

**CITY OF ANNA MARIA
CITY COMMISSION/PLANNING & ZONING BOARD WORKSESSION
MEETING HELD AT ANNA MARIA COUNCIL CHAMBERS
10005 GULF DRIVE – ANNA MARIA, FL
THURSDAY, MAY 20, 2010
6:00 P.M.**

CALL TO ORDER

City Commission Chair John Quam called the Work Session to order at 6:00 p.m.

PLEDGE TO THE FLAG

ROLL CALL:

City Commission Present: Commissioner Chuck Webb, Chair John Quam, Mayor Fran Barford, Commissioner Dale Woodland, and Commissioner Harry Stoltzfus.

P&Z Board Present: Boardmembers Bob Barlow, Margaret Jenkins, Sandra Mattick, and Frank Pytel.

Absent: City Commissioner Jo Ann Mattick, P&Z Chair Randall Stover, and P&Z Boardmember Mike Yetter.

Staff Present: City Clerk Alice Baird, Building Official Bob Welch, City Planner Alan Garrett, and Minutes Clerk Stacey Johnston.

Press: Sun and Islander.

1. Concepts for Parking on Pine Ave. – Amend Chapter 90.

Chair Quam informed that he, Planner Garrett, and Public Works Director George McKay walked each side of Pine Ave. on May 13, 2010 to validate the potential parallel parking plan. He informed that Pine Ave is 50-ft wide with 25-ft pavement. There is a 12.5-ft. right-of-way on each side of Pine Ave. All sidewalks, except for the one in front of City Hall being 4-ft wide, are all 5-ft wide. The rights-of-way are all 6.5-ft to 7.5-ft from the edge of the pavement to the sidewalk.

The bases for counting the spaces was to insure that everyone would have a 20-ft wide driveway and there would be a 10-ft flair on each side of the driveways, there would be 20-ft from the intersections, and 30-ft from stop signs.

The following obstacles for implementing a parallel parking plan were noted by Chair Quam and City Planner Garrett as follows:

- Verizon posts.
- Electric cement poles.
- Water meter interference.
- Need to determine if the utilities could be relocated to private property.
- Catch basins and concern relating to drainage flow.
- In order to allow for a 6-ft sidewalk and 8-ft parking space, the sidewalks will protrude 1-ft to 2-ft onto private property.
- Allowance made for a 12-ft wide handicap space.
- 415 Pine Ave., for example, includes an electric cement pole, plus other utilities, and would need to be relocated.
- The sidewalk on the north side of Pine Ave begins at Roser Church and ends at 420 Pine Ave. There is only 9-ft from the edge of the pavement to the water meter at the 408 Pine Ave property. It will be impossible to have both parallel parking and a sidewalk on the north side of Pine Ave.
- Parallel parking is currently available from Roser Church, past the single-family homes, to the Historical Park driveway.
- Additional parallel parking could be accomplished at the Historical Park if trees were cut back. The Historical Park currently has on-site parking spaces for 6 to 7 cars.

- The commercial properties at 310 and 314 Pine Ave have substantial parking on-site both in front and on the side. Perpendicular parking is located in the front. Since there are no sidewalks there, a safety hazard would not be a concern.
- The potential parallel parking plan on Pine Ave (including all side streets) allow for 165 parking spaces – 96 spaces on Pine Ave and 69 spaces on the side streets. That potential number of parking spaces is a result of parallel parking and a driveway at each property – with no open space across the front.
- Of the 96 potential parking spaces, 69 are currently available (36 on the south side of Pine Ave and 33 on the north side.) A parallel parking plan would result in an additional 27 spaces over what is currently available. Additional spaces in front of City Hall would also be available if it was agreed to allow parking at that location.
- The project would be a major undertaking. Sidewalks would need to be relocated 1-ft to 3-ft onto private property, the right-of-way would need widened to 8-ft, and a 6-ft sidewalk installed.
- The project could take years to complete.
- Determine who will pay for the project.
- Currently uncertain if the property owners would give an easement to the City.
- The utilities are also a concern.

