

March 13, 2025

Rebecca Paul
Planning & Zoning Coordinator
City of Venice
401 West Venice Avenue
Venice, FL 34285

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**RE: Alternative Parking Analysis for Proposed PRG (Panda Express) Development
 2001 Laurel Road, Nokomis, Sarasota County, FL**

Dear Ms. Paul:

Introduction:

PRG (Applicant) is currently working on the development of a Panda Express Restaurant located in the northwest corner of the Laurel Road & Chillingham Avenue intersection in the City of Venice, Sarasota County, Florida.

Proposed Development:

The proposed development includes the construction of a 2,697 square foot building with drive thru. The site plan shows 38 parking spaces (36 regular and 2 accessible) located along the north, east, and south sides of the site. A copy of the site layout is shown in Attachment A.

City of Venice Required Parking:

Per the City of Venice Zoning Ordinance dated March 10, 2025, Section 3.6.3, Table 3.6.1, the maximum parking supply for the proposed development is 12 parking spaces minimum and 27 parking spaces maximum based on the minimum requirement of four (4) spaces for each one thousand (1,000) square feet of gross leasable floor area and a maximum requirement of ten (10) parking spaces for each one thousand (1,000) square feet of gross leasable floor area.

A parking study for the proposed development has been completed to demonstrate the need for additional parking due to the development proposing 38 vehicle parking spaces.

Institute of Transportation Engineers Parking Generation Required Parking:

The Institute of Transportation Engineer's (ITE's) Parking Generation Manual, 5th Edition, was used to calculate the parking for the land use proposed. According to the manual, any restaurant with a drive thru window is considered to fall under the category Fast Food with Drive Through Window Restaurant is classified as land use 934 – Fast Food Restaurant with Drive Through Window. Using land use 934, the average peak parking demand is calculated as 8.66 parked vehicles per 1,000 square feet of gross leasable floor area based on 39 individual site surveys. For the 2,697 square foot store proposed, this would equate to an average peak parking demand of 24 vehicles. Attachment B shows the ITE Parking Generation Summary data sheet.

Although ITE shows an average peak parking demand of 8.66 vehicles per 1,000 square feet, the range of the peak parking demand is from 3.23 to 23.26 parked vehicles per 1,000 square feet.

The 85th percentile peak parking demand for land use 934 is 13.78 parked vehicles per 1,000 square feet, which would equate to 38 parked vehicles for a 2,697 square foot building. The proposed PRG Developments proposed parking space total of 38 falls in between the average peak parking demand of 24 and the 85th percentile peak parking demand of 38.

CESO provides an analysis of the peak parking hour (two hours before and six hours after the peak). The peak hour was determined using the hourly distribution of entering and exiting vehicles based on land use from the ITE Trip Generation Manual, 11th Edition. The percent of peak parking demand is based on land use code 934 – Fast Food Restaurant With Drive Through Window and can be seen in Table 1 below. ITE's data shows the weekday peak hour for land use code 934 to be 12:00 Noon - 1:00 PM which is highlighted in red in Table 1. Using the Percent of Peak Parking Demand, the projected parking demand is shown for the two (2) hours before and six (6) hours after the peak hour which are highlighted in green in Table 1.

Table 1
Hourly Distribution of Entering & Exiting Vehicle Trips by Land Use

ITE Land Use Code	934			
Land Use	Fast Food Restaurant With Drive Through Window			
Subcategory	1000 Sq. Ft. GFA			
Setting	General Urban/Suburban			
Time Period	Weekday (Monday – Thursday)			
# Data Sites	39			
	% of Peak Parking Demand	Parking Demand		
Time	Total	Average	85 th Percentile	Maximum
10-11 AM	28%	7	11	18
11-12 Noon	60%	15	23	38
12-1 PM	100%	24	38	63
1-2 PM	85%	21	33	54
2-3 PM	57%	14	22	36
3-4 PM	43%	11	17	27
4-5 PM	45%	11	18	29
5-6 PM	59%	15	23	38
6-7 PM	62%	15	24	40

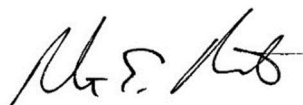
*Source: ITE Trip Generation Manual, 11th Edition

Conclusions:

Based on experience with Developments such as the proposed PRG Development along with the provided parking analysis, CESO anticipates that the proposed 38 vehicle parking spaces are needed to service the parking demand on site. Please accept this parking demand analysis to allow for the proposed 38 parking spaces (36 regular and 2 accessible) shown for the City of Venice PRG site.

