

CITY OF VENICE MOBILITY STUDY
PARKING ASSESSMENT AND RECOMMENDATIONS
DRAFT

Prepared by:



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INTRODUCTION

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 to accurately calculate the current parking capacities of each area. A review of existing parking policies (code requirements, time limits, resident permits, deliveries, etc.) was also conducted.

A summary of the data collected and full assessment is provided within this section along with the recommendations associated with addressing the identified constraints. 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

Parking has a significant influence on urban design and economic vitality of a downtown community. The combination of supply, accessibility, and parking cost are key factors in determining a person's mobility choice. Parking has impact on both public and private lands, and is a significant cost component when considering the redevelopment potential within a neighborhood.

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.

DATA COLLECTION AND EXISTING CONDITIONS

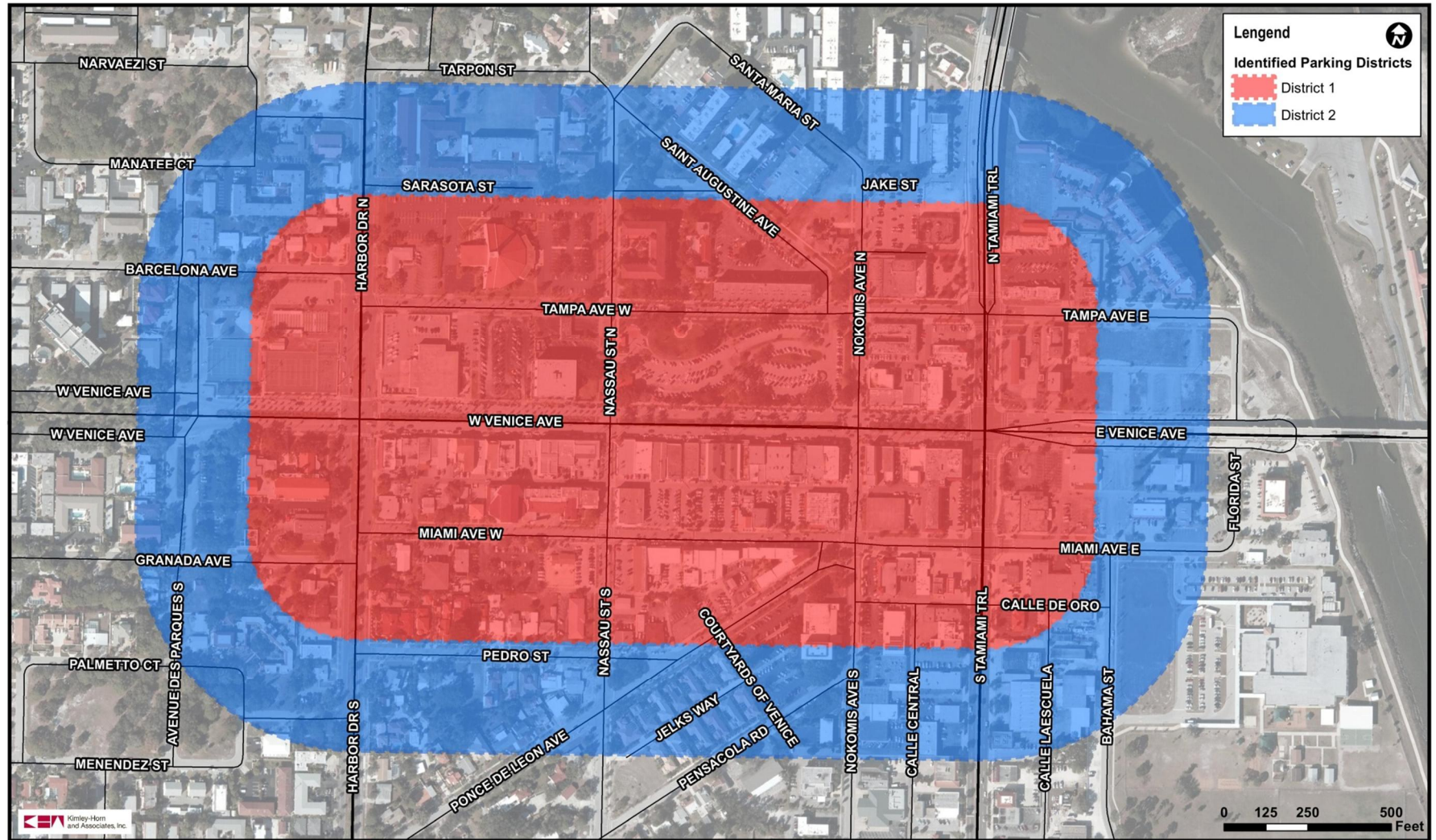
IDENTIFICATION OF PARKING DISTRICTS

The downtown study area has clear delineations between the City's downtown core and adjacent neighborhoods. On-street parking is available downtown on most streets and there is a wide public right-of-way available for transportation purposes within the core. There is also a good grid system of streets downtown that date back to the 1920's, from the City's original Master Plan with sidewalks generally provided on both sides of the street.

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 provides a map of the identified districts.

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Figure 1: Identified Parking Districts



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EXISTING 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. A map of the parking locations within the two districts is shown in Figure 2, identifying the split between public and private lots and total number of spaces within each location.

Table 1: Parking capacity within study area

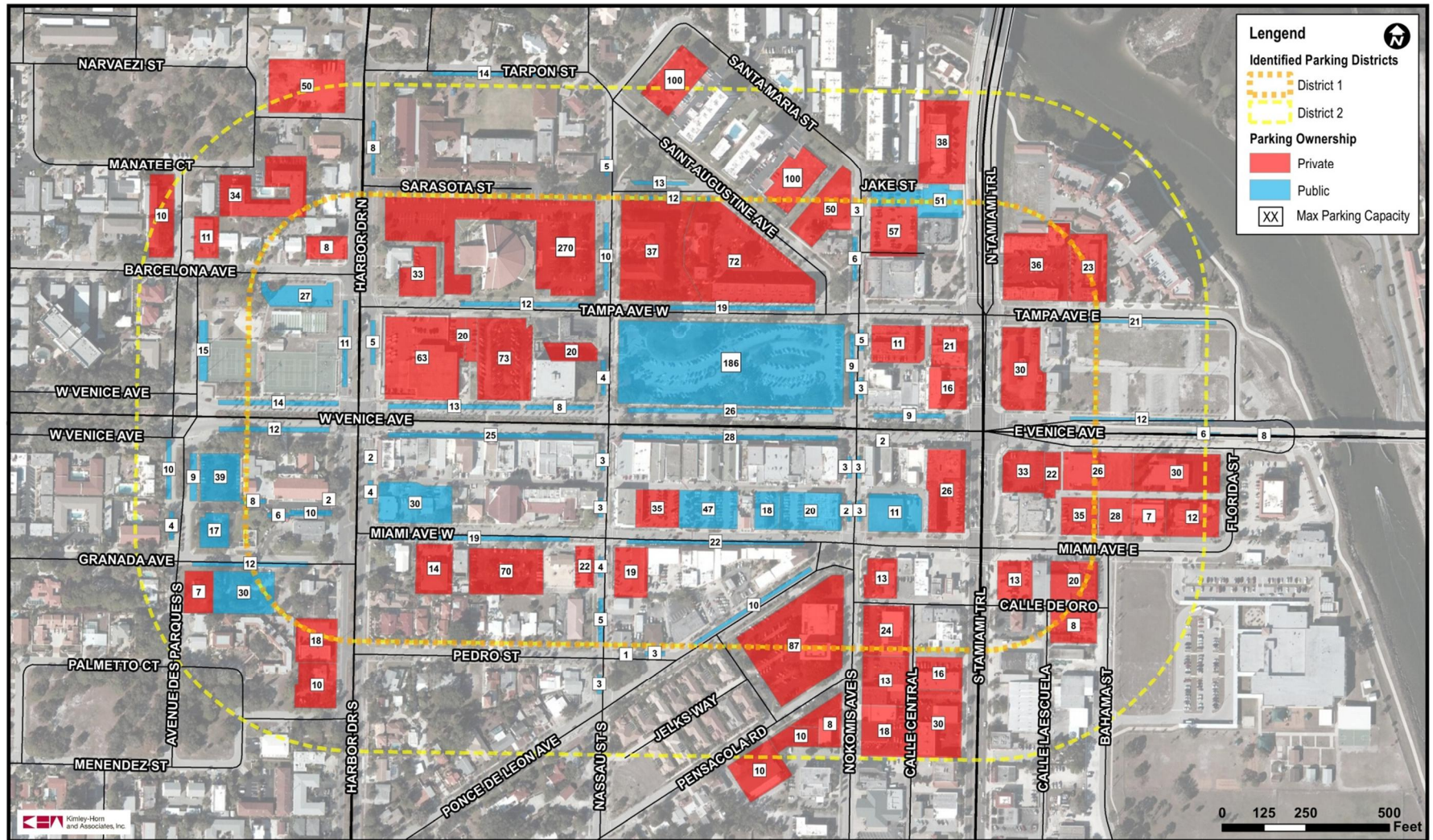
TOTAL	Public Spaces	Private Spaces
3,051	1,013	2,038

In total, there are approximately 3,000 parking spaces identified within the two parking districts. About two-thirds of the parking spaces are privately owned or operated. Most of the large privately operated lots, with the largest parking capacity are under control by the Epiphany Cathedral.

East of Tamiami Trail the parking is predominantly available via private off-street lots. Near Venice Avenue the lots are used to serve the adjacent land uses. In contrast, the majority of public parking is in the form of free on-street parking. There are generally 2-3 hour time limits for most free public parking. The largest off-street public lot is centrally located inside Centennial Park, between Venice Avenue and Tampa Avenue.

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Figure 2: Parking Ownership with Capacity



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DOCUMENTATION OF OCCUPANCY

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 illustrated in Figures 3-14. This documentation provides a visual representation of the overall parking occupancy patterns within downtown during peak and off-peak times; weekdays and weekends; as well as during peak season and off peak seasons. Parking occupancy in downtown Venice is typical when compared to most Florida tourist and business destinations. The highest demand is concentrated in a central location and then quickly dissipates within a 1-2 block radius. Most parking demand is located directly in front of, or directly adjacent to the destination.

The demand in the morning hours start within the southwest area of the downtown core and then shifts throughout the day to the northeast direction until most parking spaces are occupied around the theater where there is also available valet service.

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. Table 3 summarizes the occupancy levels illustrated in the following figures.

