PANAMA CITY BEACH
COMMUNITY REDEVELOPMENT AREA

FRONT BEACH ROAD
STREETSCAPE DESIGN GUIDELINES MANUAL

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| IMPLEMENTATION |
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GUIDE LINE INTRODUCTION

In 2001, the City of Panama City Beach determined that the Front Beach Road Community Redevelopment Area is blighted as per Florida Statutes. The City then approved a community redevelopment plan and established a redevelopment trust fund for the Front Beach Road Community Redevelopment Area. In the summer of 2002, the City ratified and reconfirmed the Front Beach Road Community Redevelopment Plan.

The Front Beach Road Community Redevelopment Plan (Plan) provides a redevelopment framework for the Community Redevelopment Area over the next 30 years or longer. The Plan’s focus is on mitigation or correction of various transportation, parking, beach access and safety issues documented in the Blight Study. The Plan proposes redeveloping the area as an attractive, inviting, easily accessible and economically sustainable pedestrian oriented, public beach and tourist corridor that promotes a favorable identity for the City of Panama City Beach and the overall Bay County community.

The Plan outlines numerous redevelopment objectives and strategies that may be implemented in partnership with the private sector and other governmental entities. Some of the objectives and strategies include:

1) Make improvements to pedestrian, parking and transportation networks and facilities
2) Enhance beach access and related parking
3) Create efficient, practical and equitable funding and financing to properly implement the Redevelopment Plan
4) Address aesthetic and planning elements that can enhance the overall urban form of the community
5) Encourage public/private partnerships
6) Identify and implement programs and projects that enhance safety
7) Develop and implement programs that encourage economic development and revitalization
8) Provide adequate infrastructure to support redevelopment initiatives

The Streetscape Design Guidelines Manual is designed to familiarize the user with the aesthetic amenities for the three character areas: 1) Beach Village; 2) Resort Paradise; and 3) Coastal Casual (see Figure 1). Each character area is distinctive from each other with common street and pedestrian lighting, traffic signal mast arms, handicap ramp landings and crosswalks to provide a streetscape continuity along Front Beach Road. Transition zones will be located between different character areas to provide a smooth transition by taking on the characteristic of each of the adjacent character areas.

The Streetscape Design Guidelines Manual is a working document that takes each aspect of the streetscape elements on a section by section basis, each giving materials and dimensions as a guide to proceed with the final development of construction drawings. During the development of Front Beach Road, additional specifications and details may be required and shall be incorporated into this manual. All drawings shall comply with FDOT Design Standards and shall be approved by the Front Beach Road Project Team and the City of Panama City Beach.
FIGURE 1
CHARACTER DISTRICTS MAP

COASTAL CASUAL

BEACH VILLAGE

RESORT PARADISE

FRONT BEACH ROAD CHARACTER AREAS- REVISED

- BEACH VILLAGE
- RESORT PARADISE
- COASTAL CASUAL
- PIER PARK
FUNCTIONAL SPECIFICATIONS

The functional specifications will provide the layout, intensity and design requirements for all streetscape elements along Front Beach Road, such as:

- Typical roadways
- Intersection hardscape requirements
- Roadway curbing and traffic separator
- Sidewalk dimensions and placement
- Light fixture (i.e., intensity and lamp options)
- Light pole materials and dimensions (i.e., diameter, height, structural components and banner connections)
- Traffic signal mast arms
- Connections to adjacent properties
- Beach access areas
- Transit facilities
- Plant palette
- Banners
- Identity icon and public signage

Some of these common area materials may be incorporated into roadway improvement projects along the primary connector roads where there is sufficient room for these streetscape elements, as determined by the roadway design.

- North Thomas Drive
- South Thomas Drive
- Beckrich Road
- Alf Coleman Road
- Clara Avenue
- Hills Road
- Powell Adams Road
- Arnold Boulevard (S.R. 79)

These functional specifications are to be used as a guide to the development of final construction drawings. Modifications to the specifications may be necessary due to the final roadway engineering plans.
SECTION 1

TYPICAL ROADWAYS

The right-of-way for Front Beach Road varies from 66 feet to 100 feet in width. Existing buildings are adjacent to the right-of-way line with limited on-site parking capabilities. In many cases, private parking occurs within the public right-of-way.

The following illustrates a 66’ right-of-way, 100’ right-of-way and 100’ right-of-way with tram pull-out. The 10’ wide thru traffic lanes; 9’ wide dual left center turning lane; 11’ wide bike/transit lanes; and 10’ wide tram pull out lanes remain consistent along the road corridor. The sidewalks and landscape areas vary according to the right-of-way widths - minimum 6’ wide sidewalks along the 66’ right-of-way and 8’ to 12’ sidewalks with 4’ x 4’ tree wells along the 100’ right-of-way (see Figures 2, 3 & 4).

There may be some opportunities through partnerships with property owners to acquire minimum 6’ wide landscape areas in the 66’ right-of-way section to further visually enhance the streetscape and to provide shade. There may also be some opportunities in the 100’ right-of-way to provide a raised center landscaped median where dual left turn lanes are not warranted and to create meandering sidewalks (see Figure 5). The overall goal is to design within the existing right-of-way widths along Front Beach Road, so as not to acquire additional right-of-ways or easements.
FIGURE 2
66' RIGHT-OF-WAY
TYPICAL SECTION & PLAN VIEW
FIGURE 3
100' RIGHT-OF-WAY
TYPICAL SECTION & PLAN VIEW

SECTION

PLAN VIEW
FIGURE 4
100’ RIGHT-OF-WAY WITH TRAM PULL-OUT
TYPICAL SECTION & PLAN VIEW
FIGURE 5
OPTIONAL - 100’ RIGHT-OF-WAY WITH LANDSCAPED MEDIAN & MEANDERING SIDEWALKS
TYPICAL SECTION & PLAN VIEW

SECTION

PLAN VIEW
A. INTERSECTION DESIGN

Decorative intersection treatments shall be provided along Front Beach Road, Hutchinson Boulevard and Panama City Beach Parkway. There are two types of intersection treatments:

1. Primary/Signalized Intersections – These intersections are where the primary road connectors intersect with Front Beach Road. They include the following:

   - North Thomas Drive
   - South Thomas Drive
   - Beckrich Road
   - Alf Coleman Road
   - Clara Avenue
   - Hills Road
   - Powell Adams Road
   - Arnold Boulevard (S.R. 79)

   These primary intersections shall consist of 16” x 16” Shellock Pavers (Artistic Pavers Mfg. - Beach Color) for the pedestrian landings; detectable warning tiles for the handicap ramps (Armor-Tile - Federal Yellow #33538); minimum 8’ wide x 10” thick stamped color concrete with Fishscale pattern for the crosswalks (Scofield, LITHOTEX® Pavecrafters, Emerald Green #S.R.3671); and an identity icon at the center of the intersection to be sandblasted into a minimum 25’ x 25’ x 10” thick square concrete base (Scofield, Summer Beige #5234) (see Figures 6, 8, 9 & 10).

2. Secondary/Non-Signalized Intersections - The remainder of the intersections along Front Beach Road and where the primary road connectors (as noted above) intersect with Hutchinson Boulevard and Panama City Beach Parkway shall consist of natural gray concrete with crushed shells and 1/2” to 3/4” diameter color aggregates (brown, gray and black) for pedestrian landings; detectable warning tiles for handicap ramps (Armor-Tile - Federal Yellow #33538); and minimum 8’ wide x 10” thick stamped color concrete with Brick Herringbone pattern for the crosswalks (Scofield, LITHOTEX® Pavecrafters, Summer Beige #5234) (see Figures 7, 8 & 10).
FIGURE 6
PRIMARY/SIGNALIZED INTERSECTION DESIGN

- Standard gray concrete handicap ramps
- 16" x 16" Shellock Pavers (Artistic Pavers Mfg, Beach Color)
- 25" x 25" Identity icon sandblasted into concrete base (Scofield Summer Beige #5234)
- Detectable warning tiles (Armor-Tile, Federal Yellow #3538)
- Stamped color concrete with fishscale pattern (Scofield, LITHOTEK® Paveworks, Emerald Green #S-R.3671)
FIGURE 7
SECONDARY/NON-SIGNALIZED INTERSECTION DESIGN

- Stamped color concrete with brick herringbone pattern (Scofield, LITHOTEX® Pavecrafters, Summer-Beige #5234)
- Standard gray concrete handicap ramps
- Detectable warning tiles (Armor-Tile, Federal Yellow #33538)
- Natural gray concrete with crushed shells and ½” to ¾” diameter color aggregates (brown, gray and black)

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**FIGURE 8**
HARDSCAPE MATERIALS

**Primary Intersections**
Pedestrian Landings - *Artistic Pavers Mfg.*
Concrete Pavers (*Beach color*)

**Primary Intersections**
Crosswalks – *Scofield Stamped Color Concrete*
(Fishscale Pattern, Emerald Green #S.R.3671)

**Secondary Intersections**
Pedestrian Landings - Natural Gray
Concrete with Shell/Stone Aggregates

**Secondary Intersections**
Crosswalks – *Scofield Stamped Color Concrete*
(Old Brick Herringbone pattern, Summer Beige)
The 25' x 25' x 10" thick color square concrete base (Scofield, Summer Beige #5234) shall have a broom finish and the Tourism Development Council (TDC) logo sandblasted into the color concrete base in a radial pattern.
FIGURE 10
HANDICAP RAMP

- Detectable warning tiles for the pedestrian landings (*Armor-Tile Tactile Systems - Federal Yellow, No.33538*).

