

CITY OF VENICE MOBILITY STUDY
EXECUTIVE SUMMARY
PARKING ASSESSMENT AND RECOMMENDATIONS
DRAFT

Prepared by:



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EXECUTIVE SUMMARY

PURPOSE AND APPROACH

As part of the Downtown Mobility study a parking evaluation was conducted to assess downtown Venice's existing supply and demand as it relates to parking. The parking evaluation included the assessment of the utilization of existing parking lots and on-street parking spaces during different hours of the day and week. The purpose of the assessment was to accurately calculate the current parking capacities of each area and answer the question as to whether or not Downtown Venice has a parking deficiency. The tasks completed during this evaluation included the:

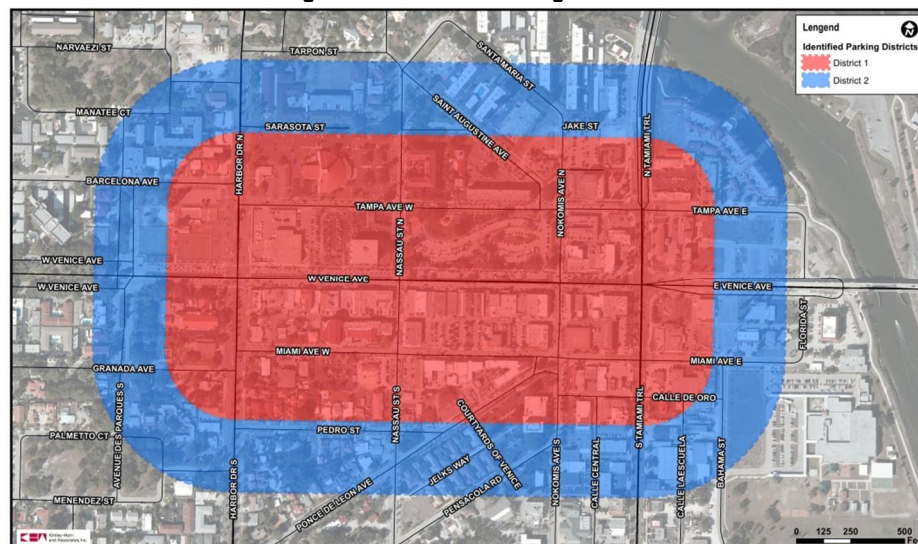
- Identification of parking districts
- Collection and review of existing parking supply and demand levels
- Review of existing parking policies and regulations
- Community outreach
- Assessment of constraints and opportunities
- Development of recommendations specific to Downtown Venice

A summary of the data collected and full assessment is provided in the *Parking* section of the Mobility Plan along with the recommendations associated with addressing the identified constraints. Though vehicular parking was the focal mode that was identified by the community as having the most constraints, availability of bicycle parking was also assessed.

DEFINING THE STUDY AREA

Three different parking districts were identified for the downtown area. The first district consisted of the Downtown Core which includes the area located within one block on either side of Venice Avenue between Harbor Drive and Tamiami Trail. The second district extends one additional block further than the first district. The third parking district consisted of the remaining portions of the Venice Island and areas just east of the bypass canal.

Figure 1: Identified Parking Districts



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SUMMARY OF PARKING INVENTORY

A complete inventory of all existing parking locations, with total number of parking spots, within the first two parking districts was collected. This inventory was completed for both private and public parking areas. Table 1 provides a summary of the total number of parking spots, broken down by public and private ownership within districts 1 and 2. Public lots were those areas owned or managed by the City and all non-City owned or managed lots were categorized as private.

Table 1: Parking capacity within study area

TOTAL	Public Spaces	Private Spaces
3,051	1,013	2,038

OVERVIEW OF OCCUPANCY EVALUATION

A detailed inventory of parking occupancy data was collected for this project. The occupancy data was observed for both peak and off-peak tourist season, during the weekday and weekend. Each day was observed for three different time periods: morning (7:00 a.m.-10:00 a.m.), mid-day (11:00 a.m.-3:00 p.m.), and evening (6:00 p.m.-9:00 p.m.) during the months of March and May 2013. The following table summarizes when parking occupancy data was observed in Downtown Venice for this assessment.