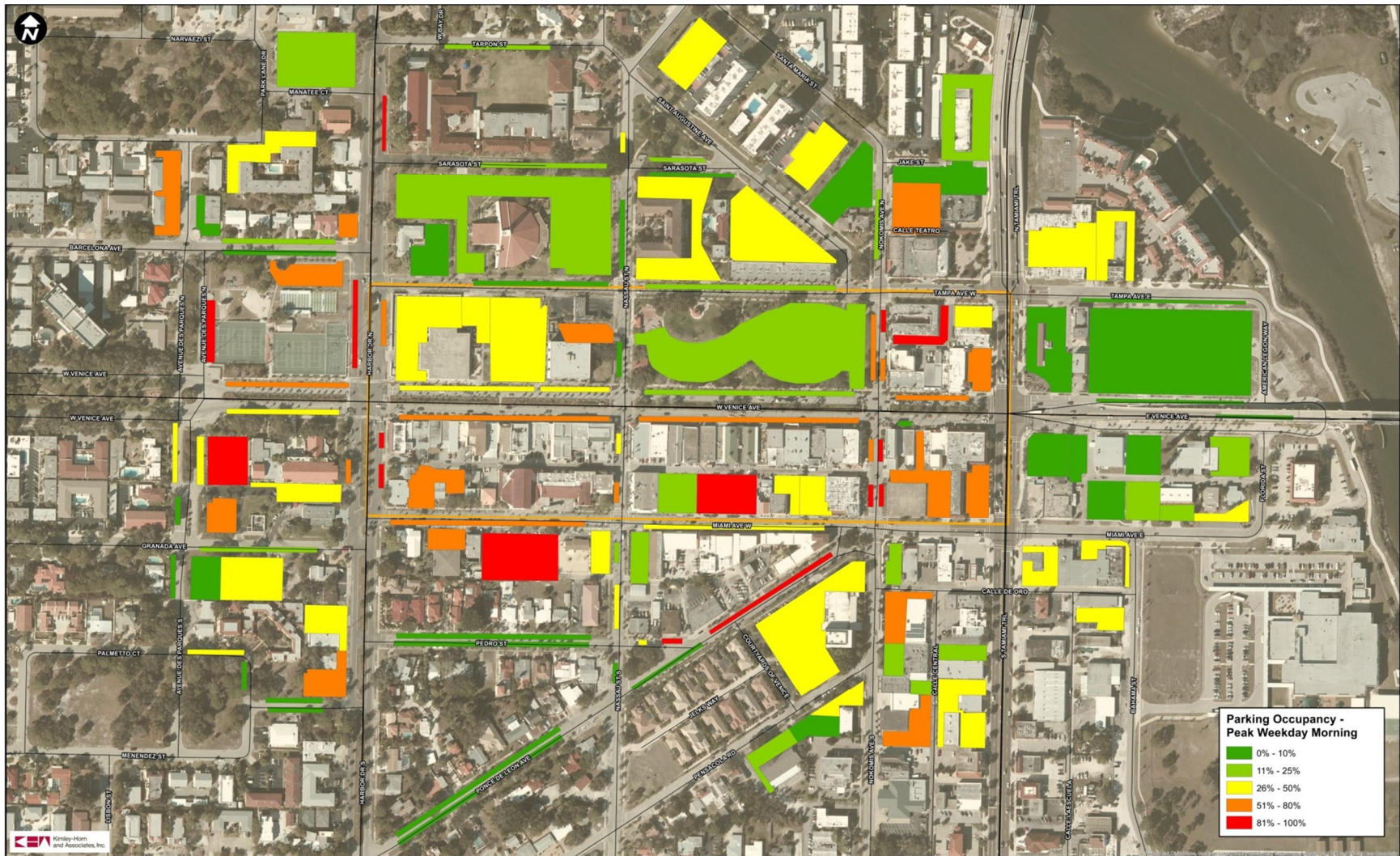
Table 3: Parking Inventory Occupancy Summary

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%

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.

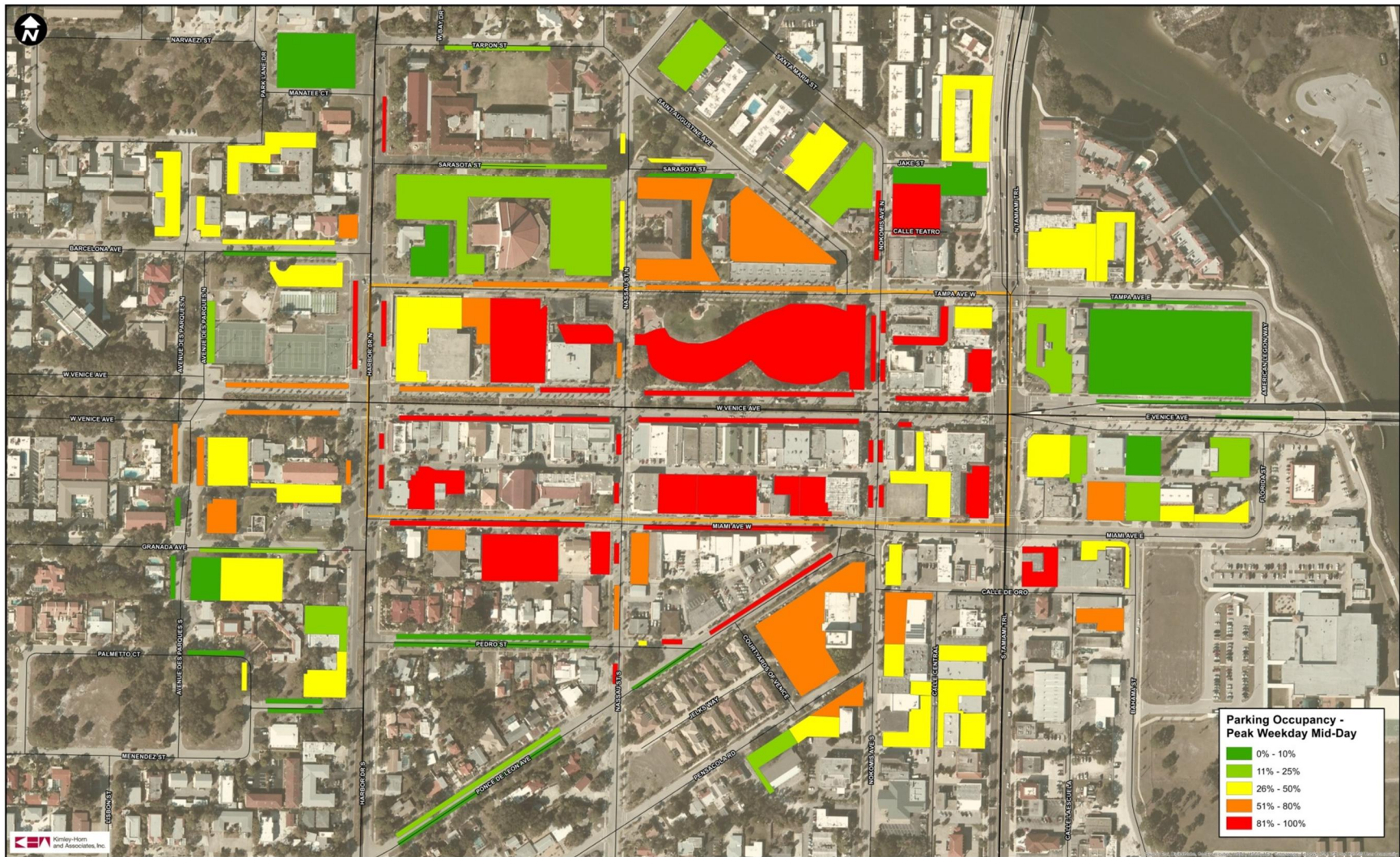
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Figure 3: Parking Occupancy - Peak Season Weekday (Morning)



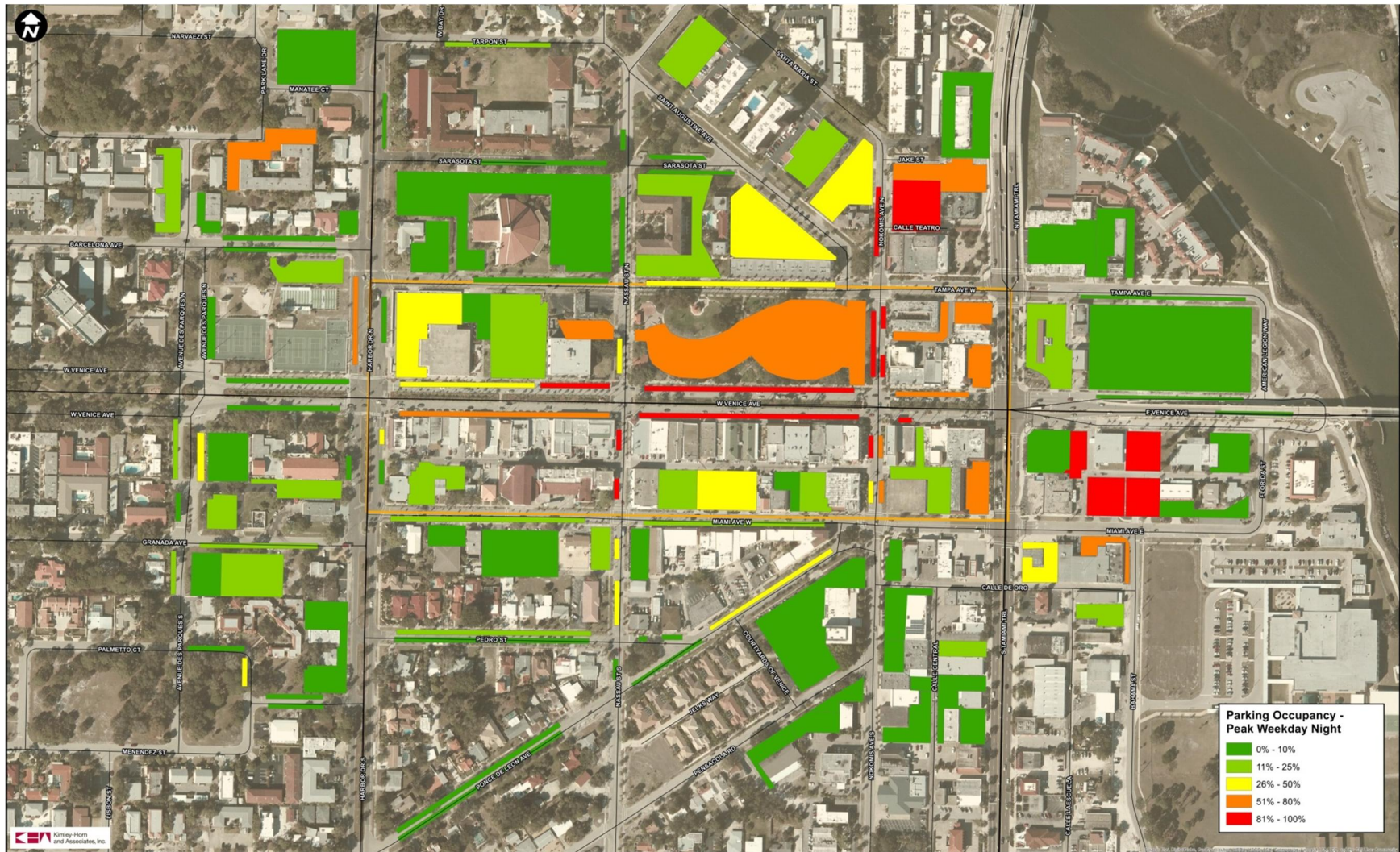
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Figure 4: Parking Occupancy - Peak Season Weekday (Mid-Day)