- Install detectable warning tiles as per manufacturer’s specifications for the cast-in-place system based on the Florida Department of Transportation (FDOT) Design Standards for *Public Sidewalk Curb Ramps*. The design of the handicap ramps shall be according to FDOT Design Standards.

Armor-Tile Cast-In-Place Installation

![Image of Armor-Tile Cast-In-Place Installation](image-url)

Refer to FDOT 2006 Design Standards, Public Sidewalk Curb Ramps, Index No. 304
B. MID-BLOCK CROSSING DESIGN

Mid-block crossings along Front Beach Road shall be provided to improve safety for pedestrians at specific locations where pedestrians would be expected to need to cross the roadway (i.e., connecting to beach accesses, entertainment/attraction areas, public promenades/plazas and high-rise condominiums). The minimum distance from a signalized intersection shall be 300 feet.

Mid-block crossings shall consist of the following:

1. Minimum 8’ wide x 10” thick crosswalk with 1’ wide concrete banding on both sides.

2. The crosswalk shall be stamped color concrete with Fishscale pattern (Scofield, LITHOTEX® Pavecrafters, Emerald Green #S.R. 3671).

3. Refuge island angled 45° to direct pedestrians to view on-coming traffic.

4. Minimum 24” wide cast-in-place detectable warning tiles (Armor-Tile Tactile Systems - Federal Yellow, No.33538) shall be installed at the sidewalk curb ramps based on manufacturer’s specifications and FDOT Design Standards for Public Sidewalk Curb Ramps.

5. A Type “B” curbing shall be used for the raised landscaped medians.

6. Maximum 2’-6” high shrubs and minimum 18” high groundcovers shall be provided within the landscaped medians.

7. Thermoplastic stop bar shall be applied 4’ from the outside edge of the crosswalk concrete banding.

8. Inpavement warning lights (Traffic Safety Corporation, TS600 or equal) shall be installed between the stop bar and the crosswalk, as per the manufacturer’s specifications. These lights shall be activated by a push-button at either curb. The pole for the push-button shall have a black finish.

9. “Yield to Pedestrian” signs shall be provided as per FDOT Standards.

(See Figures 11 & 12)
FIGURE 12
INPAVEMENT WARNING LIGHTS
SECTION 3
ROADWAY CURBING

All roadway curbing shall be designed and constructed according to the FDOT 2008 Design Standards, Index 300.

A special 18” curb and gutter shall be installed along Front Beach Road (see Figure 13). Where the dual left turning lanes are not warranted, raised center landscaped medians and mid-block crossings shall be designed with a Type "B" curb (see Figure 14 & 15).

**FIGURE 13**
SPECIAL 18” CURB AND GUTTER

**FIGURE 14**
TYPE "B" CURB

*Note:* The concrete curb & gutter shall meet the latest edition of the Florida Department of Transportation Standards and Specifications.
Section 4

PEDESTRIAN SIDEWALKS

The desire to redevelop Front Beach Road as a pedestrian friendly and visually enhanced corridor requires a functional sidewalk with appropriate widths, ranging from 6’ to 12’ depending on the right-of-way and 4’ x 4’ tree wells to plant street trees, where appropriate (see Section 1 – Roadway Cross Sections).

The sidewalk design along Front Beach Road is based on the character areas and minimum sidewalk widths. The Front Beach Road Program Team may approve upgraded sidewalk designs along the building façades and entryways of private developments, such as colors, materials and patterns.

1. Resort Paradise and Beach Village (see Figures 15, 16 & 17)
   • The sidewalk shall be standard natural gray concrete with crushed shells; 1/2” to 3/4” diameter color aggregates (brown, gray and black); and 1’ wide natural gray smooth finish banding.
   • At every 6th sidewalk “windowpane” shall have stamped color concrete with decorative patterns from Scofield, LITHOTEX® Pavecrafters and 1’ wide natural gray concrete smooth finish banding.
     - Fishscale radial pattern (Scofield, Emerald Green #S.R.3671) - Resort Paradise
     - Brick Running Bond radial pattern (Scofield, Summer Beige #5234) - Beach Village
   • Minimum 8’ to 12’ wide sidewalks shall have 4’ x 4’ tree wells at every 40’ to 50’ on-center with tree grates comprising of 18” diameter expandable tree opening and 1/4” slot openings; and 1’ wide natural gray concrete smooth finish banding around the tree wells (Neenah Foundry, Metropolitan Collection #R-8706-1A or equal).

2. Coastal Causal (see Figures 15, 16 & 17)
   • The sidewalk shall be standard natural gray concrete with 1’ wide natural gray smooth finish banding; and rock salt texture finish.
   • Minimum 8’ to 12’ wide sidewalks shall have 4’ x 4’ tree wells at every 40’ to 50’ on-center with tree grates comprising of 18” diameter expandable tree opening and 1/4” slot openings; and 1’ wide natural gray concrete smooth finish banding around the tree wells.
**FIGURE 15**
SIDEWALK MATERIALS

- Natural Gray Concrete with Rock Salt Finish
- Natural Gray Concrete with Shell/Stone Aggregates
- Color Stamped Concrete Fishscale Radial Pattern
- Color Stamped Concrete Brick Running Bond Radial Pattern
- ADA Tree Grate Cast Gray Iron Finish

**FIGURE 16**
SIDEWALK DESIGNS

- **RESORT PARADISE**
- **BEACH VILLAGE**
- **COASTAL CAUSAL**
FIGURE 17
SIDEWALK DETAILS

1'-0" WIDE NATURAL GRAY CONCRETE BANDING, BROOM FINISH

STANDARD GRAY CONCRETE WITH CRUSHED SHELLS, 1/2" TO 3/4" DIA. COLOR AGGREGATES (BROWN,GRAY,BLACK). SHELLS TO BE SEEDED ON TOP TO A DEPTH OF 1" AND TROMOLED IN TO REVEAL FINISH.

1'-0" TYP.

8'-0" VARIABLE WIDTH

18" CURB & GUTTER

48"X48" TREE CRATE
MANUFACTURED BY
NEEDAH FOUNDRY CO.
OR ACCEPTABLE EQUIV.
PHONE: 920-725-7000
METROPOLITAN COLLECTION
MODEL: R-3706-1A
18" DIA. EXPANDABLE
OPENINGS & 1" SLOT OPENINGS.
TO BE LOCATED EVERY 40'-50' O.C.

STAMPED COLORED CONCRETE WITH
FISHSCALE (EMERALD GREEN #5256-3671) OR
BRICK RUNNING BOND (SUMMER BEIGE
#5256) RADIAL PATTERN (L.M. SCHOENDI)
LIHOTEX PAVECRAFTER) TO BE INSTALLED
EVERY 6TH SECTION ALONG SIDEWALK

1'-0" WIDE CONCRETE BAND,
NATURAL GRAY CONCRETE WITH BROOM FINISH
(SEE CIVIL DWG)

EXPANSION JOINT

STAMPED COLORED CONCRETE WITH FISHSCALE
OR BRICK RUNNING BOND RADIAL PATTERN
(SEE PLAN VIEW LAYOUT AND CIVIL DWG
FOR MORE DETAILS)

EXPANSION JOINT

1'-0" WIDE CONCRETE BAND,
NATURAL GRAY CONCRETE WITH BROOM FINISH
(SEE CIVIL DWG)

EXPANSION JOINT

18" CURB AND GUTTER (SEE CIVIL DWG)

ASPHALT ROADWAY (SEE CIVIL DWG)

COMPACTED LIMESTONE
(SEE CIVIL DWG)

COMPACTED SUBGRADE

3/4" DIA. SMOOTH SLEEP DOWEL 18" LONG,
SLEWED ON ONE END, 24" O.C. TYP.
SECTION 5

BEACH ACCESS FACILITIES

Beach access is also an important part of the pedestrian network by providing distinctive access signs and a minimum 6’ wide boardwalks leading from Front Beach Road to the beach (see Figures 18, 19 & 20). The site furniture (benches, trash receptacles, planters and bicycle racks) shall be consistent with the Character Area Districts.

