

**CITY OF ANNA MARIA
CITY COMMISSION/PLANNING & ZONING BOARD WORKSESSION
MEETING HELD AT ANNA MARIA COUNCIL CHAMBERS
10005 GULF DRIVE – ANNA MARIA, FL
FRIDAY, JUNE 4, 2010
4:00 P.M.**

CALL TO ORDER

City Commission Chair John Quam called the Work Session to order at 4:00 p.m.

PLEDGE TO THE FLAG

ROLL CALL:

City Commission Present: Mayor Fran Barford, Commissioner Jo Ann Mattick, Chair John Quam, Commissioner Chuck Webb, and Commissioner Dale Woodland.

P&Z Board Present: Chair Randall Stover, Boardmembers Margaret Jenkins, Tom Turner, Frank Pytel, Bob Barlow, and Sandra Mattick.

Absent: City Commissioner Harry Stoltzfus and P&Z Boardmember Mike Yetter.

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

Press: Sun and Islander.

Also Present: Court Reporter not paid by City.

1. Concepts for Parking on Pine Ave. – Dan Burden

Chair Quam introduced Dan Burden, an internationally recognized authority on bicycle and pedestrian facilities and programs, livability, street designs, traffic calming, living streets, public safety, bicycling and greenways, and for creating healthy, livable, sustainable, and prosperous communities.

Background

Dan Burden informed he had been in Anna Maria approximately five times. He noted that he had created the roundabout (first roundabout in Florida) and parking plan for the City of Bradenton Beach.

A PowerPoint presentation was presented by Mr. Burden. He noted that all over America changes are being seen in the transportation and land use by taking areas often times spark and turning them into beautiful places to walk, drive, bike, and live – thus a walkable and livable area.

Mr. Burden stated that if communities are designed well – people will live longer. Mr. Burden has just signed an agreement with Dan Buettner, author of *Blue Zones*, and plans to transform 100 cities in the United States with a City Health Makeover to be funded by one of the biggest healthcare providers in the world. A new series will appear on public television on health and wellness and how to get the cities back. Their non-profit organization will be producing thirty posters – *Town Makers Guide* - to teach people how to make cities.

Mr. Burden explained that being healthy is all based on how active a life one can lead. Examples include being active, reducing or eliminating drug prescriptions, and to begin walking again. He stated he has assisted approximately 200 cities per year to become more walkable. It is important to build environments that allow people to come together, stay together, be active, live preferable lifestyles, and not have to eventually move into care facilities.

Mr. Burden informed that he was the first State Bicycle/Pedestrian Coordinator for the Nation. As a result, he has been able to build his expertise by assisting numerous communities.

Various examples were presented from other communities. Some of the communities included: Fort Pierce, FL; West Palm Beach, FL; South Beach, FL; West Lafayette, IN; Lake Oswego, OR; Rodeo Drive in Beverly Hills, CA; Stewart, FL; Bradenton Beach, FL; Del Mar, CA; Tallahassee, FL; Keene, NH; Fairhope, AL; Carmel, CA; Charlotte, NC; Livermore, CA; Palo Alto, CA; and Washington, DC.

Off-Street Parking

There was no off-street parking prior to 1928. Off-street parking began in Grandview Heights, OH by creating a valet system and 300 off-street parking spaces. Columbus, OH then codified and required off-street parking.

450-sq. ft is required every time an off-street parking space is created to allow for the turning radius, etc.

On-Street Parking

Over the years, traffic has been stripped off the streets to allow traffic to move faster. The goal now is to build cities that work and therefore get the parking back on the streets. On-street parking will help to slow traffic, green up the streets, create buffer for sidewalks, etc.

150-sq. ft is required every time an off-street parking space is created.

