that their parking plan for

that? Are you going to allow them to park on our neighborhood streets or on our private neighborhood properties?

How will this drastic influx in development impact our emergency plan for hurricane evacuation for not only the beach, but the entire county? Remember how I-10 was at a standstill during the Hurricane Opal Evacuation? Residents were forced to turn around and return to their residents instead of being stuck in traffic in their vehicles. How about the additional influx in water/sewer? You would be better served to start thinking about improving the infrastructure on the beach and "halt all future development". We need what little buffer zones we have left. We need more "green" areas instead of more concrete area.

Our subdivision owns the dedicated Bidawee Park Beach that is private to our residents next to this proposed development. What is the plan to keep their future residents/guests off of our private beach? We have worked very hard to have one of the most pristine and sought after beach properties in the Florida panhandle and would like to keep it that way. Don't you want the same for us?

Thank you for your consideration of the above issues and please vote to oppose this request before it is too late to do anything about it.

Donnis and Vince Chiarella
14108 Bay Avenue (Home)
13703 Millcole Avenue (Property)

Andrea Chester

From: Mary Kay <MKKATTHEBCH@knology.net>
Sent: Wednesday, August 09, 2017 4:25 PM
To: Andrea Chester
Subject: Opposition to Proposed Development Plan submitted by PCB Acres, LLC
Attachments: news paper article 1 001.jpg
Importance: High

Panama City Beach Planning Board

I want to submit my opposition to the subject proposal. I have copies of the Proposed Development Plan and am shocked that we as a city want to consider another Mega Development on the beach! Are our current traffic problems not enough? How are we as a city even going to attempt to table a Hurricane Evacuation Plan when there is no way we're going to get out. Apparently, the area has forgotten the nightmare from Opal Evacuation. Then, add the nightmare for Ivan. The bridges were closed prior to the provided close time and we were stuck in our homes.

I am going to reference a News Herald Viewpoint from 2 August 2003 titled "Put a speed limit on Back Beach Growth"! There were several submissions (I myself submitted one) with recommendations. Had the Beach Council taken heed to mine, Back Beach could have had an additional 2 to 4 lanes. But the Council at that time stated it would cost too much money for access roads versus lights everywhere and bumper to bumper traffic. Now look at us. It is a nightmare to get around the beach and very limited ways to elevate the additional traffic growth.

At a minimum, we should enact a moratorium on any future development until such time current infrastructure issues are resolved. We have so many drainage problems, prolific increase in crime and transients in our residential areas. The trash on our beach is once again on the rise. Our roads are in disrepair with no solutions in sight. Speeding in and around residential areas is on

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Neil & Melinda Steghe located at 601 Anemone St.

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

8-09-17

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we *Frank & Linda Sheets* located at *508 Avonmore St*

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

8-11-17

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we *Janet & Gadder Stephens* located at *14208 Millcole Ave - PC Beach, FL*

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

32413

8/13/17

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Barry and Pamela Blackman located at 406 Tarpon St Panama City Beach FL 32413

Jay L. Blackman Pamela Blackman
owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Date August 13, 2017 SLB PB

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Kay Carmichael located at 121 Crane Street

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Date 8/12/17

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

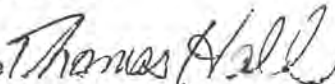

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we  located at 

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Dawn Averett located at 169 Crane St.

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Date _____

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seaclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we ELISHA D. YOUNGBLOOD
JIM J. NEEL JR. located at 14202 Bay AVE

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Date 8/10/2017

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we William H. Gilmore located at 156 CRANE ST.

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Date AUGUST 10, 2017

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we *Lee Miller* located at *406 Dolphin*

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Larry Wilson located at 118 Crane St.

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017


Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we  located at 14205 Millcole Ave. PCB

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we *Michelle Dunn* located at *299 Petrel St*

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Subject: Petition Against Proposed Development Adjacent to Bid-A-Wee Community

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A-WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we *Dan Dunnivant* located at *307 Petre*

owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A- WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Margaret Cunningham located at 152 Crane St
owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Dated 8/13/17.

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A- WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Robert Walker located at 148 CRANEST owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Dated 8/12/17.

PETITION AGAINST PROPOSED DEVELOPMENT ADJACENT TO BID-A- WEE BEACH COMMUNITY

To be submitted to Panama City Beach Planning Board Meeting - August 14, 2017

Whereas, precedent has been established by the Bay County Commission by voting in the majority to preserve and protect old beach communities by not allowing condos to be built adjacent to those communities.

Whereas, precedent has been established by the Panama City Beach Council to preserve and protect the old beach Community of Bid-A-Wee Beach by voting unanimously (5-0) not to allow access/regress from Crane Street located within the Bid-A-Wee Community into a proposed development east of Bid-A-Wee Beach Community.

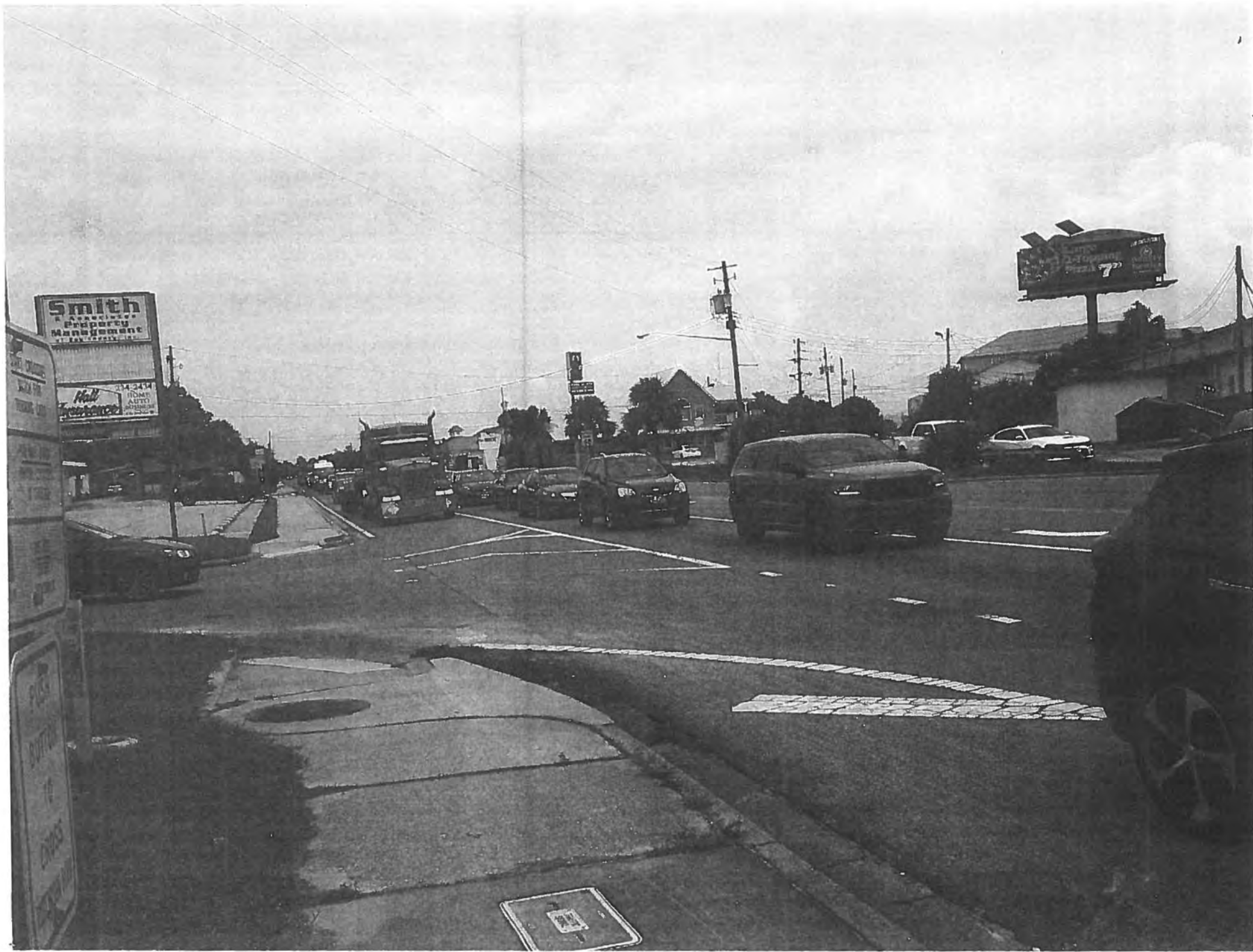
Whereas, Bid-A-Wee Beach Community was developed over eighty (80) years ago 1934. We the inhabitants and owners of over six-hundred parcels of property within our Community would like to preserve and protect our old beach community against the incursion and invasion of additional traffic from a densely populated development adjacent to our community. If approved, the increased vehicle traffic into and through our community would create an even more existing dangerous situation for Millcole Ave, Bay Ave, Crane Street and Argonaut. Also, Sea Oats Drive, Seclusion Drive and most other streets and avenues within our Community would be dramatically impacted by additional traffic.

Whereas, we the inhabitants and property owners request that before the proposed development is approved, the City of Panama City Beach provide us the infrastructure plan developed to accommodate this intolerable increase in traffic.

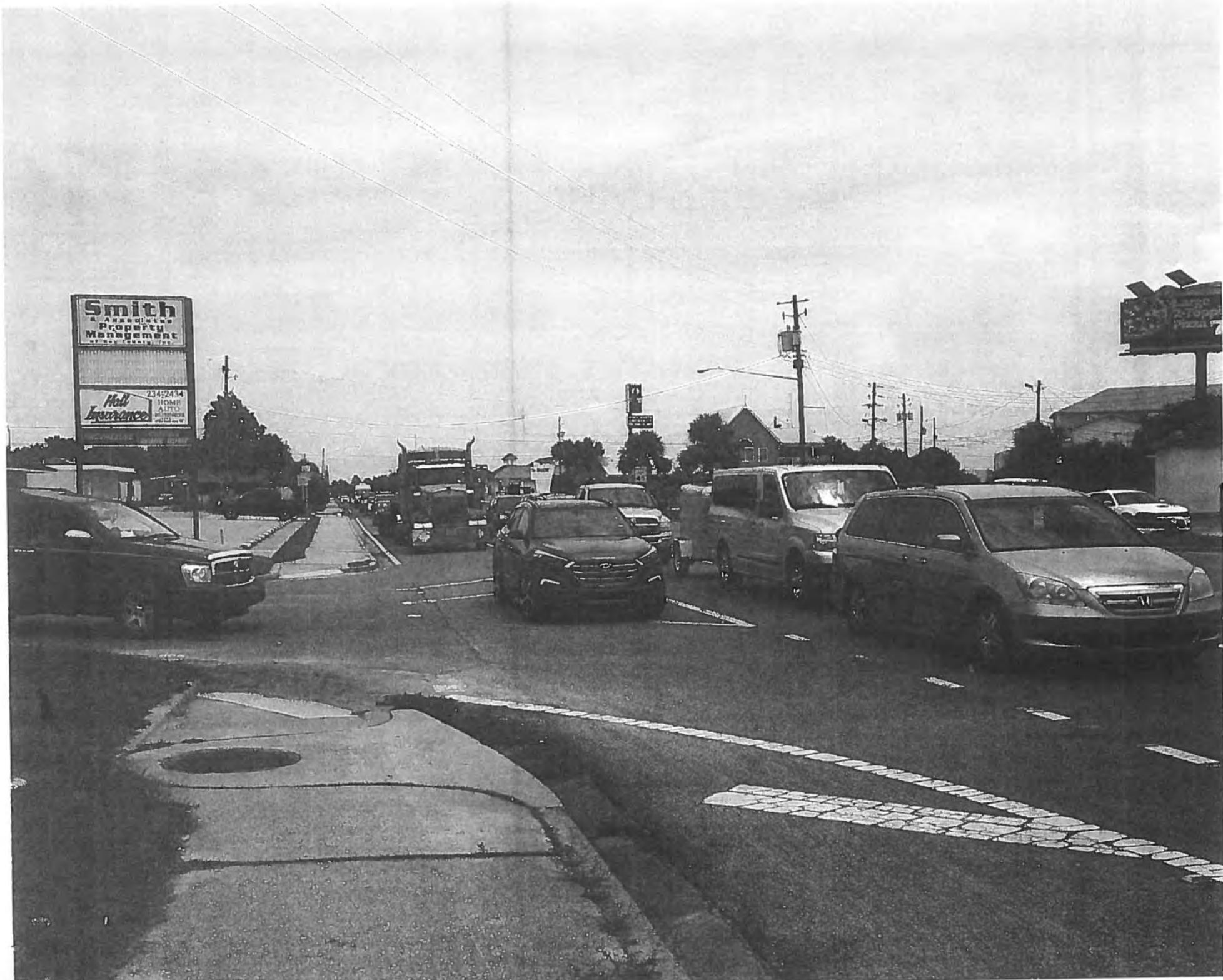
Whereas, Crane Street is a neighborhood street for local traffic only and Lantana is a major thoroughfare, we request the infrastructure plan include the option of access/regress for the development off Lantana, not Crane Street.

I, we Gean Shuler located at 4003 Millcole owner(s) of property in the Bid-A-Wee community, submit this signed petition in opposition to certain portions of the proposed development adjacent to Crane Street in the Bid-A-Wee Beach Community. We oppose all access/regress off Crane Street. We oppose the building of high-rise condos on the north side of Front Beach Road adjacent to our Bid-A-Wee Community. In order for the proposed development to blend and coexist with the existing old beach community, zoning on north side should be classified as single family dwellings no higher than three stories, or, two story condos built over a garage area.

Dated 8/13/17.



Truck and cars cutting into only one Westbound lane on Middle
Rd. 11/11/11. 11/11/11. 11/11/11. 11/11/11.



2 of 2



Middle Beach Rd. Hitchhiker Westbound towards Front Beach.

* Please note trolley stuck in traffic on Front Beach Rd.



Middle Beach Rd. Hatchemin Westboro looking from
E. + R. 1



Traffic backed up on front Beach Rd from the
on 1st Hwy. J. Brown 11/20/11

APPLICATION OF
LARGE SITE
DEVELOPMENT
WITH CONCEPT
PLAN USING
HEIGHT
INCENTIVES



CITY OF PANAMA CITY BEACH
Building and Planning Department
 116 S. Arnold Road, Panama City Beach, FL 32413

SUBMITTAL REQUIREMENTS FOR ALL APPLICATIONS - LDC Section 10.02.01

Property Owner(s)

Name: PCB Acres, LLC

Property Address: 13626, 13623 Front Beach Road

City: Panama City Beach State: FL Telephone: _____ Fax: _____

Email: jalley@premierdevgroup.com

Property Owner(s) Signature: _____
 (Handwritten signature in blue ink)

Name of Acting Agent: McNeil Carroll Engineering - Robert Carroll

Statement acknowledged before a notary public authorizing the representative to act on behalf of the property owner with regard to the application and associated procedures. Attached to the application.

Please provide a survey obtained no more than two (2) years prior to the filing of the application containing legal description, land area and existing improvements located on the site. Written documentation the property owner has or will comply with all applicable notice requirements.

Payment Fee: \$900.00 Application Type: Height Incentive Date Collected: 7/21/2017

The procedure for review of application is found in Sections 10.02.00 and 10.17.00 of the LDC.

Basic Submittal Requirements - LDC Section 10.02.02

Plan or Plat Preparer

Name: PLACE Alliance

Address: 121 South Orange Avenue, Suite 1200 Email Address: mcastro@placealliance.com

City: Orlando State: FL Telephone: 407-494-1299 Fax: _____

Date of Preparation: 20 July 2017 Date(s) of any modifications: _____

Legal Description: (Consistent with the Required Survey) See enclosed

A vicinity map showing the location of the property and the Future Land Use Map designation for the property.

Zoning designation for the property: CH - FBO-4, FBO-2

Additional plans, documents, and reports as deemed necessary by the City Manager. Information required for the specific type of application, as specified in sections 10.02.03 through 10.02.07 as applicable. All site plans and plats shall be drawn to a scale approved by the City Manager.

HEIGHT INCENTIVE REQUEST

The City of Panama City Beach Planning Board will consider the following request:

APPLICANT: PCB Acres, LLC.

ADDRESS/LOCATION: 13623, 13626 Front Beach Road
Panama City Beach, FL 32407

This is being requested because; Applicant is seeking the maximum allowable height of 220' on the South side of Front Beach Road and 65' for the north side of Front Beach Road by meeting the incentive criteria per Table 4.02.02.B of the Panama City Beach Land Development Code to construct a high rise condominium on the south side of Front Beach Road and a mid rise condominium and hotel development on the north side of Front Beach Road

MEETING INFORMATION:

Date: 14 August 2017

Time: 2:00 P.M.

Place: City Council Meeting Room, 110 S. Arnold Road, Panama City Beach

The applicant for this rezoning request is required by the City of Panama City Beach to send you this letter because, the tax rolls show you own property, in whole or in part, within three hundred (300) feet of the subject property.

Any questions you may have regarding this request please contact someone at the City of Panama City Beach Building and Planning Department at 850-233-5054, ext. 2313.

DATA AND ANALYSIS

- I. APPLICANT: PCB Acres LLC.**
- II. PROJECT LOCATION:** The site is located on Front Beach Rd., east of the intersection of Crane St. and Front Beach Rd. (see attached map).
- III. REQUEST:** This request is a Height Incentive Request from 150' to 220' for the portion of the property south of Front Beach Road and 45' to 65' on the north side of Front Beach Road as addressed in the Land Development Code Table 4.02.02.B.
- IV. REASON FOR REQUEST:** The applicant is requesting the development of a 220' high-rise condominium on the south side where a 150' is allowed under the Front Beach Overlay zone 4 "FBO4" and a 65' mid-rise condominium, hotel and commercial on the north side where 45' is allowed under the Front Beach Overlay zone 2 "FBO2".
- V. PLAN AMENDMENT / REZONING:** A small-scale plan amendment is not required nor a Rezoning for this request.
- VI. EVALUATION:**

HEIGHT INCENTIVE:

The City Council may, after considering the recommendation of the Planning Board, grant the height increases for buildings in a M-1, R, PF, CH or FBO district, upon finding that the conditions established in this section have been or will be met and that the public benefit in the conditions outweighs the benefits of strict compliance with the regulations, all based upon information presented at a public hearing. **Height incentives are not a matter of right, they may be allowed at the sole discretion of the City Council.**

The purposes of the incentives are:

- (a) To promote the public health, safety and welfare;
- (b) To achieve additional light, air and human scale in Development;
- (c) To improve the attractiveness of Development for residents, tourists and investors; and
- (d) To attract and maintain appropriate densities to improve mobility and generate economic activity.

The applicant may be granted as many of the height incentives established in Table 4.02.02.B as are eligible for the property, provided that the maximum height for a building after accounting for all incentives shall not exceed the maximum height in Table 4.02.02.A or Table 7.02.03.A as applicable. Portions of the buildings receiving height incentives shall be subject to additional setbacks requirements established in 4.02.02.A and section 7.02.03H as applicable.

Incentives Proposed by applicant:

The applicant has proposed 12 design modifications totaling 118' feet in height incentives to achieve the additional 70' in height on the south side and 20' on the north side, each is addressed below. **Graphic and written descriptions of each request is included in the applicant's five-page submittal.**

90

- Applicant's proposal: Roofing Material SRI-78 and or vegetative roof to increase height by 5'.

Staff analysis: The proposal meets the reflectance and green roof requirements for a benefit of green development.

- Applicant's proposal: Place a minimum of 50% of the parking spaces under cover to increase height by 10 feet.

Staff analysis: The proposal meets the 50% for a benefit of green development.

- Applicant's proposal: Water conservation measures, 50% or more Florida Friendly Plants to increase height by 5' and to achieve a benefit of green development.

Staff analysis: The proposal meets the minimum conditions of water conservation measures outside the building, 50% or more Florida Friendly Plants.

- Applicant's proposal: Irrigation from non-potable water for an increase in height of 10'.

Staff analysis: The proposal to include irrigation from non-potable water meets the minimum conditions of water conservation measures, but no additional details were given.

- Applicant's proposal: Architectural lighting for an increase of 5' for a benefit of architectural amenities.

Staff analysis: The minimum conditions of the inclusion of architectural lighting are met, however no details were given.

- Applicant's proposal: Skyline feature, a recognizable top to increase height by 5' to achieve a benefit of architectural amenities.

Staff analysis: The proposal meets the minimum conditions; Skyline features a recognizable "top".

- Applicant's proposal: Outdoor civic spaces to increase height by 5'.

