



GOOD EVENING LADIES AND GENTLEMEN.

I'M TOM TROSSEN, PROUD OWNER IN THE GLADES SUBDIVISION WHO IS ALSO FORTUNATE TO BE PRESIDENT OF THE GLADES OWNERS ASSOCIATION AND REPRESENT THE 260 OWNERS IN THE ASSOCIATION, MANY WHO JOIN ME HERE TONIGHT AND MANY OTHERS WHO WISH THEY COULD BE HERE.

I AM PRETTY SURE I FOR THE FIRST TIME AM ACTUALLY SPEAKING FOR EVERY OWNER IN THE GLADES.

THANK YOU FOR THE OPPORTUNITY TO SPEAK WITH YOU TONIGHT ABOUT THE FUTURE OF THE BEST PLACE TO LIVE IN PANAMA CITY BEACH.

I WISH I WAS HERE TO SPEAK WITH YOU ABOUT WHAT MAKES THE GLADES THE BEST PLACE TO LIVE IN PANAMA CITY BEACH, ABOUT HOW WONDERFUL IT WOULD BE TO HAVE A PREMIERE ATTRACTION OF A WINERY, A VINEYARD, A WEDDING CHAPPEL, AND A TOP TIER RESTAURANT ALL WITHIN WALKING OR GOLF CART DISTANCE FROM OUR HOMES.

BUT TONIGHT WE ARE SPEAKING WITH YOU ABOUT A POTENTIAL USE ADJACENT TO OUR PROPERTIES THAT MAY ACTUALLY DESTROY SOME OF OUR DREAMS AND CHANGE OUR LIVES IN A MOST NEGATIVE WAY.



JUST TO ORIENT EVERYONE TO THE GLADES AND THE AREAS OF CONCERN

ACROSS THE TOP IS BACK BEACH ROAD WITH OUR NORTH GLADES TRAIL ENTRANCE.

TO THE LEFT SIDE OUT OF PICTURE IS RICHARD JACKSON BOULEVARD WHICH SERVES AS OUR ENTRANCE TO GRAND HERON DRIVE, THE ROAD WHICH ENTERS THE PICTURE IN THE TOP LEFT CORNER.

DIAGONALLY ACROSS THE BOTTOM FROM LEFT TO RIGHT IS HUTCHISON BOULEVARD, AND OUR ENTRANCE ON SOUTH GLADES TRAIL..

THESE ARE THE ORIGINAL AND ONLY THREE ACCESS POINTS TO THE GLADES.

IN THE UPPER CENTER OF THE PHOTO IS THE FORMER DRIVING RANGE AREA AS WELL AS THE 9TH AND 18TH HOLES, FOR AN AREA OF ABOUT 20 ACRES, THE USE OF WHICH IS THE SUBJECT OF OUR CONCERN.

THE LONG ROAD FROM UPPER RIGHT TO LOWER LEFT IS GLADES TRAIL, NORTH AND SOUTH. THERE ARE 79 HOMES DIRECTLY ON THAT ROAD.

THE CENTRAL AREA IS THE HOMBRE RESIDENTIAL PROJECT OF 116 SINGLE FAMILY HOMES, THE LOWER LEFT CORNER DEPICTS THE 84 TOWNHOMES OF THE SAME PROJECT.

THE NEW DEVELOPMENT OF 58 HOMES OF TIERRA VERDE III IS TO THE LOWER RIGHT.



The Glades Growth History

• Plat Approved by PCB 5 October 1989	232 Single Family Homes	232 SFR (baseline)
• The Glades Phase II 1996	23 Single Family Homes	255 SFR (10%)
• The Glades Phase III 2002	13 Single Family Homes	268 SFR (16%)
• Hombre Golf Village Opened 2004	28 Condominiums	268 SFR / 28 MFR (296) (27%)
• Tierra Verde I Construction 2003	26 Single Family (Private)	294 SFR / 28 MFR (322) (38%)
• Tierra Verde II Construction 2004	15 Single Family (Private)	309 SFR / 28 MFR (337) (45%)
• Tierra Verde III Dedicated to PCB 2022	58 Single Family Homes	367 SFR / 28 MFR (395) (70%)
• Hombre Residential 2022	116 SFR / 84 MFR	483 SFR / 112 MFR (595) (156%)
• Proposed Duplin Winery Apartments 2022	267 Apartments	483 SFR / 379 MFR (862) (271%)

THIS SLIDE IS THE MOST ILLUSTRATIVE OF THE CHANGES APPROVED TO DATE AND OUR UNDERSTANDING OF THE PROPOSED APARTMENT COMPLEX.

