Downtown Circulation & Parking Study

Prepared by
Kimley-Horn and Associates, Inc.
50300065.06

Prepared for
Punta Gorda Community Redevelopment Agency

Kimley-Horn and Associates, Inc.

10117 Princess Palm Ave.
Suite 300
Tampa, FL 33610-8304

October 24, 2006

Mr. Mitchell Austin
City of Punta Gorda CRA
326 West Marion Avenue
Punta Gorda, Florida 33950

Dear Mitchell:

Kimley-Horn and Associates, Inc. is pleased to present this final documentation of the Downtown Circulation and Parking Study for the City of Punta Gorda CRA. This workbook is organized in the following sections to reflect the work we accomplished on the project:

- Traffic patterns were evaluated in and around the downtown area
- Regional and City transportation projects
- Parking demand was quantified based upon field observations
- Future parking needs were identified in the downtown
- A parking model was developed for the City
- Parking garage prototypes were presented incorporating urban design considerations
- Opportunities and solutions for short-term and long-term parking scenarios were recommended

Technical memoranda supporting the findings and recommendations in this workbook have already been provided to you. Samples are illustrated in the upper right corner of this page.

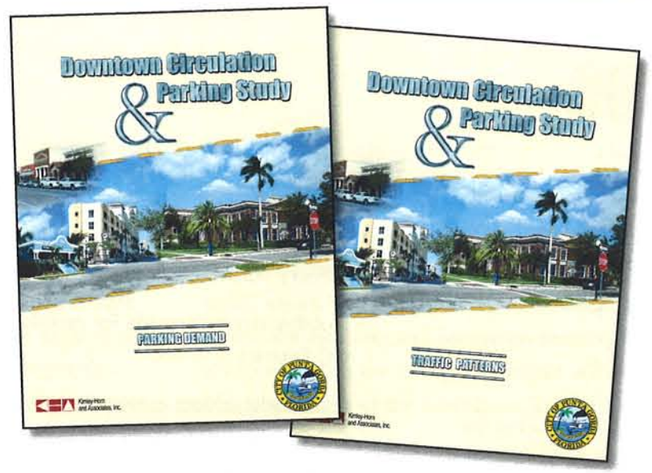
I look forward to presenting our findings to your City Commission and the community as a whole. In the meantime, please feel free to call to discuss how this document and other supporting reports can best fit your needs.