Staff analysis: The proposal meets the minimum conditions with the inclusion of three civic space locations.

- Applicant's proposal: A recognizable building base consisting of multiple colors, spacing and materials to increase the height by 5' and to achieve a benefit of architectural amenities.

Staff analysis: The proposal meets the minimum conditions of a recognizable building base.

- Applicant's proposal: Entryways, to incorporate enhanced landscaping, landscape planters or wing walls, structural or vegetative shading in the design for 5' in height.

Staff analysis: The proposal meets the minimum conditions to incorporate enhanced landscaping, landscape planters, wing walls, structural or vegetative shading.

- Applicant's proposal: For a benefit of architectural amenities, enhanced sidewalk design for 5' in height.

Staff analysis: The minimum conditions of the inclusion of enhanced sidewalks are met.

- Applicant's proposal: View windows for 10' in height.

Staff analysis: The minimum conditions of the inclusion of view windows between the two proposed towers on the south side are met.

- Applicant's proposal: Three beach accesses for 48', for the benefit of public beach access.

Staff analysis: The minimum conditions of the inclusion of three beach accesses are met.

Additional set back standards 7.02.03.H.4:

It should be noted that according to LDC Section 7.02.03.H.4, in a FBO-2 district (northern portion of subject site) buildings thirty-five (35) feet tall or taller shall be set back from an FBO-1 or low density (single family) residential district at least one hundred (100) feet. Starting at a distance of one hundred (100) feet from the applicable district boundary, building Height may be increased to forty-five (45) feet. Beyond two hundred (200) feet, Building Height may be increased from forty-five (45) feet by one (1) foot for every one (1) foot increase in Setback.

In this situation, structures will be limited to 35' in height within 100' of Single Family zoning and FBO-1 districts. Structures located 100' to 200' of Single Family zoning and FBO-1 districts will be limited to 45' in height. Beyond two hundred (200) feet building height may be increased from forty-five (45) feet by one (1) foot for every one (1) foot increase in Setback.

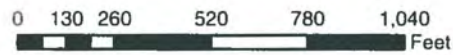
Therefore, on the northern portion of the subject site the incentives are only applicable beyond 200' from Single family zoning and must meet the 1 foot increase in height for each foot in setback beyond 200. Single family zoning is located near the north, northwest, east property lines and FBO-1 district is located near the southwest property line.

CONCLUSION: The applicant has stated that the height incentives are not requested to increase the amount of units on the property but rather to create view corridors and increase open space in the development. The applicant states that making the buildings taller results in a smaller footprint and that the same number of units can be developed on the property without the incentives but will result in larger building footprints with fewer, smaller view corridors and less open space. This assumption is plausible but needs to be verified. Staff has requested the applicant to supply drawings and data to support this conclusion. If adequately verified, staff will have no objection to the requested height incentives. However, although the applicant has supplied sufficient details for the majority of the incentive categories by meeting the minimum conditions for height bonuses, staff is unable to support the request without the additional information. The addition of several thousand feet of hotel, condominium and commercial space will generate traffic well beyond what is currently allowed under the existing height requirements and will further congest surrounding roadways, which are well over capacity and failing.



Legend

- Address
- PCB_Parcels
- Major Road
- Minor Road



Prepared by The
City of Panama City Beach
Planning Department

July 21, 2017

VIA HAND DELIVERY

Mr. Mel Leonard
City of Panama City Beach Planning Department
110 South Arnold Road
Panama City Beach, Florida 32413

Re: Height Incentive Application
PCB Acres, LLC.
Panama City Beach, Florida
MCEI File No. 1264.01

Dear Mr. Leonard:


On behalf of our client, PCB Acres, LLC., we are submitting an application for Height Incentive Request from 150' to 220' and from 45' to 65'. Pursuant to your current application fee, we have attached a check in the amount of Nine Hundred Dollars (\$900.00).

Two (2) sets of surveys are attached for your review and records along with height incentive application.

Should you have any questions or require clarification, please contact us.

Respectfully,

McNeil Carroll Engineering, Inc.


Robert Carroll, P.E.
Vice President

2085

Premier Development Group, LLC
495 Grand Blvd, Ste 201-J
Miramar Beach, FL 32550

RENASANT BANK
1-800-680-1601
www.renasantbank.com
85-129/842



7/20/2017

PAY TO THE ORDER OF City of Panama City Beach

\$ **900.00

Nine Hundred and 00/100*****

DOLLARS

City of Panama City Beach
116 S. Arnold Road
Panama City Beach, FL 32413

MEMO
Height Incentive Application



AUTHORIZED SIGNATURE

⑈ 00 2085 ⑈

Premier Development Group, LLC

City of Panama City Beach

7/20/2017

2085

900.00

Height Incentive Application Request

(... .. 500



CITY OF PANAMA CITY BEACH
Building and Planning Department
 116 S. Arnold Road, Panama City Beach, FL 32413

SUBMITTAL REQUIREMENTS FOR ALL APPLICATIONS - LDC Section 10.02.01

Property Owner(s)

Name: PCB Acres, LLC

Property Address: 13623 and 13626 Front Beach Road

City: PCB State: FL Telephone: _____ Fax: _____

Email: jalley@premierdevgroup.com

Property Owner(s) Signature: _____

Name of Acting Agent: McNeil Carroll Engineering, Inc.

Statement acknowledged before a notary public authorizing the representative to act on behalf of the property owner with regard to the application and associated procedures. Attached to the application.

Please provide a survey obtained no more than two (2) years prior to the filing of the application containing legal description, land area and existing improvements located on the site. Written documentation the property owner has or will comply with all applicable notice requirements.

Payment Fee: \$ 800.⁰⁰ Application Type: Large Site Development Date Collected: 7/21/2017

The procedure for review of application is found in Sections 10.02.00 and 10.17.00 of the LDC.

Basic Submittal Requirements - LDC Section 10.02.02

Plan or Plat Preparer

Name: McNeil Carroll Engineering, Inc.

Address: 17800 PCB Parkway Email Address: rcarroll@mcneilcarroll.com

City: Panama City Beach State: FL Telephone: 234-1730 Fax: _____

Date of Preparation: 5/22/2017 Date(s) of any modifications: _____

Legal Description: (Consistent with the Required Survey) _____

See survey

A vicinity map showing the location of the property and the Future Land Use Map designation for the property.

Zoning designation for the property: CH

Additional plans, documents, and reports as deemed necessary by the City Manager. Information required for the specific type of application, as specified in sections 10.02.03 through 10.02.07 as applicable. All site plans and plats shall be drawn to a scale approved by the City Manager.

DATA AND ANALYSIS

APPLICANT: PCB Acres LLC

PROJECT ADDRESS: 13623 and 13626 Front Beach Road

ZONING DISTRICT: CH, FBO 2 and FBO 4

REQUESTED ACTION: Approval of a Large Site Development for 13.28 acres. The development consists of 256 Beach condominium units, 242 hotel units, 24 podium condominium units, 39 under condominium units, 27 cottages, a 2 acre man made lagoon, beach club and other commercial uses.

REASON FOR REQUEST: LDC Section 7.02.03 "establishes standards for the Development of large sites located in one or more FBO districts to encourage Development that achieves the following objectives":

1. (a) Improving connectivity between adjacent developments and reducing reliance on Front Beach Road to carry all east-west traffic;

Staff Analysis: Six access points to Front Beach Road and three to Crane Street are planned.

(b) Accommodating parking on internal Local streets;

Staff Analysis: Parking is planned to be mainly concentrated under proposed structures, a northern parking structure, surface parking near the proposed cottages and on street parking was mentioned but no details.

(c) Supporting bicycling, walking and transit Use;

Staff Analysis: The site is planned to be an all-inclusive walkable development, promoting pedestrian access to the beach with improved beach access points, pedestrian overpass, pedestrian trails, a two-acre lagoon and a centrally located beach club.

(d) Minimizing traffic speeds;

Staff Analysis: The applicant states in the application the inclusion of landscaped median and R-O-W improvements and access gates are anticipated to lower speeds along Front Beach Road and internally.

(e) Maintaining a sense of enclosure along the streets;

Staff Analysis: Renderings included with the submittal address this requirement of pedestrian scale.

(f) Ensuring compatibility through design and gradual transitions in height and development intensity;

Staff Analysis: The development will transition from high-rises along the beach to mid-rise, to cottages near the northern property line. The requirements of LDC Section 7.03.03.H.4 (addressed below) will limit massing near the eastern, northern, northwestern and southwestern property lines.

(g) Promoting a compatible mix of Uses that results in greater internal trip capture;

Staff Analysis: The overall concept of an all-inclusive development achieves this goal.

(h) Providing a variety of common areas and outdoor spaces within the development;

Staff Analysis: The renderings and site plan address several outdoor gathering and recreational spaces.

2. Section 7.02.03.P applies to any parcel or combination of contiguous parcels under common ownership or control that encompass five (5) or more acres and located within one or more FBO districts;

Staff Analysis: This site meets this goal; the site is 13.28 acres under common ownership.

3. Procedures for Large Site Development. Applications for large site Development shall follow the procedures in section 7.02.03Q.1(b). (Approval of a Master Plan following type V Master Plan procedures);

Staff Analysis: This process is underway with this meeting.

4. Street types and specifications. Front Beach Road, South Thomas Drive and Arnold Road Street design shall be consistent with the standards established by the CRA in the Front Beach Road Streetscape Design Guidelines Manual. Internal Streets on Parcels abutting Front Beach Road shall be designed and constructed to connect to adjacent properties unless the City finds that the benefits of improved traffic flow, emergency Access and public safety are outweighed by resulting environmental damage or neighborhood disruption. Internal Streets shall comply with section 4.04.04;

Staff Analysis: The applicant has proposed to meet design standards of the CRA for the Front Beach Road R-O-W.

5. On-street parking. Parking spaces shall be provided on streets that are internal to large developments;

Staff Analysis: Most parking will occur under structures, in the parking structure, surface parking near the cottages and there was a mention of on street parking.

ADDITIONAL SUBMITTAL REQUIREMENTS FOR LARGE SITE DEVELOPMENTS REQUIRED BY LDC 10.02.05:

A. All information required pursuant to section 10.02.02;

Staff Analysis: Included in submittal.

B. A statement of objectives describing the general purpose and character of the proposed Development, including type of structures, Uses, Lot sizes and Setbacks;

- Staff Analysis: Information was addressed in the Concept Plan and Narrative; however, setbacks do not meet City Standards.

C. A boundary survey;

Staff Analysis: Submitted.

D. Perimeter buffering and landscaping;

- Staff Analysis: Information was included in the Concept Plan and narrative; however, some areas do not meet City standards.

E. General location and size of Land Uses;

Staff Analysis: Included in Concept Plan and narrative.

F. Type of zoning districts and existing uses abutting the proposed Development boundaries.

Staff Analysis: Included in Concept Plan and narrative.

G. A detailed, written list and complete explanation of how the proposed Development differs from any provision of the LDC, including a comparison with the Lot and Building standards of the underlying zoning district. If the master plan is approved, any such difference not listed or explained shall not be recognized or permitted and no such difference shall be implied or inferred.

Staff Analysis: Four deviations are being requested (see page 5 of narrative). Some setbacks and buffering do not meet City standards, landscaping standards were briefly addressed for the interior surface parking areas and the Front Beach Road R-O-W.

H. A detailed explanation of the public benefit which justifies allowing the property owner to deviate from otherwise applicable minimum requirements of the LDC.

Staff Analysis: Addressed on page six and seven of the submitted narrative.

I. A timeline for the Development, which addresses the following items:

1. Development phases, if applicable and benchmarks for monitoring the progress of construction of each phase. Wherever applicable, the benchmarks shall include:

(a) Land clearing;

(b) Soil stabilization;

(c) Construction of each landscaping element of horizontal infrastructure, including, but not limited to, roads, utilities and drainage; and

(d) Vertical infrastructure and improvements.

Staff Analysis: Generally addressed on page seven and eight of the submitted narrative.

2. The Final Development Plan shall be submitted within one (1) year of master plan approval. The timeline shall show that construction of the horizontal improvements will be commenced and substantially completed within one (1) year and two (2) years, respectively, after approval of the final development plan; provided that in the event the Development is divided into phases, the timeline shall show that construction of Phase I horizontal improvements will be commenced and substantially completed within one (1) year and two (2) years, respectively, after approval of the first final development plan and that the horizontal infrastructure for all remaining phases will be substantially completed within four (4) years after approval of the final development plan.

3. The timeline shall provide that ninety (90) percent of the land area of the

Development, excluding horizontal infrastructure, will be built-out to its intended, final Use within ten (10) years of approval of the master plan.

4. Proposed dates for the submittal of progress reports.

J. Other applicable information as required on the application for Development master plan or which the applicant may desire to submit to demonstrate satisfaction of the conditions set forth in this LDC.

K. This section shall not be construed so as to require detailed engineering or Site Plan drawings as a prerequisite to approval by the Planning Board. An applicant may provide a concept plan showing the general types and locations of proposed Development, Open Space, conservation areas, etc. (bubble plan); however, detailed drawings and information consistent with the approved master plan will be required prior to approval of a final development plan for any phase(s) of Development. In the event that the master plan contains no provision for a particular matter that is regulated in the underlying zoning district or the prior zoning district in the case of a PUD generally, then the final development plan approval shall be consistent with both the approved Master Plan and all regulations applicable within the underlying or prior zoning district.

Staff Analysis: Addressed in the submitted Concept Plan and narrative and or will follow.

Additional setback standards 7.02.03.H.4:

It should be noted that according to LDC Section 7.02.03.H.4, in a FBO-2 district (northern portion of subject site) buildings thirty-five (35) feet tall or taller shall be set back from an FBO-1 or low density (single family) residential district at least one hundred (100) feet. Starting at a distance of one hundred (100) feet from the applicable district boundary, building Height may be increased to forty-five (45) feet. Beyond two hundred (200) feet, Building Height may be increased from forty-five (45) feet by one (1) foot for every one (1) foot increase in Setback.

In this situation, structures will be limited to 35' in height within 100' of Single Family zoning and FBO-1 districts. Structures located 100' to 200' of Single Family zoning and FBO-1 districts will be limited to 45' in height. Beyond two hundred (200) feet building height may be increased from forty-five (45) feet by one (1) foot for every one (1) foot increase in Setback.

Therefore, on the northern portion of the subject site the incentives are only applicable beyond 200' from Single-family zoning and must meet the 1-foot increase in height for each foot in setback beyond 200. Single-family zoning is located near the north, northwest, east property lines and FBO-1 district is located near the southwest property line.

CONCLUSION:

Staff recommends the following changes to the submitted LSD plan:

1. Redesign plan to meet setback standards of 7.02.03.H.4 as discussed above.
2. Remove proposed deviations 1, 3 and 4.
3. Redesign plan to include a 20' wide buffer with a 6'-8' high fence and one canopy tree per 20' along all property lines adjacent to single family or multifamily zones including along Crane street and the eastern property line as required between Commercial and Residential under the LDC.
4. A note stating landscaping will meet or exceed City standards.
5. Although contrary to the LDC, three gated private accesses to the cottages and the 24-unit podium condominium should be allowed in order to distribute traffic.
6. The submitted narrative states the beach club will be open to the public. Additional parking should be located south of Front Beach Road, or supply details on how non-resort customers will access the parking structure (shuttle)?
7. Access points along Crane St. should be aligned with existing intersections.

Narrative to accompany Supplemental Filing to Height Incentive Application;

Per the request of Staff, Applicant is submitting the following supplemental information to the to the Height Incentive Application of PCB Acres, LLC:

1. Alternative Master Plan without Height Incentives depicting a "high density" alternative to the Master Plan previously submitted; and
2. Architectural Drawings and Renderings of the Alternative Master Plan.

Summary

The information contained in this Supplemental Filing is for the purpose of verifying Applicant's position that the Height Incentives requested are not for the purpose of increasing density on the proposed site but instead are being utilized to achieve the stated goals of the Land Development Code. The Land Development Code provides that Height Incentives are to be utilized as follows:

- (a) To promote public health, safety and welfare;
- (b) To achieve additional light, air and human scale in Development;
- (c) To improve the attractiveness of Development for residents, tourists and investors; and
- (d) To attract and maintain appropriate densities to improve mobility and generate economic activity.

As depicted in the Alternative Master Plan submitted herewith, Development of the proposed site could be achieved in such a way that height incentives would not be required and density could be increased from the current plan of 240 hotel keys, 319 multi-family units, and 27 single family cottages to a Development with 240 hotel keys and 597 multi-family units, drastically increasing the density on the proposed site and further increasing the traffic congestion already experienced. However, while such a plan would satisfy the requirements of the Land Development Code, it would do so to the detriment of the site and the community.

Without the requested Height Incentives, Applicant could not only achieve the same density as is being requested in the Large Site Development Application, but could achieve additional density. However, to do so would result in a large elongated building without any view corridors to be constructed on the Gulf-Front portion of the Property (see depiction of Alternative Master Plan). By allowing the height incentives with respect to the Gulf-Front buildings, we are able to (1) create view corridors to the Gulf; and, (2) improve the overall attractiveness of the buildings and development for residents, tourists and investors.

With respect to the incentives requested for that parcel abutting the northern boundary of Front Beach Road, Applicant could also achieve the same density without the need for height incentives. But again, to do so would be to the detriment of the community. If the Height Incentives here are rejected, the result would be a building without architectural character and the "immersive" experience of the planned Resort would be negatively affected. Allowing the height incentives with respect to this parcel allows for additional on-site amenities to be included within the Resort resulting in guests remaining on-site during their visit instead of constantly traveling to and from the site. This results in fewer vehicular

trips and thus less traffic congestion. Thus, the Height Incentives requested will both: (1) improve the attractiveness of the Development; and (2) improve mobility and traffic around the site.

Conclusion

The Height Incentives are being requested NOT to increase the density of the Development, but instead to improve the Development in ways that not just beneficial to the Development, but beneficial to the Panama City Beach community as a whole.

2017

ADDENDUM #1

LARGE SITE DEVELOPMENT APPROVAL NARRATIVE

PANAMA CITY BEACH RESORT PANAMA CITY BEACH, FLORIDA

CLIENT:

PREMIER DEVELOPMENT GROUP
495 Grand Blvd, Suite 201J
Miramar Beach, Fl. 32550

Project Number: 11304

Date: 8/8/2017

The information contained herein constitutes Addendum #1 to the Large Site Development Application (LSD) narrative, dated 07/19/17, for the Panama City Beach Resort project. The original document is hereby amended as follows as though such was included therein.

ITEM 1: NORTHEAST PROPERTY LINE BUFFER

Replace Section D.1.2 of the project narrative with the following:

D.1.2 – Northeast Property Line Buffer: By code, a 20’ landscaped buffer is required between the adjacent residential uses near the northeast property line, approximately 693 feet in length. There is an existing 20’ easement dedicated for ingress and egress (OR Book 204, Page 673, see Appendix A) located east of the property line that is for the benefit of the subject parcel. Said easement is located between the subject property and the adjacent residential uses. The 20’ easement will be improved consistent with LDC Section 4.06.03A.1 to provide landscaping and a solid wall to buffer the project site from the residential uses.

ITEM 2: ADJACENT EASEMENT

Amend by adding an appendix, Appendix A, that includes the legal instrument for the above referenced 20’ easement. Said instrument is attached hereto and dedicates a 20’ easement for ingress and egress along the eastern boundary of the property as shown on the accompanying Regulating Master Plan.

ITEM 3: DEVIATION NUMBER 1

Delete Section G.1 Deviation Number 1. Plan has been redesigned to align the driveway connections along Crane Street with existing driveways. This realigns the internal drive in the northern portion of the property and removes the encroachment into the 20’ buffer by the parking area. Consequently, the deviation is no longer applicable to the project.

ITEM 4: OVERFLOW PARKING

Amend Section G.3 Deviation Number 3: Overflow Parking by adding the following paragraph to the end of the section:

Signage will be posted that prohibits parking of oversized vehicles and vehicles with trailers and such prohibitions will be incorporated into condominium documents, owners association documents, or such other appropriate document that regulates the use of the property. Sign language will be similar to “Passenger Vehicles Only, RVs, Trailers, and Commercial Trucks Prohibited”.

ITEM 5: DEVIATION NUMBER 4

Delete Section G.4 Deviation Number 4: Parking Space Design Standards. The deviation was to allow national standards for the design of parking garages. Based on the current design of the parking garages, the deviation is no longer required.

ITEM 6: LANDSCAPING

Amend Section D.2 Landscaping by adding the following paragraph to the end of the section.