Examples and Explanation of How to Create Walkable Communities with Parking Back on the Streets

- Curb Extensions
- In-set Parking
- Ground Cover
- Addition of Trees
- Valley Gutter
- Permeable Surfaces
- Honoring Green
- Providing Shade
- Curbless Streets – 2 to 3-inch rise (slight rise)
- Tree Wells – functional and adds beautification and low speed
- Gathering Places
- Keep Speeds Low – allows safety and stopping to shop
- Add Trellises and Benches
- Fit in Bike Parking
- Provide more space for retail uses

Types of Parking Concepts

- Angled Parking – Adds more parking. Can angle up to 90-degree
- Inset Parking with Parallel
- Festival Streets
- Staggering Angled and Parallel Parking
- Back-in Parking – Safest way to park a vehicle and takes up less space. Trunks will be located off busy street area; passengers will walk out towards safety versus into the street.

Anna Maria

Mr. Burden provided the following suggestions for Anna Maria for the entire area of Pine Ave, side streets, and general commercial area. He stated that Anna Maria overtime

should become more greener, aesthetically pleasing, more identity placed, and what is done with the parking is the big tool.

- Important to become the custodians for the history, beauty, and natural gift that can be offered by Anna Maria and its beach community. Everything built needs to honor the past and culture and what Anna Maria is capable of becoming without losing its identity or character.
- With only a little “tweaking” Anna Maria could become a fabulous place that will be written up in beautiful magazines and books. Today, however, it is in somewhat of a hodge-podge state.
- There is no space for a bike lane.
- Did not feel 90-degree angled parking would be possible on Pine Ave.
- Consider a Festival Street – street where parking would be prohibited during a festival when the street would be closed to parking.
- Use of trellises and trees of stature.
- Due to dimensions, Anna Maria has the ability to develop the side streets.
- If choosing to provide back-in parking – start with the side streets to allow people to get used to it. To start – place a sign, repaint over the weekend, and then park a couple of cars from the impound lot.
- Felt some of the off-street parking should be converted to on-street parking.
- Important to provide more space for retail spaces so a person would not have to drive somewhere else.
- In reviewing the number of parking spaces that can be available – there will be a surplus of spaces in the foreseeable future.
- Recommended curb extensions and staggering angled and parallel parking.
- Where possible – should incentivize getting in the angled parking in order to add additional parking and a greener community.
- Move sidewalks closer to the buildings. Mr. Burden felt there is a need for flexibility (meandering) of the sidewalks in Anna Maria.
- Important to craft a vision that everyone is invited to work on and participate in. Whenever a public process is provided where everyone sees the ultimate gain, negotiations between the City and property owner are normally not necessary. A gain is then seen by the property owner.
- Informed that the lanes were 10-ft wide on the sides and would not take any space away from the 50-ft wide road. Mr. Burden stated that the right-of-way is adequate so long as the sidewalks are moved back as required, etc. Much of the time the sidewalks will be in the correct place to allow inset parking to fit perfectly. The City has some utility caps, underground issues that will need to be worked with etc. but that would not halt a project. A cost will be required, however, the loss of opportunity costs much greater. He stated that retail business needs to be built; there should be a desire for people to live in Anna Maria, and the desire to shop in their own community.
- Mr. Burden found many locations to place “mini-circles” of beautifully planted gardens which would eliminate the use of stop signs. There may, however, not be enough space to put one on Pine Ave. – except possibly by the City Pier and dependent on truck movements, etc.
- Mr. Burden recommended taking out the double yellow center-line. Vehicle counts above 8,000 indicate there should be a double yellow center-line and he did not feel Anna Maria had a traffic count of 8,000 or above.
- As more business comes into Anna Maria, there will be a need for other accommodations for delivery trucks on a regular basis - with a plan that will accommodate that. Mr. Burden used the example that all deliveries are made before 10:00 a.m. otherwise they must park on a side street.
- Mr. Burden informed he did not do the parking plan itself – only the conception work. He noted that Gene Aubry had a plan which he considered would be ready to implement in

stages, and parking management strategies can be accomplished by many reputable firms. He was unsure of the cost. Explanation followed relating to planning moneys that may become available from the EPA, HUD, etc. for development of buildings, development, and parking.

