



THE TOWN OF KENNETH CITY, FLORIDA

PUBLIC MEETING NOTICE/AGENDA

The Ch. 54 Parking Committee of the Town of Kenneth City will meet at Community Hall, located at 4600 58th Street North, Kenneth City, Florida to discuss the Ch. 54 Ad hoc committee listed at the time indicated below.

6:30 pm

January 6, 2026

Community Hall

PLEDGE OF CONDUCT: We may disagree, but we will be respectful of one another. We will direct all comments to the issues. We will avoid personal attacks.

PUBLIC MEETING NOTICE

Advisory “Ad Hoc Chapter 54 Committee” regarding recommendations for Amendments to Code Ch. 54 Parking

1. Discussion Items:

- a. Committee to approve minutes from previous meetings
- b. Committee to elect a vice chair
- c. Review concerns with Code Enforcement, to understand what is appropriate for us to focus on and what is out of scope of the Ch54 Committee.
- d. Review Forward Pinellas Survey, consider survey data from large sample size.
- e. Review Ch54 PDF recommendations as a group to determine what solutions may be appropriate to consider, begin collaboration discussions.

Any person who decides to appeal any decision of the Town Council with respect to any matter considered at this meeting will need a record of the proceedings and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The law does not require the Town Clerk to transcribe verbatim minutes; therefore, the applicant must make the necessary arrangements with a private reporting firm and bear the resulting expense. In accordance with the Americans with Disability Act and F.S. 286.26; any person with a disability requiring reasonable accommodation in order to participate in this meeting should call 727-498-8948 or fax a written request to 727-498-8841.
www.kennethcityfl.org

Affordable & Aesthetic Driveway Alternatives

Kenneth City – Chapter 54 Review

Prepared by: Bonnie A. Noble

Date: December 06, 2025

Problem: Residents Cannot Afford Full Driveway Replacement

- Concrete driveway replacement is cost-prohibitive during economic hardship.
- Chapter 54 limits acceptable driveway and parking surfaces.
- Residents need flexible, safe, and affordable code-compliant alternatives.
- Goal: Reduce enforcement pressure while maintaining neighborhood aesthetics.

Option 1: Grass-Reinforced Parking Grids

- Plastic or concrete grid panels installed over soil and filled with grass or gravel.
- Strong enough to support vehicles while maintaining a grassy appearance.
- Excellent drainage and erosion control.
- Lower cost than concrete and can be installed in phases.
- Eligible for approval through minor Chapter 54 updates.

Option 2: Stabilized Shell, Gravel, or Millings

- Explicitly allowed under Chapter 54.
- Affordable materials suitable for driveway widening or replacement.
- Requires edging to keep surfaces contained.
- Compactable for durability and improved appearance.

Option 3: Permeable Pavers

- Water-permeable surface reduces runoff and flooding risk.
- More affordable than concrete slabs.
- Attractive and long-lasting.
- Ideal for phased installation.

Option 4: Concrete Wheel Strips

- Two concrete strips for tires instead of full driveway.
- Reduces material cost by more than 50%.
- Allows grass or gravel between strips for drainage.

- Durable, clean appearance.

Option 5: Expanded Parking Pads

- Allows widening the driveway without full reconstruction.
- Materials include gravel, shell, pavers, or grass-reinforced grid.
- Helps reduce street parking overflow.
- More economical than full replacement.

Option 6: Hybrid Surfaces

- Residents can combine gravel, pavers, shell, and grid systems.
- Allows gradual improvements according to budget.
- Stormwater-friendly and visually appealing.

Option 7: Temporary Hardening Solutions

- Compacted rock topped with gravel, shell, or millings.
- Low-cost option that prevents mud and ruts.
- Can be upgraded later to a permanent surface.
- Meets Chapter 54 standards when contained properly.

Option 8: Ultra-Low-Cost Grass Parking Solutions (Recession or Extreme Hardship)

- For residents who cannot afford even low-cost gravel, shell, or grid systems, grass-based parking solutions can be implemented with the Town's approval.
- Uses grass or turf with minimal reinforcement to preserve aesthetics while keeping costs at or near zero.
- Maintains the green, residential look valued in Kenneth City.
- Allows residents to remain compliant without financial hardship.
- Town can partner with residents on minimal-cost erosion control or reinforcement if needed.