Should you have any questions, comments, or require additional information, please do not hesitate to contact me directly.

Sincerely,



Robert E. Matko, PE, PS, PTOE
Senior Engineering Manager

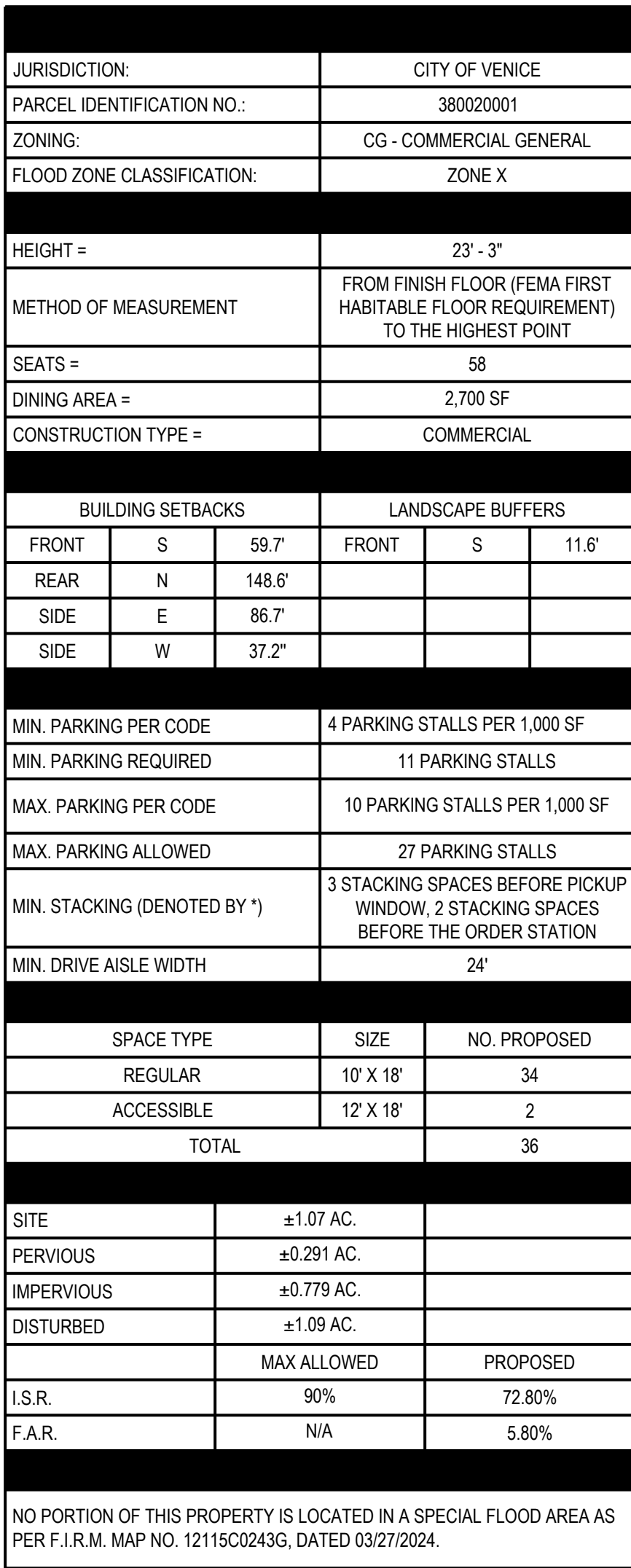
matko@cesoinc.com
517.243.1295

cc: Mathew Yanda, P.E. CESO Senior Project Manager

Attachment A: Site Plan

Attachment B: ITE Parking Generation Summary Data Sheet

ATTACHMENT A
SITE PLAN



1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND D.S.H.A. STANDARDS.
2. ALL MATERIAL NOTED ON DRAWINGS WILL BE SUPPLIED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS TO COORDINATE ACCESS POINTS AND ELEVATIONS. REFER TO ARCHITECTURAL PLANS. FOR EXACT LOCATIONS AND DIMENSIONS OF DOORS, ENTRY RAMP, AND CANOPY.
4. THE CONTRACTOR SHALL OBTAIN ALL PERMITS FOR ALL SITE DEVELOPMENT WORK, PAY ALL FEES FOR PERMITS AND CHECK ALL GOVERNING AUTHORITIES' SPECIFICATIONS FOR BUT NOT LIMITED TO, GUTTERS, SIDEWALKS, POLES, AND OTHER STRUCTURES, INCLUDING THE REMOVAL OR RELOCATION OF EXISTING UTILITIES OR OTHER PHYSICAL OBJECTS SHOWN ON PLANS OR NOTED OTHERWISE.
5. THE CONTRACTOR SHALL CREATE AND IMPLEMENT AN EROSION AND SEDIMENTATION CONTROL PLAN FOR ALL SITE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROJECT. THE PLAN MUST CONFORM TO THE EROSION AND SEDIMENTATION REQUIREMENTS OF THE CONSTRUCTION GENERAL PERMIT OR LOCAL STANDARDS AND CODES, WHICHEVER IS MORE STRINGENT.
6. ALL COSTS FOR INSPECTIONS AND/OR TESTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS NOTED OTHERWISE.