There are three classifications of beach access and associated amenities:

1. Primary Beach Access
   a. Location to be designated by the City
   b. Location must be under public ownership and to be designated by the City
   c. Site must have direct access (either Gulf-front or ‘directly’ across the street from a public access) to 100 public parking spaces and spaces must be clearly signed as beach access parking or general public parking
   d. Public restrooms should be available
   e. Outdoor shower(s) should be associated with restroom
   f. Beach hazard flag pole should be located in a visible location directly associated with the access point and all other City approved warning signs
   g. Signage
      i. Beach Access Site #
      ii. Beach Hazard Flag Identification Sign
      iii. Operation Hours and Rules
   h. Pedestrian Amenities
      i. Walkways shall be provided from parking area to beach access point; dune crossovers such as boardwalks should be used to protect natural beach areas
      ii. Trash receptacles should be located near restrooms, parking area and at the direct access point or cross over
      iii. Shelters may be provided where site conditions permit
      iv. Benches may be provided under shelters or incorporated into beach access point or walkway where site conditions permit

2. Secondary Beach Access
   a. Location must be under public ownership and to be designated by the City
   b. Parking must be provided for within one-quarter mile of beach access point and be clearly signed as beach access parking or general public parking
c. Signage
   i. Beach Access Site #
   ii. Beach Hazard Flag Identification Sign
   iii. Operation Hours and Rules

d. Pedestrian Amenities
   i. Walkways or signage directing beach goers to access point shall be provided from parking area to beach access point; dune crossovers such as boardwalks should be used to protect natural beach areas
   ii. Trash receptacles should be located near parking area and at the direct access point or cross over
   iii. Shelters may be provided where site conditions permit
   iv. Benches may be incorporated into beach access point or walkway where site conditions permit

3. Tertiary Beach Access
   a. Location to be designated by the City
      i. Parking spaces are not required to be associated with tertiary beach access points
   ii. Signage
      i. Beach Access Site #
   b. Pedestrian amenities are not required for tertiary beach access point
FIGURE 18
BEACH ACCESS SIGN
FIGURE 19
BOARDWALK APPROACH

- Attach ledger to wall with (3) 1/2" dia. galv. anchor bolts cast into wall, spaced evenly.
- 30" lap splice.
- 3" CLR. MIN.
- #5 rebar 12" O.C.B.W.
- Compact subgrade.
- Poured in place concrete retaining wall, 10" wide.
- Expansion joint.
- Concrete walk.
- Compacted subgrade.
- Finish grade.

Section 5 - Beach Access Facilities
FIGURE 20
BOARDWALK

2" X 8" CAP
2" X 6" TOP RAIL
4" X 4" RAILING POST
2" X 6" MIDDLE RAIL
2" X 6" DECKING, INSTALL BARK SIDE UP
2" X 8" JOIST EQUALLY SPACED
2" X 8" STRINGER, ONE EACH SIDE OF 8" DIA. POST
6" DIA. PILING
NATURAL GRADE

MIN. 6'-0"
MIN. 3'-6"
MIN. 3'
MIN. 8"
SECTION 6

VEHICULAR ACCESSES

The driveway connections along Front Beach Road shall be 24’ wide with either a 6’ long flare or a 10’ radius at the driveway aprons, depending on the existing site conditions. The intent is to have a narrow turning radius to direct vehicular movement onto the roadway and not onto the tram lane. The drive aprons shall be natural gray concrete with a broom finish (see Figure 21). The design of the handicap ramps shall be according to FODT Design Standards for Public Sidewalk Curb Ramps.

Joint use driveway access shall be provided, where feasible, between adjoining parking lots to allow for alternative dispersal of vehicular traffic and to promote a logical and inter-connected parking lot network within the site. The standards for joint use driveways are as follow:

1. Development sites with less than 200 feet of street frontage shall provide driveway consolidation and cross access easements.

2. Proposed surface parking lots shall connect to driveway stubouts or adjacent properties. Wherever a proposed development abuts undeveloped land(s) or developed land/s with redevelopment potential, driveway stubouts to adjacent properties shall be provided to allow future access to abutting properties.
The design, location and specifications for the traffic signal mast arms shall be according to the *FDOT Design Standards 17745* and all related indexes. The mast arms shall have a black powder coat finish to blend into the background throughout the entire Front Beach Road corridor (see Figure 22).

The controller cabinet assembly shall be from *Peek Traffic Corporation* and shall comply with FDOT specifications. The controller cabinet shall not impede pedestrian movement along the sidewalks and shall have a black powder coat finish to blend into the background throughout the entire Front Beach Road corridor and primary connector roads.

The black power coat finish shall be guaranteed for 20 years from deterioration due to color fading and other weather related impacts.
FIGURE 22
TRAFFIC SIGNAL MASS ARMS
SECTION 8

LIGHTING STANDARDS

The street lighting along Front Beach Road consists of decorative roadway lights with a nautical theme from Holophane, Glaswerks Series. The light fixtures and lighting design shall be turtle-friendly to prevent light pollution, so as not to disorient the sea turtles.

These roadway lights shall have a black powder coat finish to blend into the background and provide a common design thread for the entire corridor. Banner arms shall be attached to every other roadway light pole (approximately 240’ on-center) in a staggering formation on both sides of the roadway to celebrate special events and festivities. An electrical receptacle shall be provided on the roadway light pole with the banner arms to illuminate decorative lights during holidays and special events (see Figure 23 & 25). All other roadway lights shall be outfitted for future installation of decorative lighting receptacles.

Decorative pedestrian scale lighting similar to the roadway lighting style from Holophane, Glaswerks Series shall be used in public gathering areas (i.e., courtyards, plazas, parks, beach access facilities, etc.) (see Figure 24).

The decorative roadway lights and banners may also be installed along the primary connector roads [North Thomas Drive, South Thomas Drive, Beckrich Road, Alf Coleman Road, Clara Avenue, Hills Road, Powell Adams Road and Arnold Boulevard (S.R. 79)] to provide a consistent nautical theme leading to Front Beach Road. The decorative roadway lights with twin fixtures are used at street intersections and may be incorporated into the lighting scheme along the primary connector roads, where additional light distribution is necessary, as determined by the lighting engineer (see Figure 23 & 25).

A. ROADWAY LIGHTING

1. SPECIFICATIONS

   Single Assembly:
   (AOL-21483)HAP-12213P1 271-001AB CM23CSBCABK, BHC48/1BO(W/O SCROLL AND TOP FINIAL) CABKH / FG-S (receptacle)
   25’ (ROADWAY) AND 30’ (INTERSECTIONS) ROUND TAPERED ALUMINUM POLE WITH A 4 BOLT BASE. SET OF FOUR ANCHOR BOLTS INCLUDED. CAMBRIDGE SERIES 23” CLAM SHELL BASE. BOSTON HARBOR SINGLE 48” ARM LESS THE SCROLL AND TOP FINIAL. FINISHED STANDARD BLACK.

   Twin Assembly:
   (AOL-21483)HAP-12213P1 271-001AB CM23CSBCABK, BHC48/2BO(W/O SCROLL AND TOP FINIAL) CABKH / FG-S (receptacle)
   25’ (ROADWAY) AND 30’ (INTERSECTIONS) ROUND TAPERED ALUMINUM POLE WITH A 4 BOLT BASE. SET OF FOUR ANCHOR BOLTS INCLUDED. CAMBRIDGE SERIES 23” CLAM SHELL BASE. BOSTON HARBOR TWIN 96”
2. PLACEMENT

The light poles shall be installed approximately 120’ on center at back of sidewalk, as determined by the lighting engineer.

3. INSTALLATION

The lighting assembly and in-ground installation shall be per manufacturer’s specifications.

