

**Preliminary Proposed Items for Consideration**  
**Planning and Zoning Commission Workshop**

1. Possible re-write or substantive revision of Town's zoning code to update, modernize, eliminate redundant provisions and make it user friendly.
2. Review of existing zoning districts, classification and applicability.
3. Review Worth Avenue guidelines and Peruvian Avenue.
4. Review Parking plans (Gainesville/Arlington) and how to handle guests?
5. Review with Josh Martin Windstorm Insurance-Citizens issue, \$1m limit and inability to insure excess. (Not for Commission except as part of FEMA review).
6. South County Road zoning and parking issues.
7. Cellphone tower siting and regulations (nb Supreme Court).
8. Religious Freedom Act-zoning actions impact upon?
9. Review of concept of special taxing districts and applicability (i.e., Worth Avenue, beach restoration).
10. Streamline the process – too much bureaucracy
11. Notification of all neighbors within 300' radius is sufficient. 1000' is not required.
12. ALL planning design should be vetted by a licensed architect.
13. Create parking zones for employees with electric shuttles for island wide use.
14. Remove the restriction on the Royal Poinciana Playhouse that it can only be used for theatre.
15. Let's do an in depth look at all the "street furniture" in Palm Beach. This could be a very cost effective way in making Palm Beach both more beautiful and unique.
16. When construction begins, it should include a completion date secured by a dollar amount.

17. Organize a creative workshop where the public can express how and where they want change....or no change.
18. We should consider allowing a 3<sup>rd</sup>, & even a 4<sup>th</sup> floor, in the commercial districts. These additional floors could be permitted if the property owner designates the ground space as "town serving" with a lower leasing fee in perpetuity, recalculating the rent every few years. This would give the town a better architectural profile (such as older sections of Worth Ave) & the occasional bookstore or specialty store that cannot afford to pay present rents.
19. The north end should have two codes. Possibly the present one, where the property owner is virtually obligated to build a two story house, due to our current setbacks, 2 car garage, etc. The other, if the property owner wants to construct a traditional one story house, with lesser setback regulations & even a carport option, as they once were built.
20. The "Sea Streets" should go back to what gave them their original character & charm. Do away with most setback regulations.
21. The larger properties & estate areas should have less restrictions on height & usable towers. These could be subject to Pattern Books &, finally, ARCOM.
22. Find ways of doing away with our bipolar way of looking at Landmarks vs ARCOM. If all landmarked structures break present zoning regulations, one of the two is very incorrect.
23. Definition of retail and town-serving. There is a very restrictive view of what should be going in on the ground floor of commercial and I think it is having a deadening effect, notwithstanding the obvious Amazon issue, etc. I learned recently at the CNU from the former director of the Mainstreet program that a very small percentage of traditional main streets were actually consumer retail, something like 17%. The rest were small manufacturing (shoe shops for instance) restaurants, offices.
24. the parking issue is a non-issue. I have a plan for two things to alleviate the "parking problem", which starts with making parking permits seasonal rather than year round. Many other towns do this. The other one is to put up for sale the parking permits to residents for several months, and if they are not sold, then allow businesses to purchase them. Allowing miles of street parking to lie fallow while crying about a lack of parking is a bit nutty. Also, I think it is a shame that employees are demonized for needing to park to go to work. The same people who are upset that we are losing retail and our small-town feeling, are those who shout about how the employees are using up all the parking. If unused street parking could be utilized, this would help alleviate the issue. In addition, it would add to town revenue to sell unused street permits. I am sure other creative solutions abound, including allowing the "Saks" Worth avenue garage to be used by outsiders instead of restricting it to

those who use the building. Also, our parking places on the street are much bigger than standard, which reduces the number of spaces available. When in doubt, there is a yellow curb. We should tuck in small spaces for small cars where we can. I also have a pet peeve about the fact that you can't run into Scotty's and buy a quart of milk, or some wine on South County. It is a loading zone in front, which is rarely active. This is how we kill retail, incrementally. I also think we need parking along the road next to the park at Town Hall. It is proven that cars are a good barrier to pedestrians and park goers, speeding cars, not so much. It would serve the park, and allow more parking, and slow traffic. Where is the downside.