7. ACCESSIBILITY STANDARDS SHALL BE IN ACCORDANCE WITH FEDERAL AND LOCAL REQUIREMENTS FOR HANDICAP ACCESSIBILITY, INCLUDING BUT NOT LIMITED TO THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES. ADA PARKING STALLS SHALL MEET ADA GRADE GUIDELINES. CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES AT ACCESS POINTS, ACCESSIBLE ROUTES, AND EXISTING PARKING TO REMAIN TO DETERMINE COMPLIANCE WITH STANDARDS.
8. ALL DISTURBED AREAS ARE TO RECEIVE 6" OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
9. ALL DIMENSIONS AND RADII ARE TO THE FACE OF THE CURB OR EDGE OF PAVEMENT, AS APPLICABLE, UNLESS OTHERWISE NOTED.
10. ALL CURB RADI ARE 3 FEET UNLESS OTHERWISE NOTED.
11. PROVIDE SIGNAGE AND STRIPING AS SHOWN. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH THE GOVERNING MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). PAVEMENT MARKINGS ON ASPHALT SHALL BE WHITE. PAVEMENT MARKINGS ON CONCRETE SHALL BE YELLOW.
12. REFER TO ARCHITECTURAL PLANS FOR PROPOSED BUILDING SIGNAGE.
13. REFER TO MECHANICAL PLANS FOR EQUIPMENT LAYOUT.
14. REFER TO ELECTRICAL PLANS FOR ELECTRICAL WORK.
15. REFER TO GEOTECHNICAL ENGINEERING REPORT FOR SITE WORK PREPARATION/RECOMMENDATIONS AND PAVEMENT SECTIONS.
16. ALL LIGHT POLES TO BE LOCATED 3' FROM THE BACK OF CURB, AS MEASURED FROM THE FACE OF POLE FOUNDATION, UNLESS OTHERWISE DENOTED ON PLANS.
17. ALL STRUCTURE TPO'S (IE: CLEANOUTS, MANHOLES, JUNCTION BOXES, ETC) SHALL BE ENCASED WITH A CONCRETE COLLARD, PAINTED BLACK, LOCATED WITHIN ASPHALT PAVEMENT, WITH A MINIMUM DIMENSION OF 1' ON EACH SIDE.