In addition to the required screen wall within the residential buffers along the north and east property lines, landscaping will, at a minimum, be provided consistent with the LDC requirements for number, type, and density. Additionally, within the buffers along streets where no screen wall is required, landscaping will, at a minimum, be provided consistent with the LDC requirements for number, type, and density. Landscaping will, at a minimum, be provided interior to the project consistent with the LDC requirements for area, number, type, and density.

ITEM 7: BEACH CLUB

Amend the last paragraph on Page 4, Section E.2 Planned Land Use by deleting the second sentence, "The beach club will be open to the public." and adding the following.

The use of the beach club will be limited to resort guests.

OFFICIAL RECORDS

File No 66 5877

BOOK 204 PAGE 673

304

EASEMENT

KNOW ALL MEN BY THESE PRESENTS that LUCILE DAWSEY, a widow, JOSEPH T. HARPER, joined by his wife, JOSIE P. HARPER, PATRICIA DAWSEY PALMER, joined by her husband, GRANT PALMER, and ROSEMARY DAWSEY STANTON, joined by her husband, JOE STANTON, herein called "Grantors, and JACK H. BUTTO and BARNEY C. GRAY, of Bay County, Florida, herein called "Grantees",

WITNESSETH: That the Grantors, for and in consideration of the sum of One Dollar and other valuable considerations, the receipt whereof being hereby acknowledged, have and do hereby grant and convey unto the said Grantees, their heirs and assigns, an easement over, across and upon the following described lands situated in Bay County, Florida, to-wit:

All that certain parcel of land located in Section 27, Township 2 South, Range 16 West, lying westerly of the Bahama Beach Plat on file in the office of the Clerk of the Circuit Court of Bay County, Florida, and easterly of a line described as follows, to-wit: Commence at the Northwest corner of Section 27, Township 2 South, Range 16 West; thence South 01°22'22" West (bearing based on State Plane Department Datum) along the west line of said Section 1320 feet; thence South 86°17'35" West, 142.86 feet to the point of beginning of line to be described; thence South 01°22'22" West a distance of 1505.12 feet, more or less, to the water's edge of the Gulf of Mexico for end of line.

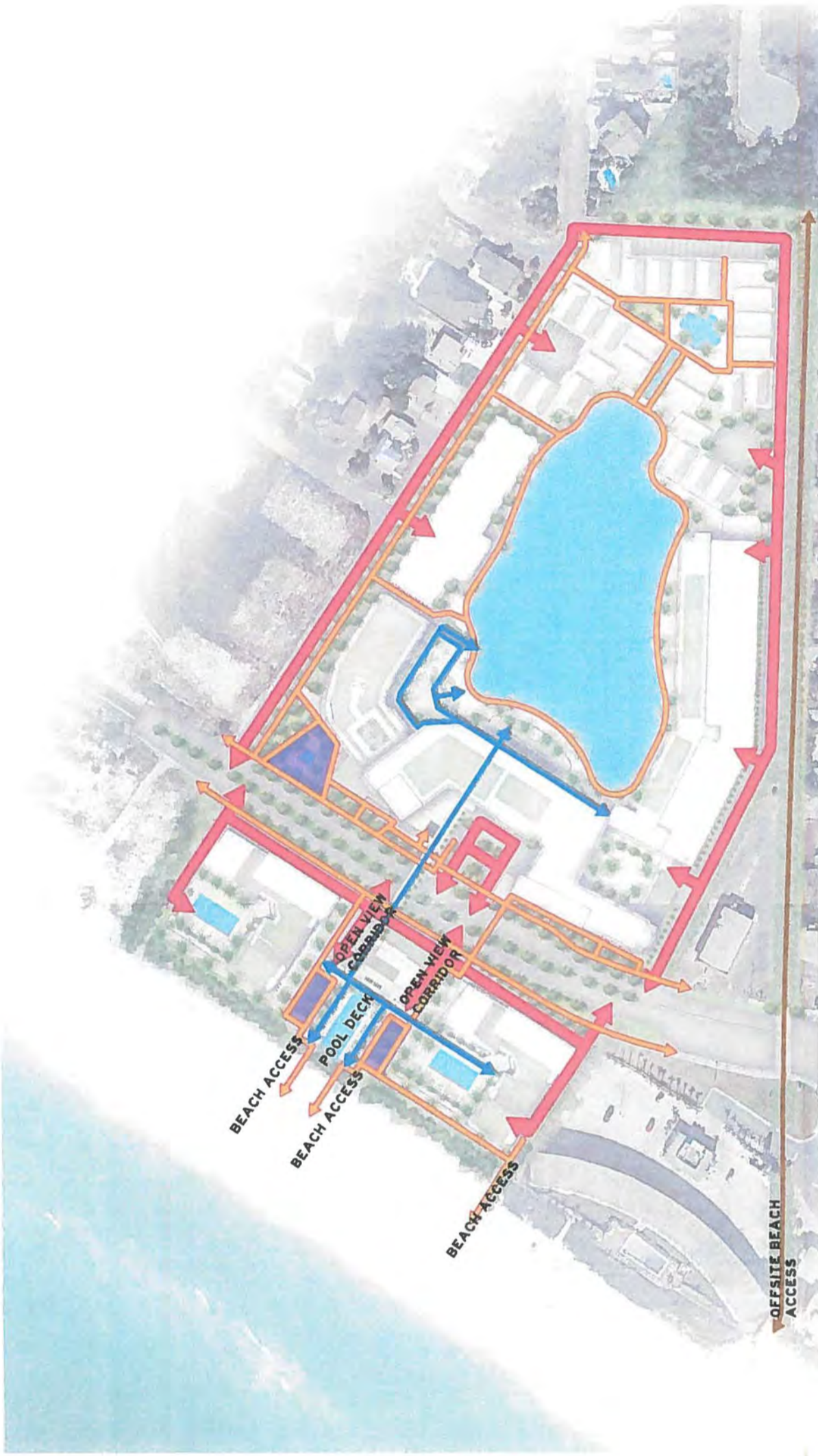
TO HAVE AND TO HOLD the same unto the said Grantees, their heirs and assigns, for ingress and egress purposes only, over, across and upon said lands. In the giving and accepting of this easement, it is understood and agreed that there shall be no duty or obligation on the part of the Grantors or the Grantees to keep and maintain said easement in a state of repair for the purposes intended.

IN WITNESS WHEREOF, the Grantors hereunto set their hands and seals, this 30th day of December, A. D. 1922.

Signed, sealed & delivered in the presence of:

[Signature]
Lucile Dawsey
[Signature]
Joseph T. Harper
[Signature]
Joseph T. Harper
20 UK.

[Signature] (S&J)
Lucile Dawsey
[Signature] (S&J)
Joseph T. Harper
[Signature] (S&J)
Josie P. Harper



- █ CIVIC SPACE
- ➔ VEHICULAR ACCESS
- ➔ PEDESTRIAL TRAIL
- ➔ PEDESTRIAL TRAIL - Second Floor
- ➔ TRAIL

PROPOSED HEIGHT INCENTIVES

Height Incentives for ANY DISTRICT as applicable to Conceptual Site Plan

Green Development	
Roofing Materials SRI - 78 and/or Vegetative roof	5 ft
Place a minimum of 50% parking spaces undercover	10 ft
Water Conservation Measures	
50% or more of Florida Friendly Plants	5 ft
Irrigation from non-potables water	10 ft
Sub-total	30 ft
Architectural Amenities	
Lighting - Architectural Lighting	5 ft
Skyline Features	5 ft
Sub-total	10 ft
Outdoor Civic Spaces	5 ft
Sub-total	5 ft
TOTAL	45 ft

Height Incentives for FBO-FBO2-FBO4 as applicable to Conceptual Site Plan

Architectural Amenities	
Recognizable Building Base	5 ft
Entryways - Incorporated in the Design	5 ft
Enhanced sidewalk design	5 ft
Sub-total	15 ft
Public Beach Amenities	
View Windows - permanent	10 ft
Beach Access (3 Beach Access points at 8 feet wide min)	48 ft
Sub-total	58 ft
TOTAL	73 ft

TOTAL COMBINED 118 ft

Though the project may not maximize the height within all the existing FBO Zones applicable, the proposed site plan, architectural character and the urban and architectural features proposed, may exceed (in total feet length) the incentives allowed by the City's Land Development Code. The project will comply with the maximum heights allowed with the applicable incentives, or in some cases be below it.



PROPOSED HEIGHT INCENTIVES

Height Incentives for ANY DISTRICT as applicable to Conceptual Site Plan

Green Development	
Roofing Materials SRI - 78 and/or Vegetative roof	5 ft
Place a minimum of 50% parking spaces undercover	10 ft
Water Conservation Measures	
50% or more of Florida Friendly Plants	5 ft
Irrigation from non-potables water	10 ft
Sub-total	30 ft
Architectural Amenities	
Lighting - Architectural Lighting	5 ft
Skyline Features	5 ft
Sub-total	10 ft
Outdoor Civic Spaces	5 ft
Sub-total	5 ft
TOTAL	45 ft

Height Incentives for FBO-FBO2-FBO4 as applicable to Conceptual Site Plan

Architectural Amenities	
Recognizable Building Base	5 ft
Entryways - Incorporated in the Design	5 ft
Enhanced sidewalk design	5 ft
Sub-total	15 ft
Public Beach Amenities	
View Windows - permanent	10 ft
Beach Access (3 Beach Access points at 8 feet wide min)	48 ft
Sub-total	58 ft
TOTAL	73 ft
TOTAL COMBINED	118 ft

Though the project may not maximize the height within all the existing FBO Zones applicable, the proposed site plan, architectural character and the urban and architectural features proposed, may exceed (in total feet length) the incentives allowed by the City's Land Development Code. The project will comply with the maximum heights allowed with the applicable incentives, or in some cases be below it.

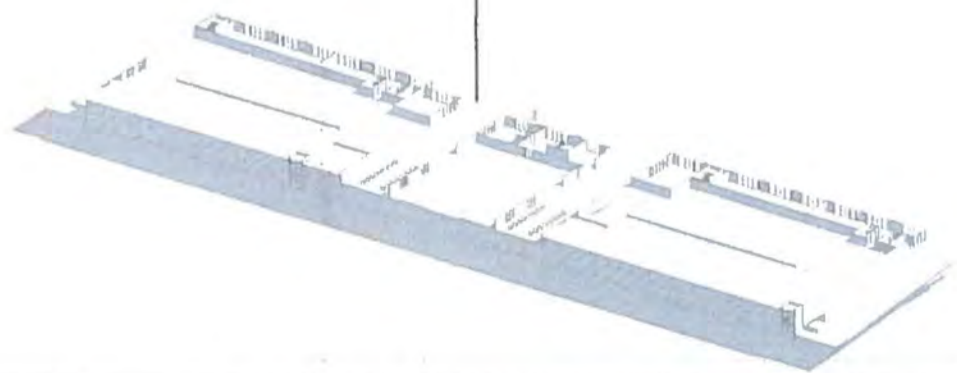
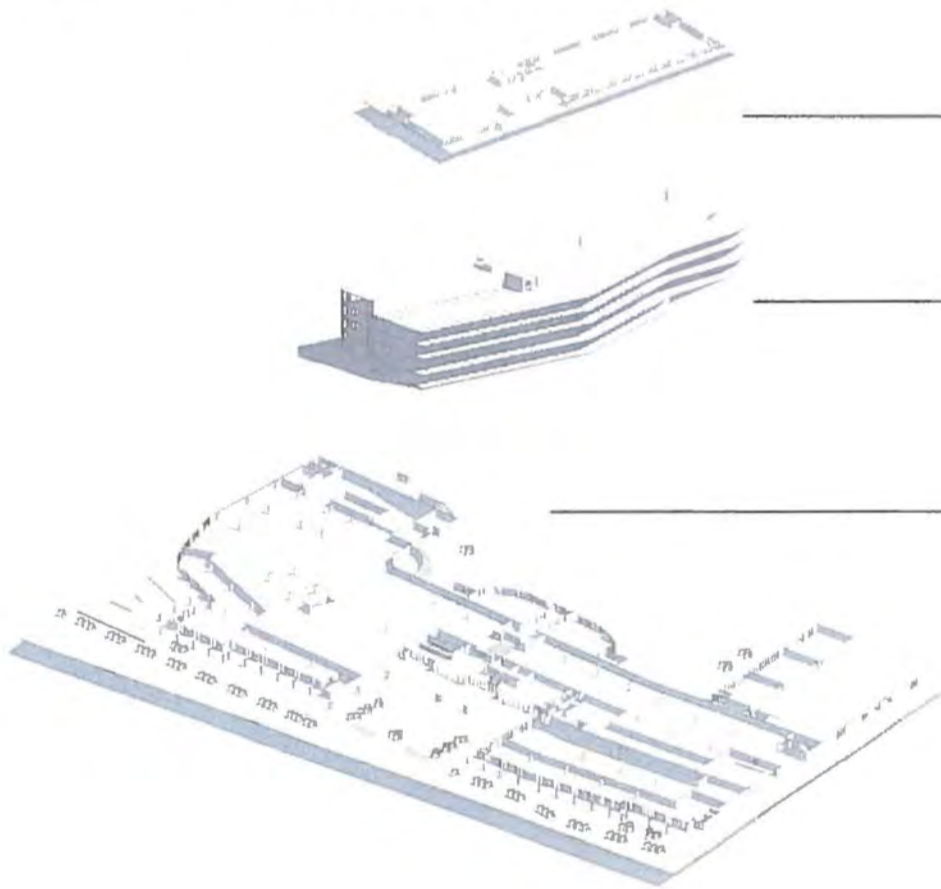
Use roofing materials with a solar reflectance index (SRI) of at least 78 for a sloped roof equal to or less than 2:12 and a SRI of at least 29 for a sloped roof greater than 2:12 or install a vegetative roof that covers at least 50% of the roof area.

VEGETATIVE ROOF

SOLAR REFLECTANCE INDEX 78 +



Place a minimum of 50% of parking spaces under cover.



ARCHITECTURAL AMENITIES

Skyline features- A recognizable "top" consisting of (but not limited): (a) Cornice treatments, (b) roof overhangs with brackets, (c) stepped parapets, (d) richly textured materials (e.g. tile or masonry treatments), (e) differently colored materials: colored "stripes" are not acceptable as the only treatment, and/ or (f) other non-habitable space that is under a pitched roof and above the top floor ceiling shall not be counted towards building height.

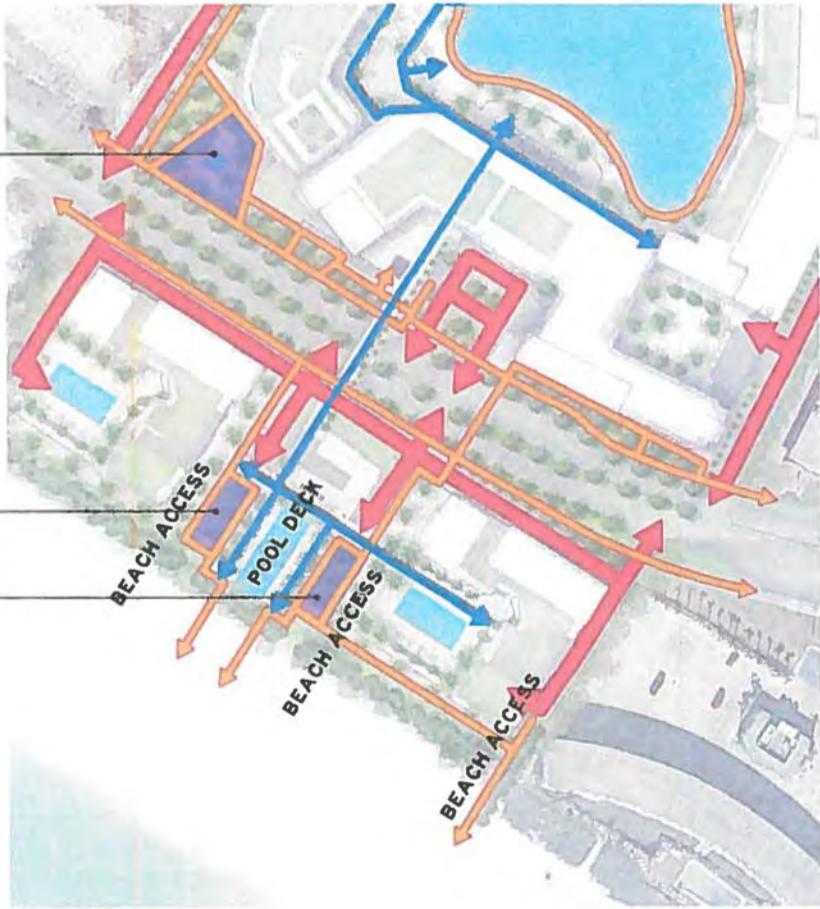


Provision of courtyard, seating area and other civic space that is directly accessible to the public from the sidewalk. Each civic space shall have a minimum area of no less than 250 square feet.

CIVIC SPACE: 2,600.00SF

CIVIC SPACE: 2,600.00SF

CIVIC SPACE: 2,500.00SF



ARCHITECTURAL AMENITIES

A recognizable "base" at ground level consisting.



Entryways - Incorporate enhanced landscaping, landscape planters or wing walls, structural or vegetative shading features and benches or other seating components.



Enhanced sidewalks - upgraded sidewalk design, along the building facade and / or entryways that exceeds minimum streetscape requirements.





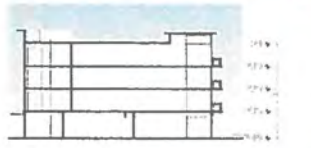
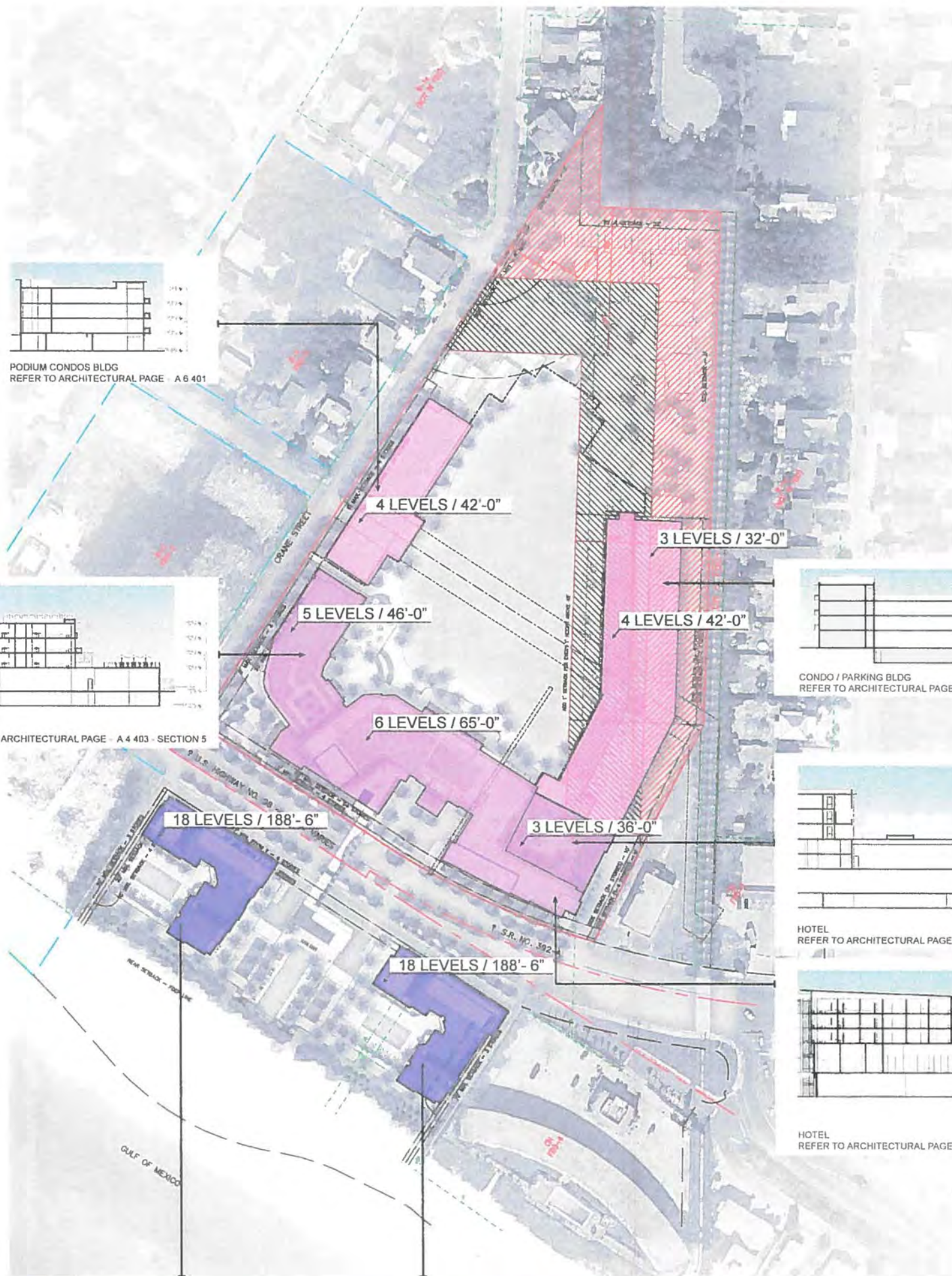
- PRIVATE COTTAGE ACCESS GATE
- PRIVATE COTTAGE ACCESS
- COTTAGES
- PODIUM CONDO
- PRIVATE COTTAGE ACCESS GATE
- PRIVATE CONDO ACCESS
- LINER CONDO
- CRYSTAL LAGOON
- PARKING STRUCTURE
- HOTEL
- BEACH CONDO 1
- BEACH CLUB
- BEACH CONDO 2