WE HAD SLOW AND STEADY GROWTH SINCE OUR ESTABLISHMENT IN 1989 THROUGH THE ADDITION OF TWO PHASES IN THE GLADES AND TWO PHASES IN TIERRA VERDE THROUGH 2004.

SO FAR IN 2022 WE'VE SEEN EXPLOSIVE GROWTH WITH THE APPROVAL OF TIERRA VERDE III AND THE HOMBRE RESIDENTIAL DEVELOPMENT.

JUST WITH THOSE TWO ADDITIONS THIS YEAR, THE GROWTH IN THE GLADES FOOTPRINT OF WILL BE TWO AND A HALF TIMES THE ORIGINAL DESIGN.

WITH THE ADDITION OF THE PROPOSED APARTMENTS, THE FOOTPRINT WOULD BE OVER THREE AND A HALF TIMES LARGER WITHOUT ANY ADDITIONAL TRAVEL INFRASTRUCTURE FOR PRIMARY ACCESS.

THAT'S PLANNING FOR FAILURE.



The Glades Residential Street Traffic

Presently Approved Developments Vehicle Movement Calculations

- Travel Planning Factors per single family residence: 10 / SFR / Day = 4,830 vehicle movements / day
- Travel Planning Factor per multi family residence: 7 / MFR / Day = 784 vehicle movements / day
- Total Planning Factor Vehicle Movements / Day = 5,614
- Planning Factor Vehicle Movements Average 17 Hour travel day = 330 per hour

WE'VE WORKED WITH THE PLANNING DEPARTMENT TO CONFIRM THE TRAVEL FACTORS FOR SINGLE FAMILY RESIDENCES AT 10 MOVEMENTS PER RESIDENCE PER DAY AND 7 VEHICLE MOVEMENTS PER DAY FOR MULTI FAMILY RESIDENCES.

THE AVERAGES DEPICTED HIDE THE REALITY OF PEAK TRAVEL EVENT TIMES, LIKE DEPARTURE TO WORK, RETURN FROM WORK, PICKING UP KIDS AT SCHOOL, GOING OUT FOR DINNER, ETC.

SO DURING PEAK TRAVEL EVENTS THE MOVEMENTS COULD BE WELL OVER 600 MOVEMENTS PER HOUR.

IMAGINE A VEHICLE PASSING YOUR HOUSE EVERY 15 SECONDS, BACKED UP AT THE ENTRANCE CHOKE POINTS.

AND YOU ARE IN LINE WAITING FOR THE ONE DRIVER TO MAKE A LEFT TURN AT BACK BEACH ROAD, OR R JACKSON BOULEVARD. NO TRAFFIC LIGHTS THERE. SO WHICH OF THE 30 CARS AHEAD OF YOU IS GOING TO TURN LEFT?

ROAD RAGE ANYONE?



The Glades Residential Street Traffic

Vehicle Movement Calculations with Duplin Winery Apartments Added

- Travel Planning Factors per single family residence: 10 / SFR / Day = 4,830 vehicle movements / day
- Travel Planning Factor per multi family residence: 7 / MFR / Day = 2,653 vehicle movements / day
- Total Planning Factor Vehicle Movements / Day = 7,483
- Planning Factor Vehicle Movements Average 17 Hour travel day = 440 per hour
 - Three entrances and exits
 - North Glades Trail – No Traffic Light until PCB Parkway Expansion Phase III
 - Grand Heron Drive access to Richard Jackson Boulevard – westbound traffic would use to access traffic light at PCB Pkwy
 - South Glades Trail – Traffic light and majority of southbound traffic to Hutchison and Front Beach Road (Wal-Mart Way)

WITH AN APARTMENT COMPLEX ADDED TO THE MIX WE GET DISTURBING NUMBERS

440 MOVEMENTS PER HOUR EQUALS AN AVERAGE OF NEARLY 150 MOVEMENTS PER EXIT PER HOUR AVERAGE.

PEAK TRAVEL EVENTS COULD BE 880 MOVEMENTS PER HOUR OR MORE

AND THE TRAFFIC WILL NOT BE EQUALLY BALANCED WE KNOW. I'M SURE THE LAST TRAFFIC STUDY IN THE GLADES WOULD ILLUSTRATE THAT SOUTH GLADES TRAIL IS THE MOST TRAVELED ROADWAY IN THE GLADES.