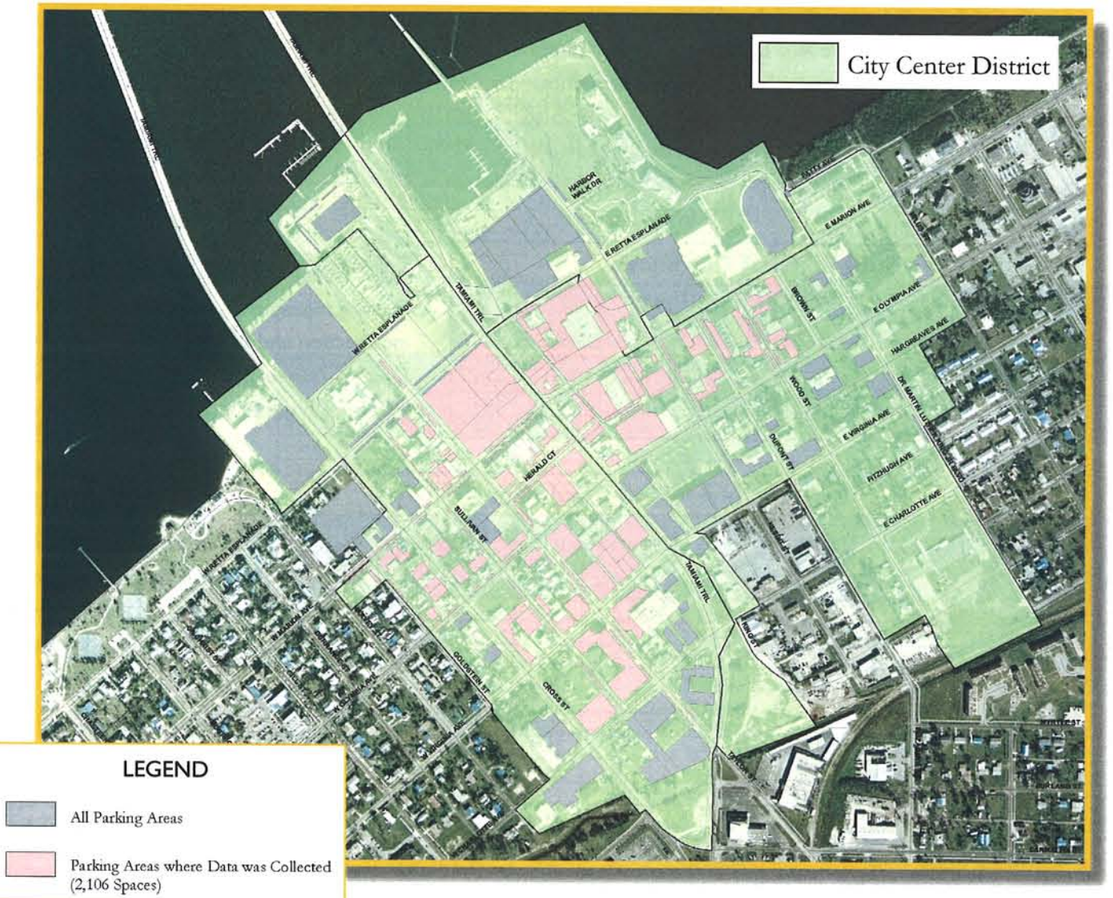
Sincerely,

David E. Troemel, P.E.

TEL 813 620 1460
FAX 813 620 1542

048990000





Traffic Patterns

A technical memorandum entitled *Traffic Patterns was* prepared. Intersection and roadway conditions were analyzed based upon data collection at thirteen (13) study intersections within the Punta Gorda City Center (CC) District.

Intersections

For each intersection, traffic counts were performed during the AM (7-9), Midday (11-2) and the PM (4-6) peak hour periods on a typical weekday in February 2006. In addition, intersection geometry and signal timings were also collected at each of these intersections as well as an inventory of the intersection features including the location of signal heads, crosswalks, pedestrian push buttons, pedestrian signal heads, and other urban design elements.

Roadways

The streets in the CC District fall into two types according to their primary purpose:

- Mobility streets provide for mobility of vehicles through the CC District
- Multimodal streets connect neighboring blocks within the CC District and provide access to adjacent uses via walking and other modes

Specific streets meant to serve the mobility function in the downtown core include Marion Avenue, Olympia Avenue, US 41 Northbound and US 41 Southbound. All other streets within the downtown core primarily serve as multimodal streets providing access to neighboring blocks.

Existing Roadway Conditions

Roadway	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)
US 41 Northbound	D	15.8	C	18.5	D	16.6
US 41 Southbound	C	13.4	D	17.9	C	18.4
Marion Avenue	D	12.3	D	11.5	D	10.4
Olympia Avenue	C	14.5	C	13.6	C	15.6