HOTEL		CONDO		COTTAGE	
ROOMS	242	266	291	54	1039
HOTEL ROOMS	242	BELOW HOTEL BLDG	291	COTTAGE'S / SINGLE FAMILY UNITS	54
BEACH CONDO BLDG	256	BELOW BEACH CONDOS AND BEACH CLUB	337	22' X45'	
LINER CONDO BLDG	39	LINED PARKING STRUCTURE	328		
PODIUM CONDO BLDG	24	BELOW PODIUM CONDO	26		
CONDO MULTIFAMILY	319	SURFTOTAL	883		
SURFTOTAL	883				
TOTAL	345				



PANAMA CITY BEACH RESORT :: CONCEPT PLAN

August 8th, 2017



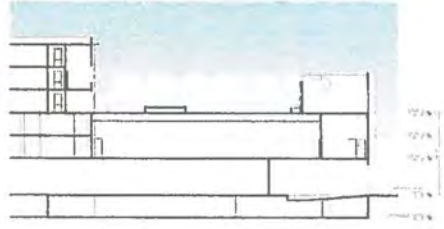
PODIUM CONDOS BLDG
REFER TO ARCHITECTURAL PAGE - A 6 401



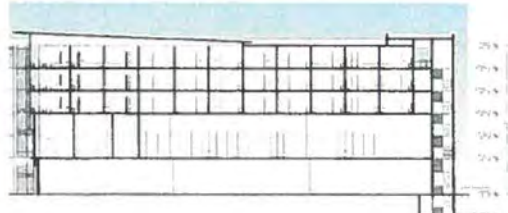
HOTEL
REFER TO ARCHITECTURAL PAGE - A 4 403 - SECTION 5



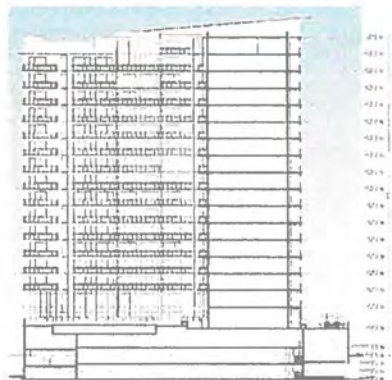
CONDO / PARKING BLDG
REFER TO ARCHITECTURAL PAGE - A 5 401



HOTEL
REFER TO ARCHITECTURAL PAGE - A 4 402 - SECTION 3



HOTEL
REFER TO ARCHITECTURAL PAGE - A 4 402 - SECTION 4



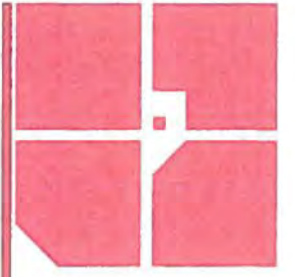
BEACH CONDO BUILDING
REFER TO ARCHITECTURAL PAGE - A 3 401



BEACH CONDO BUILDING
REFER TO ARCHITECTURAL PAGE - A 1 402



PANAMA CITY BEACH RESORT:: SETBACKS / HEIGHT DIAGRAM
August 8th, 2017



PLACE Alliance
 121 South Orange Avenue
 Suite 1200
 Orlando FL 32801
 T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	08/08/17	CONCEPT PACKAGE

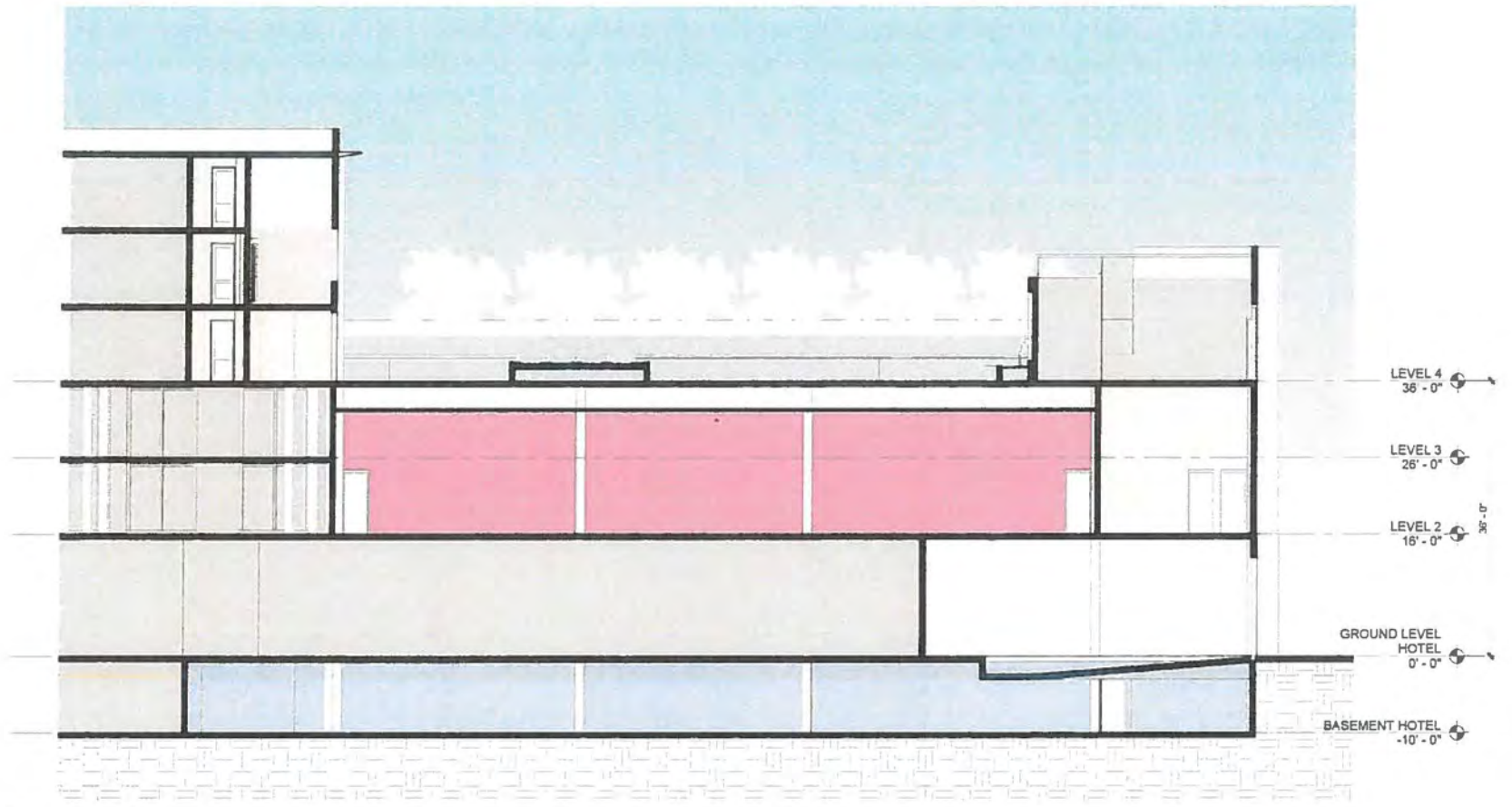
Project Number:

Project:

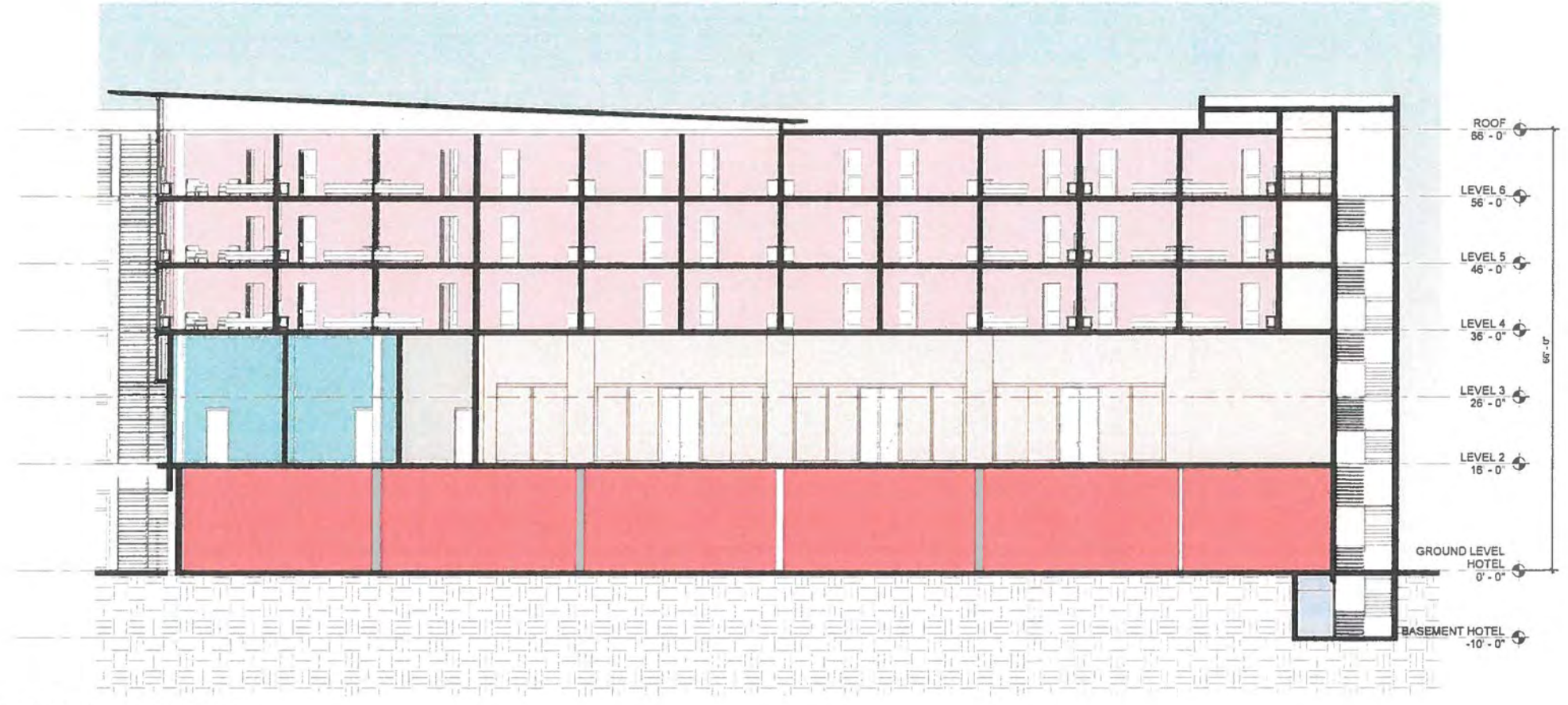
Sheet Name:

SECTIONS HOTEL

A4.402

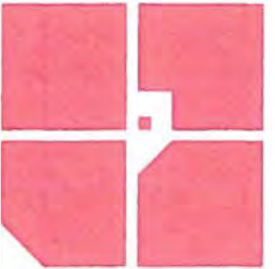


1 SECTION 3 - HOTEL
 1" = 10'-0"



2 SECTION 4 - HOTEL
 1" = 10'-0"

08/20/17 8:03:30 PM



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

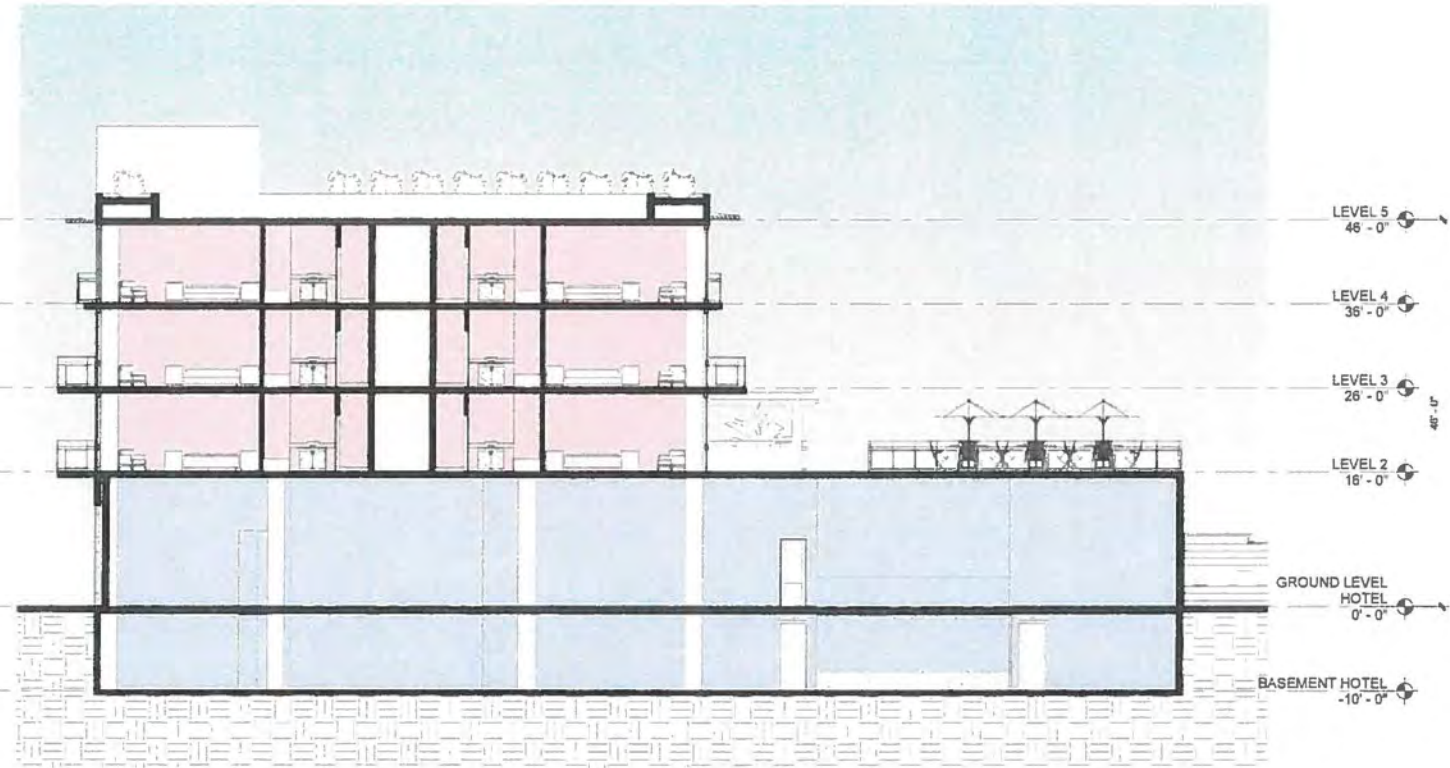
No.	Date	Descri/Rev
1	08/09/17	CONCEPT PACKAGE

Project Number:

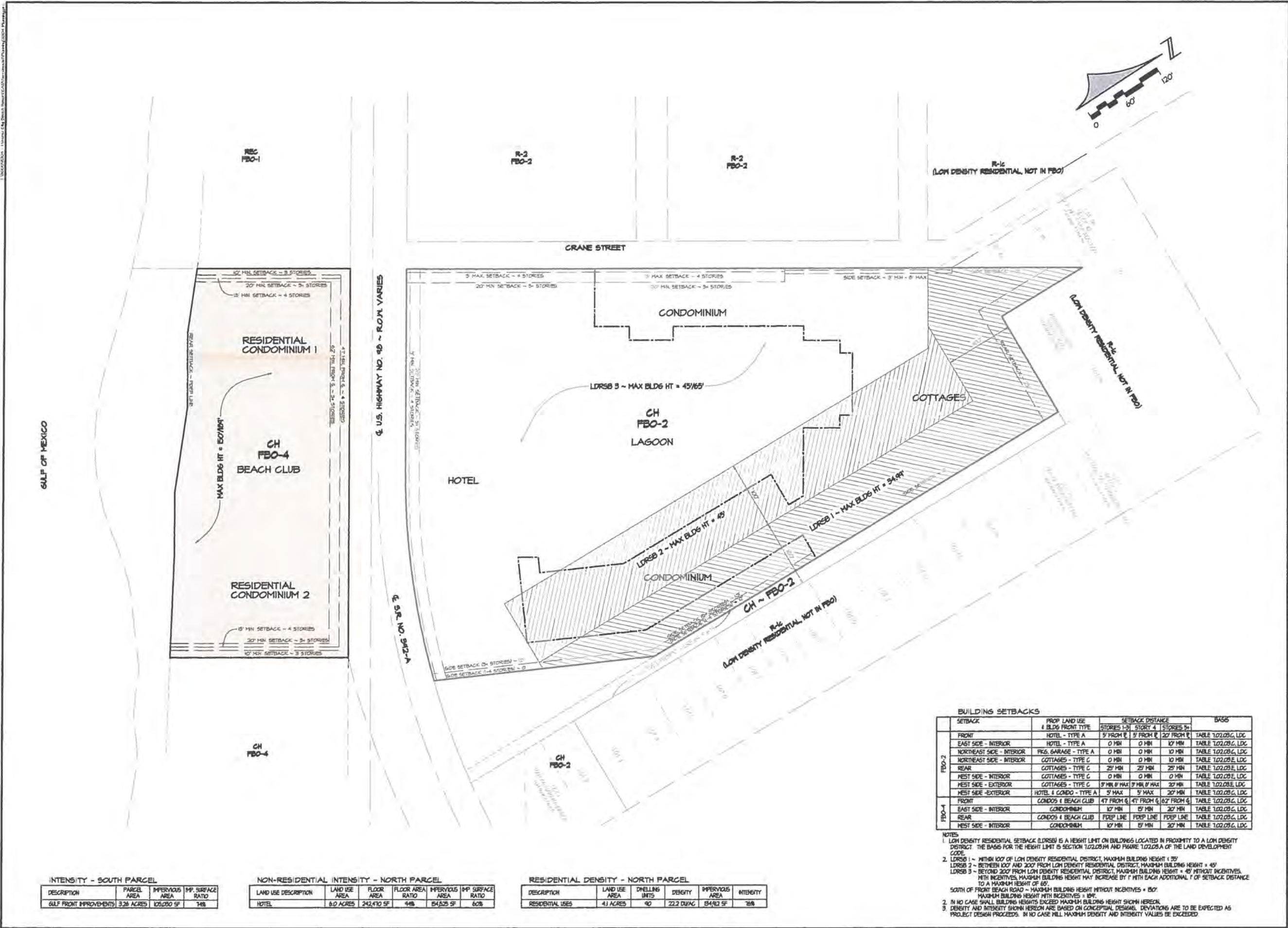
Project:

Sheet Name:
SECTIONS HOTEL

A4.403



1 SECTION 5 - HOTEL
1" = 10'-0"



INTENSITY - SOUTH PARCEL

DESCRIPTION	PARCEL AREA	IMPERVIOUS AREA	IMP. SURFACE RATIO
GULF FRONT IMPROVEMENTS	3.26 ACRES	105,030 SF	74%

NON-RESIDENTIAL INTENSITY - NORTH PARCEL

LAND USE DESCRIPTION	LAND USE AREA	FLOOR AREA RATIO	IMPERVIOUS AREA	IMP. SURFACE RATIO	
HOTEL	8.0 ACRES	242,470 SF	49%	54,625 SF	60%