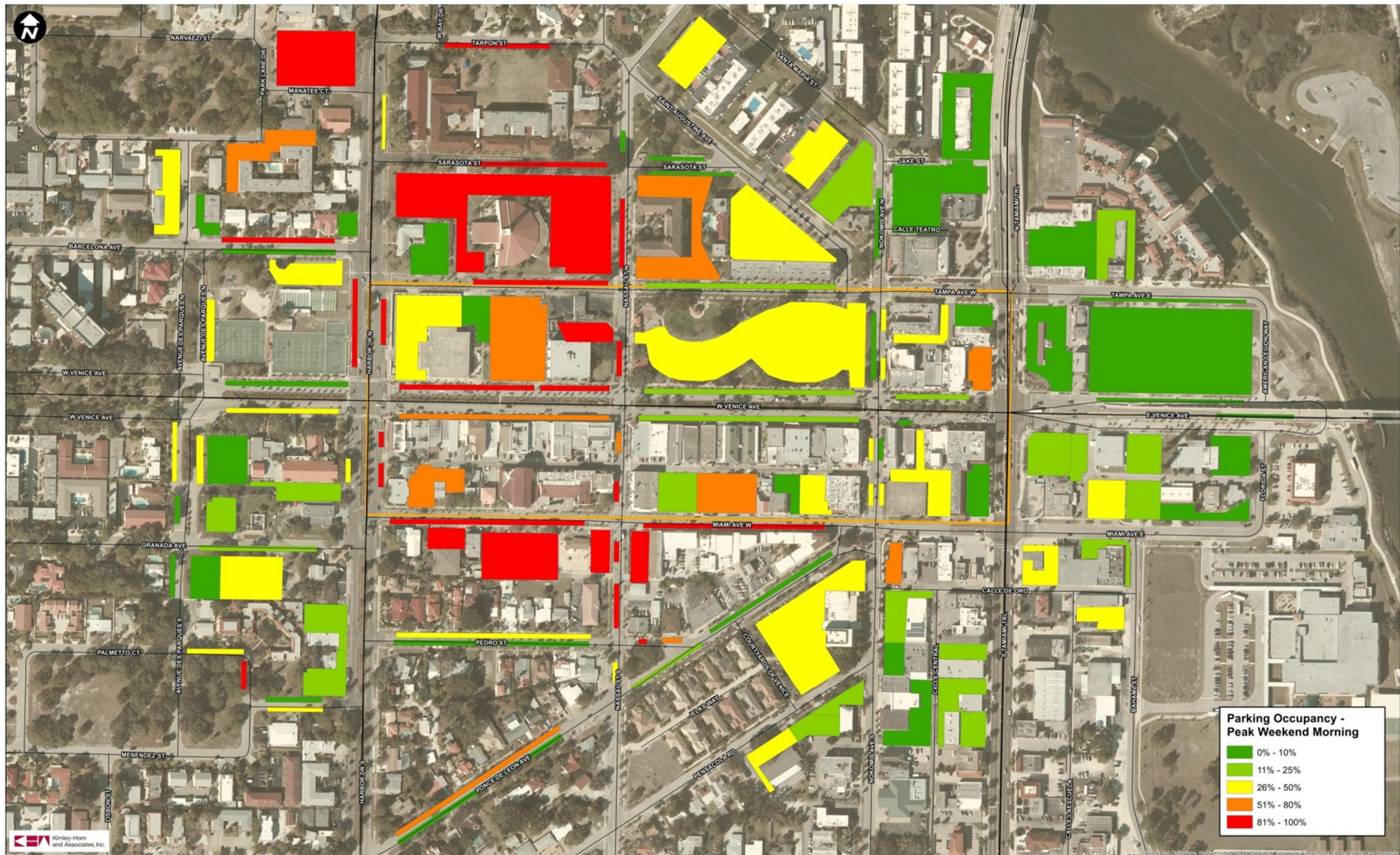
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Figure 5: Parking Occupancy - Peak Season Weekday (Night)



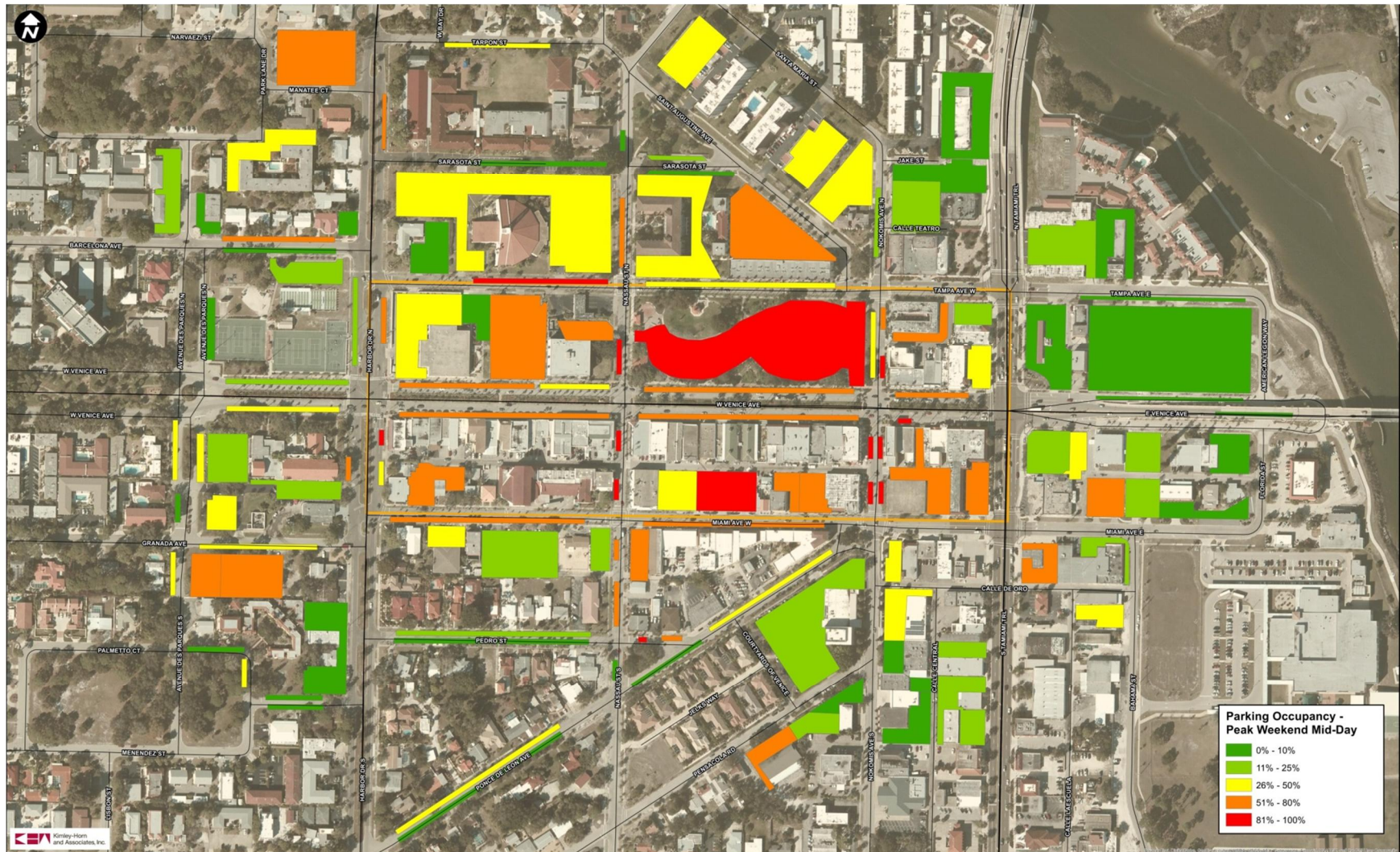
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Figure 6: Parking Occupancy - Peak Season Weekend (Morning)