FIGURE 23
ROADWAY LIGHTS

SINGLE ASSEMBLY
25’ Light Poles Along Roadway
30’ Light Poles At Street Intersections
(Use only if conflict between the Twin Assembly and the intersection signalization)

TWIN ASSEMBLY
25’ Light Poles Along Roadway
30’ Light Poles At Street Intersections

Light Fixture:
GE15DHPMA1BSHAN  S-67508

(48/2) ARM LESS THE SCROLL AND TOP FINIAL. FINISHED STANDARD BLACK.
B. PEDESTRIAN LIGHTING

1. SPECIFICATIONS

Single Assembly:

(AOL-16800)1108-30506T4-BK-HAP, AB-26-4, CM17CBSCABKH, BHC36/ 1BO (W/O SCROLL AND TOP FINIAL) CABKH / FG-S (receptacle)

11' 8" ROUND TAPERED ALUMINUM POLE WITH A SET OF 3/4" ANCHOR BOLTS INLCUDED. CAMBRIDGE SERIES 17" CAST ALUMINUM CLAM SHELL BASE. BOSTON HARBOR SINGLE 36" ARM IN A BOLT ON STYLE LESS THE SCROLL AND TOP FINIAL ARM WILL BE A BOLT ON ALL FINISHED STANDARD BLACK.

Light Fixture:

GE100HPMA1BSHAN  S-67508

2. PLACEMENT:

The spacing of the light poles shall be determined by the lighting engineer in high public gathering areas (i.e., courtyards, plazas, parks, beach access facilities, etc.).

3. INSTALLATION:

The lighting assembly and in-ground installation shall be per manufacturer’s specifications.

Figure 24
PEDESTRIAN LIGHTS
C. BANNER ARMS

1. SPECIFICATIONS:
   Banner Arm for 25’ and 30’ poles:
   
   **HMA85652-001**
   
   ¾” banner arms to accommodate a 24” wide banner. Material designed for top and bottom banner arms single side.

2. PLACEMENT:
   To maintain the overall integrity of the pole at 130 mph, a maximum 10 square foot (24”x60”) banner may be placed on the pole.
   The bottom banner arm is to be mounted at 10’ above the ground.
   Banners shall be placed on every other roadway light pole (approximately 240’ on-center) in a staggering formation on both sides of the roadway.

3. INSTALLATION:
   The banner arm installation shall be per manufacturer’s specifications.

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**FIGURE 25**

BANNER ARMS

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HMA85652-001
24" WIDE BANNER ARM
SECTION 9

PLANT INSTALLATIONS

The plant installation shall comply with applicable Federal, State and local codes, ordinances and regulations governing landscape materials and work, as well as good horticultural practice. Plant material shall conform to the names given in "Standardized Plant Names", 1942 Editions, prepared by the American Joint Committee on Horticultural Nomenclature or by the Bureau of Plant Industry, State of Florida; and shall be graded Florida Fancy as outlined under Grades and Standards for Nursery Plants, State Plant Board of Florida. The following details specify typical planting installations (see Figures 26, 27, 28, 29 & 30).

The work shall be coordinated with other trades to prevent conflicts and with the irrigation work to assure availability of water and proper location of irrigation equipment and plant materials.

All trees and palms shall be staked at the time of installation. Stakes or guy lines shall be removed after establishment of tree or palm (eight months to one year).

The minimum plant height at installation shall be as follows:

- Palms: 12’ high clear trunk
- Trees: 12’ high
- Understory Trees: 8’ high
- Shrubs: 3’ high
- Groundcover: 18” high
FIGURE 26
PALM INSTALLATION

1. FINAL TREE STAKING
   DETAILS AND
   PLACEMENT TO BE
   APPROVED BY
   OWNER.

2. CONTRACTOR
   SHALL ASSURE
   PERCOLATION OF
   ALL PLANTING PITS
   PRIOR TO
   INSTALLATION.

- PRUNE AND TIE FRONDS
  WITH HEMP TWINE.

- TWO LAYERS OF BURLAP
  TO PROTECT TRUNK.

- TWO STEEL BANDS TO
  SECURE BATTENS.

- FIVE 2" X 4" X 18" WOOD
  BATTENS PAINTED BROWN.

- THREE 2" X 4" LUMBER BRACES.
  SCREW TO BATTENS AND
  2" X 4" STAKES. FLAG AT
  MIDPOINT AND AT BASE.

- 2" MULCH

- SOIL BERM TO HOLD WATER

- FINISH GRADE

- PREPARED PLANTING
  SOIL AS SPECIFIED.
FIGURE 27
TREE INSTALLATION

PROTECT TREE TRUNK WITH 1/2" REINFORCED RUBBER HOSE

"ARBOR TIE" OR EQUAL, INSTALL AS PER MANUF. SPECS.

3" MIN. MULCH

1/2" SCH 40 PVC 36" LENGTH WHITE

AMENDED PLANTING SOIL AS SPECIFIED

FINISH GRADE

THREE STAINLESS STEEL WIRE CABLES @120° EQUALLY SPACED

SET ROOTBALL 1 1/2" ABOVE FINISHED GRADE

6" SOIL BERM SAUCER TO HOLD WATER, RAKE OUT PRIOR TO SODDING OR PLANTING

SCARIFY ROOTBALL

TAMP PREPARED PLANTING SOIL TO PREVENT SETTLING AND ADJUST ROOTBALL PLANTING HEIGHT IN RELATIONSHIP TO FINISH GRADE.

NOTE: CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING BEDS/PITS PRIOR TO INSTALLATION
FIGURE 28
MULTI-TRUNK TREE INSTALLATION

PROTECT TREE TRUNK WITH 1/2" REINFORCED RUBBER HOSE

DOUBLE STRAND #10 GAUGE GALV. WIRE TWISTED (GUARD TO STRONGEST TRUNK AT CENTER).

THREE 2"X4"X8' STEAKS SPACED EVENLY AROUND TREE. HGT. OF STEAKS NOT TO EXCEED TREE HGT. (CUT TOPS)

2" MINIMUM OF MULCH

6" SOIL BERM SAUCER TO HOLD WATER

FINISHED GRADE

TAMP PREPARED PLANTING SOIL TO PREVENT SETTLING AND ADJUST ROOTBALL PLANTING HEIGHT IN RELATIONSHIP TO FINISH GRADE.

AMENDED PLANTING SOIL AS SPECIFIED

NOTE: CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING BEDS/PITS PRIOR TO INSTALLATION

SET ROOTBALL 1-1/2" ABOVE FINISHED GRADE.

2X ROOTBALL DIAMETER
**FIGURE 29**

SHRUB INSTALLATION

Typical triangular on center spacing as per plant legend

Set rootball 3/4" above finish grade

Scarify rootball per specifications

2" minimum mulch

Prepared planting soil per specifications.

Note: Contractor shall assure percolation of all planting beds/pits, prior to installation.

Planting pit width $D'' = 2 \times RB$ (rootball width)

All shrubs & groundcover masses to use triangular spacing except where noted. Refer to plant list for individual plant spacing $'x$'.
FIGURE 30
GROUNDCOVER INSTALLATION

TYPICAL TRIANGULAR ON CENTER SPACING AS PER PLANT LEGEND

SCARIFY ROOTBALL PER SPECIFICATIONS

2” MINIMUM OF CYPRESS MULCH

AMEND ENTIRE BED TO 12” DEPTH FOR GROUNDCOVERS SPECIFIED. USE PREPARED PLANTING SOIL PER SPECIFICATIONS.

FINISH GRADE AND BED LINE OR WALK (PER PLANS)

NOTE: CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING BEDS/PITS PRIOR TO INSTALLATION.

SPACING FROM EDGE OF BED LINE EQUAL TO 1.5 x ‘X’

ALL SHRUBS & GROUNDCOVER MASSES TO USE TRIANGULAR SPACING EXCEPT WHERE NOTED. REFER TO PLANT LIST FOR INDIVIDUAL PLANT SPACING ‘X’.
SECTION 10

IRRIGATION

Irrigation shall be provided to all plant materials. The irrigation system shall be a complete unit produced by acceptable manufacturers for all portions of the work, including heads, valves, piping, circuits, controls, hose bibs and accessories. Design modifications may be made as necessary to meet field conditions.

The irrigation control shall be accomplished by automatic timers. These controllers shall be set outdoors and shall be accessible to the City Public Works Department and shall have a lockable hasp.

All installed planting material shall be irrigated, even if an automatic irrigation system is not available. If rainfall alone is enough to keep planting material healthy and sound, then no additional irrigation would be required.