Grass Parking Sub-Options for Hardship Situations

- ****Hardpack Grass Parking:**** Grass allowed to grow over compacted soil with minimal stabilization; lowest possible cost.
- ****Ground-Level Stabilizing Mesh:**** Thin plastic mesh rolled over existing grass; nearly invisible and prevents rutting.

- ****Town-Assisted Grass Reinforcement:**** Town may provide donated or recycled mesh/panels for qualifying low-income households.
- ****Seasonal Reinforcement:**** Temporary grid/matting during rainy seasons to prevent mud and restore aesthetics when removed.
- ****Natural Drainage Berms:**** Small berms or edging around grass parking areas to prevent runoff onto streets.
- ****Community Partnership Program:**** Town, churches, or community groups assist elderly or extremely low-income residents with installation.

Why Grass-Based Options Maintain Aesthetics

- Grass blends seamlessly with existing landscaping and preserves curb appeal.
- Avoids the appearance of dirt parking or code violations.
- Allows residents to comply with Chapter 54 while protecting neighborhood character.
- Better stormwater absorption than concrete or asphalt.
- Aligns with Kenneth City's goal of maintaining attractive residential areas.

Recommended Chapter 54 Updates to Allow Grass Parking Alternatives

- Add 'grass with approved stabilization' as a permitted parking surface.
- Define minimal reinforcement options (mesh, mats, grids) as acceptable.
- Create a hardship permit category for ultra-low-income residents.
- Allow Town-led or volunteer installation assistance programs.
- Ensure erosion control requirements remain simple and low-cost.

Community & Resident Benefits

- Avoids punitive enforcement on financially stressed households.
- Protects roadway aesthetics and property values.
- Reduces street parking congestion.
- Supports elderly, disabled, and low-income residents.
- Provides a humane, affordable path to compliance.

MEMORANDUM

Review of Kenneth City Code Chapter 54

To: Kenneth City Committee

From: Bonnie A. Noble

Date: December 6, 2025

Subject: Comprehensive Review of Chapter 54 – Outdated Provisions, Internal Contradictions, and Conflicts with Other Kenneth City Codes

1. Purpose of Review

This memorandum identifies outdated provisions, internal inconsistencies, and conflicts between Chapter 54 and other sections of the Kenneth City Code.

2. Summary Findings

Major required updates include removing outdated red-light camera procedures (Article IV – Traffic Light Safety Act, see Ch. 54, Art. IV, p. 12), modernizing terminology (definitions section, see §54-110, p. 7), correcting penalty inconsistencies (see §54-115 and §1-15, p. 7), and aligning driveway/parking standards with the Land Development Code (see §54-110 driveway definition and related parking provisions, p. 2).

3. Outdated or Problematic Provisions

Article IV (Traffic Light Safety Act) reflects outdated versions of Florida Statute 316.0083 (see Ch. 54, Art. IV, p. 12). Terminology for disability and gender should be updated in the definitions section (see §54-110, p. 2). Driveway construction rules are located in the same definitions section and may duplicate or conflict with Chapter 82 (see §54-110, p. 2).

4. Internal Inconsistencies Within Chapter 54

The definition of 'momentarily' in the definitions section (see §54-110, p. 2) conflicts with ordinary usage. Lawn-parking prohibitions and vehicle-for-sale allowances appear in the parking and stopping section (see §54-111(1)(j) and §54-111(4), p. 5) and can contradict one another. Vacant-lot parking and penalty cross-references are also found in the parking and penalty provisions (see §54-111(1)(g), p. 5, and §54-115, p. 7).

5. Conflicts with Other Chapters

Driveway definitions and parking-surface rules in the definitions and parking sections (see §54-110 and §54-111, p. 5) overlap with or contradict zoning and code-enforcement procedures found in Chapter 82 (Land Development Code) and Chapter 1 (general penalty).