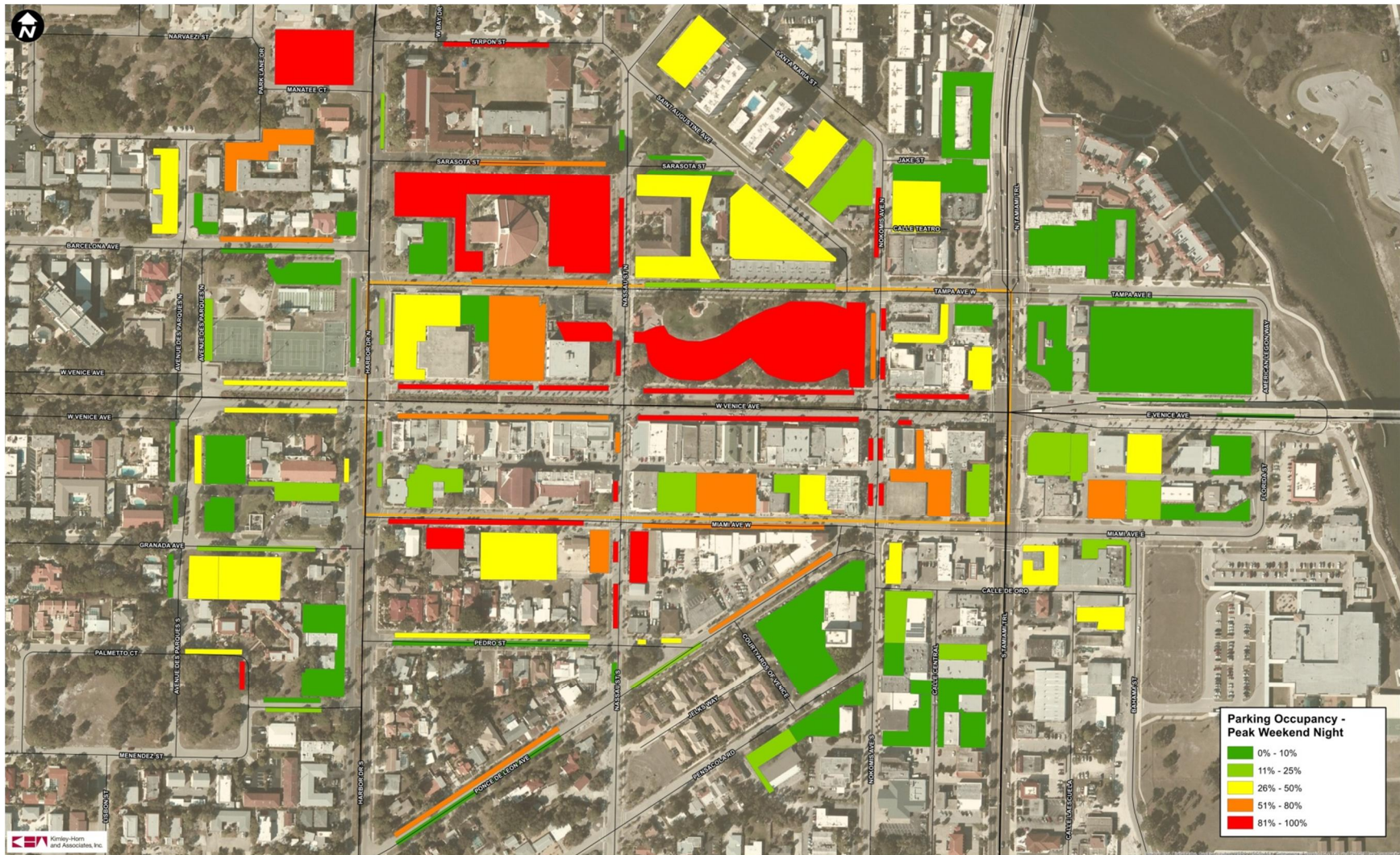
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Figure 7: Parking Occupancy - Peak Season Weekend (Mid-Day)



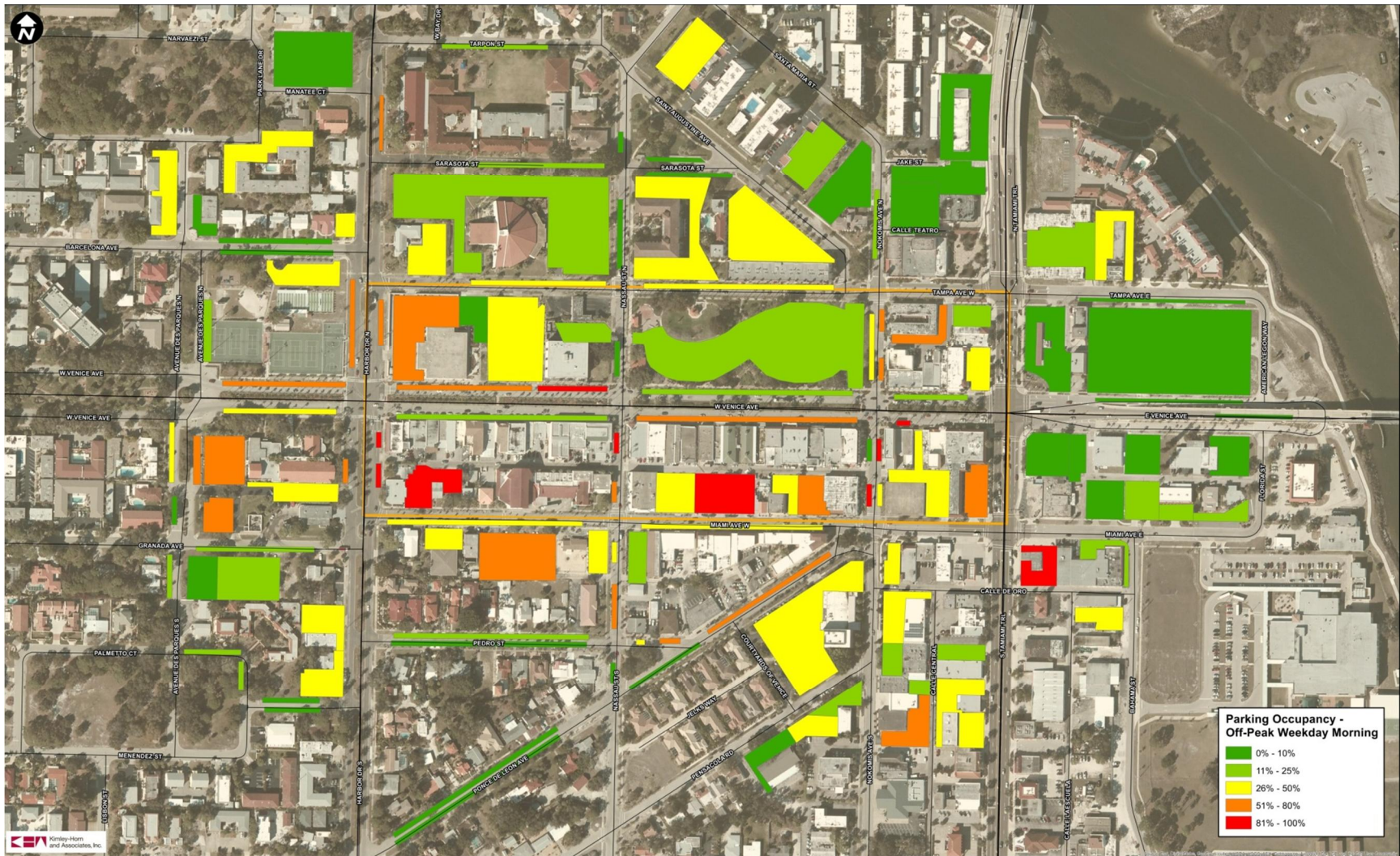
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Figure 8: Parking Occupancy - Peak Season Weekend (Night)



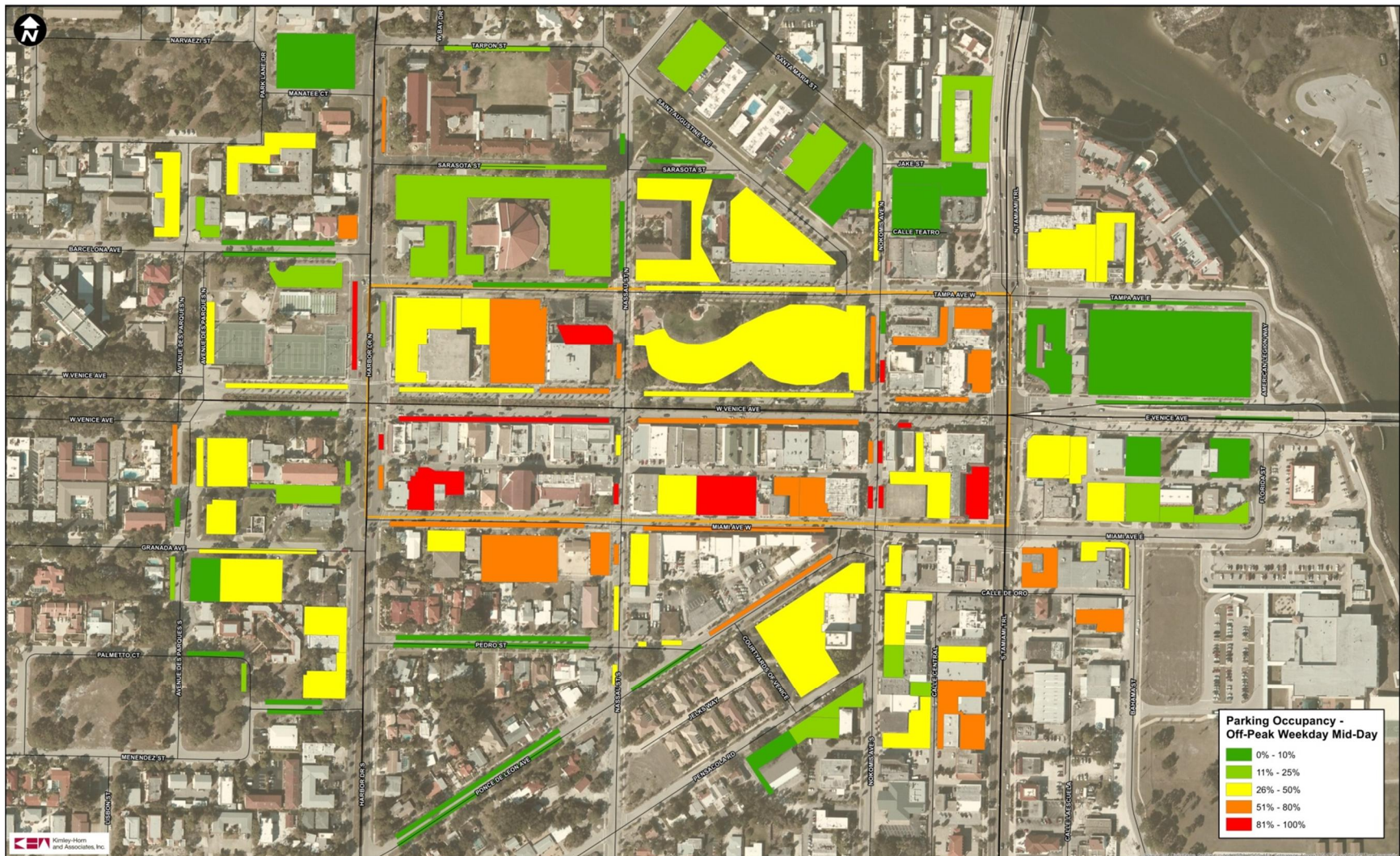
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Figure 9: Parking Occupancy - Off Peak Season Weekday (Morning)