25. I think there is a rule that if a non-conforming multi-family building is vacant for a period of time, then it can't be used for that purpose. There is one on South County across from the park that is vacant. This is pretty wrong and I think it constitutes a taking of one's property.
26. We have quite restrictive setback and height limitation issues, but I know you will cover that.
27. The 50% rule for bringing up a building to code should not be defined as whenever you take any portion of the roof off ("the air escapes" according to zoning.....) This is again, nutty.
28. The Town Codes, specifically the Building Code, were woefully out of date and needed to be modernized to take into account the significant changes in technology as well as environmental and ecological impacts resulting from climate change, all of which require the Town to take a de novo review of these Codes which have been rendered antiquated, ineffective, and unproductive. Eric and Dick, when asked the same question, reiterated to the Council these concerns and their primacy. That we should address these issues which are of immediate concern is and should be our main focus.
29. Due to the limited space on the highway, the Town of Palm Beach should insist that no more than 1 person (not two abreast) ride on the side of the road.
30. Our ordinance should state that the bicyclist "SHOULD NOT IMPEDE TRAFFIC"
31. If there is a bicycle race of some kind to be held in the town, the race obtain a permit to do so. This would help the police to protect the riders and the vehicles during the race.
32. A comment in our ordinance should reflect the Roadway Position as stated in Florida Law.

33. Fertilizer runoff into intracoastal and ocean. Limiting the amount and frequency.
34. Rising seas.
35. Parking meters: not user friendly.
36. Regulations requiring new homes to be built higher...water runoff concerns for the surrounding existing homes.
37. Housing differential: when a new larger home is built close to a one story smaller home, there are concerns when the new home is a square box. Perhaps a step approach, i.e. Multi-level, to the area of the new home next to the existing home could be considered to soften the look.
38. Use of artificial turf: allowed in back yards, not visible from the street, to reduce water, pesticide and fertilizer use.
39. Requiring use of a certain % of native plants in the landscaping of newly built homes and commercial buildings.
40. Density of multi-family or multi-business new builds because of traffic concerns.
41. Review requirements for a building to be landmarked.
42. A bicyclist must ride at the right hand curb or edge of the roadway except when making a left turn, when reasonably necessary to avoid a hazard, or when a lane is too narrow for the bicycle and a car to share it safely.
43. Designate a bike path on the roadway, there are many areas of town where there is no place for a bicycle to travel without it being dangerous. A yellow line on the right side of the roadway may help.
44. Police patrol on the south-end of the island along South Ocean Boulevard on Saturday and Sunday to help control the bicyclist holding up traffic, harassing people in their cars, etc,
45. Not all lots in the RB district are created equal yet the code treats them as such.
46. There may need to be zoning changes made to Royal Palm Way and Worth Avenue with regard to what is allowable. As our commercial districts continue

to experience increased vacancies, the code may need to be more flexible to include mixed use opportunities. Again, an example... a jeweler wanted to lease a second floor space on Royal Palm Way but retail is not an allowable use in the C-OPI district. There are other similar examples.

47. There are some issues that come before TC necessitating a lawyerly presentation which could be resolved by staff.
48. As sea levels rise, we ought to adapt the code to allow for increased heights. No one wants to spend millions of dollars on a home that is restricted to 8-9 feet ceilings as a result of max height. While we need to be sensitive to neighbors we ought to also find the sweet spot for responsible building heights.
49. Consider allowing 36" balconies and roof overhangs into setback areas without counting towards lot coverage and Cubic Content. This will allow for better aesthetics and architectural interest for covered second floor open air balconies without any negative effect towards mass or bulk. RB, RA. 24" deep allowable balconies are hardly usable and appear too shallow in terms of traditional scale and proportion.
50. Consider allowing second floor covered balconies to not count towards CCR calculations for same reason listed above. RB.
51. Consider allowing the allowable 18" gable end roof parapets to extend above the maximum allowable roof peak height as an architectural feature, similar to chimney exception. RB, RA, et al. Reason again for architectural integrity where parapet feature would otherwise be deleted due to current language.
52. Study site wall requirement heights for properties adjacent to low properties where existing conditions create walls in excess of 7' allowable height by definition.