The following details specify minimum standards for irrigation trenches and thrust blocks (see Figures 31, 32 & 33).
FIGURE 31
IRRIGATION TRENCHES

MAIN SUPPLY, LATERAL AND TUBING OR WIRING

24"

TUBING OR WIRING

LATERAL

MAIN LINE

MAIN SUPPLY

18"

24"

TAKE AND BUNDLE TUBING OR WIRING AT 10' INTERVALS

ALL MAIN SUPPLY LINES TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION SPECIFICATIONS.
FIGURE 32
IRRIGATION TRENCHES

PLASTIC LATERAL

120 VOLT IN CONDUIT

TUBING OR WIRING

ALL 120 VOLT WIRING IN CONDUIT TO BE INSTALLED IN ACCORDANCE WITH LOCAL CODE.

ALL PLASTIC PIPING TO BE SNAKED IN TRENCHES AS SHOWN.
THRUST BLOCKS ARE TO BE CONSTRUCTED WITH 3,000 PSI CONCRETE. STEEL REINFORCING RODS WILL BE REQ'D IF SURROUNDING SOIL HAS A BEARING VALUE OF LESS THAN 2,000 PSF. THRUST BLOCKS REQUIRED AT ALL FITTINGS AND DIRECTION CHANGES ON MAIN LINES. NOTE THRUST BLOCK LOCATIONS ON AS-BUILT DRAWINGS.
SECTION 11

PLANT PALETTE

The following plant palette is typical of the climatic zone (*Plant Hardiness Zone 8*) and the coastal region of Panama City Beach. The plant palette is divided into two lists: 1) Primary Palette Listing can be used throughout the Front Beach Road Community Redevelopment Area and 2) Special Conditions Palette Listing can be used when specific climatic and/or conditions exist to protect the plant from extreme environmental or physical damage.

The criteria for choosing the type of sod to be planted depend on the visual impact that the sod will have in public areas. First grade St. Augustine sod shall be used in all areas adjacent to public activity. Bahia sod shall be limited only to areas where vehicular or pedestrian activity is not expected.
## Landscape Material for Use Throughout Corridor

<table>
<thead>
<tr>
<th>Plant Type</th>
<th>Common Name</th>
<th>Botanical Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Southern Red Cedar</td>
<td>Juniperus silicicola</td>
</tr>
<tr>
<td></td>
<td>Jerusalem Thorn</td>
<td>Parkinsonia aculeata</td>
</tr>
<tr>
<td></td>
<td>Live Oak</td>
<td>Quercus virginiana</td>
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<tr>
<td></td>
<td>Sand Pine</td>
<td>Pinus clausa</td>
</tr>
<tr>
<td></td>
<td>Chickasaw Plum</td>
<td>Prunus angustifolia</td>
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<tr>
<td><strong>Palms</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sabal Palm</td>
<td>Sabal palmetto</td>
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<tr>
<td></td>
<td>Washington Palm</td>
<td>Washingtonia robusta</td>
</tr>
<tr>
<td></td>
<td>Medjool Date Palm</td>
<td>Phoenix dactylifera “Medjool”</td>
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<tr>
<td><strong>Shrubs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Beargrass</td>
<td>Nolina brittoniana</td>
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<tr>
<td></td>
<td>Christmas Berry</td>
<td>Lycium carolinianum</td>
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<tr>
<td></td>
<td>Coontie</td>
<td>Zamia floridana</td>
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<td></td>
<td>Indian Hawthorn</td>
<td>Raphiolepis indica</td>
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<td>Oleander</td>
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<td></td>
<td>Pittosporum</td>
<td>Pittosporum tobira</td>
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<td></td>
<td>Yew Podocarpus</td>
<td>Podocarpus macrophyllus</td>
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<tr>
<td></td>
<td>Silverthorn</td>
<td>Elaeagnus pungens</td>
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<td></td>
<td>Saw Palmetto</td>
<td>Serenoa repens</td>
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<tr>
<td></td>
<td>Shore Juniper</td>
<td>Juniperus conferta</td>
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<tr>
<td><strong>Groundcover</strong></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Beach Sunflower</td>
<td>Helianthus debilis</td>
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<td></td>
<td>Blanket Flower</td>
<td>Gaillardia pulchella</td>
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<td></td>
<td>Daisy Sea Oxeye</td>
<td>Borrichia frutescens</td>
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<td></td>
<td>Daylily</td>
<td>Hemerocallis spp</td>
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<tr>
<td></td>
<td>Gopher Apple</td>
<td>Licania michauxii</td>
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<td></td>
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<td>Muhly Grass</td>
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<td>Saltmeadow Cord Grass</td>
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<td>Sand Cord Grass</td>
<td>Spartina bakeri</td>
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<td></td>
<td>Sea Oats</td>
<td>Uniola paniculata</td>
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<td></td>
<td>Rain-lily</td>
<td>Zephyranthes spp.</td>
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<tr>
<td><strong>Sod</strong></td>
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<tr>
<td></td>
<td>St. Augustine “Floratam”</td>
<td>Stenotaphrum secundatum</td>
</tr>
<tr>
<td></td>
<td>Bahia “Argentine”</td>
<td>Paspalum notatum</td>
</tr>
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### LANDSCAPE MATERIAL FOR USE IN PROTECTED AREAS FROM SALT AND COLD

<table>
<thead>
<tr>
<th>PLANT TYPE</th>
<th>COMMON NAME</th>
<th>BOTANICAL NAME</th>
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<td><strong>TREES</strong></td>
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<td>Southern Crabapple</td>
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<td></td>
<td>Crape Myrtle</td>
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<td></td>
<td>Dahoon Holly</td>
<td>Ilex cassine</td>
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<tr>
<td></td>
<td>East Palatka Holly</td>
<td>Ilex attenuata</td>
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<td></td>
<td>Southern Magnolia</td>
<td>Magnolia grandiflora</td>
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<tr>
<td></td>
<td>Slash Pine</td>
<td>Pinus elliottii</td>
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<td><strong>PALMS</strong></td>
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<tr>
<td></td>
<td>Canary Island Date Palm</td>
<td>Phoenix canariensis</td>
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<td>Chinese Fan Palm</td>
<td>Livistona chinensis</td>
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<td></td>
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<td></td>
<td>Pindo Palm</td>
<td>Butia capitata</td>
</tr>
<tr>
<td></td>
<td>Sago Palm</td>
<td>Cycas revoluta</td>
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<tr>
<td><strong>SHRUBS</strong></td>
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<tr>
<td></td>
<td>Anise</td>
<td>Illicium floridanum</td>
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<td></td>
<td>Gallberry</td>
<td>Ilex glabra</td>
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<td>Fahatchee Grass</td>
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<td>Hibiscus rosa-sinensis</td>
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<td>Oleander</td>
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<td>Pampas Grass</td>
<td>Cortaderia selloana</td>
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<td></td>
<td>Photinia or Red-tip</td>
<td>Photinia glabra</td>
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<tr>
<td></td>
<td>Plumbago</td>
<td>Plumbago auriculata</td>
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<td>Split Leaf Philodendron</td>
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<td>Texas Sage</td>
<td>Leucophyllum frutescens</td>
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<td>Thryllis</td>
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<td>Wax Myrtle</td>
<td>Myrica cerifera</td>
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<td><strong>GROUNDCOVER</strong></td>
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<td>Beach Morning Glory</td>
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<td>Blue Daze</td>
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<td>Aztec Grass</td>
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<td>Mondo Grass</td>
<td>Ophiopogon japonicus</td>
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<td>Trachelospermum asiaticum</td>
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<tr>
<td></td>
<td>Liriope</td>
<td>Liriope spp.</td>
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<tr>
<td><strong>SOD</strong></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>St. Augustine “Floratam”</td>
<td>Stenotaphrum secundatum</td>
</tr>
<tr>
<td></td>
<td>Bahia “Argentine”</td>
<td>Paspalum notatum</td>
</tr>
</tbody>
</table>
SECTION 12
IDENTITY ICON AND PUBLIC SIGNAGE

On October 27, 2005, the City Council approved the use of the existing Tourism Development Council (TDC) logo to serve as a unifying thread throughout Panama City Beach and the Front Beach Road Community Redevelopment Area.

The TDC logo may be incorporated into the site furnishings (i.e., trash receptacles, benches, planters, etc.) by attaching a medallion or applying a decal to the surface of the furniture (see Figure 34).

Public signage and information kiosks (i.e., banners, intersection treatments, street names, “No Dumping” signs, parking ticket/informational kiosks, welcome signs, etc.) shall incorporate the TDC logo and/or the blue, yellow, orange and white colors. These colors are based on the type of finishes, either powder coat, reflective sheeting, Pantone or Sherwin Williams.