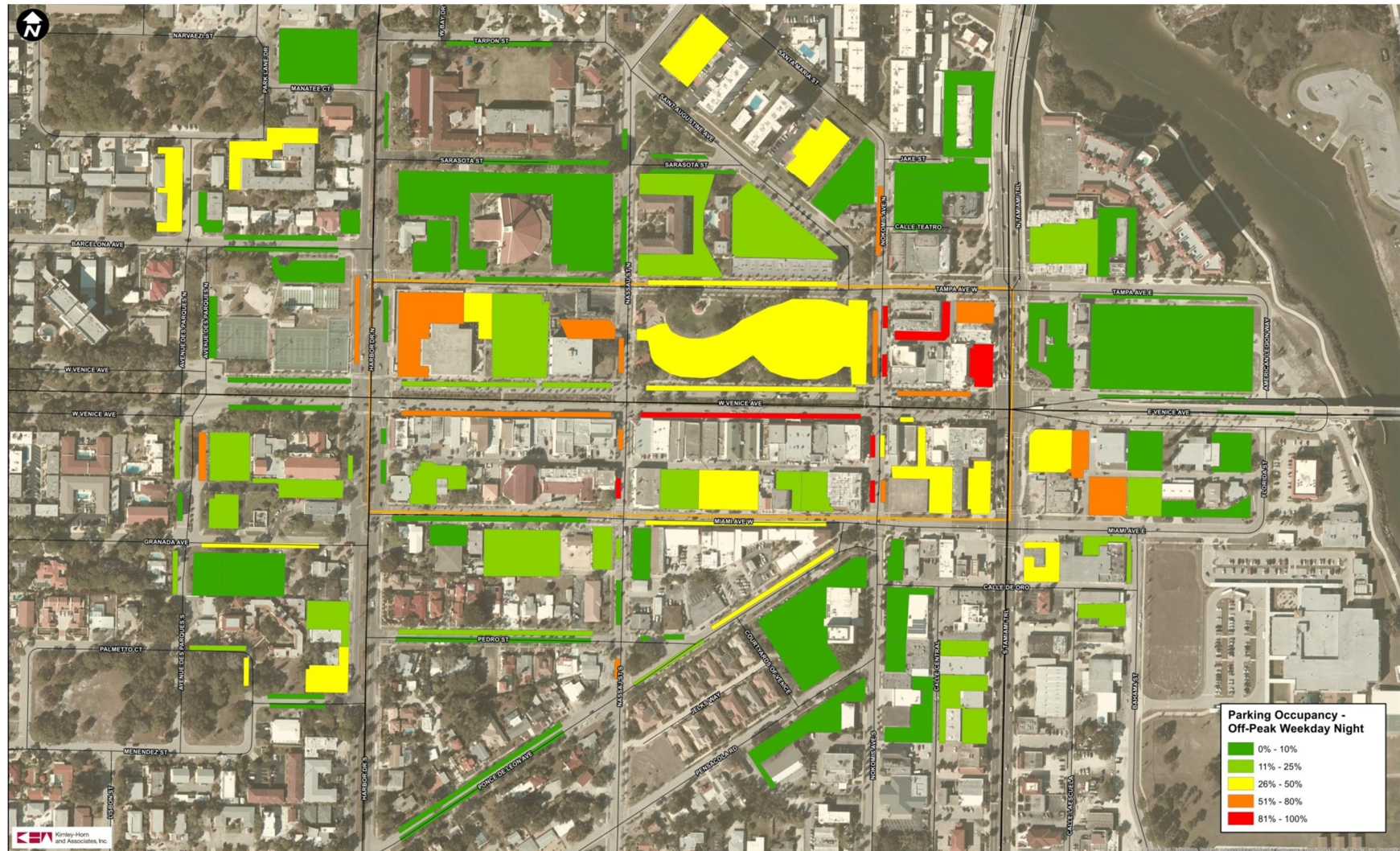
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Figure 10: Parking Occupancy - Off Peak Season Weekday (Mid-Day)



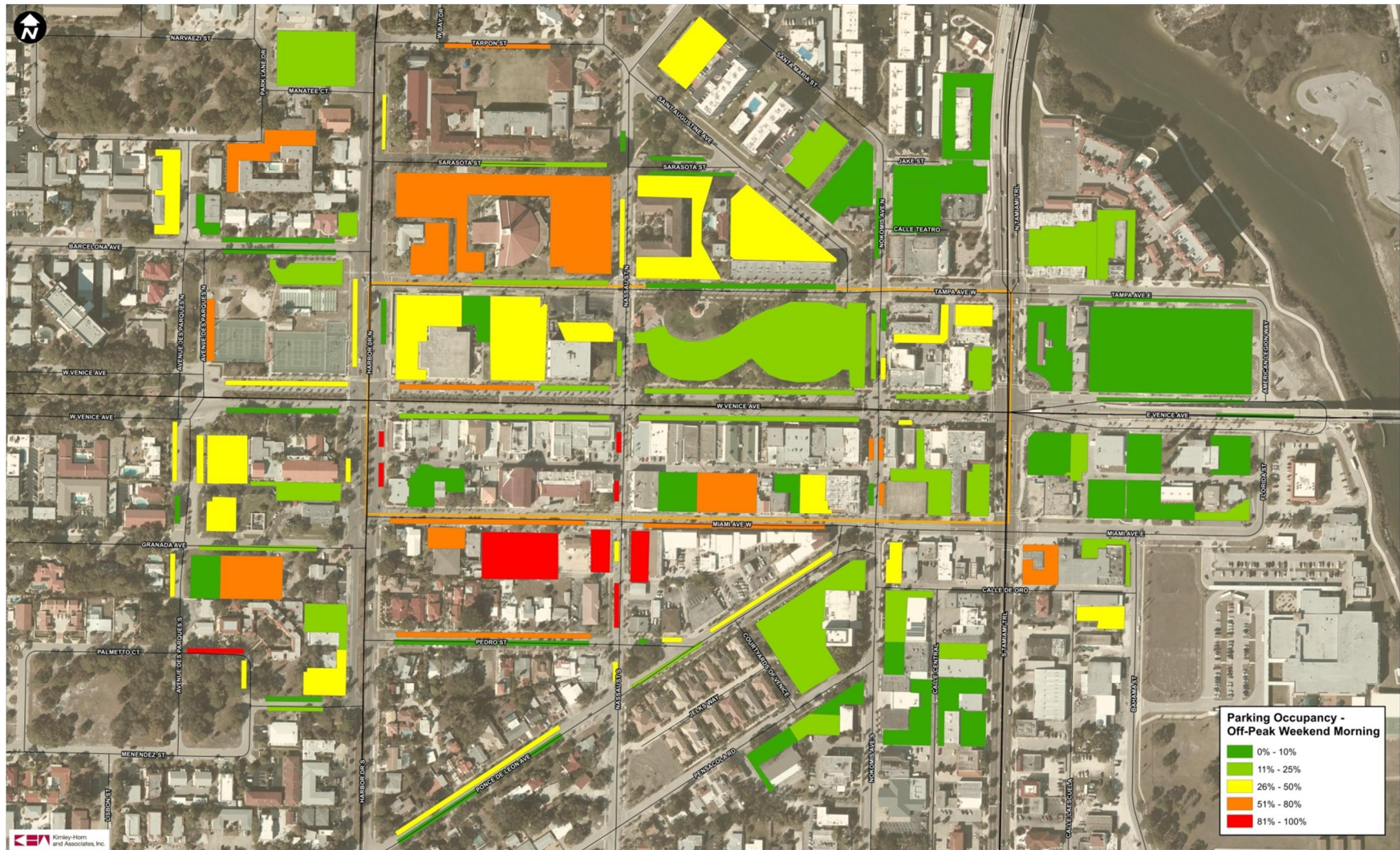
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Figure 11: Parking Occupancy - Off Peak Season Weekday (Night)



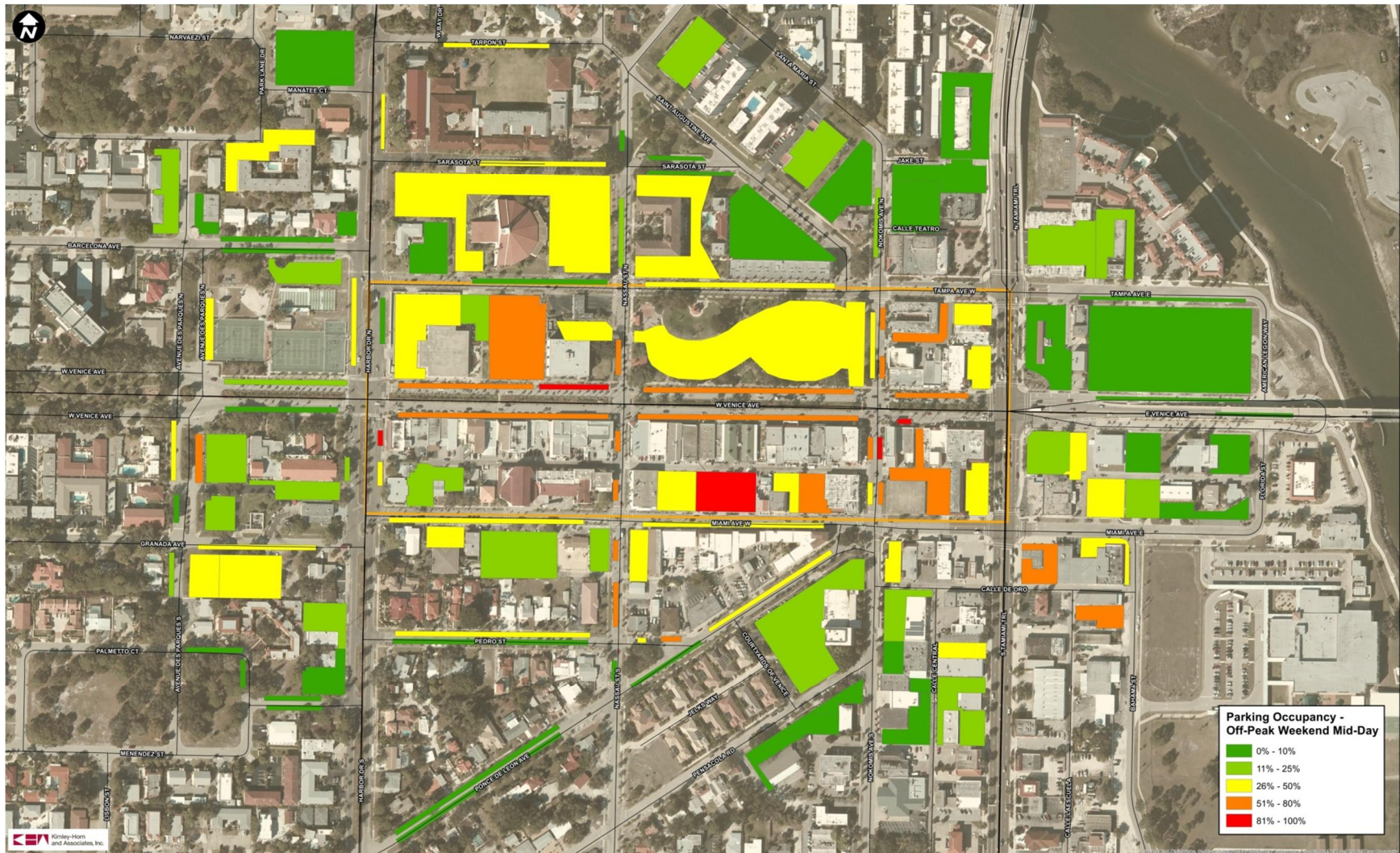
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Figure 12: Parking Occupancy - Off Peak Season Weekend (Morning)