Table 2: Dates observed for parking occupancy data (2013)

Off-Peak	Weekend	Saturday, May 18 Sunday, May 19
	Weekday	Tuesday, May 21 Wednesday, May 22
Peak Season	Weekend	Saturday, March 30 Sunday, March 31 (Easter)
	Weekday	Monday, March 4 Tuesday, March 5

The recorded occupancy levels of each parking location, during the times and days specified in Table 2 are summarized in Table 3. The mid-day weekday and night time weekend periods, during peak season demonstrated the greatest demand and occupancy percentages within public lots. Overall, these time periods held the highest occupancy levels across all parking areas within downtown, close to 50% of the total supply. The night time, off-peak weekday demonstrated the lowest parking demand, with an overall observed occupancy of about 25 percent.

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Table 3: Parking Inventory Occupancy Summary

		PEAK WEEKDAY					
	Total	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Public	1,013	351	606	343	35%	60%	34%
Private	2,038	680	858	479	33%	42%	24%
Totals	3,051	1,031	1,464	822	34%	48%	27%
		PEAK WEEKEND					
	Total	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Public	1,013	354	496	511	35%	49%	50%
Private	2,038	899	691	833	44%	34%	41%
Totals	3,051	1,253	1,187	1,344	41%	39%	44%
		OFF-PEAK WEEKDAY					
	Total	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Public	1,013	307	374	283	30%	37%	28%
Private	2,038	596	636	479	29%	31%	24%
Totals	3,051	903	1,010	762	30%	33%	25%
		OFF-PEAK WEEKEND					
	Total	Morning	Mid-Day	Night	Morning	Mid-Day	Night
Public	1,013	261	350	339	26%	35%	33%
Private	2,038	618	485	564	30%	24%	28%
Totals	3,051	879	835	903	29%	27%	30%

RESULTS OF INVENTORY ASSESSMENT

Through stakeholder feedback it was communicated that visitors of the downtown have a low tolerance for walking more than 1-2 blocks between destinations within the downtown core. This can be due to a combination of factors, such as climate, an average age of the population, a limitation from mobility, and the City's large block sizes.

It was concluded that the downtown core does not have a parking deficiency in regards to overall parking supply though during special events there were identified issues with parking availability in some areas of downtown as a result to the identified average walking threshold visitors are willing to walk to and from their points of interest.

IDENTIFIED CONSTRAINTS

Some of the identified constraints that contribute to the perceived parking deficiency within downtown are:

- The parking availability is sometimes limited due to ownership; private parking lots typically reserved for their customers
- Available spaces are not always located adjacent to the points of interest
- Land availability and cost to construct new parking facilities is limited
- Parking is free in downtown, limiting revenue sources that could be used to implement new parking management strategies
- Timing of redevelopment is unpredictable
- Existing parking regulations and codes support existing conditions and development patterns; as higher density development occurs adjustments would need to be made to

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CONSIDERATIONS

As part of the data collection and public outreach portion of the assessment several considerations for addressing the initial parking constraints were outlined and reviewed. While each of the following considerations were evaluated not all were found to be appropriate for addressing Venice's specific needs.

- Increase the use of shared parking agreements between privately owned parking areas and the City
- Evaluate existing parking code regulations for potential modifications
- Designate areas for employee use only
- Evaluation of current enforcement procedures
- Establish remote parking facilities
- Develop valet/shuttle services at peak times during events
- Improve signage within downtown
- Redesign or reconfigure existing parking facilities
- Construct structured parking facilities

The pros and cons identified for each of the above considerations are detailed in the full report.

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RECOMMENDATIONS

The following recommendations were selected to address the identified issues and constraints specific to downtown Venice. Though other options were evaluated the following are the top prioritized recommendations that can be implemented for both a short-term and mid-term timeframe. Recommendations that were developed during this process were prioritized taking into consideration the following factors.

- Low cost retrofit projects
 - Identified effective and low cost recommendations that provide a more efficient use of existing parking supply before pursuing more expensive options.
- Capital improvements
 - Identified long term parking solutions that can be incorporated in to the City's CIP. Work directly with local neighborhoods to tailor parking solutions that achieve the right mixture of residential and retail customer parking, while discouraging long-term commuter parking.
- Policy modifications with the parking code
 - Combines a mixture of parking solutions including managing on- and off-street parking, making better use of existing parking, and introducing more flexibility in meeting code requirements.

SHORT-TERM - RECOMMENDATIONS

- Implement wayfinding specific to locating parking
- Evaluate possible modifications to existing parking regulations
- Improve enforcement measures
- Encourage shared parking agreements

MID-TERM - RECOMMENDATIONS

- Parking restriping along Harbor Drive and Venice Avenue
- Remote parking facilities
- Valet/Shuttle services at peak times during events