<table>
<thead>
<tr>
<th>TDC LOGO COLORS</th>
<th>Protech Powder Coatings</th>
<th>3M</th>
<th>Pantone</th>
<th>Sherwin Williams</th>
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<tbody>
<tr>
<td>Blue</td>
<td>PS211B6</td>
<td>3935</td>
<td>293C</td>
<td>6965</td>
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<tr>
<td>Yellow</td>
<td>PS111Y142</td>
<td>3931</td>
<td>116C</td>
<td>6903</td>
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<tr>
<td>Orange</td>
<td>PS211Q15</td>
<td>3934</td>
<td>1655C</td>
<td>6884</td>
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<tr>
<td>White</td>
<td>PS111W2</td>
<td>3930</td>
<td>N/A</td>
<td>7006</td>
</tr>
</tbody>
</table>

All regulatory signs shall have 3M High Intensity Grade Prismatic Reflective Sheeting applied that meets ASTM D4956 requirements; and aluminum panels and attachments, and Holophane “Mount Vernon” post with breakaway base and steel reinforced concrete footing that meet FDOT specifications including wind loading requirements.

SPECIFICATIONS
The City of Panama City Beach may install a year round banner (see Figure 35) and if so desire, other banners to highlight multiple seasonal festivities; and to promote cultural or civic events, and activities of general public interest.

Other public agencies or organizations, such as Greater Panama City Beaches Chamber of Commerce, Tourism Development Council and Bay County are eligible to submit street banner requests for public benefit activities, as noted-above. The City is not responsible for the costs to produce or install the banners of other public agencies or organizations.

The vertical street banners shall be 2 feet x 5 feet affixed to the City’s street banner arms. Long term banners (more than 30 days) shall be produced with 100% polyester fabric with an acrylic coating or its equivalent. Short term banners (less than 30 days) shall be vinyl or an equivalent material. Digital printing shall consist of UV protected heat set inks or its equivalent. Banners shall be festive and decorative by using bold, simple and colorful designs and shall not be political or religious in subject matter or used for advertising a specific product or corporate entity.
FIGURE 34
SITE FURNISHINGS

FIGURE 35
PUBLIC SIGNAGE & KIOSKS

STREET BANNERS
(Refer to Section 8 - Lighting Standards)

INTERSECTION ICON
(Refer to see Section 2 – Intersection Design)
FIGURE 35
PUBLIC SIGNAGE & KIOSKS (continue)

PUBLIC PARKING SIGN
(Holophane “Mount Vernon” post with breakaway base)

ROADWAY/DIRECTIONAL SIGNS
(Holophane “Mount Vernon” post with breakaway base)
FIGURE 35
PUBLIC SIGNAGE & KIOSKS (continue)

REGULATORY SIGNS
(Mounted on top of manholes, curbs, or sides of inlets)

PARKING KIOSK
(Located at surface parking lots and parking garages – MacKay Meters, Inc.)

INFORMATION KIOSK
(Located at transit shelter areas)
SECTION 13

TRANSIT SYSTEM

A multi-modal bicycle/tram system is feasible within the Front Beach Road Redevelopment Area to mitigate the transportation, parking and safety issues by creating a transit-friendly environment.

The transit system will be divided into two routes – the East Run (Phase 1) and the West Run (Phase 2), with Pier Park being the dividing point. The East Run will begin at South Thomas Drive in front of the Boardwalk Hotel and run to Pier Park where a turn around is all ready in place. Twenty-five stops will be placed along this route. The West Run will run from Pier Park to De Luna just west of the Sea Cove Resort. Fifteen stops will be placed along this route to coincide with present and future development (see Figures 36 & 37).

Even though further coordination between various stakeholders; continue research on vehicles, kiosk and other equipment; and development of financial/funding sources and operational/service plans is necessary to make this a reality, the following design standards are to provide guidance to fully integrate the multi-modal bicycle/tram system in the development of Front Beach Road.

1. Bike/Tram Lanes (see Section 1 – Typical Roadways)
   a. 11’ wide bike/tram lanes.

2. Paving Surface
   a. The bike/tram lanes shall be color asphalt (Asphacolor Integral Color for Hot Mix – Brick Red color).
   b. Thermoplastic pavement striping with reflectors shall be applied between the roadway and the bike/tram lanes.

3. Pull-Out Areas
   a. A customized shelter portraying a traditional Florida beach design resembling the vernacular buildings with decorative brackets at the gable ends and a cantilevered standing seam metal roof. The shelter is approximately 8’ (w) x 18’-8” (l) x 10’ (h).
   b. The landing area shall be a minimum of 13’ x 48’ comprising of two (2) shelters, four (4) benches, two (2) trash receptacles (see Sections 14, 15 and 16 for specific site furnishings for each Character Area), one (1) drinking fountain (Most Dependable Fountain, Inc., 400 Series - Adult, Child and Dog Fountain, Stainless Steel, Green Power Coat Finish or equal), and one (1) information kiosk. The drinking fountain and information kiosk shall be located at opposite ends of the landing area (see Figure 38).
   c. Minimum 5’ wide clearance shall be provided from back of curb to maintain pedestrian circulation in front of the shelter.
FIGURE 37
CIRCULATION ROUTE MAP –THE WEST RUN (PHASE 2)
FIGURE 38
TRANSIT SHELTER

DRINKING FOUNTAIN
(Most Dependable Fountains, Inc., 400 Series or Equal)
The aesthetic options will provide the streetscape theming along Front Beach Road to celebrate the festive atmosphere and the natural environment of Panama City Beach, as indicated in their branding statement:

Panama City Beach and Front Beach Road in particular are undergoing dynamic changes. Panama City Beach is known for the “World’s Most Beautiful Beaches”, a southern tropical paradise with white sand and emerald water, a casual, comfortable, coastal environment to visit, live, work and play.

The redevelopment of Front Beach Road should reflect this unique environment in the materials, colors and textures used within the streetscape. The design should build upon the organic coastal form and provide enhanced landscape opportunities while creating a safe and enjoyable pedestrian experience.

The following specifications will provide aesthetic treatments along the right-of-way for the three character districts: 1) Beach Village; 2) Resort Paradise; and 3) Coastal Casual, such as:

- Landscape Planting Intensities
- Hardscape Color and Texture
- Style and Color of Pedestrian Amenities, such as benches, trash receptacles, planters, bollards and bicycle racks

A Character Area District may overlap the adjacent Character Area District boundary with a minimum of 1500 linear feet on both sides of the road. This request shall require approval by the Front Beach Road Program Team.

(See Figure 1 - Character Area Districts)
SECTION 14

BEACH VILLAGE

Within this area there is a higher intensity of the built or urban form. The streetscape will incorporate public promenades/plazas and wider sidewalks where appropriate to accommodate the movement of pedestrians and to assist with connections to adjacent development. The sections of the Front Beach Road corridor and the major roadway connectors within the following areas should be designed to reflect the “Beach Village” vernacular - 1) East of Pier Park to Bid-A-Wee Beach and 2) Long Beach.

LANDSCAPE PLANTING INTENT:

1. Landscape plantings shall have a more formalized pattern and colors may take on a more festive flavor while still reflecting the beach or coastal vernacular.

2. The street trees shall consist of palm trees located in tree wells along the edge of the road at 30 to 40 feet on center between the roadway lights to provide a consistent rhythm pattern.

3. The landscape areas along the back of sidewalk shall consist of trees planted at 35 to 45 feet on center at regular intervals with clusters of palm trees in odd numbers to provide shade and a consistent rhythm pattern.

4. Larger shade trees and/or clusters of palm trees in odd numbers shall be installed next to seating areas to provide shade.

5. Minimum 3-foot high shrubs shall be installed between the sidewalk and the parking areas to screen the vehicles. Additional shrubs shall be located at promenades/plazas to delineate public and private spaces and at retail building and beach accesses to identify and enhance the entranceway.

6. Groundcovers shall be installed along the shrub rows to create a layering effect and to prevent pedestrians from bypassing through the shrubs.

7. Refer to Section 9, 10 and 11 for planting installation, irrigation and plant palette.
TYPICAL PLANTS

Washington Palm

Daylily

Thryallis

Coontie
HARDSCAPE:

1. The sidewalk shall be standard natural gray concrete with crushed shells; 1/2” to 3/4” diameter color aggregates (brown, gray and black); and 1’ wide natural gray smooth finish banding.

2. At every 6th the sidewalk “windowpane” shall have stamped color concrete with Brick Running Bond radial pattern (Scofield, LITHOTEX® Pavecrafters, Summer Beige #5234) and 1’ wide natural gray concrete smooth finish banding.