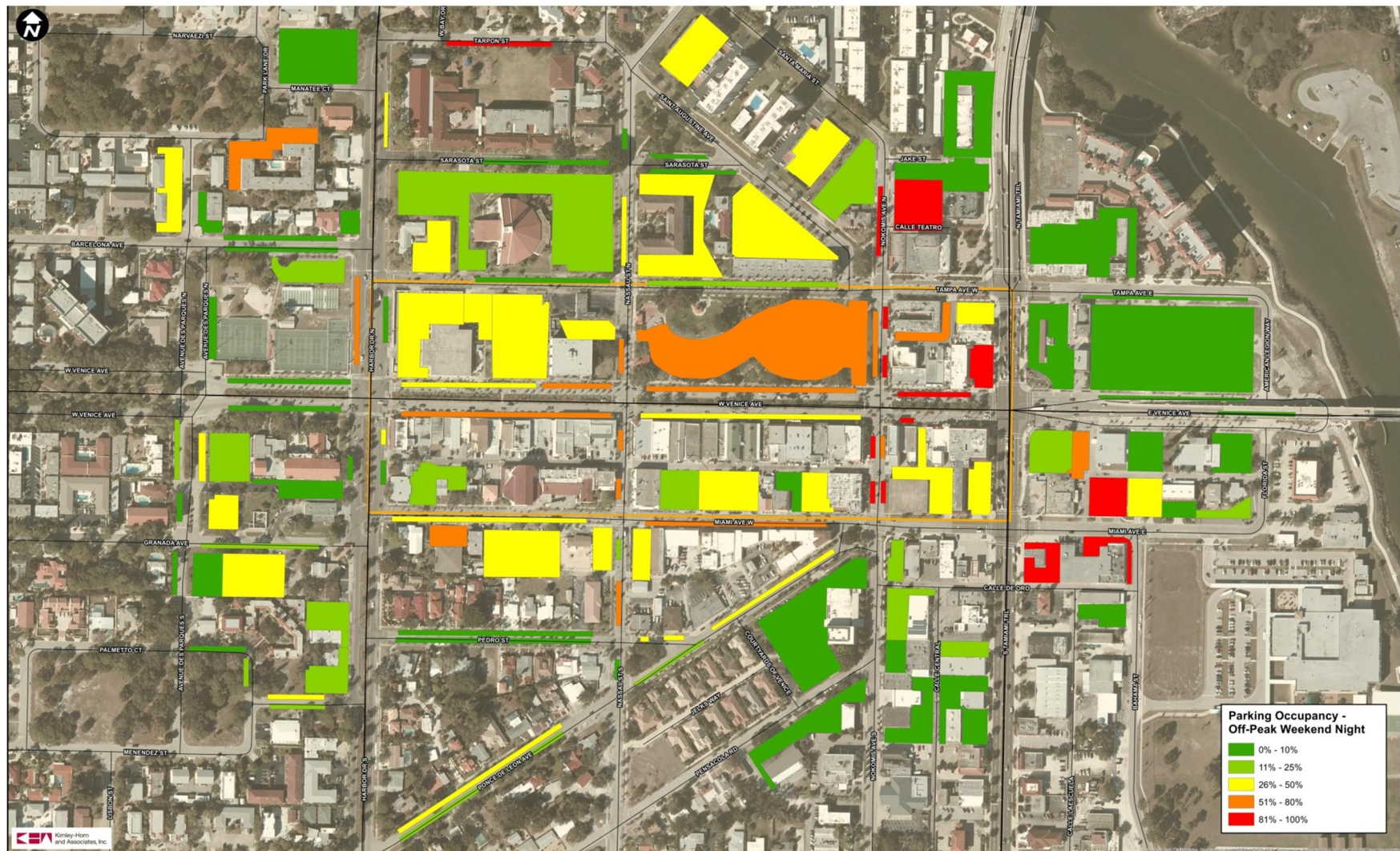
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Figure 13: Parking Occupancy - Off Peak Season Weekend (Mid-Day)



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Figure 14: Parking Occupancy - Off Peak Season Weekend (Night)



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GENERAL OBSERVATIONS AND PATTERNS

It was observed during the data collection phase of the assessment that Downtown Venice has a significant amount of parking supply, as shown in the previous occupancy figures, when considering the relatively low density of land uses. It is also understood that Downtown Venice is significantly influenced by the fluctuation of tourist visitors between seasons as well as local residents during special events. These seasons and community events can influence parking demand by nearly 50 percent, depending upon the time period observed.

Parking demand varies considerably by the time of day. The greatest demand is generally from a time period from before lunch until shortly after dinner. There is little demand for parking in the downtown core during the morning hours and later evening hours. This is generally consistent with a neighborhood that attracts single day visitors.

The daytime demand is greatest in the central downtown, in the vicinity of the Venice Avenue and Nokomis Avenue intersection. Demand for parking drops quickly outside of a 1-2 block radius from this location. Local business owners also voiced concerns of seeing employees parking on the street in front of the business they worked which occupies prime locations for visitors.

IDENTIFIED CONSTRAINTS

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

- 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

PUBLIC OUTREACH

PUBLIC WORKSHOP

A public workshop was held in conjunction with this assessment to gather input on existing issues and concerns from local business owners and review the preliminary recommendations. The meeting was held on June 13, 2013 at the Venice City Hall. The goal of the public workshop was to provide an opportunity for local stakeholders to voice their opinions about the existing conditions assessment and help formulate ideas to improve the existing deficiencies. An overview of the preliminary recommendations were presented to solicit initial feedback. Those in attendance consisted of members of City Council, members of the City's Economic Development Advisory Committee, City staff, along with local business owners, residents, and members of the local media. Comments provided at the meeting were recorded on flip charts and were used in the prioritization and development of the final recommendations.

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DOWNTOWN BUSINESS OWNERS SURVEY

As a follow-up to the public workshop, and in an attempt to capture additional feedback and confirm some of the high priority issues within the downtown, a ten (10) question survey was developed and distributed via email to the local businesses with the assistance of Venice Mainstreet. The survey was comprised of both fill-in the blank and multiple choice questions. A total of XX surveys were completed. A copy of the survey questions is provided in the Appendix of this report and a summary of the responses from the surveys are provided below. *(Surveys are still being collected, a summary of these results will be provided in the final draft)*

PUBLIC OUTREACH SUMMARY

The consensus from the public outreach efforts showed that there was a perceived parking problem in the downtown area. Most participants admitted that they had difficulty finding parking at times, and that a visitor to the downtown may have harder times without the knowledge that a resident might have with locating parking facilities.

High priority issues identified included lack of available store front parking, wayfinding to available parking, and shared parking between uses. Potential solutions favored at the workshop included coordinating private lots for more public parking, park and ride systems (shuttle service), new parking facilities, and amending City code to address parking requirements and loading zone enforcement. Better management of special event parking was also suggested.

Overall, the input and ideas provided by the stakeholders was used throughout this study to validate the analyses and prioritize potential recommendations.

REVIEW OF CURRENT ORDINANCES

There are several City ordinances related to parking. The majority of these ordinances address topics of parking regulations and laws. Other ordinances were identified in the City's Land Development Code for general standards, and specifically located within Chapters 70, 86, and 122.

There is an opportunity to create more efficient parking supply within Downtown Venice via updated policies without needing to carry the expense of costly capital improvements. Some of these opportunities exist within additional shared parking options and improved parking turnover.

Historically, the City had minimum standards for parking based upon the type of land use proposed and density. However, there was no limitation, or maximum standard, on how much parking could be provided. The amount of land consumed for parking within a downtown area is a significant factor in determining the multi-modal accessibility. If there is too much surface parking, then it becomes difficult to locate complimentary land-uses within close proximity to each other. When complimentary land uses are spaced far apart, then the neighborhood becomes automobile dependent, similar to typical suburban style neighborhoods. This then limits the ability for the Downtown to redevelop on a pedestrian scale.

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The following table summarizes existing parking ordinances related to downtown mobility:

Section	Description
Chapter 70, Article 2, Division 1	Generally (parking laws and enforcement)
Chapter 86, Article 6, Division 4	Off-Street Parking
Chapter 122, Article 5, Division 2	Off-Street Parking and Loading Vehicular Facilities

Starting in 1982, the City of Venice identified a Central Business District (CBD) designation for parking downtown. Since that time additional flexibility has provided the opportunity for redevelopment within Downtown. Section 122-434 identifies the Number of Parking Spaces requirement and the minimum standards. Subsection (6) identifies the special requirements in the CBD zoning district. The CBD zoning district identifies the following requirements for the number of parking spaces:

- Multiple family dwellings: one space for each dwelling unit
- All other land uses: one space for every 500 square feet of gross floor area
- Public on-street and off-street parking may be counted to meet these requirements, provided such parking is located within 600 feet for residential uses and 900 feet for all other uses.
- Such parking may be used in combination with on-site parking spaces or off-site private parking spaces. Public parking spaces may be counted to meet the requirements of more than one use at the same time.

Based on this sub-section there is an increased priority to have public on-street parking spaces to facilitate downtown redevelopment. Fortunately, there are several opportunities within Downtown Venice to accommodate additional on-street parking without expensive capital improvements.

The current minimum size for a normal parking space is 18 feet x 10 feet. There are not specific provisions for compact parking spaces. Similarly, there are no parking provisions for bicycles, motorcycles/scooters, electric vehicles, golf carts that can promote alternative modes of vehicular transportation while facilitating economic redevelopment.