- Residents on Pine Ave. would retain their driveways until such time the use would be changed. Once the use is changed, the appropriate parking strategy would be implemented.
- Parking meters could be placed at parking locations not desired for use by Beach goers. *Commissioner Mattick* suggested that better signage, etc. be utilized for making sure the public is more aware of the public parking on the City Hall property.

Discussion – Questions and Concerns Addressed

- Depending on the business, one parking space will be turned over 16 to 20 times per day. A person will try hard to find a place to park on the main street versus a side street. Parking meters were not part of Mr. Burden's recommendation for Anna Maria; however, parking meters can be priced in order to serve the purpose of additional revenue and allowing for 15% of the available spaces to remain open. Tourists are willing to pay. If the City were to choose this route, Mr. Burden suggested implementing the parking first then the installation of parking meters could be considered.
- Recommended that parking be either parallel or angled and that the sidewalk be moved to fit and set closer with the building. Mr. Burden stated that doing so is what the people prefer.
- Meandering sidewalks – Mr. Burden said it was okay for sidewalks to be flexible. Examples of the sidewalk meandering around a legacy tree, certain utilities, etc. were mentioned. Flexibility with the sidewalks would be needed in Anna Maria. He stated that the human eye wants to see the variation and not a straight line. Anna Maria has that flexibility.
- Mr. Burden suggested the book "*The High Cost of Free Parking*" written by Donald Shoup.
- Explained that 80% of people will walk a 5-minute walk equating to one-quarter mile from their vehicle to the business they are going to. However, if coming to a beautiful place (like Pine Ave.), those 80% will walk one-half mile and over. Some will walk one to two miles if the area is beautiful, shading, interest of shops, etc.
- Traffic Flow – Parallel parking will take the longest for a person to maneuver. Front-in angled would be the fastest.
- Traffic Engineers are not taught to deal with high-volume traffic. The important thing is to take care of the intersections allowing traffic to flow.
- There's a movement to eliminate all unnecessary "stops" (stop signs). Once a road has been designed, crashes will go down allowing for stop signs to be removed.
- Park-n-pay would be an option in the future. They will make more money than a parking meter since the next person to park would be required to pay - versus using up the remaining meter time.
- *City Planner Garrett* explained that when walking the area with Mr. Burden it was found that on-street parking will work. He said there's the ability to take an existing development by working with the property owner to move the sidewalks to the building, getting an easement, and then doing a right-of-way use permit to allow the parking spaces to somewhat encroach into the right-of-way. There are no problems with having a sidewalk on the side streets cross – not at the intersection – but a car-length back so that the sidewalks can be moved alongside the buildings, cross Crescent, and then connect to the other buildings. It was suggested that a 4-way stop be implemented at Crescent to allow for a slower street.
- Never should a business owner or their employees' park in front of their own store (unless bringing packages in) or a competitors store, in order to allow their customers to

park in those areas instead. There should be a place established for employees to park. Church lots were used as an example.

- Mr. Burden informed that the total amount of “walkable area” for a specific location can be obtained by utilizing the program at www.walkscore.com. 50% will indicate a somewhat walkable area. Once boosted will increase value – each point is worth \$700 to \$3,000.
- Mr. Burden encouraged Anna Maria not to wait too long to change the parking and also stated that the Anna Maria parking situation was not unique. All communities that have made a shift in their parking to organize it, to make the street greener, etc., has started to turn better retail trade, and attract more people to live in the community. Jobs are also being attracted since the community is more livable. Bringing the community together to work towards one goal will strengthen the community to embrace all the aspects of their future.

Public Comment

Mike Pescitelli, 233 Gladiolus, asked if any of the parking types compromise the safety issue.

