

**CITY OF ANNA MARIA
CITY COMMISSION/PLANNING & ZONING BOARD WORKSESSION
MEETING HELD AT ANNA MARIA COUNCIL CHAMBERS
10005 GULF DRIVE – ANNA MARIA, FL
THURSDAY, JUNE 17, 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: Mayor Fran Barford, Commissioner Jo Ann Mattick, Chair John Quam, Commissioner Dale Woodland, and Commissioner Harry Stoltzfus.

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

Absent: City Commissioner Chuck Webb.

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

Press: Sun and Islander.

Also Present: Court Reporter not paid by City.

1. Continued Discussion on Concepts for Parking on Pine Avenue.

Chair Quam stated that there had been several meetings on the topic of discussing concepts for parking on Pine Ave. and no agreement had been made to move forward on any of the concepts. Dan Burden, an expert on parking configurations, made a presentation at the June 4, 2010 Joint Work Session. As a result of Mr. Burden's presentation, Gene Aubry has volunteered his time and has provided an additional parking concept for consideration.

Gene Aubry, Spring Ave, informed he met with Chair Quam and City Planner Garrett the previous week and reviewed all ideas presented to the City by Dan Burden. A third concept drawing prepared by Mr. Aubry (available on the Commission chamber wall for review) was referred to.

Mr. Aubry explained that the proposal serves as a Master Plan only. The new concept allows for parallel parking on the north side of Pine Ave, along with 25-ft long, 8-ft wide, parallel parking on the south side of Pine Ave. – with 6-ft wide sidewalks. Angled parking is also suggested for the south side of Pine Ave. where possible.

The following ideas were addressed by Mr. Aubry:

- All parking is considered as “public parking” and would be implemented as the parcels are developed. There will be the option of implementing angled parking in front of the business. The angled parking from the edge for the street to where the vehicle goes in is 25-ft. When backing out, a person will have clear view.
- Corners will have a landing area for gathering.
- All intersections will be the same. Mr. Aubry recommended that designated crosswalks be created.
- Trees will be placed all along Pine Ave. to create shade.
- Each intersection will include lighting for the purpose of safety at night.
- Side streets will have 90-degree head-in parking. The spaces will be 25-ft deep allowing the vehicle to be completely off the pavement by 5-ft.
- The plan insures that a person would never drive over a sidewalk.
- The park on Pine Ave. - currently utilized as a Public Works maintenance yard - could eventually be utilized as a nice park on Pine Ave.
- Tarpon will only need wheel stops to allow for potential employee parking.

- The plan allows for 262 parking spaces – not including the parking available at Roser Church, the Art Studio's private parking lot, and the parking at the end of Pine Ave.
Note: The total number of spaces was based on the side street 90-degree angled spaces being 9-ft wide. It was later suggested by Chair Quam that the option of 9-ft or 10-ft spaces could be allowed.
- *Chair Quam* noted Mr. Burden had suggested eliminating the yellow line down Pine Ave. Also, that a crosswalk be installed at both Crescent and N. Shore Dr.

Mike Pescitelli, 233 Gladiolus, asked for clarification relating to how the plan would affect Roser Church.

Chair Quam explained that the 7 to 8 parking spaces would be on the left side of Tarpon and not on the Roser side.

Commissioner Stoltzfus asked if on-site parking had been eliminated altogether.

Mr. Aubry informed that the plan serves as an overall concept for Pine Ave. with the goal of never driving over sidewalks. However, those wishing to place their parking on-site would have that option. The plan creates public parking, yet allows the property owner/developer to have the freedom of implementing whatever parking they wish. However, all setback and coverage rules remain the same. *Mr. Aubry* pointed out that in working with DOT, driving over sidewalks from parking lots was one of the most dangerous.

Noting that the homes on Pine Ave. have driveways, *P&Z Boardmember Mattick* clarified that the proposed plan would prohibit "backing" across a sidewalk except for private residences. *P&Z Boardmember Mattick* said she liked the plan.

In response to *P&Z Boardmember Tom Turner's* question if it would be required that the 314 and 316 Pine Ave. Site Plans would be changed, *Chair Quam* explained it would be an option available - yet the choice of the developer.

It was *P&Z Boardmember Turner's* opinion that the plan should be standardized to require all properties to adhere to no backing across a sidewalk unless they are a private residence. Any business not currently in compliance should be brought into compliance.

Chair Quam explained that the plan could not be enforced on Site Plans that have already been approved, only on new development. *P&Z Boardmember Turner* disagreed.

P&Z Boardmember Barlow said he liked the plan presented by *Mr. Aubry*. He asked if the Comp Plan would need revised in order to implement the plan.