Chair Quam presented the following recommendations/options that were based on the concerns he and Planner Garrett found on Pine Ave:

- Use the current right-of-way parking available to complement on-site parking.
- North side of Pine Ave
- 1) Not construct a sidewalk in order to minimize safety hazards for pedestrian and bicycle traffic.
 - Any new or re-development would provide on-site parking with a sidewalk adjacent to the structure and in front of perpendicular and/or angular parking spaces. In order to exit the property, vehicles would maneuver within the right-of-way or back across the right-of-way into the street.
 - That the on-site parking on all side streets would either be perpendicular or angular and to include a sidewalk adjacent to the structure - and located in front of the parking spaces.
 - That a crosswalk be placed at Pine Ave and N. Shore Dr and also at Pine Ave. and Crescent.
- South side of Pine Ave – Options to allow for flexibility
- 2) The sidewalk would remain as is with a 35-ft front setback. The on-site parking spaces would be either perpendicular or angular with maneuvering on-site, and no backing across sidewalks - egress, going forward across sidewalk to street.
 - 3) Remove the current sidewalk and construct a sidewalk adjacent to the structure with on-site perpendicular or angular parking spaces. Maneuvering would be on-site or back-out across the right-of-way to the street.
 - 4) Or - on-site parking with 20-ft driveways. Maneuvering would be on-site, and exiting would be going forward across the sidewalks and right-of-way.

City Commission and P&Z Board Discussion

P&Z Boardmember Pytel questioned if parking on-site and on the right-of-way would meet the parking requirements.

Planner Garrett explained that with the 29-ft on the north side and 35-ft on the south side, a car could still be parked on the individual properties – and property owners could still have the ability to give the City an easement between the parked car, sidewalk, and the structure. There is ample room, with the current setbacks, to allow parking to be all on-site.

Boardmember Pytel voiced concern that some for the right-of-way may be used to meet the on-site parking. He said in a case where the sidewalk would be moved back, he was concerned that if the City were to obtain an easement for a sidewalk, the City would be giving up 12.5-ft of right-of-way for only a 5-ft easement. He recommended there be an even swap of right-of-way for private property.

Planner Garrett said the proposal was that all parking be on the private property. He noted that parallel parking would work for some places and some would not.

Commissioner Woodland stated he did not feel that the options were clear and that the City Commission and P&Z Board may not be interpreting the options in the same way that Chair Quam and Planner Garrett were. He suggested that drawings be presented in order to visualize the options provided.

Commissioner Woodland asked if eliminating the setbacks was still an option.

Planner Garrett said eliminating the setbacks was not a consideration in order to give the property owner the assurance they can park on their property and have the ability to provide the City with an easement for a sidewalk – and still place the building at the setback line.

Commissioner Webb said he would also like to see a diagram. Commissioner Webb said his main concern was limiting coverage, versus the concerns that P&Z Boardmember Pytel had addressed.

P&Z Boardmember Pytel said he felt if some were allowed to utilize a portion of the right-of-way to meet the requirements to meet on-site parking, it would discriminate against the others who would actually have all their parking on-site. He said if the right-of-way were to be utilized for meeting the on-site parking regulations, then why not utilize it for meeting the setback requirements, etc.

Commissioner Webb, on the other hand, felt the ROR should be treated differently than the other areas of the City. Explanation followed as it related to lot coverage.

P&Z Boardmember Mattick clarified that Chair Quam and Planner Garrett's recommendation is to move the sidewalks forward and have perpendicular or angular parking on the north side.

Planner Garrett said if a property owner had enough lot size and wants all parking on the property, it would not be prohibited. He also stated that whether or not mandating a sidewalk on the north side of the street would need to be determined.

Chair Quam discussed the difference between the options on the south side of Pine Ave. Discussion followed.

P&Z Boardmember Mattick noted that in order to make it work, the City would need to ease up on the parking requirements. She also pointed out that the 50-ft lots are

unbuildable under the current rules. She discussed the small building size for both commercial and residential on the 50-ft lots.

Chair Quam noted that the 50-ft lots could be looked at separately.

Commissioner Stoltzfus asked if there was any consideration regarding corner lots having a 10-ft driveway on Pine Ave and a 10-ft wide driveway on the adjacent street.

Planner Garrett explained there were only a couple of the corners where it would work. He suggested that either options 2 or 3 be considered for the south side.

Discussion followed relating to utilities in the right-of-way as platted. *Commissioner Webb* stated that the utility companies will move the utilities so long as they do not have to pay for moving them.

Commissioner Woodland made reference to the information provided on Dan Burden, an internationally recognized authority on street designs, traffic calming, living streets, public safety, bicycling, and greenways. He suggested that Mr. Burden is contacted for his recommendations.

Commissioner Woodland also suggested that pervious materials – like that used at City Hall – be required.