AND THAT IS NOT EVEN COUNTING THE CUT-THROUGH TRAFFIC OF TOURISTS AND LOCAL RESIDENTS OF THE AREA!

I AM ASKING FOR THE CITY DIRECTOR OF PUBLIC WORKS TO PROVIDE THE COMPLETE RESULTS OF THE LATEST TRAFFIC STUDY IN THE GLADES.

THERE HAVE BEEN NUMEROUS SERIOUS ACCIDENTS AT NORTH GLADES TRAIL INVOLVING LEFT TURNING VEHICLES BOTH IN AND OUT OF THE GLADES AND BREAKFAST POINT. I'M SURE THE POLICE AND FIRE CHIEFS CAN ATTEST TO THE SERIOUSNESS OF THE CRASHES AT THIS INTERSECTION

A TRAFFIC LIGHT AT PCB PARKWAY IS ESSENTIAL!



The Glades Traffic Safety Concerns

Identified Safety Issues and Potential for vehicle vs vehicle / vehicle vs pedestrian accidents

- **NO sidewalks** on any transit routes through The Glades, only in new developments.
- Most southbound traffic from Hombre Residential will route through the townhomes (private road). **What if Townhomes Association decides to close that road to all but emergency vehicles?**
- Some to most of southbound traffic from Duplin Winery Apartments will route through the townhomes (private road).
- Potential for dramatic increase in pedestrian traffic from the apartments on South Glades Trail.
- Potential for dramatic increase in bicycle traffic from the apartments on South Glades Trail.
- On-street parking of lawn care, home maintenance, and visitor vehicles hampers line of sight along entirety of Glades Trail.
- 78 homes on Glades Trail have pull-in / back-out driveways

THE GLADES STREETS DO NOT HAVE SIDEWALKS. THE PREVIOUS DIRECTOR OF PUBLIC WORKS BRIEFED THE ASSOCIATION AT A BOARD MEETING THAT THE RIGHTS OF WAY IMPEDE ACCOMMODATING SIDEWALKS DUE TO STORMWATER DRAINAGE REQUIREMENTS AND UNDERGROUND UTILITY ACCESS.

HUMAN NATURE WILL DEMONSTRATE THAT DRIVERS, BIKE RIDERS, AND WALKERS WILL TAKE THE SHORTEST, QUICKEST, SMOOTHEST ROUTE TO GET TO THEIR DESTINATION.

THE RESULT OF HUMAN NATURE WILL BE THAT MOST SOUTHBOUND TRAFFIC WILL TRAVEL THROUGH THE HOMBRE RESIDENTIAL PROJECT, THROUGH THE TOWN HOMES AND OUT TO HUTCHISON BOULEVARD FROM SOUTH GLADES TRAIL.

AT SOME POINT, THE TOWN HOME OWNERS ASSOCIATION WILL FIGURE OUT THEIR PRIVATE ROAD IS BEING USED AND WORN OUT BY PEOPLE WHO WON'T HAVE TO PAY FOR REPAVING THE ROADWAY AND FILLING POTHOLES.

OH, THEY'LL ALSO BE AGRAVATED BY THOUSANDS OF VEHICLE MOVEMENTS THROUGH THEIR PRIVATE ROAD.

WHEN THAT ROAD GETS CLOSED TO EVERYTHING BUT EMERGENCY VEHICLES, TRAFFIC ON SOUTH GLADES TRAIL WILL BECOME EXTREMELY HEAVY AND DANGEROUS. THAT INCLUDES FOOT AND BICYCLE TRAFFIC, AND 78 OWNERS TRYING TO BACK OUT OF THEIR DRIVEWAYS AND JOIN THE TRAFFIC FLOW.

PILE ON TOP OF THAT THOSE SAME 75 OWNERS WHO HAVE LAWN CARE PROVIDERS, MAINTENANCE PROVIDERS, AND GUESTS THAT PARK ON THE STREET MAKING NAVIGATING THE MOST HEAVILY TRAVELED STREET EVEN MORE DANGEROUS!



SFR Traffic Reduction – PCB Land Development Code

Land Development Code Excerpt:

LDC 5.04.10 C: "For Multi-family Developments with one hundred - fifty (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."

THE LAND DEVELOPMENT CODE SEEMS CLEAR TO US.

THE PROPOSED APARTMENT USE HAVE OVER 150 UNITS.