3. Minimum 8’ to 12’ wide sidewalks shall have 4’ x 4’ tree wells at every 40’ to 50’ on-center with tree grates comprising of 18” diameter expandable tree opening and 1/4” slot openings; and 1’ wide natural gray concrete smooth finish banding around the tree wells (Neenah Foundry, Metropolitan Collection #R-8706-1A or equal).

4. Refer to Section 4 – Pedestrian Sidewalks for design details.

5. The sidewalk design shall be incorporated into promenades/plazas and beach access approaches to the boardwalks.

6. The Front Brach Road Program Team may approve upgraded sidewalk designs along the building façades and entryways of private developments, such as colors, materials and patterns.
AMENITIES:

1. Benches:
   b. Flat Bench – Keyshield Metal Finish, Item#BW16 (6 Feet Long).
   d. The benches shall be located in high pedestrian activity areas (i.e., near retail shops, promenades/plazas, beach access facilities, etc.), so as not to impede pedestrian movement and under shade (i.e., trees and canopy/awning).
   e. The benches shall be anchored to a concrete base, as per the manufacturer’s specifications.
2. Trash Receptacles:
   a. *Keystone Ridge Designs, Basket Series, Item#Ba3-32 (32 gal.), Iceyshield Metal Finish, Powder Coat Color Options: Kiwi, Nantucket Blue, Cotton Candy, Lemondrop (or equal).*

   b. The trash receptacles shall be located in high pedestrian activity areas (i.e., near retail shops, promenades/plazas, beach access facilities, etc.), so as not to impede pedestrian movement and within easy access from the benches.

   c. The trash receptacles shall be anchored to a concrete base, as per the manufacturer's specifications.

[Image of trash receptacle with color options]
3. Planters:
   a. *Dura Art Stone, Wellington*, Slate Gray, variable sizes (or equal).
   b. The planters shall be located in high pedestrian activity areas to accentuate seating areas and to enhance the streetscape.
4. Bollards:
   a. *Landscapeforms, Annapolis* – 12” dia x 33” h (or equal).
   b. Powder Coat Finish, mixture of colors.
   c. The bollards shall be used to separate vehicular and pedestrian movements and to delineate pedestrian spaces, such as plaza, courtyards, beach access facilities, etc.

![Color Options for Bollards](image)
5. Bicycle Racks:
   a. *Madrax, Circa 2000, 2 Hoop Model #CIR-4-SF-P* (or equal).
   b. Powder Coat Finish, mixture of colors.
   c. The bicycle racks shall be located in high pedestrian areas, so as not to impede pedestrian movement, next to public facilities, building entrances and beach access facilities. The bicycle racks shall be anchored to a concrete base, as per the manufacturer’s specifications.

Color Options for Bicycle Racks
6. Picnic Tables:
   a. *DuMor, Inc.*, **Steel Pedestal Tables, Table 101-40**, Black Powder Coat Finish (or equal).
   b. 1-1/2” diameter center hole to insert an umbrella pole.
   c. The picnic tables may be located in public gathering areas, plazas and around retention ponds, so as not to impede pedestrian movement. The picnic tables have to be anchored to a concrete base, as per the manufacturer’s specifications.

![Color Option for Picnic Tables](image-url)
7. Umbrellas:
   a. *Landscapeforms, Solstice Collection, Altair Style* (or equal).
   b. Powder Coat Finish, mixture of colors.
   c. The umbrellas coordinate with the *DuMor, Inc., Steel Pedestal Tables* and are to be inserted into the table’s center hole. The poles have to be anchored to a concrete base with a security lock to be easily removed for maintenance and weather emergencies.

Color Options for Umbrellas

![Color Options for Umbrellas](image)
SECTION 15

RESORT PARADISE

In these areas the built form is less urban or village and takes on a more relaxed resort feeling. Pedestrian facilities are provided but are smaller in scale than those provided in the Beach Village areas. The sections of the Front Beach Road corridor and the major roadway connectors located within the following area should be designed to reflect the “Resort Paradise” vernacular - East of Middle Beach past Sunspree to Long Beach.

LANDSCAPE PLANTING INTENT:

1. Plantings shall be lush and soothing tropical colors to create a more relaxed resort feel.
2. The street trees shall consist of palm trees located in tree wells along the edge of the road at 30 to 40 feet on center between the roadway lights to provide a consistent rhythm pattern.
3. The landscape areas along the back of sidewalk shall consist of trees planted at 20 to 30 feet on center at regular intervals with clusters of palm trees in odd numbers to provide shade and a consistent rhythm pattern.
4. Larger shade trees and/or clusters of palm trees in odd numbers shall be installed next to seating areas to provide shade.
5. Minimum 3-foot high shrubs shall be installed between the sidewalk and the parking areas to screen the vehicles. Additional shrubs shall be located at hotel/retail building and beach accesses to identify and enhance the entranceway.
6. Groundcovers shall be installed along the shrub rows to create a layering effect and to prevent pedestrians from bypassing through the shrubs.
7. Refer to Section 9, 10 and 11 for planting installation, irrigation and plant palette.
TYPICAL PLANTS

Date Palm

Chinese Fan Palm

Oleander

Hibiscus

Split Leaf Philodendron
HARDSCAPE:

1. The sidewalk shall be standard natural gray concrete with crushed shells; 1/2” to 3/4” diameter color aggregates (brown, gray and black); and 1’ wide natural gray smooth finish banding.

2. At every 6th sidewalk “windowpane” shall have stamped color concrete with Fishscale radial pattern (Scofield, LITHOTEX® Pavecrafters, Emerald Green #S.R.3671) and 1’ wide natural gray concrete smooth finish banding.

3. Minimum 8’ to 12’ wide sidewalks shall have 4’ x 4’ tree wells at every 40’ to 50’ on-center with tree grates comprising of 18” diameter expandable tree opening and 1/4” slot openings; and 1’ wide natural gray concrete smooth finish banding around the tree wells (Neenah Foundry, Metropolitan Collection #R-8706-1A or equal).

4. Refer to Section 4 – Pedestrian Sidewalks for design details.

5. The sidewalk design shall be incorporated into promenades/plazas and beach access approaches to the boardwalks.

6. The Front Brach Road Program Team may approve upgraded sidewalk designs along the building façades and entryways of private developments, such as colors, materials and patterns.
AMENITIES:

1. Benches:
   b. The benches shall be located in high pedestrian activity areas (i.e., near retail shops, hotels, beach access facilities, etc.), so as not to impede pedestrian movement and under shade (i.e., trees and canopy/awning).
   c. The benches shall be anchored to a concrete base, as per the manufacturer’s specifications.

![Color Option for Entire Bench](image-url)
2. Trash Receptacles:
   a. *DuMor Inc, Model #87-22, Deep Red Powder Coat Finish (or equal).*
   b. The trash receptacles shall be located in high pedestrian activity areas (i.e., near retail shops, hotels, beach access facilities, etc.), so as not to impede pedestrian movement and within easy access from the benches.
   c. The trash receptacles shall be anchored to a concrete base, as per the manufacturer’s specifications.

Color Option for Trash Receptacles
3. Planters:
   a. *DuMor Inc, Model #114-00*, Deep Red Powder Coat Finish (or equal).
   b. Located in high pedestrian activity areas to accentuate seating areas and to enhance the streetscape.
4. Bollards:
   b. The bollards shall be used to separate vehicular and pedestrian movements and to delineate pedestrian spaces, such as plaza, courtyards, beach access facilities, etc.

Color Option for Bollards
5. Bicycle Racks:
   b. The bicycle racks shall be located in high pedestrian areas, so as not to impede pedestrian movement, next to public facilities, building entrances and beach access facilities. The bicycle racks shall be anchored to a concrete base, as per the manufacturer’s specifications.

Color Option for Bicycle Racks
6. Picnic Tables:
   a. *DuMor, Inc., Steel Pedestal Tables, Table 101-40, Black Powder Coat Finish (or equal).*
   b. 1-1/2” diameter center hole to insert an umbrella pole.
   c. The picnic tables may be located in public gathering areas, plazas and around retention ponds, so as not to impede pedestrian movement. The picnic tables have to be anchored to a concrete base, as per the manufacturer’s specifications.

Color Option for Picnic Tables
7. Umbrellas:
   a. Landscapeforms, Solstice Collection, Cygnus Style (or equal).
   b. Powder Coat Finish, mixture of colors.
   c. The umbrellas coordinate with the DuMor, Inc., Steel Pedestal Tables and are to be inserted into the table’s center hole. The poles have to be anchored to a concrete base with a security lock to be easily removed for maintenance and weather emergencies.