In summary, conventional parking standards are often excessive and can significantly be reduced without negatively impacting accessibility. Certain factors can help provide improved efficiency. For example, shared parking between different types of land uses can utilize parking lots for a 24 hour period and reduce the need for more parking. Valet parking services can provide convenient pick-up and drop-off services while utilizing previously empty lots. A list of recommended parking policy recommendations is provided under the *Parking Recommendation* section of this report.

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PARKING MANAGEMENT STRATEGIES CONSIDERED

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. The following is a summary of some of the parking management strategies used by other communities or collected from stakeholder feedback detailing some of the pros and cons associated with each.

Increase the use of shared parking agreements

- Owners of privately owned parking areas could enter into shared parking agreements with adjacent businesses with varied operating hours. (i.e – A bank parking lot could allow use of their parking area, after hours to businesses that were open later)
- Concerns raised with this recommendation related to liability responsibilities if the parking lot was privately owned but had shared users, who would be responsible if an incident were to occur on their property.

Evaluate existing parking code regulations

- Implementation of parking maximums vs. minimums

Employee parking

- It was observed by local business owners that some prime parking locations, meant for use by visitors are being used by employees of the local shops. It was recommended that a permitting system or designated parking location be implemented specific for employees to help address this issue.

Time restrictions and enforcement

- There were mixed opinions as to how regulations on parking time should be enforced.
 - Some business owners had concerns that by limiting time in which someone could park makes a visitor feel rushed and can be unpleasant if they are ticketed.
 - Other business owners felt as if they were losing business because the turnover in front of their business was not frequent enough because people sometimes park longer than the designed "2-Hour" parking allotment.

Better signage

- Existing signage locations and information was identified as a possible recommendation for directing visitors to downtown as to where additional parking facilities could be found. This is one of the elements already being addressed in under the wayfinding section of the Mobility Study.

Event parking

- Shuttle/Remote parking opportunities
 - The recommendation to designate areas outside the downtown core, for use as remote parking locations was supported as long as there were reliable options for getting to and

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from the parking location and downtown. It was recommended that a shuttle or an additional valet service be considered.

- Recommendations to use areas east of US 41 were identified.
- Structured parking
 - The construction of a parking garage was brought up as a recommendation to address existing demands associated with local events held on the island.

Parking garage/structured parking

- The recommendation to construct a parking garage was discussed and though at this time the downtown does not warrant an immediate need for a parking garage consideration should be taken as further redevelopment and high density uses are introduced to the downtown area.
- As a long term recommendation interest was made to integrate commercial uses along the ground floor of the parking structure to allow for more uses and to also make appearance of the structure more appealing

Paid Parking

- Currently, there are no parking fees in public parking spaces in the downtown core. Therefore, no parking meters or parking stations exist. That is one reason why the City uses the tire chalk method to enforce the parking time limits.
- Sometimes, parking fees are used to improve parking turnover in locations with high demand. Locations with high demand typically cost more per hour to park.
- It was made clear by both city staff and local business owners that the City was not in favor of implementing paid parking options. The City wanted to continue to provide free parking options to those who visit the downtown. Therefore, if the City wishes to improve turnover in locations of high demand, then further consideration of other methods to control parking turnover may be warranted.

Redesign or reconfigure existing parking facilities

- Parking along alley ways and behind businesses is not marked to maximize the space available. Restriping to allow for a more efficient use of available space and assist with access restrictions should be considered.
- Areas that are used for deliveries and loading should be signed to display the times in which parking is not allowed.

PARKING 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
 - Identify effective and low cost recommendations that provide a more efficient use of existing parking supply before pursuing more expensive options.
- Capital improvements
 - Identify 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
 - Combine 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

Implementation of the Wayfinding Plan, which identifies alternative parking locations within the downtown core may help balance parking occupancy and lead to reduced stress for visitors unfamiliar with the City. It was observed that for certain time periods existing parking occupancies were high within a 1-2 block radius of the City Center, however the occupancies dropped off significantly outside of the 1-2 block radius.

Good signage and direct walking paths are key factors into making existing parking facilities more efficient. Frequently in Venice, unused parking lots are located in close proximity to occupied lots. One parking lot may be completely full while a similar lot located nearby may be completely empty, providing imbalanced demand. This is often due to patrons not being aware that there are multiple suitable locations to park. By not being aware of alternative locations patrons may feel there is a "parking problem" and a shortage of capacity, when in reality, there is only inefficiencies for existing parking facilities.

Directional signage can help provide balanced demand between different parking lots and streets. Improved signage that makes it easier to find available parking can reduce driver frustration and confusion. This initiative has been incorporated into the Wayfinding section of this plan, to provide better parking and availability information.

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EVALUATE POSSIBLE MODIFICATIONS TO EXISTING PARKING REGULATIONS

It is recommended that the City initiate modifications to the City's Land Development Code that considers updated parking generation rates within the last 10 years. This recommendation may also be applied to areas outside of the downtown core to identify maximum parking rates in addition to existing minimum parking rates for private off-street parking lots.

Parking management could be improved by having more variety with time limits provided on parking signs. Shorter time periods for parking in locations with businesses that experience high turnover of visitors should be considered. Also, expanding the on-street parking system to areas 3-4 blocks outside of the downtown core with clearly marked signage would simplify available parking options.

It is suggested that the City of Venice consider the following modifications to the current parking ordinances for downtown:

- Update parking provisions for compact parking space dimensions and ratios (Sec 86-412). Initiate modifications to the City's Land Development Code that considers updated parking generation rates within the last 10 years. This recommendation may also be applied to areas outside of the downtown core.
- Identify parking number provisions for alternative modes of transportation
- Develop maximum number of parking spaces requirement
- Develop a funding mechanism for developers to contribute for more on-street public parking
- Shared Parking Agreements - Streamline opportunities for two or more owners or operators of buildings to make collective provisions for such facilities (Sec. 86-416)
- Reduce the total requirements for off-street parking for mixed uses (Sec. 86-420)
- Consider reducing the time limits of public parking spaces in high profile locations to improve turnover

IMPROVE ENFORCEMENT MEASURES

A review of how parking laws are enforced in the City of Venice was also undertaken. In general it is unlawful and a violation to be parked in excess of the time specified on official signs designating an area for vehicular parking purposes, or to be parked in any manner inconsistent with official signs of the city. The standard fine for most parking violations is \$25.00.

The police department is authorized to erect official signs indicating the places where or the hours when parking is to be restricted. The department of public works installs the signs pursuant to the police department's directive. Parking is restricted when, in the opinion of the chief of police, traffic conditions require restriction to prevent interference with or obstruction to the flow of traffic, other hazards to the public safety or to prevent damage to public property.

It is unlawful to park any vehicle for a period longer than what is identified on officially posted signs. The city is authorized to further limit, restrict or prohibit parking, or to increase or decrease the time period where signs are erected. Within the Miami Avenue public parking lot, it is unlawful to park a vehicle in one

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or more parking spaces on any given day for a period longer than what is identified on officially posted signs.

Time limits are enforced via a method of “chalking tires.” Under this method, chalk marks are placed on rubber tires for the vehicle using the parking spaces to denote the time occupancy. A citation is then written if the City’s Parking Enforcement notices the vehicle still in the parking space with chalked tires beyond the allotted time.

Coordination with the local police department should be made to discuss potential management practices that can be taken to assist in the enforcement of parking regulations within downtown.

The purpose to control parking turnover is to manage the most convenient spaces to favor higher-value trips. There are four enforcement techniques which are most typically used to manage parking turnover when parking fees are not a viable alternative:

- Type of Use (deliveries, taxis, valet)
- Users (customers, residents, disabled users)
- Duration (e.g. 60-minute max)
- Time (e.g. no parking 9am-5pm)

Good signage and enforcement are the key measure of effectiveness for these techniques to be successful. It is suggested that the City consider developing a detailed Parking Turnover Plan on how to best manage the demand for the most convenient parking locations. The by-product of this effort would identify which enforcement techniques are most appropriate at different site specific locations of high parking demand in Downtown.

ENCOURAGE SHARED PARKING AGREEMENTS

The City of Venice currently allows for shared parking agreements. Shared parking is a tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties. Shared parking is not a new concept. It has been used extensively in traditional neighborhood commercial nodes and downtown settings for decades. In these locations, there are typically complimentary land uses near each other. People often park in one spot and then walk from one destination to another. The effect is that those various uses share the same parking spaces. Shared parking is being used more and more in conjunction with new development. If adjacent land uses have different peak hours of parking demand, then they can share the some of the same parking spaces. Shared parking can reduce the amount of land needed for parking, creating opportunities for more compact development, more space for pedestrian circulation, or more open space and landscaping. An example of typical parking peak periods by land use is provided in

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Table 4: Typical parking peak periods by land use

Weekday	Evening	Weekend
Banks and public services Offices and other worksites Park and Ride facilities Schools and colleges Daycare centers Transit terminals Distribution centers Medical clinics Professional services	Auditoriums Bars and dance halls Meeting halls Restaurants Theaters Hotels	Religious institutions Parks Shops and malls

Source: Victoria Transport Policy Institute, Todd Litman; November 2006

It is suggested to initiate modifications to the City's Land Development Code that promote shared parking opportunities between different land uses with different parking demands on different days or different time periods of the day (i.e., Epiphany Cathedral lots, SunTrust Bank Center office building, etc). These lots may also be used for Valet Service. An example shared parking agreement is available for reference in the Appendix.

MID-TERM - RECOMMENDATIONS

PARKING RESTRIPEING ALONG HARBOR DRIVE AND VENICE AVENUE

Efforts were also undertaken to identify retrofit projects that would provide more effective design alternatives. These alternatives are intended to be a sample of opportunities that exist throughout Downtown Venice. The alternatives presented are intended for public parking spaces, both on-street and off-street parking.

On-Street Parking

Currently, on-street parking is provided in the form of parallel parking. Parallel parking is effective in providing access and most effective when there is a limited amount of public right-of-way or between curbs. Downtown Venice, however has generally wide distances between curbs. Therefore, opportunities exist to convert parallel parking to angled parking and accommodate more parking spaces.

In addition, supporting the City's initiative of raising their Bicycle Friendly Community designation the reduction of a travel lane through the conversion of parallel parking to angled parking would provide additional right-of-way that could be sectioned off to be used as a designated bike lane, bicycle parking, additional green space and landscaping, and/or more handicap spaces.