THE PROPOSED DESIGN ONLY HAS ACCESS FROM NORTH GLADES TRAIL OR COYOTE PASS.
BOTH ARE PRIMARILY USED FOR SINGLE FAMILY RESIDENTAL USE.

THE TERMINOLOGY IS CLEAR, SHALL NOT MEANS NO!



What we ask from PCB Officials

- Apply the Land Development Code as written in validating any plans submitted for approval to ensure proper use of SFR streets in The Glades.
- Ensure necessary impact reviews / safety reviews are completed and results provided to the owners in The Glades including Tierra Verde I, II and III.
- Ensure proper traffic study(ies) are completed and result(s) provided to owners in The Glades including Tierra Verde I, II, and III.
- Work with FDOT to get a traffic light at North Glades Trail and PCB Parkway prior to Phase III of the widening project.
- If the proposed use does not meet standards, just say NO.

THE LAND DEVELOPMENT CODE IS CLEAR. WE ARE ASKING FOR THE CODE TO BE APPLIED, AND ANY ATTEMPTED WORK-AROUND TO CREATE THE APPEARANCE OF COMPLIANCE BE DENIED. THERE ARE PRESENTLY ONLY THREE ENTRANCES TO THE GLADES, AND THEY ARE ALL ON STREETS THAT PRIMARILY SERVE SINGLE FAMILY RESIDENCES. WE NOW HAVE SEVEN COMMERCIAL PROPERTIES USING NORTH GLADES TRAIL AS ENTRY AND EXIT POINT, THE WINERY TO THE WEST AND THE SIX LOTS TO THE EAST FRONTING PCB PARKWAY.

WE ARE NOT EXPERTS IN ALL AREAS OF CONSIDERATION THAT GOES INTO PLANNING AND INFRASTRUCTURE DEVELOPMENT. BUT THE CITY STAFF IS. OUR REQUEST IS THAT ANY ANALYSIS CONDUCTED FOR THE OVERALL DEVELOPMENT PLAN OF ASSOCIATED PROPERTIES SUCH AS FIRE / RESCUE / EMERGENCY SERVICES ANALYSIS OR REGIONAL IMPACT STUDIES BE MADE AVAILABLE IN A TIMELY FASHION TO THE GLADES, TIERRA VERDE I, II, AND III ASSOCIATIONS.

WE ARE AWARE OF A TRAFFIC STUDY CONDUCTED JUST A COUPLE OF YEARS AGO IN THE GLADES. WE ARE ASKING THE DIRECTOR OF PUBLIC WORKS TO PROVIDE THE DETAILED REPORT AND CONCLUSIONS FROM THAT STUDY AND TO INITIATE OR REQUIRE TO BE INITIATED ANY NEW TRAFFIC STUDIES BASED ON PROPOSED LAND USE IN THE GLADES FOOTPRINT.

THERE IS A SAD HISTORY OF VEHICLE ACCIDENTS AT NORTH GLADES TRAIL AND PCB PARKWAY. EVEN SCHOOL BUSES HAVE BEEN INVOLVED IN SERIOUS ACCIDENTS THERE. WITH THE EXPANSION OF BREAKFAST POINT AND COMMERCIAL AREAS AND APARTMENTS TO THE NORTH, TRAFFIC AT THAT INTERSECTION AND THE LIKELIHOOD OF MORE ACCIDENTS WILL DRAMATICALLY INCREASE. WE HAVE SEEN THE STATE'S PLAN FOR THE LAYOUT OF THAT INTERSECTION. THE PROBLEM IS THE TRAFFIC LIGHT SYSTEM IS PART OF PHASE III AND IS MORE THAN A YEAR AWAY FROM INSTALLATION. WE ARE ASKING THE CITY TO WORK WITH THE STATE TO GET THAT TRAFFIC SIGNAL AS SOON AS POSSIBLE.

FINALLY, WE ARE ASKING THE CITY TO DENY THE USE OF THE LAND FOR APARTMENTS IF IT DOESN'T MEET ALL NECESSARY CRITERIA. THE 595 PROPERTY OWNERS OF THE GLADES, TIERRA VERDE I, II, AND III, AND THE HOMBRE RESIDENTIAL PROJECT HAVE PROPERTY USE RIGHTS AS WELL AND PAY MORE IN PROPERTY TAXES THAN THE COMMERCIAL PROPERTY OWNERS IN THE GLADES FOOTPRINT.