Color Options for Umbrellas
SECTION 16

COASTAL CASUAL

The streetscape and built form in the areas designated as “Coastal Casual” should reflect the organic forms of the Gulf Coast natural environment. Areas designated to reflect the “Coastal Casual” environment are presented as follow: 1) Western City Limits to Pier Park and 2) Bid-A-Wee Beach.

LANDSCAPE PLANTING INTENT:

1. Plantings shall be free-formed to reflect dune plantings and emulate the colors found in the natural environment.

2. The street trees shall consist of palm trees located in tree wells along the edge of the road at 30 to 40 feet on center between the roadway lights to provide a consistent rhythm pattern.

3. The landscape areas along the back of sidewalk shall consist of trees planted at 15 to 50 feet on center at irregular intervals with clusters of palm trees in odd numbers to provide shade and a natural planting scheme.

4. Larger shade trees and/or clusters of palm trees in odd numbers shall be installed next to seating areas to provide shade.

5. Minimum 3-foot high shrubs shall be installed between the sidewalk and commercial parking areas to screen the vehicles. Additional shrubs shall be located at beach accesses to identify and enhance the entranceway.

6. Groundcovers shall be installed along the shrub rows to create a layering effect and to prevent pedestrians from bypassing through the shrubs.

7. The dune areas shall consist of shrubby or woody plants along the dune crest and vines and grasses along the foredune to prevent sand erosion.

8. All sprinkler heads near the dunes be adjusted to avoid overspray onto the dune.

9. Refer to Section 9, 10 and 11 for planting installation, irrigation and plant palette.
TYPICAL PLANTS

Sea Oats

Muhly Grass

Sabal Palm

Beach

Blanket Flower
HARDSCAPE:

1. The sidewalk shall be standard natural gray concrete with 1’ wide natural gray smooth finish banding; and rock salt texture finish.

2. Minimum 8’ to 12’ wide sidewalks shall have 4’ x 4’ tree wells at every 40’ to 50’ on-center with tree grates comprising of 18” diameter expandable tree opening and 1/4” slot openings; and 1’ wide natural gray concrete smooth finish banding around the tree wells *(Neenah Foundry, Metropolitan Collection #R-8706-1A or equal)*.

3. Refer to *Section 4 – Pedestrian Sidewalks* for design details.

4. The sidewalk shall be incorporated into the beach access approaches to the boardwalks.

5. The Front Beach Road Program Team may approve upgraded sidewalk designs along the building façades and entryways of private developments, such as colors, materials and patterns.
AMENITIES:

1. Benches:
   a. *Benchmark Design Group, Model #Waverly, WAV4008-6-ST*, Turquoise Blue Powder Coat Finish, RAL#5018 (or equal).
   b. The benches shall be located in high pedestrian activity areas (i.e., beach access facilities), so as not to impede pedestrian movement and under shade (i.e., trees and canopy/awning).
   c. The benches shall be anchored to a concrete base, as per the manufacturer’s specifications.

![Color Option for Benches](image-url)
2. Trash Receptacles:
   a. *Benchmark Design Group, Model #Waverly, WAV6051, Turquoise Blue Powder Coat Finish, RAL#5018 (or equal).*
   
b. The trash receptacles shall be located in high pedestrian activity areas (i.e., beach access facilities), so as not to impede pedestrian movement and within easy access from the benches.
   
c. The trash receptacles shall be anchored to a concrete base, as per the manufacturer’s specifications.

Color Option for Trash Receptacles
3. Planters:
   b. Located in high pedestrian activity areas to accentuate seating areas and to enhance the streetscape.

Color Option for Planters
4. **Bollards:**
   b. The bollards shall be used to separate vehicular and pedestrian movements and to delineate pedestrian spaces, such as plaza, courtyards, beach access facilities, etc.

Color Option for Bollards
5. Bicycle Racks:
   b. The bicycle racks shall be located in high pedestrian areas, so as not to impede pedestrian movement, next to beach access facilities. The bicycle racks shall be anchored to a concrete base, as per the manufacturer's specifications.

Color Option for Bicycle Racks
6. Picnic Tables:
   b. 1-1/2" diameter center hole to insert an umbrella pole.
   c. The picnic tables may be located in public gathering areas, plazas and around retention ponds, so as not to impede pedestrian movement. The picnic tables have to be anchored to a concrete base, as per the manufacturer’s specifications.

   Color Option for Picnic Tables
7. Umbrellas:
   a. *Landscapeforms, Solstice Collection, Sirius Style* (or equal).
   b. Turquoise Blue Power Coat Finish.
   c. The umbrellas coordinate with the *DuMor, Inc., Steel Pedestal Tables* and are to be inserted into the table’s center hole. The poles have to be anchored to a concrete base with a security lock to be easily removed for maintenance and weather emergencies.
IMPLEMENTATION

The City of Panama City Beach has designated Front Beach Road as a Community Redevelopment Area within which any development must implement the mandatory Streetscape Design Guidelines Manual. In addition, the designer shall ensure that the project design is in compliance with the City of Panama City Beach’s “Engineering Standards Manual.” Any discrepancies between these guidelines and the E.S.M. shall be brought to the attention of the City’s Review Engineer. The following summarizes the steps to be taken during the Streetscape process:

PRELIMINARY APPROVAL:
1. Initiate contact with the Front Beach Road Program Team and submit conceptual design for preliminary review. Refer to the Streetscape Design Guideline Manual for material specifications.
2. Any deviations from the Aesthetic Options in the Streetscape Design Guideline Manual shall require approval by the Front Beach Road Program Team. The alternative aesthetics shall be compatible with the intent statement of the character district: 1) Beach Village; 2) Resort Paradise; and 3) Coastal Casual.
3. Any decision of the Front Beach Road Program Team can be appealed to the Board of Adjustments.

FINAL APPROVAL:
1. A perspective of the project is preferred along with a material board, which would be presented to the Front Beach Road Program Team at the final review meeting for the project. The final review should include detailed specifications on the color, material information, textures, scale of elements and a landscape plan.
2. Once approved by the Front Beach Road Program Team, the Design Development drawings (stamped/signed by a team representative) together with all streetscape plans and technical specifications shall be submitted to City Building and Planning Department for compliance review and design approval; and process design drawings, through various required departments to secure all required permits. The submittal requirements shall include:
   a) Five (5) sets of Architectural and Civil Plans;
   b) Three (3) sets of Landscape Plans; and
   c) Three (3) sets of any other required materials (i.e., Traffic Study, Environmental Report, etc.)
3. Once approved by the Engineering Department and all other departments, the Development Order can be issued.
4. Execute a Streetscape Agreement.
5. Execute a Performance Bond.
CONSTRUCTION APPROVAL:

1. During construction, inspections will be made by the City Inspectors. Inspections of Streetscape construction will be separate from the building inspections.

2. Execute a Maintenance Bond.

3. After final walk-throughs and approvals, submit “Certificate of Final Inspection and Compliance” form to the City Engineering Department Plans Review Engineer.

In addition to the required formal procedures, it is strongly recommended that informal early and ongoing contact be made with all agencies affected by the project. This will help reduce delays of the projects and assist the developer in planning ahead for a smoother approval and construction process. Some of the agencies which should be involved are:

1. City of Panama City Beach Public Works Department
   - Must approve any work involving street or sidewalk closing and must approve any traffic maintenance and protection plans.
   - May require Developer to install traffic pole foundations or underground conduit; developer should request such information early to include it in his design drawings.
   - Must approve any temporary or permanent modifications to pavement, curbs, striping, meters, or traffic signs.
   - Acts as the City’s representative on all matters regarding design, approval and inspection of Streetscape construction.
   - Must review, approve and sign all required forms.
   - All Streetscape design reviews and field inspections will be for full compliance with the Streetscape Design Guidelines Manual.
   - Must review and approve in writing any changes in the originally approved Streetscape design or materials.
   - Must review and approve design and materials for stormwater, sanitary system and items relating to public works and safety.
   - Must review bond and insurance forms for appropriateness.
   - Conduct a Pre-Construction Meeting.
   - Monitor construction deficiencies, changes in the work, schedules and progress. Provide CRA weekly status reports.
   - Coordinate transfer of tree and irrigation maintenance responsibility at the time of completion.

2. Utility Companies
   - Early contact to allow them to review the Streetscape design and schedule any of their system upgrades.
   - Protect underground systems during constructions. Locations of these systems are furnished by the respective utilities at the request of the Developer. Damage to utilities can result in significant fines to the Developer.
3. **Fire Department**
   - Must approve any fire hydrant relocation.
   - Must be allowed continuing free access to hydrants during construction.
   - Must be notified of any road or travel lane closures which could alter emergency access routes.