Mr. Burden informed that new studies have shown when parking is added, crashes are reduced – mainly due to lowering the speed of the traffic. He explained that parallel parking is the most risky, and the safest is the back-in parking. The most serious problem for pedestrians is traffic moving too fast. He noted that a person has an 80% chance of living if hit by a vehicle 25 M.P.H., 50% chance to live when a vehicle were to hit them at 30 M.P.H., and little chance if hit by a vehicle traveling 40 M.P.H.

Mr. Pescitelli discussed TIF (Tax Increment Funding) utilized in Stewart, FL and the issue of dedicated parking for the business employees.

Dr. Gonzales introduced his wife and daughter. Dr. Gonzales informed that his wife’s father had purchased three homes on Pine Ave. over sixty years ago where their weekend home is built. In addition, his daughter has recently invested \$1 million into a home on Pine Ave. Dr. Gonzales stated they never intend to have any commercial development on their Pine Ave. properties.

Discussion followed relating to when there was parking on Pine Ave. in the past. Dr. Gonzales stated the reason it ended was because it became very dangerous. He said he would have to aid an injured individual on numerous occasions. Also, Pine Ave. was utilized for the purpose of persons going to the Beach. Issues such as changing clothes in the open, trash, public drinking, etc. occurred.

Dr. Gonzales felt implementing parking would increase the activity and amount of people coming to Anna Maria. He used the example of the Gagney Construction location and said he had no objection to renovating the older homes, however, did object to the concept of development on Pine Ave.

Dr. Gonzales asked that the Commission and P&Z Boardmembers consider him and his family’s concerns.

Janea Rudacille, 222 85 St, addressed Dr. Gonzales’ comments noting she was a former neighbor of his on Pine Ave. and has since sold her property. The property will be renovated and utilized as a store. She noted there have always been accidents at that location – not due to backing out but due to the stop signs.

Ms. Rudacille said she had a different view than Dr. Gonzales.

Ana, Crescent Dr. resident, said she had lived in Anna Maria for 1 ½ years and other tourist communities prior to moving to Anna Maria. She stated that during the recent bridge repair, she had counted the vehicles and in a one-fourth hour period of time she had counted fifty vehicles. She noted that the locals will learn to utilize the side streets to avoid the busy street. She was concerned about the additional use of the side streets.

Mr. Burden explained that the more beautiful the road, the more people will want to travel on that specific road – even though having to travel slower. However, beautifying a street would not preclude ensuring the side streets would be fully honoring the fact it was a person’s home street. He informed that a calming traffic plan would need to be implemented. Calming features such as mini circles could be part of the plan. Speed bumps would not be a part of that plan. He informed that the possible spillover effects would be considered on the side streets prior to any changes occurring on the principal street.

Larry Albert, 711 Gladiolus, voiced concern about what size buildings would be built if on-street parking is allowed - since the parking currently controls the size of the buildings.

Chair Quam noted that the setbacks could be adjusted and lot coverage would regulate the size.

Micheal Coleman, Pine Ave. asked if there was any data supporting safety as far as on-site or off-site parking.

Mr. Burden noted there was a difference between “safety” and “security”. He informed there are more problems as far as security with off-street parking and issues with personal security on on-street parking. As far of traffic safety, more crashes occur in a parking lot.

P&Z Boardmember Mattick pointed out that vehicles are currently backing out across the sidewalks in Anna Maria. She asked what would be the safest parking solution for the pedestrians.

Mr. Burden stated that Anna Maria’s current parking method was the least safe. He said he would not “take on that big issue”, however, as the parking is organized and in getting away from the current configuration, it will be safer. He stated that true on-site parking such as the City Hall lot would be safer, and on-street parking would be safer yet for a multiple set of reasons.

Press Comments – None.

Next Meeting Date

The next City Commission/P&Z Joint Work Session will be held on Thursday, June 17, 2010, 6:00 p.m.

Adjournment

The meeting was adjourned by Chair Quam at 6:00 p.m.

Alice Baird, CMC, City Clerk