City Planner Garrett explained that the Land Development Regulations would need to be amended. Policies in the Land Use chapter of the Comp Plan refer to sidewalks but do not give specificity; therefore, the Comp Plan would not need to be amended.

A detailed review was provided by *Planner Garrett* relating to draft changes to sections of Chapter 90. Other clarifications are included.

- The parking would be triggered through the Site Plan process. If no use is changed on a property, the property owner has the right to leave the parking as is. If changing a use by going through the Site Plan process and feeling

additional parking is needed, flexibility will exist. Every use shall provide parking/loading spaces as “common parking”. Residential parking will be located totally on the lot as off-street parking.

- Angled parking is proposed as head-in 90-degree angled spaces – 25-ft long from edge of pavement. Parallel spaces to be 8-ft wide and 25-ft long.
- Side street angled parking is partially located in the right-of-way and partially on the parcel. Sidewalks shall be placed in front of the parking implemented on the side streets.
- The required number of spaces would no longer become the governing factor to determine the building square footage. Instead, the maximum building coverage on the site would govern the amount of building square footage allowed.
- Depending of the lot being developed would determine whether angled or parallel parking would need to be complied with.
- Restaurants are an exception. The definition of restaurants may need revised. The number of parking spaces for a restaurant would still be governed by the current requirements of the number of seats in the restaurant, plus the number of employees.
- Residential parking would still be governed by the current requirements with a maximum of two tandem parking spaces.
- Common parking spaces to be designed as either parallel spaces or angled spaces along Pine Ave. Angled spaces shall be a 60-degree angle in the same direction as the traffic flow - versus 90-degree head-in parking along the side streets.
- Separate loading spaces would not be required since every space is 25-ft in length and sufficient for any type delivery truck.
- Modifications will be required for sidewalk location requirements, parking location requirements, and to lower the maximum building coverage and maximum impervious surface coverage.
- Possibility of designating certain parallel to allow for a landing zone for handicap.
- City would work in coordination with the developer. The developer would be required to provide the City with a sidewalk easement; the City in turn would provide the developer with a right-of-way use permit. All sidewalk relocation costs would be up to the developer or property owner.
- The six lots at Pine Ave. and N. Bay Blvd. are not included in the proposed Master Plan, except for the one lot that abuts Pine Ave. An adjustment will be needed if agreed that all six lots are excluded. *P&Z Boardmember Mattick* pointed out that a driveway could not be placed within a certain number of feet from a bridge; therefore, the six lots would need to be developed all at the same time with the driveway access placed down the back side off Pine Ave. – with on-site parking required.
- The Master Plan only addresses Pine Ave. and does not include Gulf Dr.
- If on-site parking is chosen by the property owner/developer, the parking ratios will be utilized.
- Triggering mechanisms may be needed in a case, for example, when the Master Plan shows angled parking but implementing parallel parking would be cheaper for the developer. Planner Garrett provided the examples of a tier system, or requiring that certain uses must be angled spaces.
- A border plan could be adopted that requires specific parking as adopted.
- Back-in parking was considered; however, it was felt that Anna Maria may not be ready for back-in parking at this time.

Questions followed by *City Attorney Dye* and were clarified as follows:

- *City Planner Garrett* was unsure what the calculation difference between existing right-of-way and the new plan would be.
- *Planner Garrett* explained that the incentive for a developer to implement the plan is that there would not be a requirement that half of the parcel would be parking on-site – plus, no longer bound by the parking ratio - only maximum building coverage.
- Parallel parking would be located in the existing right-of-way and the property owner would receive the same incentives of reducing impervious coverage, etc.
- The details relating to converting existing on-site coverage still need to be worked out.

Chair Quam pointed out that when a property is developed, the property owner may not know what type of business would be renting or buying the property.

City Attorney Dye also noted that the structures will go through several generations of use. He questioned if once the initial calculation of parking was determined, would it stay throughout the life of the structure or would it be recalculated every time it were to change.

Gene Aubry said in his experience, prior to occupancy, a Building Permit and Occupancy Permit is required for the space to be leased. If the use has changed, it would then control the parking.

P&Z Chair Stover said he likes the options and ideas. He felt the City should decide what they would like for the Pine Ave. corridor to be, adopt that as a plan, and require each property to adhere to the plan. He did not feel the City could be successful if every property had the option to do as they wanted.

Commissioner Stoltzfus said in looking at the 50-ft undeveloped lots located on the south side of Pine Ave. between Crescent and Tarpon, the four narrow interior lots show parallel parking spaces in front of them. He asked for clarification feeling it would limit those lots to residential only since they only show two parking spaces.