6. Recommendations

High-priority reforms include updating Article IV (see Ch. 54, Art. IV, p. 12), clarifying civil penalties (see §54-115, p. 7), modernizing terminology (see §54-110, p. 2), and ensuring consistency with the Land Development Code (see Chapter 82 references). Medium-priority

reforms address internal contradictions in the parking and stopping section (see §54-111, p. 5).

References

Florida Statutes:

- Chapter 316
- Section 316.0083
- Chapter 318
- Chapter 162

Kenneth City Code:

- Chapter 54 (Traffic & Vehicles)
- Chapter 82 (Land Development Code)
- Section 1-15 (General Penalty)

Recreational Vehicle Parking Flexibility for Kenneth City Residents

Prepared by: Bonnie A. Noble

Date: December 06, 2025

Driveway Size Definitions (Clear, Measurable, Enforceable)

- Small Driveway: Less than 600 sq ft OR up to 20' wide x 30' long; fits up to two standard vehicles. Maximum 1 recreational unit.
- Medium Driveway: 600–1,000 sq ft OR 20–30' wide x 30–40' long; fits two to three vehicles. Maximum 2 recreational units if fully on approved surfaces.
- Large Driveway: More than 1,000 sq ft OR over 30' wide or 40' long; can fit three or more vehicles safely. Maximum 3 recreational units with screening.

Allowed Recreational Vehicle Parking Locations

- Driveway parking on approved surfaces such as concrete, asphalt, pavers, gravel, shell, or millings.
- Side-yard parking when enough width exists and the vehicle is fully on an approved surface.
- Rear-yard storage for homes with access, using approved materials and screening.
- Seasonal or temporary permitting options for special circumstances to support residents.

Screening & Aesthetic Standards

- Use of fencing, shrubs, or decorative panels to reduce visibility from the roadway.
- All recreational vehicles must be operable, properly registered, and well maintained.
- No vehicle may obstruct sidewalks or the public right-of-way.

Why Flexibility Benefits Kenneth City Residents & Preserves Aesthetics

- Respects Resident Property Rights: Flexibility acknowledges residents' investment in recreational vehicles, allowing them to store these items without excessive restrictions.

- **Reduces Street Parking Congestion:** Keeping RVs and trailers on private property reduces clutter along narrow roads, improving safety for emergency vehicles.
- **Supports All Income Levels:** Many residents—especially retirees and low-income households—cannot afford off-site storage. Flexible rules prevent financial hardship.
- **Strengthens Community Morale:** Fair rules that apply equally across Kenneth City reduce tension, complaints, and feelings of targeting among residents.
- **Preserves Neighborhood Character:** Screening requirements and approved surfaces ensure RV storage does not detract from curb appeal.
- **Creates Predictability for Code Enforcement:** Clear driveway definitions eliminate ambiguity, making enforcement objective and consistent.
- **Improves Public Safety:** Open streets improve visibility, turning clearance, and emergency response times.
- **Encourages Compliance:** When rules are reasonable, residents are far more likely to follow them voluntarily.

Street Parking Solutions – Kenneth City

Prepared by: Bonnie A. Noble

Date: December 06, 2025

Problem: Narrow Roads Block Emergency Vehicles

- Cars parked on both sides create impassable lanes.
- Fire trucks, ambulances, and police cannot pass safely.
- Delays increase risk to residents and property.
- Town needs uniform, affordable, enforceable solutions.

Solution 1: One-Side-Only Parking

- Designate one approved parking side on every narrow street.
- Ensures emergency access 24/7.
- Low-cost signage or painted curbs.
- Simple for residents to follow.

Solution 2: Alternating Block Parking

- Parking allowed on alternating sides of each block.
- Prevents long walls of cars.
- Improves visibility and traffic calming.
- Requires consistent signage.

Solution 3: Time-Restricted Parking

- Restrict parking during daytime or peak activity hours.
- Ideal near schools, parks, and churches.
- Allows overnight resident-only parking.
- Maintains emergency access when traffic is highest.

Solution 4: Painted Curb Indicators

- Green = parking allowed.
- Red = no parking / emergency clearance required.
- Yellow = loading zone only.
- Very inexpensive and highly visible town-wide.