(A)		HEAVY DUTY ASPHALT PAVEMENT SECTION: DETAIL ON SHEET C03.2 STREET CLASSIFICATION (RESIDENTIAL STREET)
(B)		STANDARD DUTY ASPHALT PAVEMENT SECTION: DETAIL ON SHEET C03.2 STREET CLASSIFICATION (PRIVATE ACCESSWAY)
(C)		CONCRETE SECTIONS: PARKING: DETAIL #1, SHEET C03.3 (TYPE A) SIDEWALKS: DETAIL #10, SHEET C03.2 DUMPSTER: DETAIL #1, SHEET C03.3 (TYPE C)
(D)		ACCESSIBLE AREA, SIGNAGE & PAVEMENT MARKINGS: DETAIL #3, SHEET C03.2
(E)		STRIPING & PAVEMENT MARKINGS: DETAIL #4, SHEET C03.2
(F)		DIRECTIONAL ARROWS: DETAIL #2, SHEET C03.2
(G)		24" CURB & GUTTER (NORMAL): DETAIL #9, SHEET C03.2
(H)		24" CURB & GUTTER (REVERSE): DETAIL #9, SHEET C03.2
(I)		CURB TRANSITIONS: DETAIL #1, SHEET C03.2
(J)		SITE SIGNAGE: DETAIL #11, SHEET C03.2, REFER TO SIGN VENDOR DRAWINGS FOR ADDITIONAL DETAILS
(K)		SIDEWALK RAMP: DETAIL #5, SHEET C03.2
(L)		BOLLARD DETAIL: DETAIL #6, SHEET C03.2
(M)		WHEELSTOP DETAIL: DETAIL #7, SHEET C03.2
(N)		TRANSFORMER PAD: DETAIL #1, SHEET C03.3
(O)		DUMPSTER ENCLOSURE: SEE ARCHITECTURAL PLANS.
(P)		MONUMENT SIGN: REFER TO SIGN VENDOR DRAWINGS FOR DETAILS.
(Q)		DRIVE-THRU ORDERING ELEMENTS: SEE ARCHITECTURAL PLANS.
(R)		3' x 3' CONCRETE PAD.
(S)		PROPOSED LIGHT POLE.

CONTRACTOR SHALL FIELD VERIFY ALL EXISTING FEATURES INCLUDING BUT NOT LIMITED TO, UTILITIES, EXISTING IMPROVEMENTS, ETC. CONTRACTOR SHALL VERIFY THEIR LOCATIONS AND ELEVATIONS PRIOR TO STARTING CONSTRUCTION AND ALERT ENGINEER TO ANY DISCREPANCIES IMMEDIATELY



24-HR CONTACT
GRANT BUMGARDNER
GRANT.BUMGARDNER@PANDARG.COM



ATTACHMENT B

ITE Parking Generation Summary Data Sheet

Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (four study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	–
9:00 a.m.	–	–
10:00 a.m.	28	31
11:00 a.m.	60	50
12:00 p.m.	100	88
1:00 p.m.	85	100
2:00 p.m.	57	75
3:00 p.m.	43	50
4:00 p.m.	45	31
5:00 p.m.	59	50
6:00 p.m.	62	69
7:00 p.m.	18	63
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

Additional Data

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish parking generation rates for facilities having significant outdoor seating.

The average parking supply ratios for the study sites with parking supply information are as follows:

- In a general urban/suburban setting, 15 spaces per 1,000 square feet GFA (53 sites) and 0.6 spaces per seat (33 sites)
- In a dense multi-use urban setting, 8.7 spaces per 1,000 square feet GFA (8 sites) and 0.4 spaces per seat (4 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arkansas, California, Colorado, Connecticut, Illinois, Missouri, Nevada, New York, Oklahoma, Oregon, Pennsylvania, and Washington.

Source Numbers

8, 9, 22, 47, 138, 180, 201, 218, 231, 235, 251, 274, 298, 403, 432, 527, 530, 543

Fast-Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.