An alternative alignment to the more familiar head-in/forward angled parking is the head-out or reverse angled parking alignment. Recent studies have demonstrated for reverse angle parking to typically have more safety advantages than forward angled parking. Reverse angled parking does not need to back out into the general lanes of moving traffic. Also, with reverse angled parking the back of the car is against the curb, allowing for easier access to the truck of the vehicle for loading from the sidewalk vs. in the street.

Concurrent, but as a separate project outside the scope of this plan City Council requested a detailed evaluation, along with design alternative recommendations to be presented for potential implementation of a pilot test site for the reverse angled parking.

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It was suggested to implement this low cost design alternative at feasible locations on streets with the ability to accommodate wider on-street parking. This alternative may substantially increase available on-street parking at some locations while also serving as a traffic calming tool to reduce speeds. It is suggested that this alternative be used on low-speed facilities with sufficient roadway capacity. Locations along Venice Ave adjacent to City Hall were considered and voted on by City Council as a suitable location for a pilot or trial site.

The demonstration project was identified along Venice Avenue between Avenue de Parques and Harbor Drive. This project called for the conversion of the outside lane in each direction, from a travel lane and parallel parking into reverse angled parking. This concept has the ability to provide more than twice the amount of existing parking along this road segment.

Centennial Park

Centennial Park was originally created as a central city park approximately two city square blocks in size. However, the large majority of space is now consumed as a parking lot. Another consideration identified through this assessment was the potential to modify the existing site layout of Centennial Park. The recommendation consisted of converting the west-half of the site from a parking lot into a public green space and expanding the existing park amenities. This could be achieved by reconfiguring the existing parking lot layout to consolidate all parking on the east side of the site, while keeping the existing ingress and egress locations on Venice Avenue and Tampa Avenue.

It was also suggested that Centennial Park could be a potential site for the construction of a parking garage as part of a long term planning alternative to address parking demands as new redevelopment occurs in downtown.

OFF-SITE PARKING/SHUTTLE SERVICE/VALET

It is also suggested that the City consider developing a special event parking plan with shuttles that can accommodate occasional peak periods and overflow parking needs. Currently, there appears to be available parking capacity east of Tamiami Trail. However, few people choose to walk the extra distance across Tamiami Trail.

A Park & Ride shuttle that provides continuous service around special events may be helpful to accommodate people parking east of Tamiami Trail. Therefore, it is suggested to negotiate temporary parking agreements with these private lots located on either side of the Venice Avenue bridge between Tamiami Trail and the Intercoastal Waterway. The Venice Train Depot and Legacy Park located just east of the Waterway may be an alternative overflow parking site, or a combination of both locations if needed. The parking shuttle could serve both parking lots simultaneously, and then drop off visitors in a centralized location. Implementation of a public valet parking service in the downtown core for people that prefer not to walk to their parking space could also be incorporated. This valet stand should be located in a central location of high demand for high visibility.

APPENDIX

GLOSSARY OF PARKING TERMS

Aisle, Traffic: A portion of a parking facility used for vehicle travel to and from stalls, or between street, stalls, and building(s) served.

Aisle, Pedestrian: Those portions of a parking facility reserved exclusively for pedestrian use; also the other routes normally used by pedestrians between stalls and buildings. Exclusive-use pedestrian aisles typically are protected routes such as raised walkways and designated controlled lanes between or across rows of stalls. Nonexclusive pedestrian aisles include routes coinciding with traffic aisles.

Angle of Parking: The angle (in degrees) between the line delineating the side of a stall and a line at the top of the stalls and parallel to the traffic aisle served by the stalls.

Berm: A raised asphalt concrete curb-like bumper. Intended only for marking edges of an area; is not strong enough to deflect a straying vehicle.

Controlled Parking: Permit parking, validated parking, pay parking, parking restricted to employees only, and other parking that is not for the free use of the general public.

Capacity: The number of vehicles a parking area holds within designated stalls; or gross vehicle weight in parking structure/parking deck.

Dead Area: A portion of a parking facility not usable for parking lot striping stalls or traffic aisles. Dead areas may be used for pedestrian aisles, lighting, landscaping, or other improvements.

Delineation: Line marking.

Density: The number of vehicles per area of given size. May be used to compare one parking facility's capacity efficiency with another's.

Depth, Stall: The distance (at right angles to the traffic aisle) from the top of a stall to its traffic aisle edge.

Double Row: Two single rows forming a unit. A double row is normally located in the interior area of a parking facility, where it forms an island between traffic aisles. Usually the two single rows are adjacent and vehicles in one single row are separated from those in the other by painted central division lines. Sometimes a pedestrian aisle or other physical barrier provides the separation.

Double-Loaded Traffic Aisle: A traffic aisle with accessible stalls on both sides.

Egress: Exiting.

Entrance; Exit: An area used for vehicle ingress/ egress from a parking facility. Usually located on public property and connecting with a street or road.

Esthetics: Considerations of attractiveness and good taste.

Exit; Entrance: An area used for vehicle egress/ingress to a parking facility. Usually located on public property and connecting with a street or road.

Ingress: Entering.

Layout: The placement of stalls, aisles, fixtures, and improvements within a parking facility.

Ninety-Degree Parking: Head-in or rear-in parking in which the vehicle body is at right angles to a line across the top of the row of stalls.

Overhang: The distance from the striking face of a wheel stop to the property line or wall. Similarly, a vehicle would extend this distance over a curb.

Overlap: The distance gained at the centerline of a double row of vehicles where the alternate traffic aisles are intended for vehicle traffic in opposite directions.

Parallel Aisles: Two or more aisles which run in the same direction. For example, if two aisles both run east and west, they are parallel.

Parking Angle: The angle (in degrees) between the line delineating the side of a stall and a line at the top of the parking lot striping stalls and parallel to the traffic aisle served by the stalls.

Pedestrian Aisle: Those portions of a parking facility reserved exclusively for pedestrian use; also the other routes normally used by pedestrians between stalls and buildings. Exclusive-use pedestrian aisles typically are protected routes such as raised walkways and designated controlled lanes between or across rows of stalls. Nonexclusive pedestrian aisles include routes coinciding with traffic aisles.

Permit Parking: Parking in which authorized users possess permits.

Seal Coating: A coating which seals a pavement's surface.

Single Row: A row of adjacent stalls. Usually located on the perimeter of a parking facility.

Single-Loaded Traffic Aisle: A traffic aisle with accessible stalls on only one side.

Stacked Parking: Parking in which the first-in vehicle in a given chain of vehicles may not be removed without first moving one or more later arriving vehicles in the chain. Used to increase capacity in a parking facility where space is at a premium.

Stall: A portion of a parking facility designed to hold one vehicle, and marked, usually by lines painted on pavement, for that purpose.

Stall Depth: The distance (at right angles to the traffic aisle) from the top of a stall to its traffic aisle edge.

Stall Width: The distance between the two side lines of a stall, measured at right angles to the two lines.

Traffic Aisle: A portion of a parking facility used for vehicle travel to and from stalls, or between street, stalls, and building(s) served.

Traffic Flow: The pattern of traffic movement through an area or through a parking facility.

Turnover: The number of vehicles which use a given space of facility in a given time period.

Validated Parking: Parking in which a user's parking ticket must receive an official stamp to waive parking fees.

Wall to Wall Dimension: The distance (passing across a traffic aisle at right angles to the aisle) from the farther end of a vehicle parked on one side of the traffic aisle to the farther end of a vehicle parked on the other side.

Wheel Bumper: A block installed at the end of a parking stall to provide tactile identification of the end of the stall when the driver feels his wheel contact the block.

Width, Stall: The distance between the two side lines of a stall, measured at right angles to the two lines.

Sample Business Owners Survey Questions

SAMPLE BUSINESS OWNERS SURVEY QUESTIONS

The following set of questions were developed to retrieve information from downtown Venice business owners about parking needs within the downtown. These questions were set up in an online survey application called Survey Monkey. A link to the survey was distributed to business owners' through local email lists and results were collected and summarized in the final report.

1. Which of the following best explains the nature of your business?
 - a. Restaurant/Bar
 - b. Retail/Commercial
 - c. Service Industry
 - d. Office
 - e. Other
2. What is your business address or the street your business is located on?
3. What are your typical hours of operation?
 - a. Early morning (before 8am)
 - b. Morning (8am-11:59am)
 - c. Afternoon (noon-4:59pm)
 - d. Evening (5pm-1-pm)
 - e. Late Night (after 10pm)
4. What are your peak hours of operation?
 - a. Early morning (before 8am)
 - b. Morning (8am-11:59am)
 - c. Afternoon (noon-4:59pm)
 - d. Evening (5pm-1-pm)
 - e. Late Night (after 10pm)
5. What type of parking time limit would best serve your business?
 - a. Short-term (less than 2 hours)
 - b. Moderate (2-4 hours)
 - c. Long-term (more than 4 hours)
 - d. Not sure
 - e. Other
6. How many employees do you have?
 - a. 1-2
 - b. 3-5
 - c. 5-10
 - d. Over 10
7. Where do your employees park?
8. In general, do you feel parking is available around your business for your customers?
 - a. Yes
 - b. No
 - c. It depends on the time of day
 - d. It depends on the day of week
 - e. Other

Sample Business Owners Survey Questions

9. If customers complain about parking, what do they typically complain about?
 - a. Not enough time to support their visit
 - b. Hard to find a spot close by
 - c. Parking area is not safe
 - d. Enforcement is too aggressive
 - e. Other

10. Which of the following best describes your perception of parking/loading in Downtown Venice?
 - a. Too many spaces are being used all day by employees
 - b. Hard to find a spot close by my business
 - c. There aren't adequate loading zones for my deliveries
 - d. There isn't enough enforcement
 - e. Cars stay parked too long - I wish they would turn over more often

MODEL - SHARED USE AGREEMENT FOR PARKING FACILITIES

This Shared Use Agreement for Parking Facilities, entered into this ____ day of _____, _____, between _____, hereinafter called lessor and _____, hereinafter called lessee. In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of _____, County of _____ and State of _____, hereinafter called the facilities, described as: [Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ____ day of _____, _____, and ending at 11:59 PM on the ____ day of _____, _____, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the ____ day of each month [or other payment arrangements].]

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

-SAMPLE CLAUSE-[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]

2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.

-SAMPLE CLAUSE-[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]

3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.

-SAMPLE CLAUSE-[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]

8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

-SAMPLE CLAUSE-[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]

10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

-NO SAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.