RESIDENTIAL DENSITY - NORTH PARCEL

DESCRIPTION	LAND USE AREA	DWELLING UNITS	DENSITY	IMPERVIOUS AREA	INTENSITY
RESIDENTIAL USES	4.1 ACRES	90	22.2 DU/AC	54,912 SF	76%

BUILDING SETBACKS

SETBACK	PROP. LAND USE & BLDG. FRONT TYPE	SETBACK DISTANCE			BASES
		STORIES 1-3	STORY 4	STORIES 5+	
FRONT	HOTEL - TYPE A	5' FROM E	5' FROM E	20' FROM E	TABLE 102.09.G, LDC
EAST SIDE - INTERIOR	HOTEL - TYPE A	0' MIN	0' MIN	10' MIN	TABLE 102.09.G, LDC
NORTHEAST SIDE - INTERIOR	PKG. GARAGE - TYPE A	0' MIN	0' MIN	10' MIN	TABLE 102.09.G, LDC
NORTHEAST SIDE - EXTERIOR	COTTAGES - TYPE C	0' MIN	0' MIN	10' MIN	TABLE 102.09.E, LDC
REAR	COTTAGES - TYPE C	25' MIN	25' MIN	25' MIN	TABLE 102.09.E, LDC
WEST SIDE - INTERIOR	COTTAGES - TYPE C	0' MIN	0' MIN	0' MIN	TABLE 102.09.E, LDC
WEST SIDE - EXTERIOR	COTTAGES - TYPE C	5' MIN	5' MIN	5' MIN	TABLE 102.09.E, LDC
WEST SIDE - EXTERIOR	HOTEL & CONDO - TYPE A	5' MAX	5' MAX	20' MIN	TABLE 102.09.G, LDC
FRONT	CONDOS & BEACH CLUB	47' FROM E	47' FROM E	67' FROM E	TABLE 102.09.G, LDC
EAST SIDE - INTERIOR	CONDOMINIUM	10' MIN	10' MIN	20' MIN	TABLE 102.09.G, LDC
REAR	CONDOS & BEACH CLUB	PROP. LINE	PROP. LINE	PROP. LINE	TABLE 102.09.G, LDC
WEST SIDE - INTERIOR	CONDOMINIUM	10' MIN	10' MIN	20' MIN	TABLE 102.09.G, LDC

NOTES

- LOW DENSITY RESIDENTIAL SETBACK (LDRSB) IS A HEIGHT LIMIT ON BUILDINGS LOCATED IN PROXIMITY TO A LOW DENSITY DISTRICT. THE BASIS FOR THE HEIGHT LIMIT IS SECTION 102.09.H AND FIGURE 102.09.A OF THE LAND DEVELOPMENT CODE.
- LDRSB 1 - WITHIN 100' OF LOW DENSITY RESIDENTIAL DISTRICT, MAXIMUM BUILDING HEIGHT = 35'
- LDRSB 2 - BETWEEN 100' AND 200' FROM LOW DENSITY RESIDENTIAL DISTRICT, MAXIMUM BUILDING HEIGHT = 45'
- LDRSB 3 - BEYOND 200' FROM LOW DENSITY RESIDENTIAL DISTRICT, MAXIMUM BUILDING HEIGHT = 45' WITHOUT INCENTIVES. WITH INCENTIVES, MAXIMUM BUILDING HEIGHT MAY INCREASE BY 1' WITH EACH ADDITIONAL 1' OF SETBACK DISTANCE TO A MAXIMUM HEIGHT OF 60'.
- IN NO CASE SHALL BUILDING HEIGHTS EXCEED MAXIMUM BUILDING HEIGHT WITHOUT INCENTIVES = 60'. MAXIMUM BUILDING HEIGHT WITH INCENTIVES = 104'.
- DENSITY AND INTENSITY SHOWN HEREON ARE BASED ON CONCEPTUAL DESIGN. DEVIATIONS ARE TO BE EXPECTED AS PROJECT DESIGN PROCEEDS. IN NO CASE WILL MAXIMUM DENSITY AND INTENSITY VALUES BE EXCEEDED.

REVISIONS

DATE	BY	DESCRIPTION
	SEM	ADDED MAX BUILDING HEIGHTS

DESIGNED BY: M. ARMS, REF. **CHECKED BY:**
DRAWN BY:
ELEVATION REF:
FLATVATION REF:

REGULATING MASTER PLAN
PANAMA CITY BEACH RESORT
 PANAMA CITY BEACH, FLORIDA

SCALE: 1" = 60' V
 JOB # 11304 FILE #
 PLOTTED 6/8/2011, 11:06
 SHEET 08/2011 FOR L50 APP

BUCHANAN & HARPER, INC.
 ENGINEERING • PLANNING • SURVEYING • LANDSCAPE ARCHITECTURE
 1 FLORIDA SOUTH BEACH • FLORIDA • CERTIFICATE OF ABBREVIATION NO. 2312
 1 FLORIDA SOUTH BEACH • FLORIDA • CERTIFICATE OF ABBREVIATION NO. 2312
 1205 W. 11TH STREET, PANAMA CITY, FLORIDA 32409
 PHONE (904) 383-1421 FAX (904) 383-1422 E-MAIL: info@bucananharper.com
 BUCHANAN & HARPER, INC. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.



The information contained herein, including, without limitation, all artistic or architectural conceptual drawings, plans, elevations, sections, and other information, is the property of the Architect and is intended for the use of the Client only. It is not to be used for any other purpose without the written consent of the Architect. All images and designs depicted herein are artist's conceptual renderings, which are based upon preliminary development plans, and are subject to change without notice. All construction shall be in accordance with applicable laws, regulations, codes, and standards. The Developer may modify, alter, or change the design and construction of the project at any time without notice. Any artwork by PACE Alliance is copyrighted work created solely by the applicable artist and will be subject to applicable law. Not to be used, reproduced or distributed without permission from the owner or PACE Alliance or its affiliate.



All information contained herein, including, without limitation, all artists or architectural conceptual renderings, are preliminary and subject to change without notice. All images and designs depicted herein are artist's conceptual renderings, which are based upon preliminary design information and are not intended to represent a final design. All information is provided for informational purposes only and does not constitute an offer of any financial product or service. All information is provided for informational purposes only and does not constitute an offer of any financial product or service. All information is provided for informational purposes only and does not constitute an offer of any financial product or service.

All information contained herein, including, without limitation, all artists or architectural conceptual renderings, are preliminary and subject to change without notice. All images and designs depicted herein are artist's conceptual renderings, which are based upon preliminary design information and are not intended to represent a final design. All information is provided for informational purposes only and does not constitute an offer of any financial product or service. All information is provided for informational purposes only and does not constitute an offer of any financial product or service. All information is provided for informational purposes only and does not constitute an offer of any financial product or service.



The information contained herein, including without limitation all artistic or architectural conceptual renderings, plans, floor plans, specifications, features, facilities, dimensions, measurements, and materials depicted or otherwise described herein, are based upon preliminary development plans, which are subject to change. All images and designs depicted herein are artist's conceptual renderings which are based upon preliminary development plans, and are subject to change without notice. All such materials are not to scale and are shown solely for illustrative purposes. Any images, renderings, depictions, or descriptions of any artwork by PLACE Alliance or any other artist, are based on preliminary plans and are not to be construed as a commitment by the Developer and shall be subject to change without notice. The Developer may buy, sell and otherwise dispose of and without creating any obligation, or otherwise modify, any pending plans. Any artwork by PLACE Alliance is copyrighted work owned solely by the applicable artist and will be subject to applicable law. Not to be used, reproduced or distributed without permission from the owner of PLACE Alliance or its artist.



The information contained herein, including without limitation all architectural conceptual renderings, plans, floor plans, specifications, features, finishes, materials, measurements, and dimensions depicted or otherwise described herein, is preliminary and subject to change without notice. All images and designs depicted herein are artist's conceptual renderings, which are based upon preliminary development plans, and are subject to change without notice. All such materials are for illustrative purposes only and do not constitute an offer of any real estate. All such materials are the property of PLACE Alliance and its affiliates. All rights reserved. PLACE Alliance is the owner of PLACE Alliance as its owner.

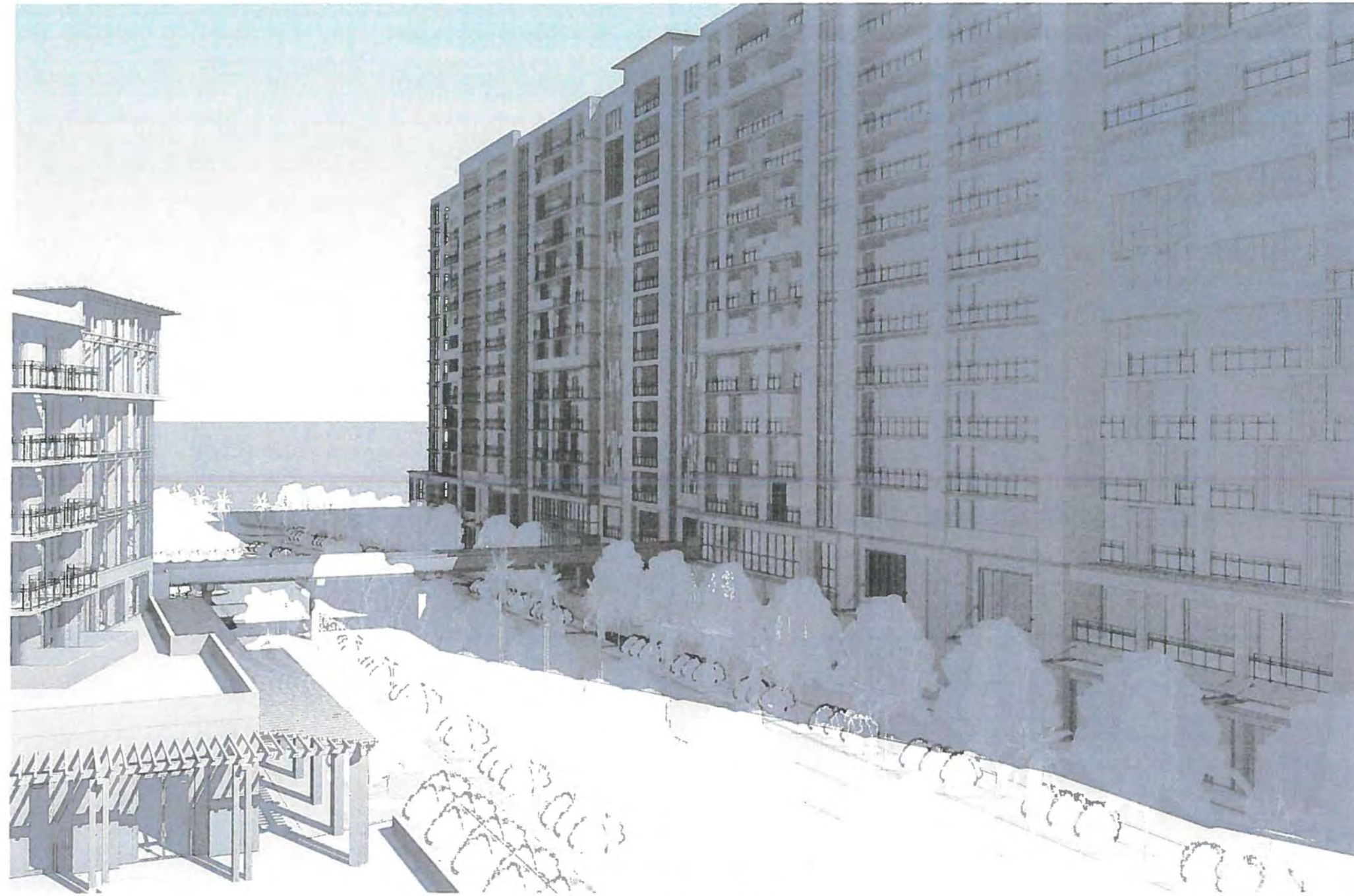
LARGE SITE
DEVELOPMENT
WITHOUT THE USE
OF HEIGHT
INCENTIVES



- PODIUM CONDO
- PODIUM CONDO
- PODIUM CONDO
- LINER CONDO
- PODIUM CONDO
- PODIUM CONDO
- LINER CONDO
- PARKING STRUCTURE
- HOTEL
- BEACH CONDO

HIGHER DENSITY WITHOUT HEIGHT INCENTIVES				
DEVELOPMENT DATA				
EXISTING		PROPOSED		
ROOMS	AREA (SQ FT)	ROOMS	AREA (SQ FT)	
HOTEL	298	328	BELOW HOTEL	328
BEACH CONDO BLDG	308	616	BELOW BEACH CONDOS AND BEACH CLUB	439
LINER CONDO BLDG	78	156	LINED PARKING STRUCTURE	620
PODIUM CONDO BLDG	211	422	BELOW PODIUM CONDO	185
TOTAL	587	1522	TOTAL	1522





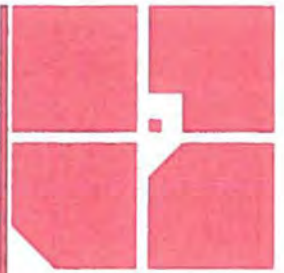
CONCEPT DESIGN SET

OWNER'S CONSULTANTS

DESIGN ARCHITECT
PLACE Alliance

121 S. Orange Ave, Suite 1200
Orlando, FL 32801
(T) 407-494-1299
placealliance.com

The information contained herein, including, without limitation, all artist's or architectural conceptual renderings, plans, floor plans, specifications, features, facilities, dimensions, measurements, and amenities depicted or otherwise described herein, are based upon current development plans, which are subject to change. All images and designs depicted herein are artist's conceptual renderings, which are based upon preliminary development plans, and are subject to change without notice. All such materials are not to scale and are shown solely for illustrative purposes. Any images, renderings, depictions, or descriptions of any artwork by PLACE Alliance, or any other artists, are based on preliminary plans, which are subject to change. The Developer may (in its sole and absolute discretion and without creating any obligation) abandon, or otherwise modify, any existing plans. Any artwork by PLACE Alliance, is copyrighted work owned solely by the applicable artist and will be subject to applicable law. Not to be used, reproduced, or distributed without permission from the owner or PLACE Alliance as its author.



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	18/04/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

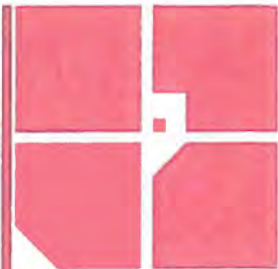
Sheet Name:

COVER SHEET

A0.000

INDEX

SHEET INDEX - ARCHITECTURAL		SHEET INDEX - ARCHITECTURAL		SHEET INDEX - ARCHITECTURAL	
A0.000	COVER SHEET	A5.204	LEVEL 3 CONDOS/PARKING		
A0.001	GENERAL NOTES, LEGENDS INDEX	A5.205	LEVEL 4 CONDOS/PARKING		
A0.002	SITE PLAN	A5.301	ELEVATIONS CONDOS/PARKING		
A0.003	AREAS	A5.302	ELEVATIONS CONDOS/PARKING		
A1.101	BASEMENT 3	A5.401	SECTIONS CONDOS/PARKING		
A1.102	BASEMENT 2	A6.201	GROUND LEVEL PODIUM CONDOS		
A1.103	BASEMENT 1	A6.202	LEVEL 2 PODIUM CONDOS		
A1.104	MEZZANINE	A6.203	LEVEL 3 PODIUM CONDOS		
A1.201	GROUND LEVEL RESIDENTIAL	A6.204	LEVEL 4 PODIUM CONDOS		
A1.202	LEVEL 2 RESIDENTIAL	A6.301	ELEVATIONS PODIUM CONDOS		
A1.203	TYPICAL PLAN RESIDENTIAL	A6.302	ELEVATIONS PODIUM CONDOS		
A1.204	LEVEL 14 RESIDENTIAL	A6.401	SECTIONS PODIUM CONDOS		
A1.301	ELEVATIONS RESIDENTIAL	A7.001	3D VIEWS		
A1.302	ELEVATIONS RESIDENTIAL	A7.002	3D SECTION BOX		
A1.401	SECTIONS RESIDENTIAL	A7.003	3D SECTION BOX		
A1.402	SECTIONS RESIDENTIAL	A7.004	3D SECTION BOX		
A4.201	BASEMENT LEVEL HOTEL	A7.005	3D SECTION BOX		
A4.202	GROUND LEVEL HOTEL				
A4.203	LEVEL 2 HOTEL				
A4.204	LEVEL 3 HOTEL				
A4.205	LEVEL 4 HOTEL				
A4.206	LEVEL 5 HOTEL				
A4.207	LEVEL 6 HOTEL				
A4.301	ELEVATIONS HOTEL				
A4.302	ELEVATIONS HOTEL				
A4.401	SECTIONS HOTEL				
A5.201	BASEMENT CONDOS/PARKING				
A5.202	GROUND LEVEL CONDOS/PARKING				
A5.203	LEVEL 2 CONDOS/PARKING				



PLACE Alliance
 121 South Orange Avenue
 Suite 1200
 Orlando FL 32801
 T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	04/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

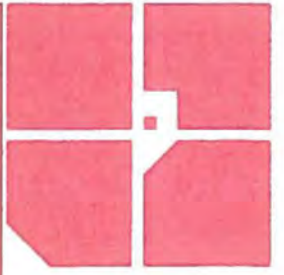
Sheet Name:

GENERAL NOTES,
 LEGENDS INDEX

A0.001

VICINITY PLAN





PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/24/17	ALTERNATE CONCEPT PACKAGE

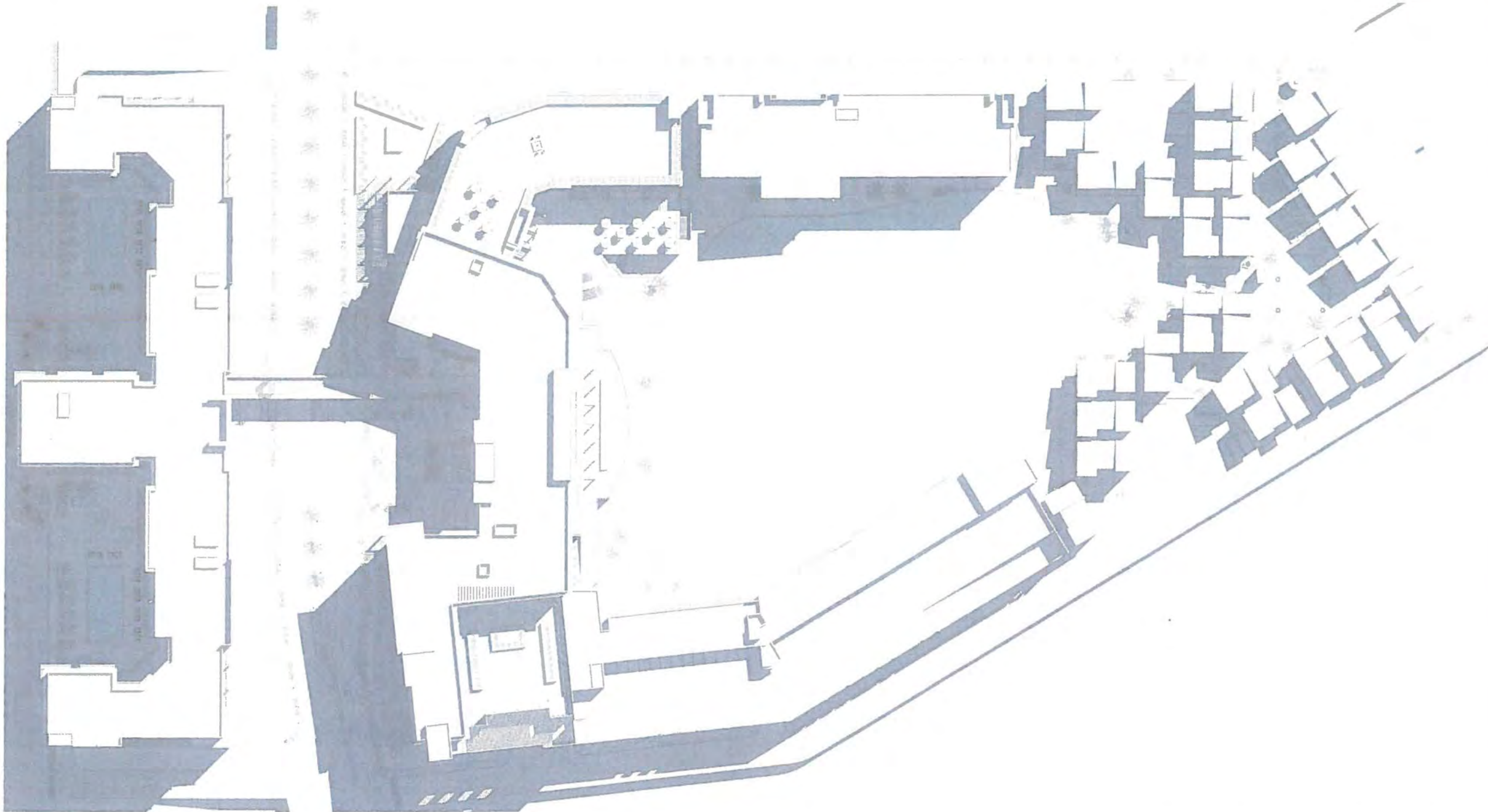
Project Number:

Project:

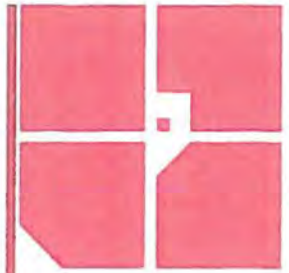
Sheet Name:

SITE PLAN

A0.002



1 SITE PLAN
1" = 40'-0"



PLACE Alliance
 121 South Orange Avenue
 Suite 1200
 Orlando FL 32801
 T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/04/17	ALTERNATE CONCEPT PACKAGE

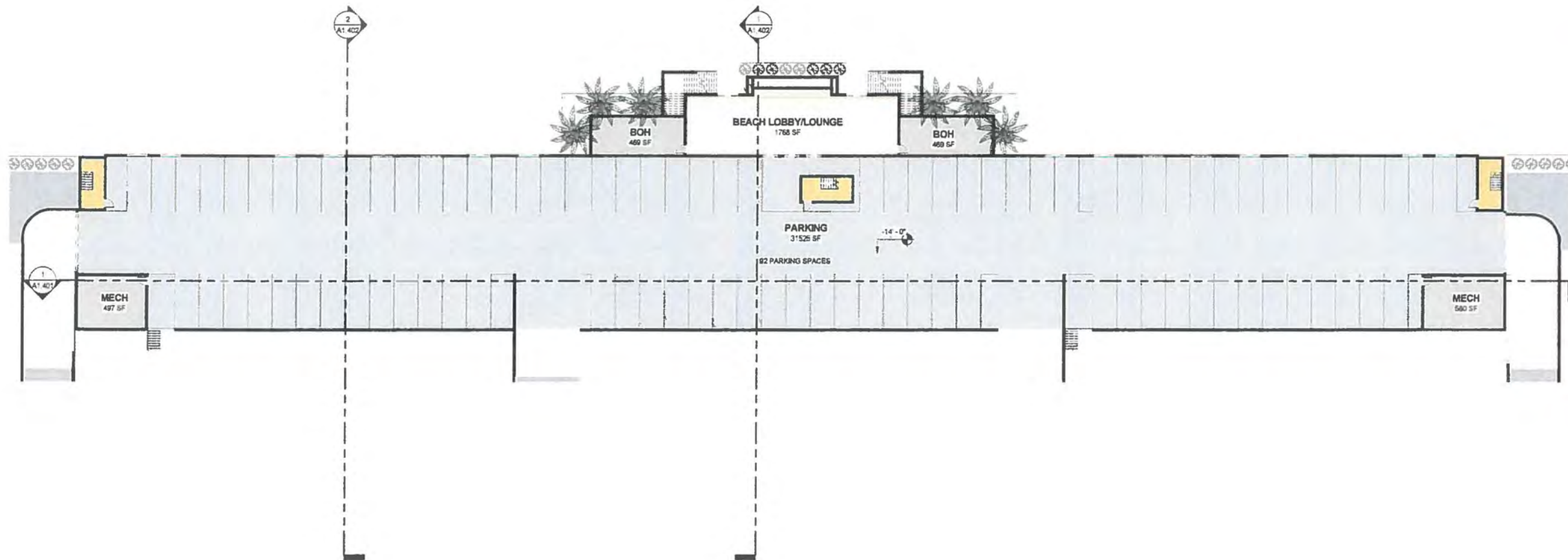
Project Number:

Project:

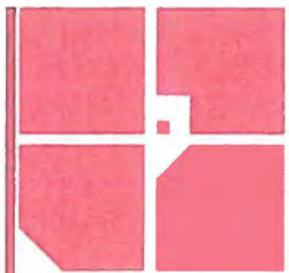
Sheet Name:

BASEMENT 3

A1.101



1 BASEMENT 3
 1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/4/17	ALTERNATE CONCEPT PACKAGE

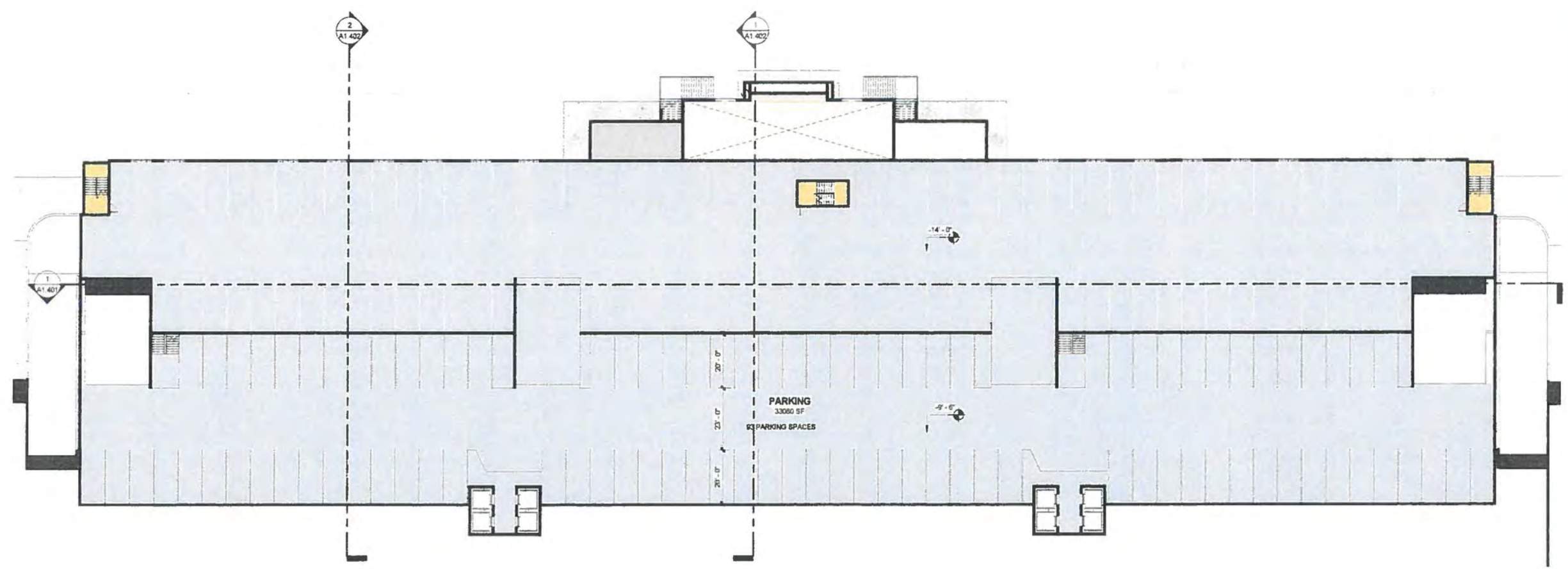
Project Number:

Project:

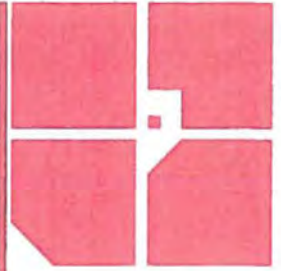
Sheet Name:

BASEMENT 2

A1.102



1 BASEMENT 2
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/4/17	ALTERNATE CONCEPT PACKAGE

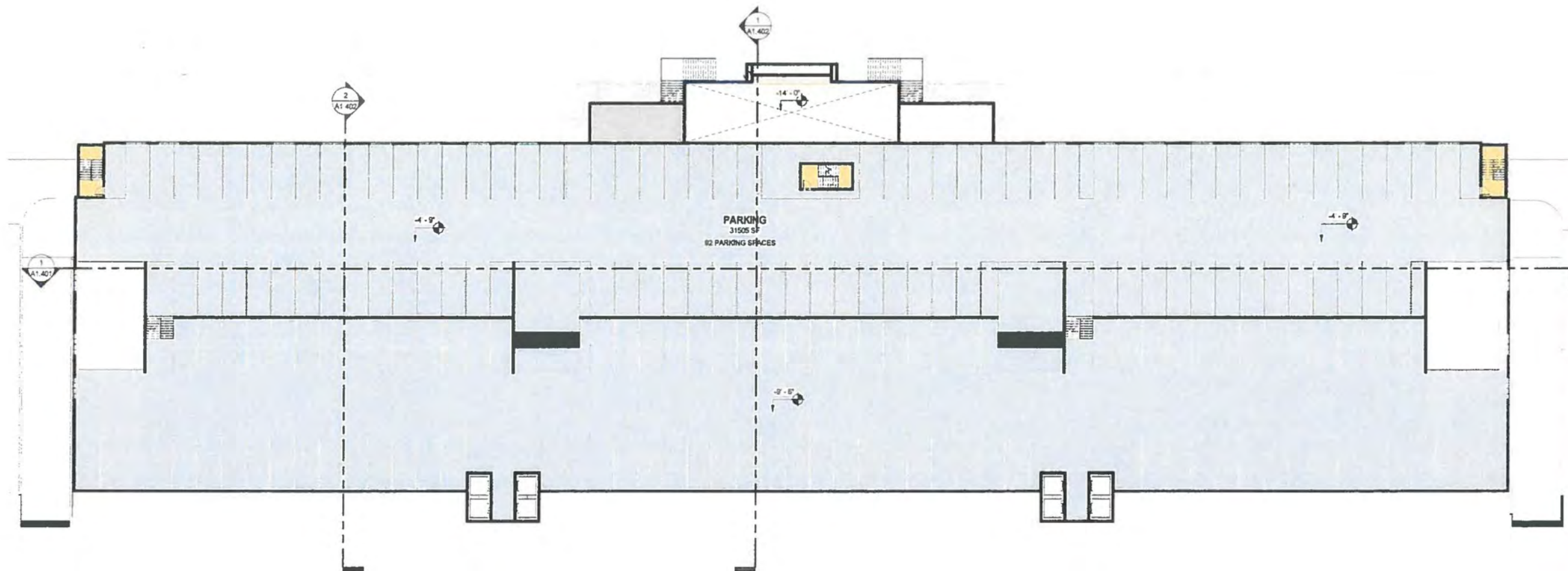
Project Number:

Project:

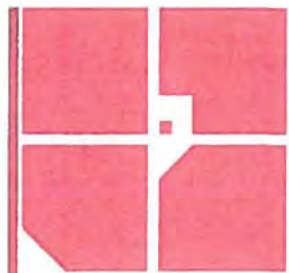
Sheet Name:

BASEMENT 1

A1.103



1 BASEMENT 1
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/4/17	ALTERNATE CONCEPT PACKAGE

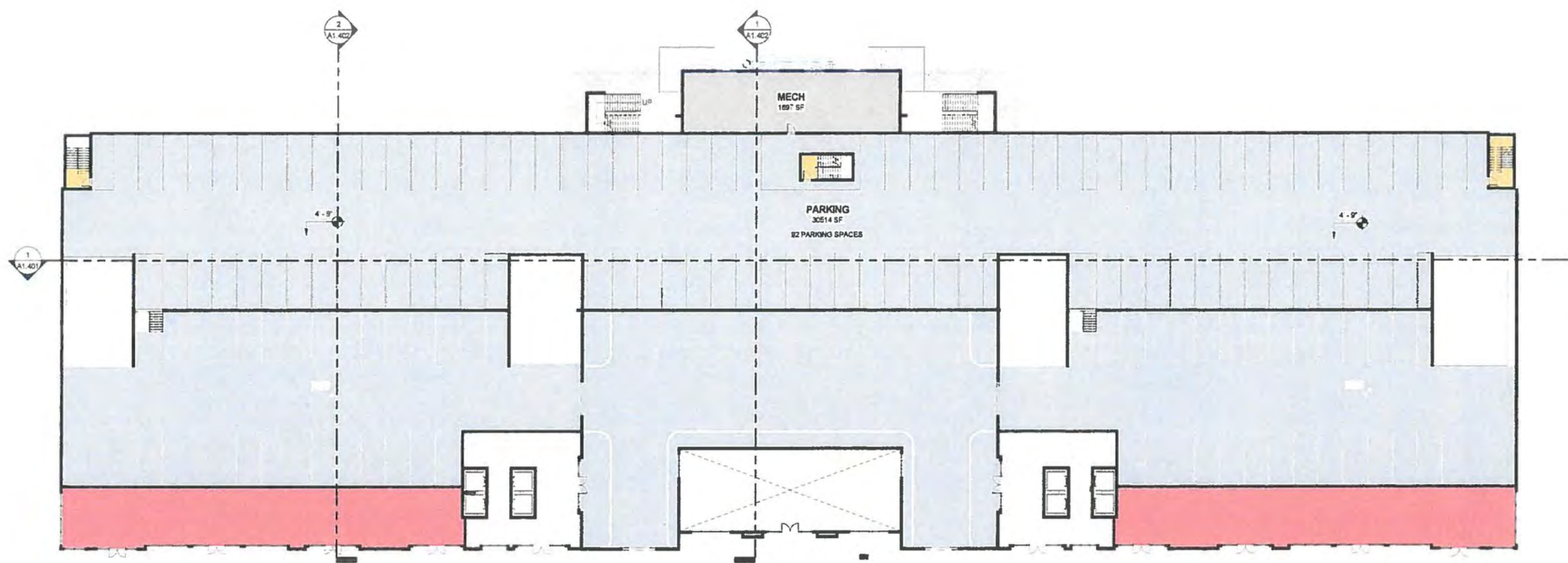
Project Number:

Project:

Sheet Name:

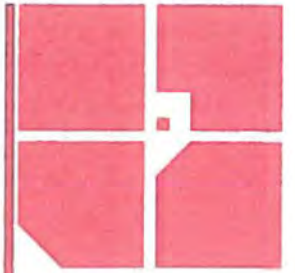
MEZZANINE

A1.104



TOTAL PARKING 439 STALLS

1 MEZZANINE LEVEL
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/24/17	ALTERNATE CONCEPT PACKAGE

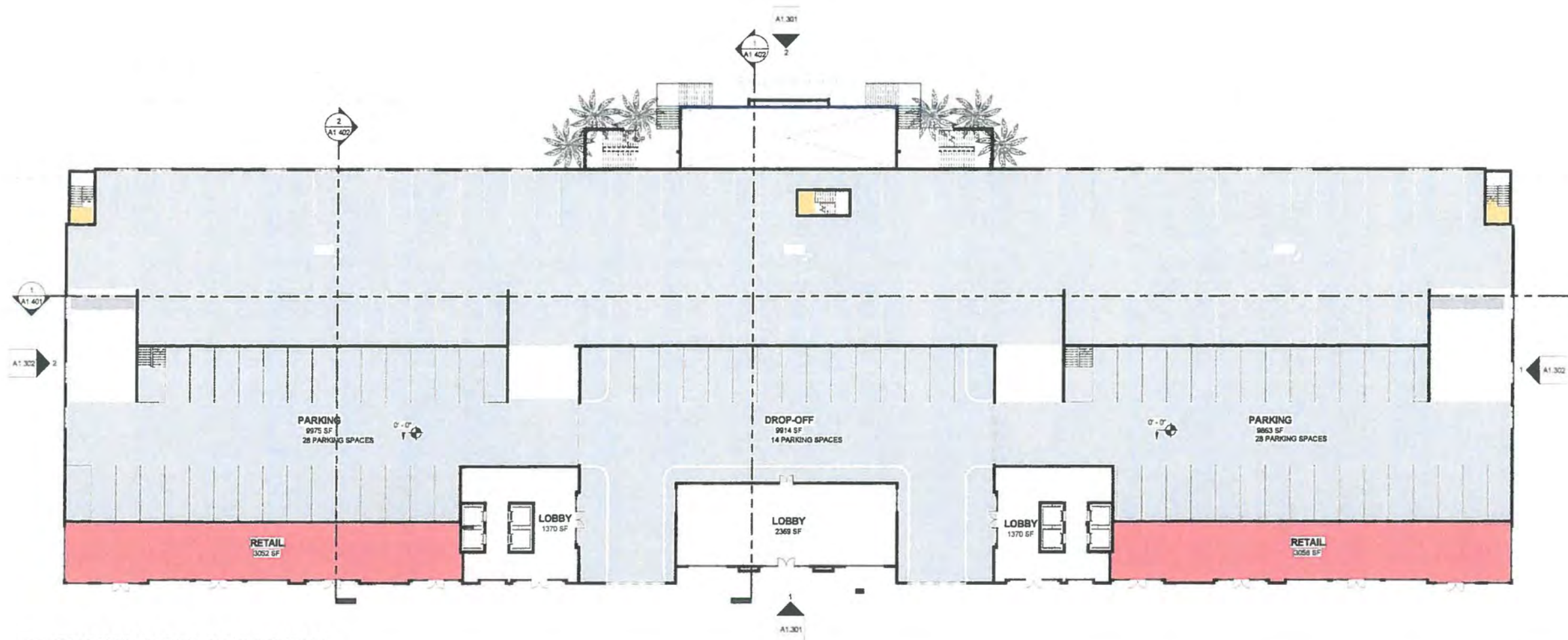
Project Number:

Project:

Sheet Name:

GROUND LEVEL
RESIDENTIAL

A1.201



1 GROUND LEVEL RESIDENTIAL
1" = 20'-0"



PLACE Alliance
 121 South Orange Avenue
 Suite 1200
 Orlando FL 32801
 T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	BD4/17	ALTERNATE CONCEPT PACKAGE

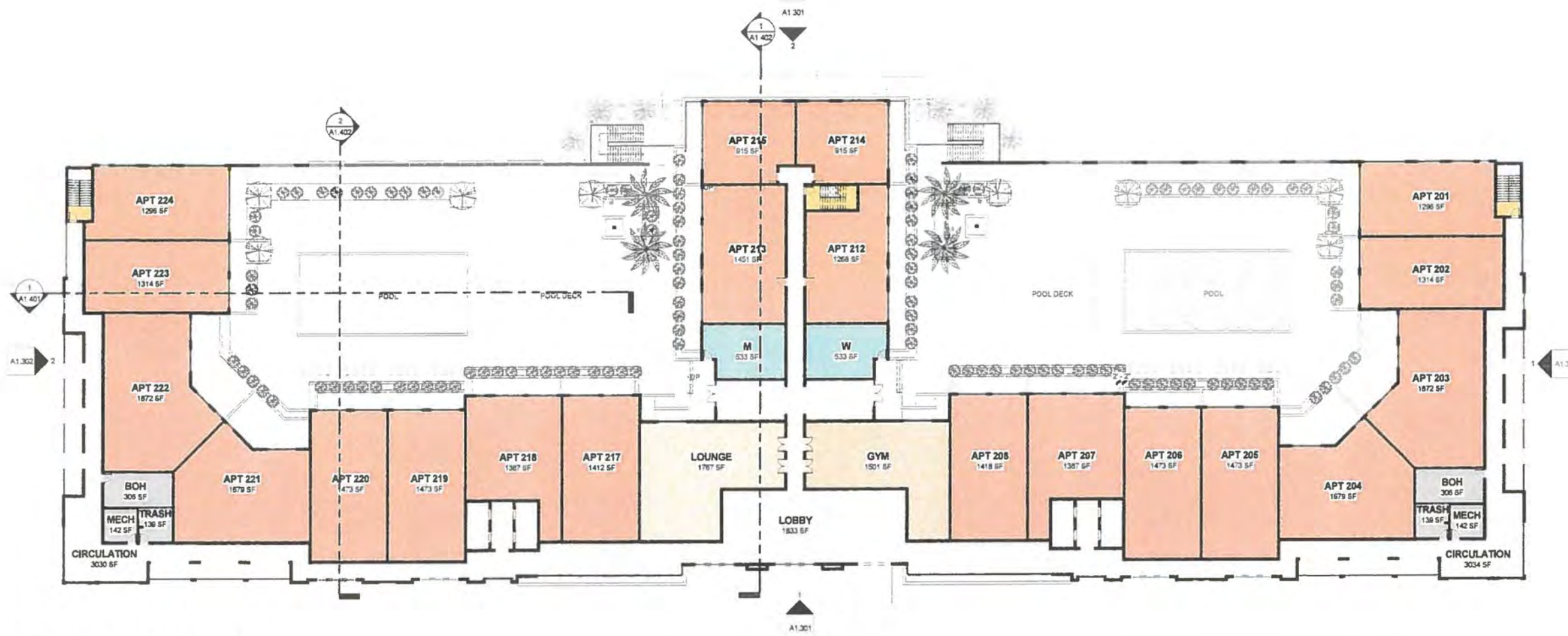
Project Number:

Project:

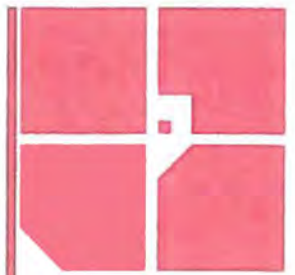
Sheet Name:

LEVEL 2
 RESIDENTIAL

A1.202



1 LEVEL 2 RESIDENTIAL
 1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/24/17	ALTERNATE CONCEPT PACKAGE

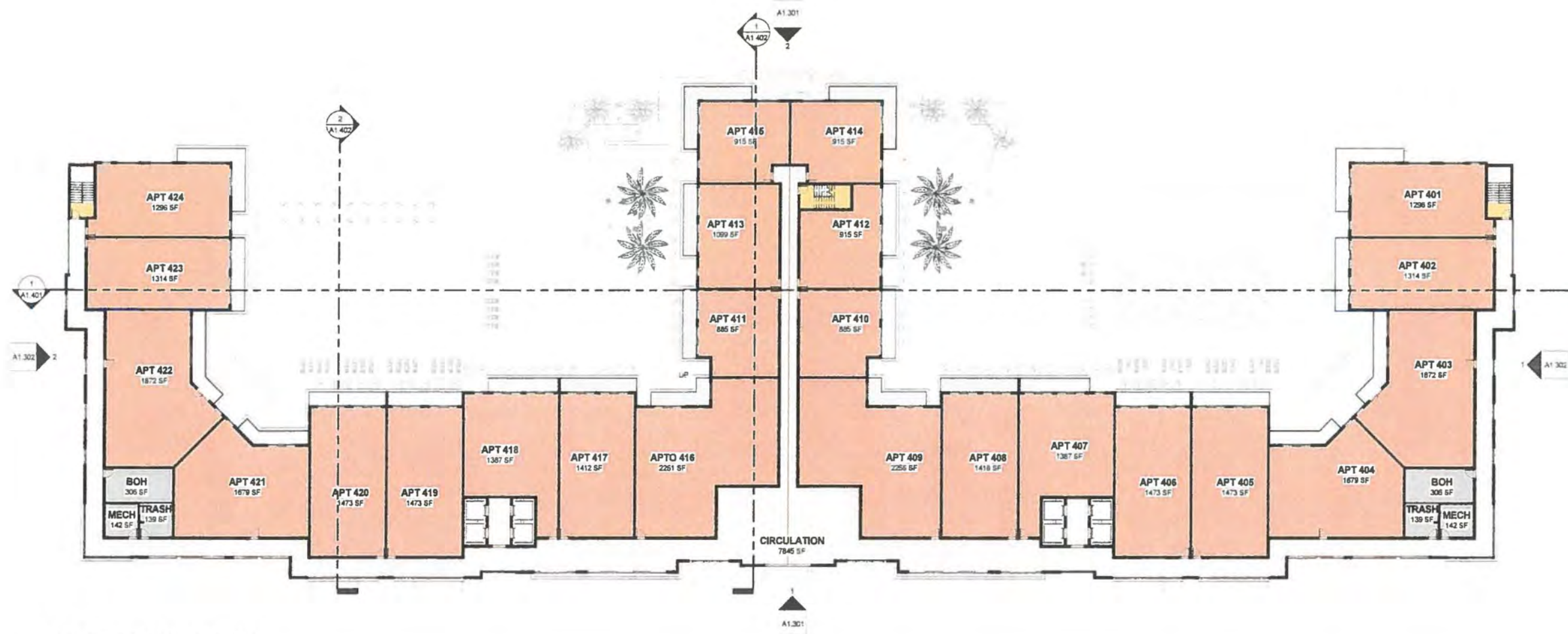
Project Number:

Project:

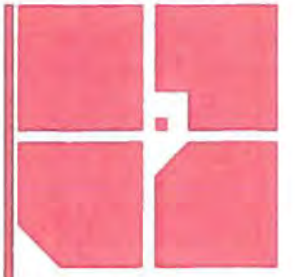
Sheet Name:

TYPICAL PLAN
RESIDENTIAL

A1.203



1 LEVEL 4 RESIDENTIAL
1" = 20'-0"



PLACE Alliance
 121 South Orange Avenue
 Suite 1200
 Orlando FL 32801
 T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	5/24/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

Sheet Name:

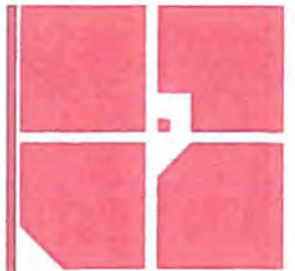
LEVEL 14
 RESIDENTIAL

A1.204



1 LEVEL 14 RESIDENTIAL
 1" = 20'-0"

TOTAL CONDOS: 308



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Revisions and Remarks

No.	Date	Description
1	8/24/17	ALTERNATE CONCEPT PACKAGE

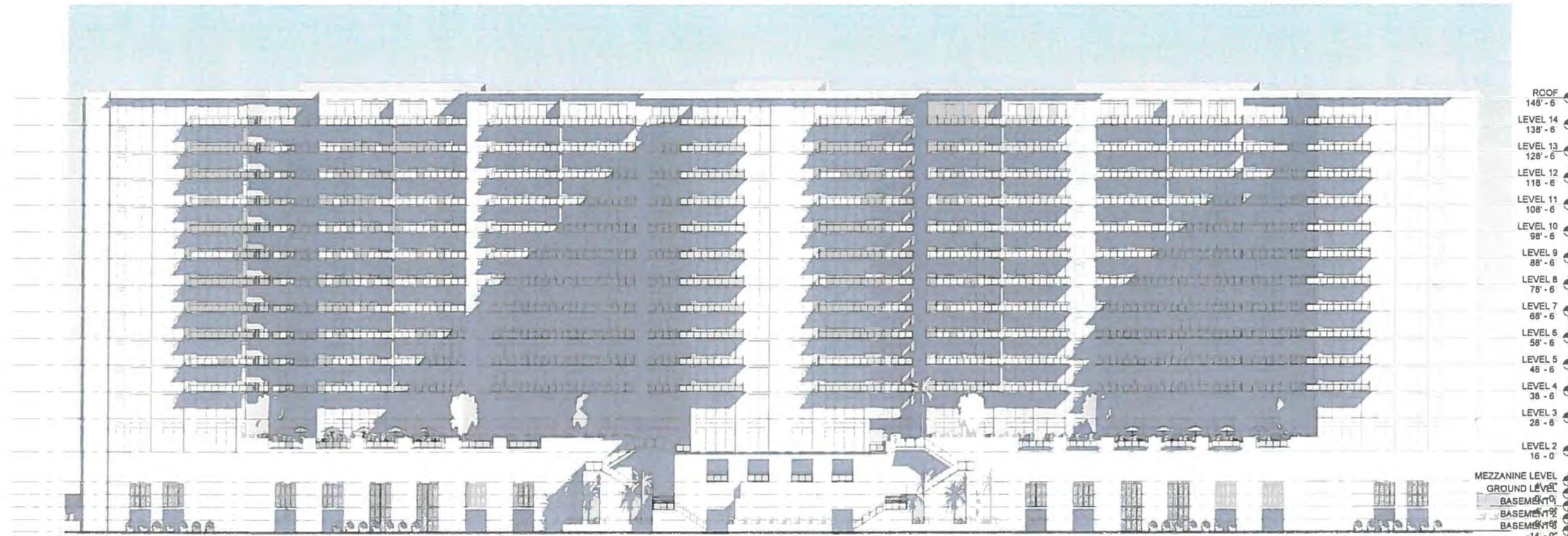
Project Number:

Project:

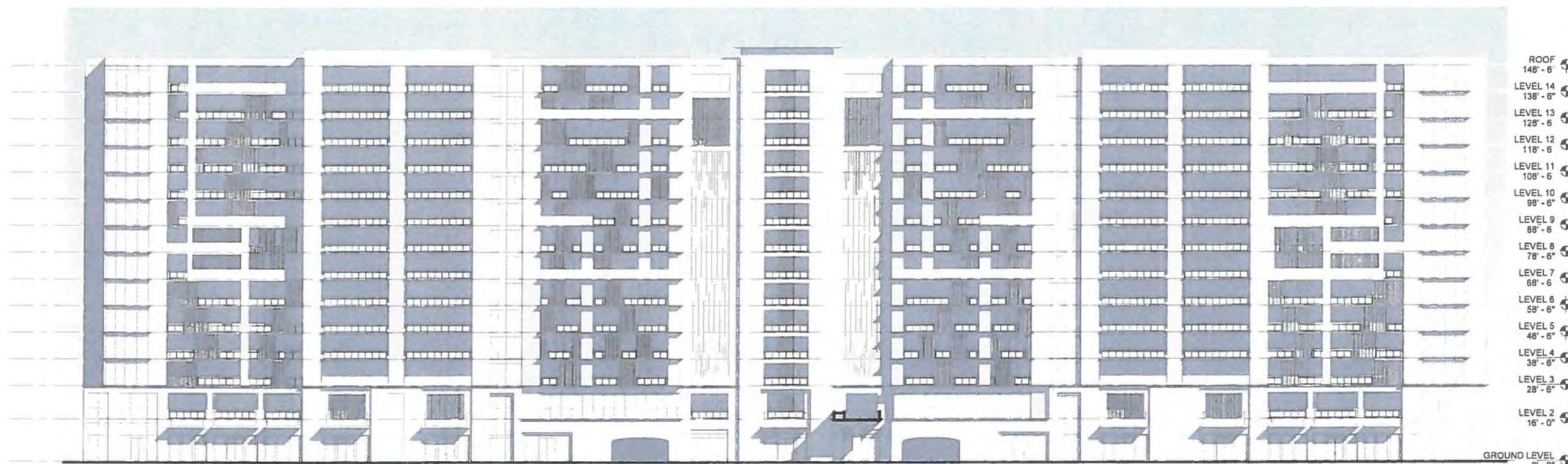
Sheet Name:

ELEVATIONS
RESIDENTIAL

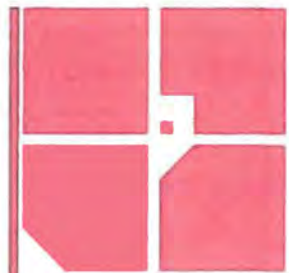
A1.301



2 ELEVATION C - RESIDENTIAL
1" = 20'-0"



1 ELEVATION A - RESIDENTIAL
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Notes and Revisions

No.	Date	Description
1	1/20/17	ALTERNATE CONCEPT PACKAGE

Project Number

Project

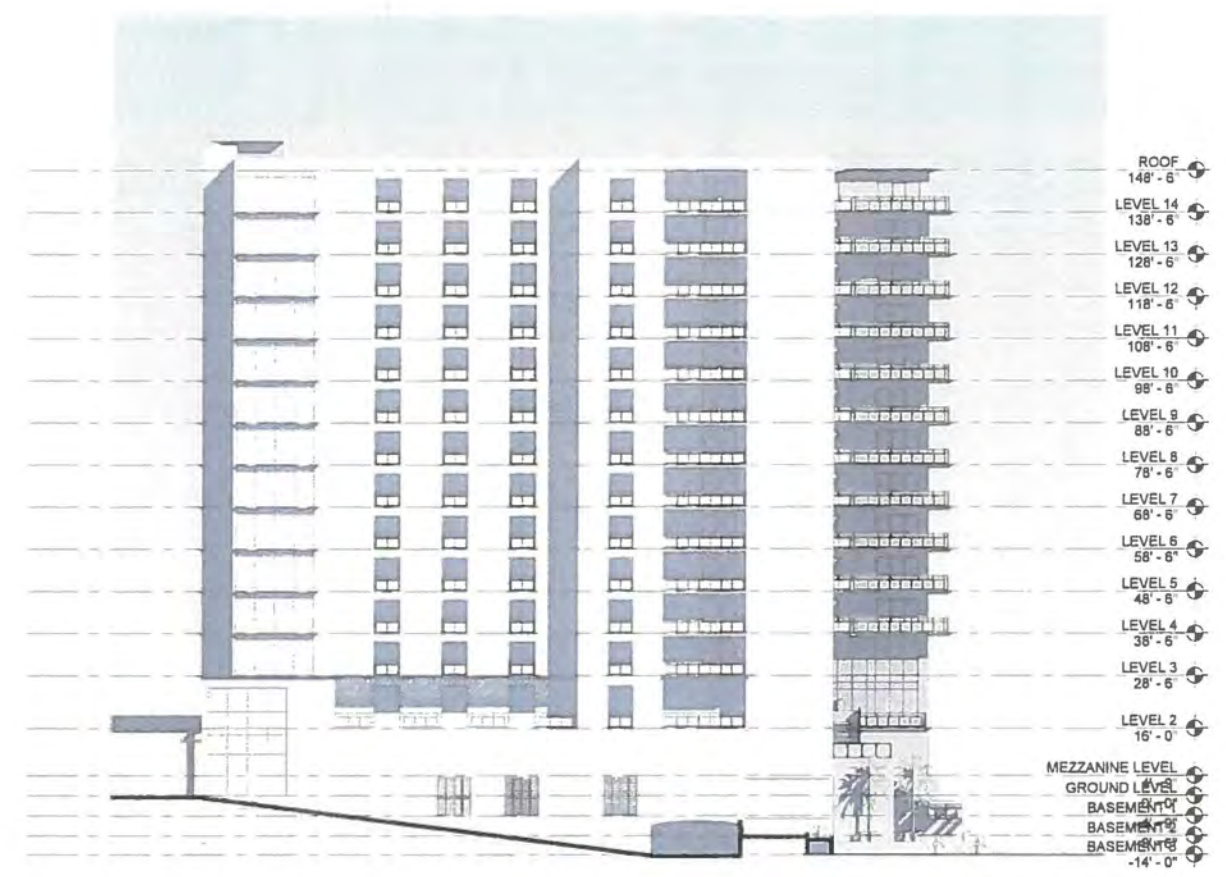
Sheet Name

ELEVATIONS
RESIDENTIAL

A1.302

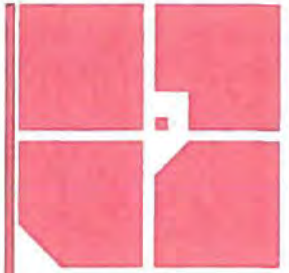


2 ELEVATION D - RESIDENTIAL
1" = 20'-0"



1 ELEVATION B - RESIDENTIAL
1" = 20'-0"

RM/2017 11:48:54 AM



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	5/04/17	ALTERNATE CONCEPT PACKAGE

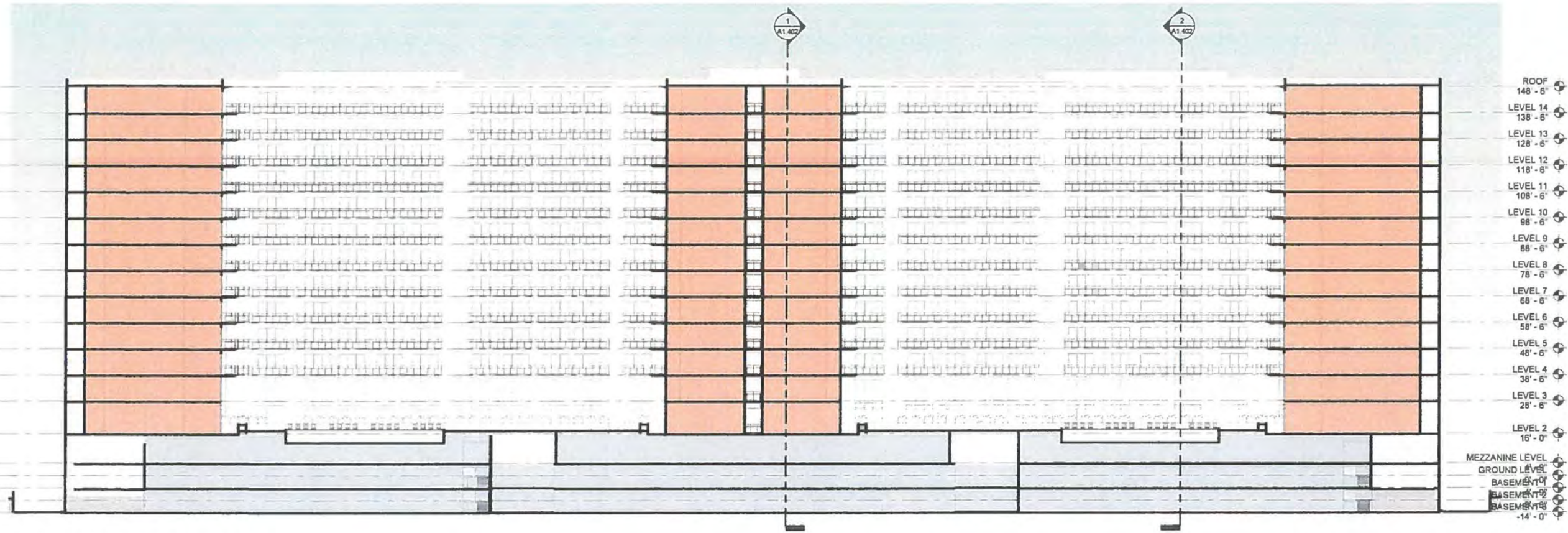
Project Number:

Project:

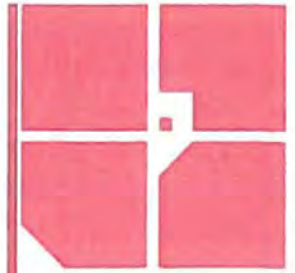
Sheet Name:

SECTIONS
RESIDENTIAL

A1.401



1 SECTION 1 - RESIDENTIAL
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/04/17	ALTERNATE CONCEPT PACKAGE

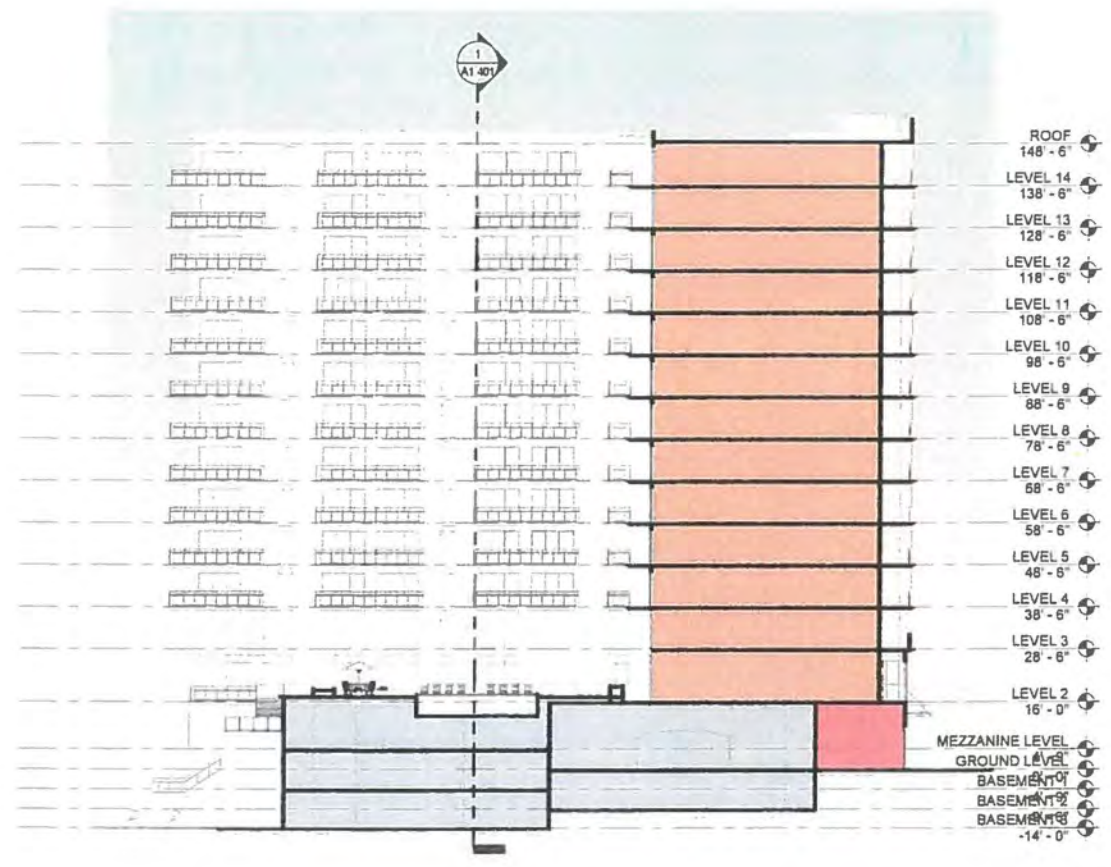
Project Number:

Project:

Sheet Name:

SECTIONS
RESIDENTIAL

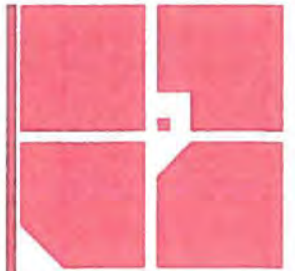
A1.402



2 SECTION 3 - RESIDENTIAL
1" = 20'-0"



1 SECTION 2 - RESIDENTIAL
1" = 20'-0"



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	9/24/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

Sheet Name:

3D VIEWS

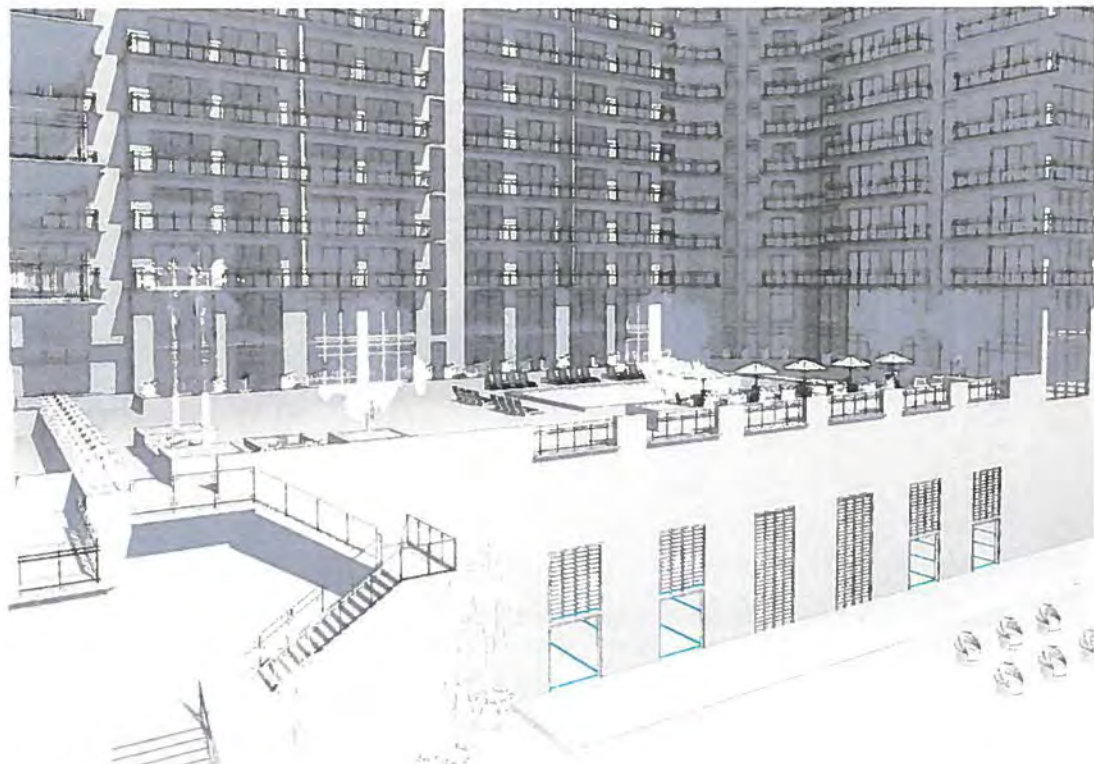
A7.001



4 3D View 4



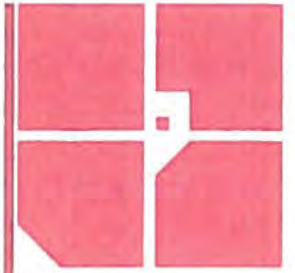
2 3D View 2



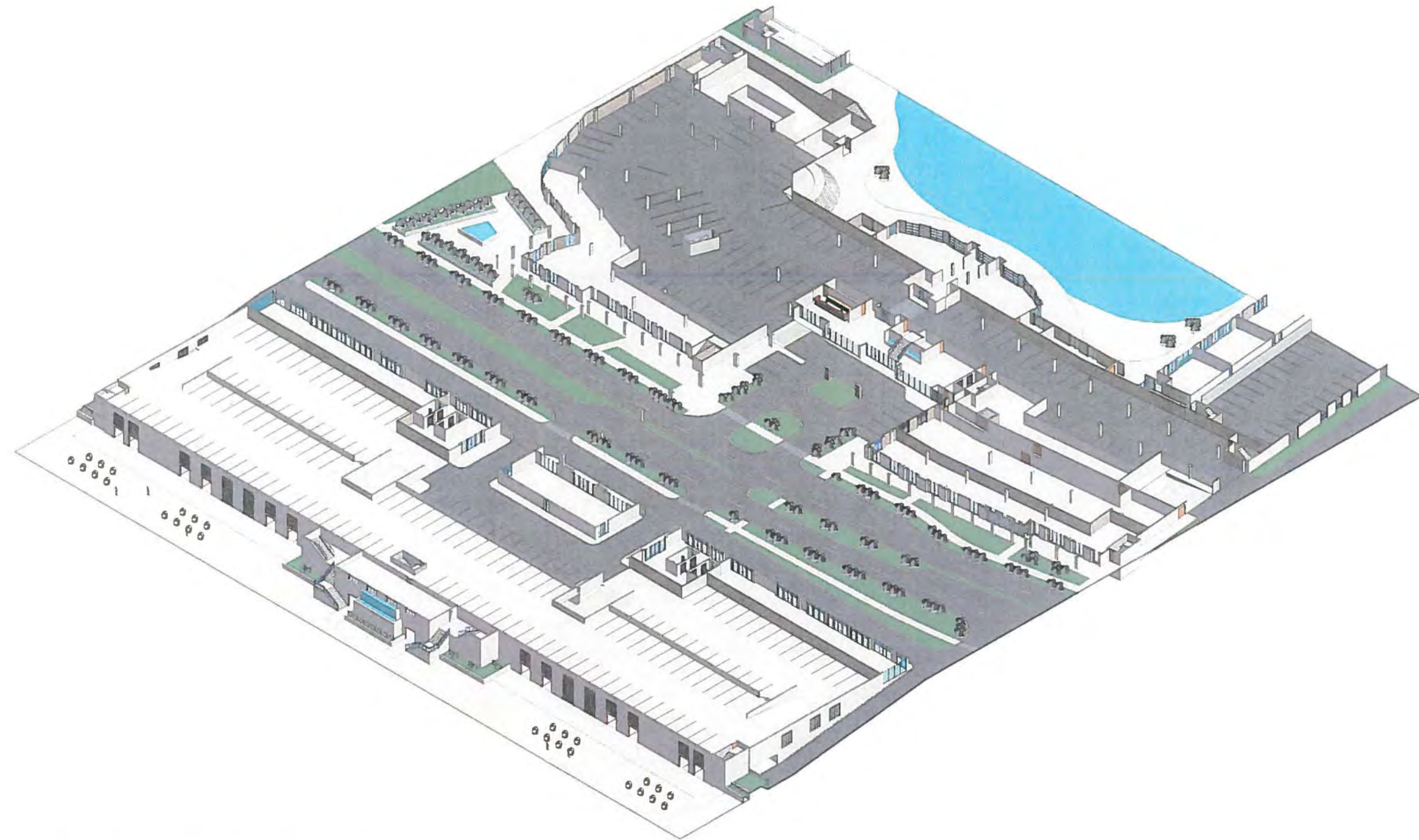
3 3D View 3



1 3D View 1



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299



Seal

Issues and Revisions

No.	Date	Description
1	10/4/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

Sheet Name:

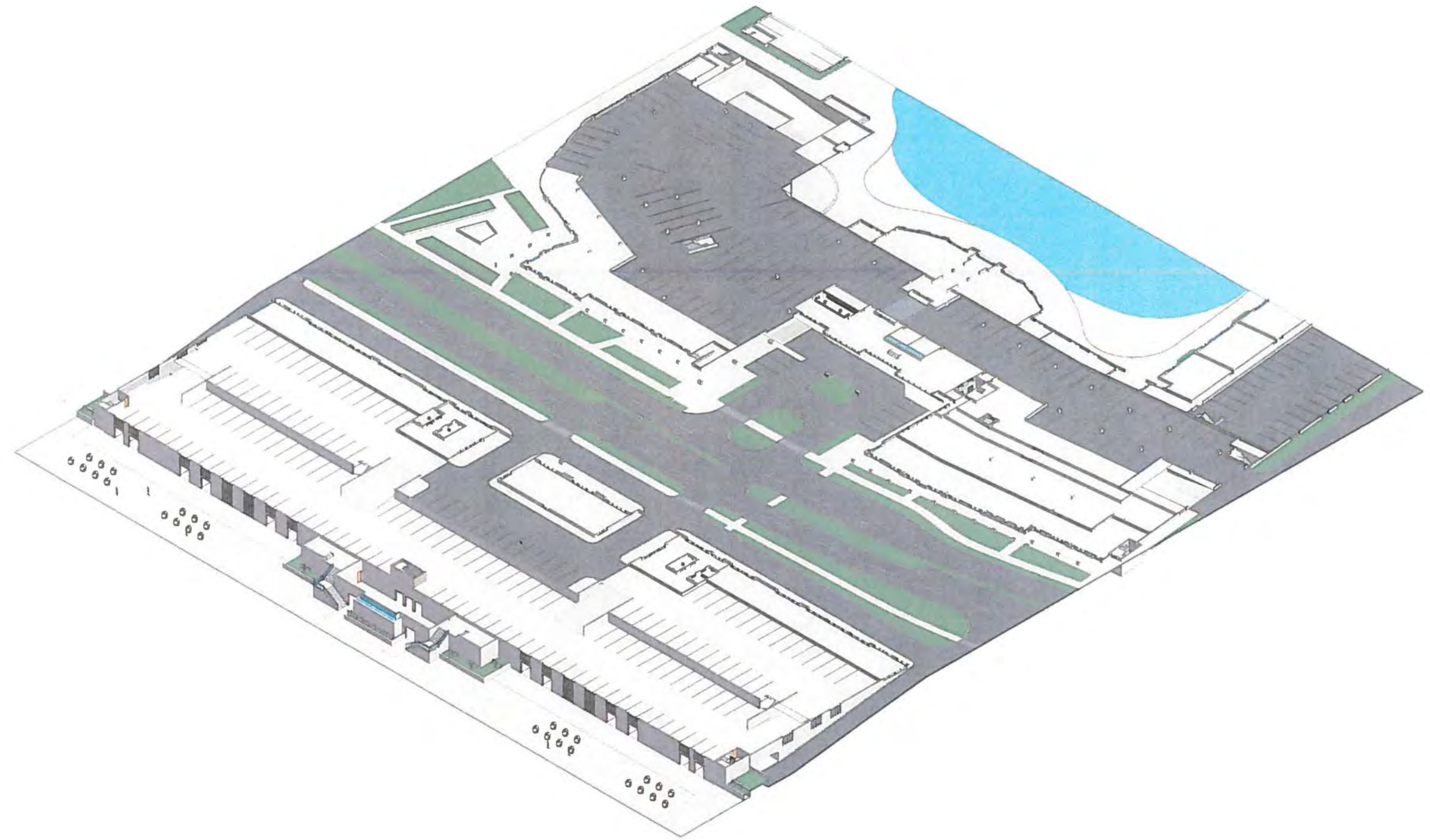
3D SECTION BOX

1 SECTION BOX GROUND & MEZZANINE

A7.002



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299



Seal

Issues and Revisions

No.	Date	Description
1	8/04/17	ALTERNATE CONCEPT PACKAGE

Project Number:

Project:

Sheet Name:

3D SECTION BOX

1 SECTION BOX GROUND & BASEMENT 1

A7.003



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	8/04/17	ALTERNATE CONCEPT PACKAGE

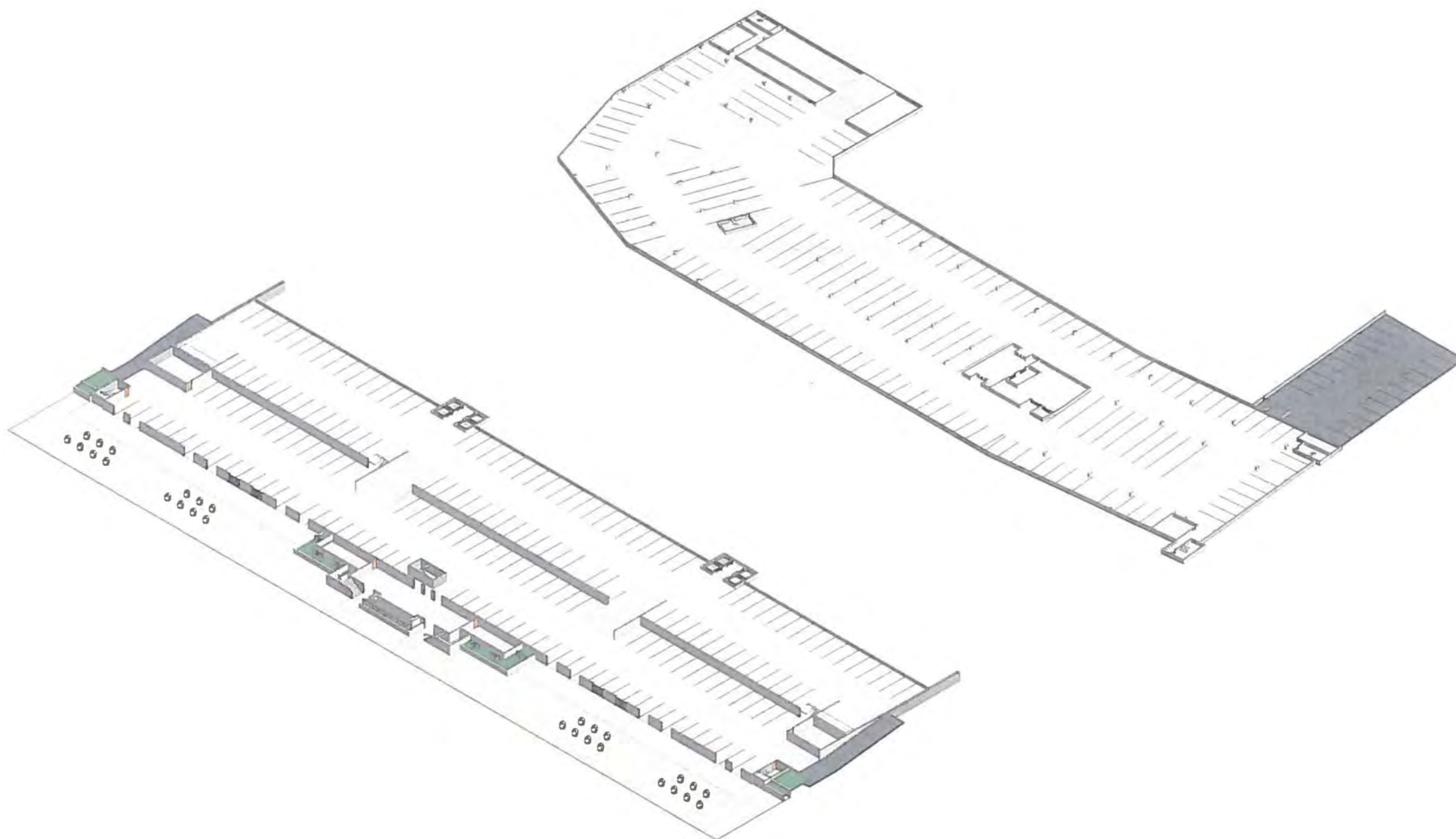
Project Number:

Project:

Sheet Name:

3D SECTION BOX

A7.004



1 SECTION BOX BASEMENT 2 & 3



PLACE Alliance
121 South Orange Avenue
Suite 1200
Orlando FL 32801
T: +1.407.494.1299

Seal

Issues and Revisions

No.	Date	Description
1	BD4/17	ALTERNATE CONCEPT PACKAGE

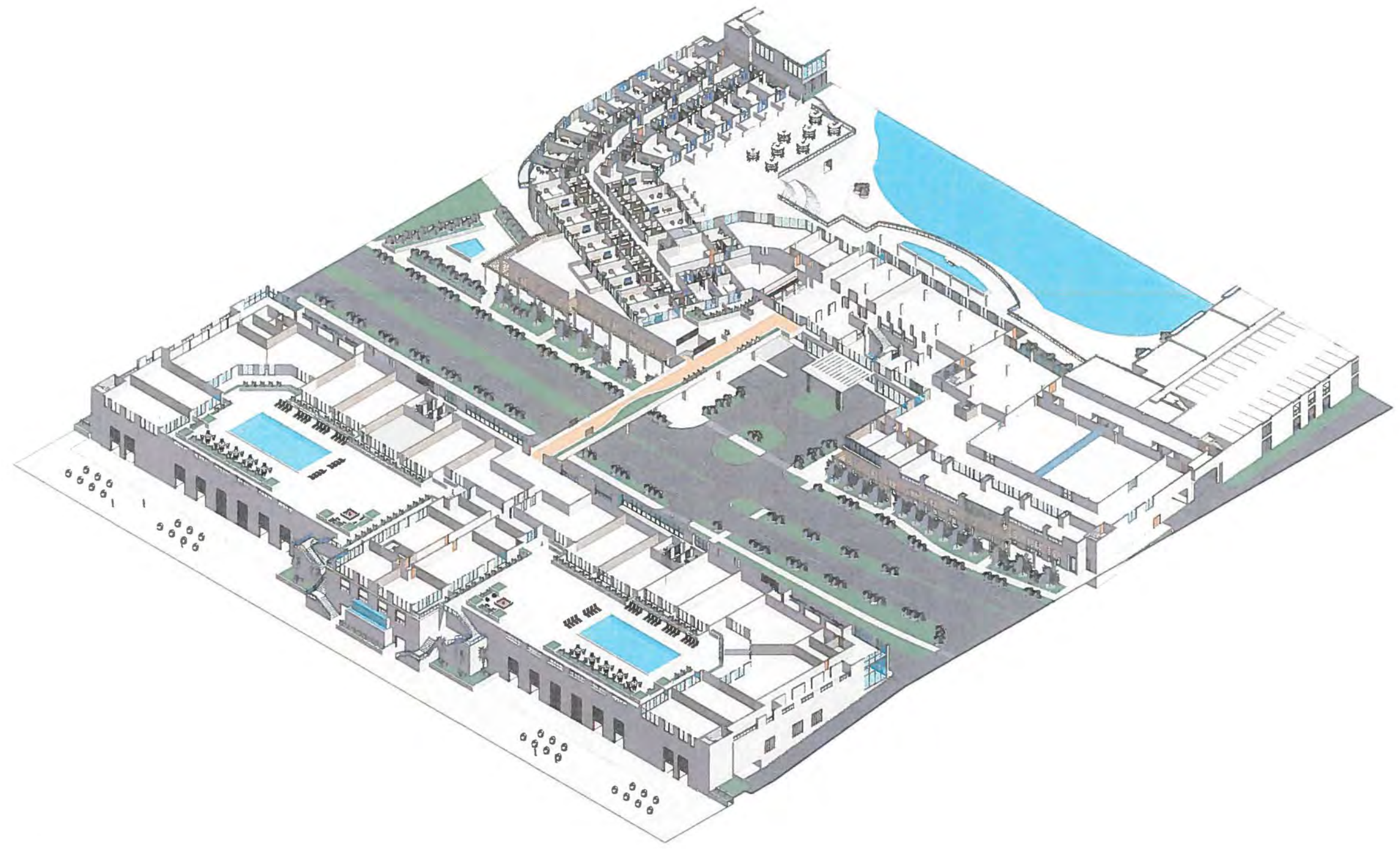
Project Number:

Project:

Sheet Name:

3D SECTION BOX

A7.005



1 SECTION BOX LEVEL 2