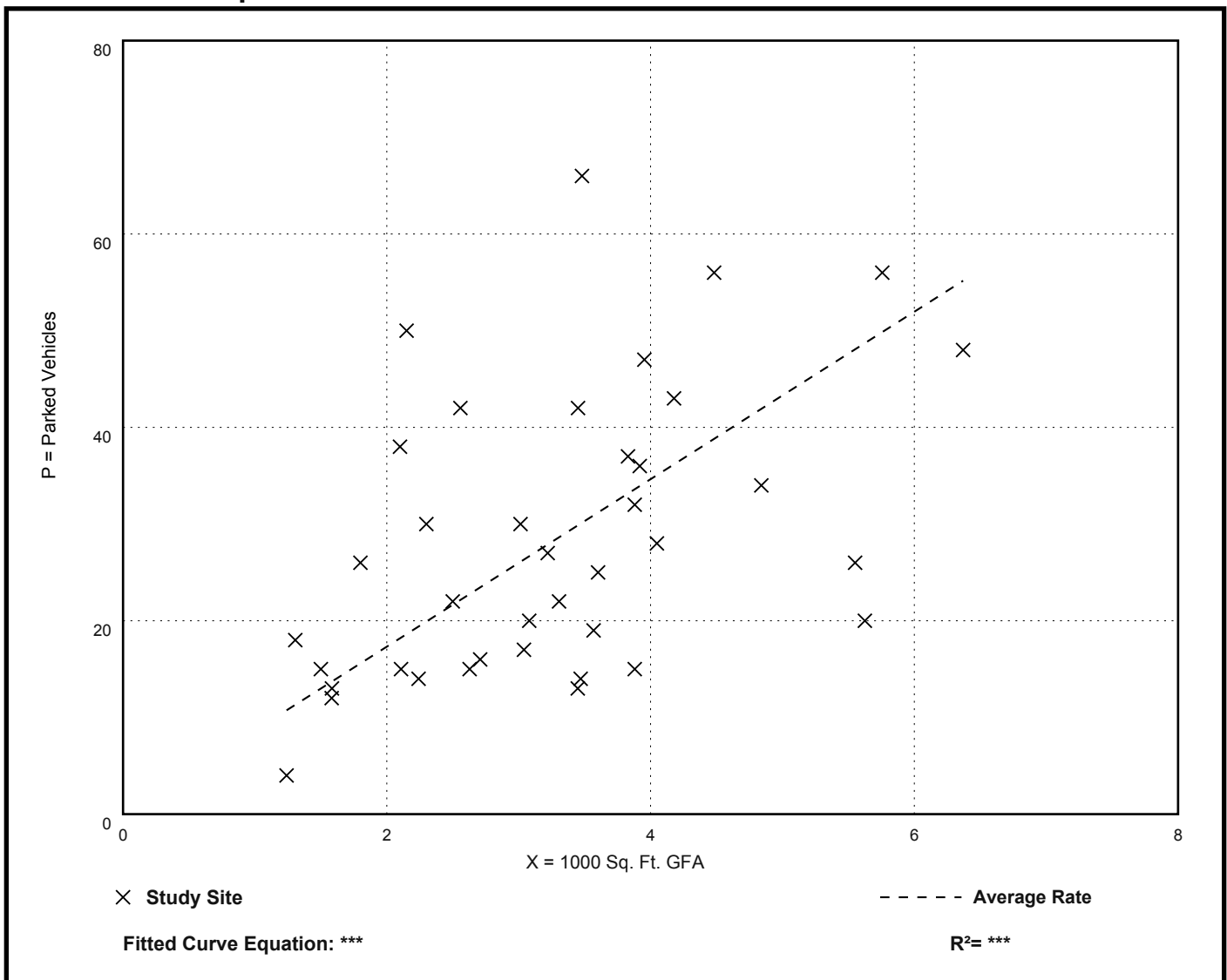
Number of Studies: 39

Avg. 1000 Sq. Ft. GFA: 3.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.66	3.23 - 23.26	6.71 / 13.78	7.34 - 9.98	4.22 (49%)

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.

Number of Studies: 13

Avg. 1000 Sq. Ft. GFA: 3.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
12.41	6.58 - 17.50	10.84 / 16.64	***	3.77 (30%)

Data Plot and Equation