Commissioner Woodland voiced his concern relating to backing out into the traffic and it jeopardizing the flow of traffic. He said he was not in favor of that option.

Chair Quam said he had no concern about backing out into the street – only backing out across sidewalks.

Commissioner Stoltzfus asked if there would be enough room on the north side for either angular or perpendicular parking and still have the ability to maneuver without backing out onto the street. He questioned that if there was room then what advantage would there be to moving the sidewalk. He stated that if there was no allowance for bicycle traffic, the bicycles would be forced to ride on the sidewalks.

Planner Garrett explained that the bicycle traffic on the north side would be accounted for by them riding on the pavement.

P&Z Boardmember Barlow agreed that a visual diagram would be beneficial to review.

- *Chair Quam* asked for a consensus relating to backing out onto the right-of-way. He said he hoped to immediately implement a plan as a solution for the next Site Plan application to come before the City.

Commissioner Stoltzfus said he was opposed to backing out onto the right-of-way and felt that all parking should be kept on-site (option # 4). No LDR changes would be required.

Commissioner Woodland asked that either setbacks or angled parking be looked at in order to eliminate backing out into traffic – which he is opposed to.

Commissioner Webb suggested that at the next meeting, each Boardmembers goal be identified and that the goals then are ranked.

Commissioner Webb said he was not opposed to backing out into the roadway. He felt the backing out was more of a vision issue. So long as the driver backing out has good vision down the road, there would be no conflict with bicycles.

P&Z Boardmember Mattick pointed out that the PAR developer has agreed to make any changes approved by the City. Therefore, a huge section of Pine Ave. could be changed immediately.

It was agreed that the next meeting would be scheduled for Thursday, June 3, 2010 at 6:00 p.m.

Public Comment

Gene Aubry, Spring Ave, informed that Dan Burden would address the Commission and P&Z Board if asked. He was unaware of what Mr. Burden's charges would be, however, the City would only be charged for one day. He stated that Mr. Burden was a friend of his and he had asked him to review the parking situation.

Mr. Aubry also agreed that diagrams would be useful. He noted that the proposed parallel parking spaces are 25-ft long and a person can almost park driving straight in. He said there was no safety issue. He stated that the concept could immediately be implemented on the PAR property being developed on the north side of the street and would be no impact to the development at all. Doing so would provide tremendous green space to the development - rather than pushing a sidewalk up against the building.

Michael Coleman, Pine Ave, said the suggestion was simply placing the sidewalk in front of the cars rather than behind the cars. He pointed out that the Safety Committee had said there was no safety issue about cars driving across the sidewalks and there had not been accidents as a result of it. He said he was in favor of the parallel parking concept and that it was consistent with the Pier Boardwalk proposal.

Mr. Coleman agreed that Mr. Burden should be asked to make a presentation.

Tom Turner, N. Shore Dr, did not feel a lot was being accomplished at the meetings. Noting that Pine Ave was 50-ft wide, he did not feel that parallel parking could be crowded to 6-ft sidewalks – and that it was not right to ask a property owner to give up 2 to 3-ft of their property to move the sidewalk back.

Mr. Turner said that no one had mentioned the curbs.

It was Mr. Turner's opinion that all parking on Pine Ave should be diagonal parking.

He further suggested that the cost of the project be taken into consideration and was concerned about drainage issues.

Commissioner Woodland said he had not yet given up on the global parking concept. He felt that other communities most likely have run into the same problems similar to Anna Maria. He noted that the Roser parking lot is often utilized for parking and he did not feel that all options had been explored. He asked that all options be considered.

P&Z Boardmember Jenkins stated that if a property owner was required a certain percentage of the required parking on-site, it would eliminate the requirements for off-site parking. She noted it would require a smaller building footprint; however, more parking would be accomplished.

Tom Turner, N. Shore Dr, pointed out that there was a large parking lot on the south side of the Roser Church. He asked if anyone had spoke to the church about allowing public parking at that location between the hours of 8:00 a.m. and 5:00 p.m.

Next Meeting Date

It was agreed that City Planner Garrett and Chair Quam would meet on Thursday, May 27, 2010. Chair Quam will contact Dan Burden to see if he would be available to address the City Commission and P&Z Board at their next meeting to be held Thursday, June 3, 2010, 6:00 p.m.

Adjournment

On motion made by Chair Quam and seconded by Commissioner Woodland, the meeting was adjourned at 7:28 p.m.

Alice Baird, CMC, City Clerk