Planner Garrett responded to Commissioner Stoltzfus' question as to why building coverage regarding parking spaces was referred to. He stated if there is no ratio to parking, a building could be built out to the setback lines.

Building Official Welch clarified that currently a larger building could be built on a property without on-site parking requirements. The current building percentage is 40% of a 5,000-sf lot. With the plan, however, the percentage would be reduced.

Building Official Welch commented that there may later be a need to require oversight for new businesses as far as occupancy permitting. Examples followed.

Chair Quam recommended that once angled parking has been established, it should never be changed.

Commissioner Mattick did not feel that in a thriving business district, the owner of small lots would see a disadvantage in their customers having to walk a ways to get to their business.

Commissioner Stoltzfus responded to the comment of "thriving business district". It is his opinion that the City has changed the focus of the Comp Plan of making the

commercial areas mixed-use with the emphasis on retaining the residential character. He felt the proposed Master Plan was focusing on establishing a thriving commercial district and that the idea was to give Anna Maria a working retail district.

Planner Garrett reminded that only 60% of the ROR could be residential, and the remainder, or up to 100%, can be mixed-use.

Commissioner Mattick said in referring to “thriving business district”, she meant a district in which small businesses can be successful. A certain volume of businesses is needed on a street so that people will walk to their destination. She did not feel the plan went against the Comp Plan. She noted that every Commissioner, at the time the Comp Plan was reviewed and approved, wanted to support the business in the ROR District.

P&Z Boardmember Turner acknowledged that the plan would eliminate backing across sidewalks. With angled parking, the vehicle is off the pavement and there would be a line of sight when backing out. He reiterated that each property should meet the same requirements whether it is an existing business or new development.

Chair Quam agreed a sidewalk and an 8-ft parking area could not be placed at the five homes on the north side of Pine without the property owners giving the City an easement. Therefore, the sidewalk may not be possible with parallel parking in front.

Public Comment

Lynn Townsend Burnett addressed and explained the process involved relating to ingress and egress and of right-of-way easements.

Ms. Burnett informed that the Water Management District and Florida Statutes require retention volumes be calculated based on the square footage of the property. It is not based on the square footage of impervious surface. She said the advantage of the proposed Master Plan presented is that as potential buyers or current owners begin to comply with the plan, the impervious surface coverage will be reduced, thus allowing more storage available onsite and by reducing the burden on the City’s stormwater system.

Micheal Coleman, Pine Ave, said even if the parking spaces from each of the lots earlier referred to as may or may not being able to have two parking spaces were not taken into account, there would still be 250 parking spaces – allowing for 100,000-sf of commercial development. Also, the residential parking onsite was already allowed for on the plan.

Mr. Coleman pointed out that the proposed plan would also serve for developing a walking district.

It was Mr. Coleman’s opinion that the plan should be standardized. He confirmed that PAR would retroactively apply the plan to any new and previously approved Site Plans.

Robert Hunt, Pine Ave, referred to the visibility triangle as it relates to a residential driveway.

Mr. Hunt asked where the big delivery trucks would park.

Chair Quam said they would most likely deliver and park in the same method they currently do today.

Anna Diogostine, Crescent Dr, said that the delivery trucks will stop traffic on Pine Ave and will cause the traffic to go down the side streets. She said she did not want cars going down her street. She voiced concern that the traffic might change if the plan is implemented and asked that the resident's concerns be considered.

Micheal Coleman, Pine Ave, said if the plan is implemented it will be clear that backing out across the sidewalk will not be allowed on commercial property. If the on-site parking plan is implemented, all the front portion of the property will be used up in order to allow the vehicles to get in and out of the property. Therefore, the proposed plan allows for a huge incentive to not have to implement on-site parking.

Daryl Powers, 9701 Gulf Dr, asked if the parking areas would be paved.

Chair Quam indicated he was not in favor of paving. However, the details would still need to be worked on.

ACTION: Chair Quam asked for a show of hands for authorizing the Mayor to pass the proposed parking Master Plan onto the P&Z Board to work out the details and for the P&Z Board to then provide a recommendation back to the City Commission for their consideration.

On a straw vote of 8 to 1 (Commissioner Stoltzfus opposed) it was agreed that the Mayor be authorized to pass the proposed traffic plan presented by Gene Aubry onto the P&Z Board.

City Planner Garrett will meet with Chair Stover to come up with an outline for the P&Z Board's discussion. The P&Z Board will meet relating to the proposed plan with the goal of presenting their recommendation to the City Commission by July 2010.

Adjournment

The meeting was adjourned by Chair Quam and seconded by Commissioner Woodland at 7:28 p.m.

Alice Baird, CMC, City Clerk