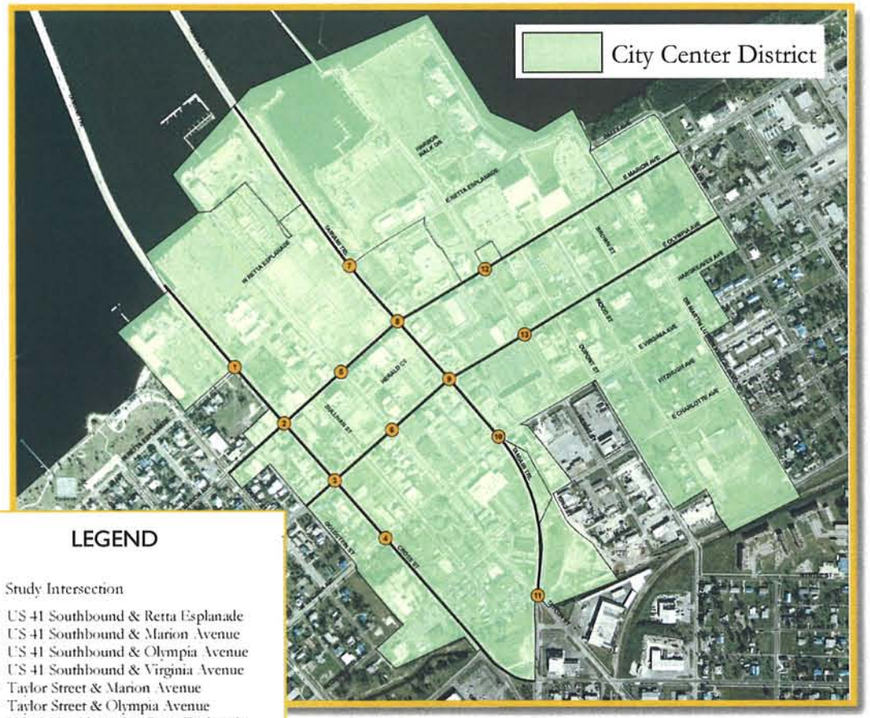
Existing Intersection Conditions

Intersection	Control	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Marion Avenue & Nesbit Street	Signalized	A	6.3	B	11.7	B	13.8
Marion Avenue & Taylor Street	Signalized	A	4.7	A	5.9	A	8.1
Olympia Avenue & Nesbit Street	Signalized	A	3.0	A	4.6	A	4.5
Olympia Avenue & Taylor Street	Signalized	A	5.3	A	9.6	A	8.1
US 41 Northbound & Marion Avenue	Signalized	B	13.3	B	17.7	B	15.0
US 41 Northbound & Olympia Avenue	Signalized	B	13.2	A	8.5	A	7.8
US 41 Northbound & Taylor Street	Signalized	B	15.7	B	12.8	B	18.2
US 41 Northbound & Virginia Avenue	Signalized	B	13.5	A	8.7	B	12.6
US 41 Northbound & West Retta Esplanade	Stop Controlled	*	*	*	*	*	*
US 41 Southbound & Marion Avenue	Signalized	B	13.8	B	15.0	B	18.1
US 41 Southbound & Olympia Avenue	Signalized	B	12.2	B	14.2	B	13.6
US 41 Southbound & Virginia Avenue	Signalized	A	2.7	A	6.1	A	4.1
US 41 Southbound & West Retta Esplanade	Stop Controlled	*	*	*	*	*	*

Notes: * Intersection Level of Service (LOS) not analyzed at two-way stop-controlled intersections.

Existing Conditions

Turning movement volumes were used to analyze intersection and roadway capacity following *Highway Capacity Manual* procedures using *Synchro, Version 6.0*. The level of service (LOS) at each study intersection and roadway were determined from the analysis. The tables to the left indicate that all of the study intersections and roadways are operating at an acceptable level of service (LOS D or better) for existing conditions.



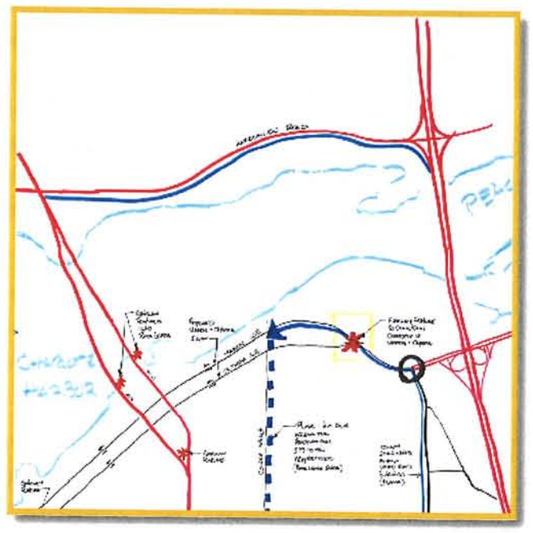
Transportation Modeling

Traffic conditions were modeled for the future buildout of the CC District. Buildout intensities were defined using City codes, planned developments, future land uses, and planned intensities. Socioeconomic data in the Charlotte County long range transportation model was modified to reflect future traffic conditions for the buildout of the city. The widening of Harborview Road was not included in the model analysis.

Future modeled conditions were compared to existing conditions to determine average growth rates. Modeled results showed a two percent (2%) growth rate for mobility streets and twelve percent (12%) growth rate for the lower volume multimodal streets.

Future Conditions

Traffic volumes were increased to a twenty year horizon based upon growth rates determined from the transportation model. Future conditions were used to analyze intersection capacity following *Highway Capacity Manual* procedures using *Synchro, Version 6.0*; results were compared to existing conditions. LOS results are presented in the table to the right. These results were used as the basis for determining both regional and City projects needed to address expected future conditions.



Findings and Recommendations

Under long-range conditions level of service is expected to deteriorate in the city. Action may be necessary to mitigate the impacts of rapidly increasing development. Geometric changes such as the addition of turn lanes and widening of streets can assist in the movement of vehicles within the city. However, such changes also encourage the use of downtown streets by vehicles not destined for the downtown, creating additional barriers for pedestrian mobility within the CC District. As traffic volumes continue to increase, the City of Punta Gorda must be sensitive to the balance of pedestrian and vehicular mobility within the CC District, and the use of its downtown streets as regional travel routes. Therefore, improved traffic and circulation conditions within the CC District in the long-range future will depend on a combination of regional transportation projects and City transportation projects.

Regional Transportation Projects

Regional transportation projects have the potential to improve CC District circulation by addressing traffic and development issues outside of the city. Changes to the regional transportation network can reduce cut-through traffic in the City's downtown area. As a stakeholder in such regional initiatives, the City should impress upon regional officials the importance of regional projects to improving downtown circulation, including:

- Harborview Road widening improvements
- Punta Gorda area wide network enhancements

City Projects

As levels of service degrade in the city, increased flexibility in the transportation network will be needed to accommodate pedestrian and traffic needs. Transportation improvements defined in this section seek to balance vehicular and pedestrian mobility within the CC District. It is expected that the changes identified will assist in the redevelopment of specific areas of the downtown. Sample City projects include:

- Virginia Avenue Boulevard streetscaping and enhancemets
- Olympia Avenue mobility enhancements

Future Roadway Conditions

Roadway	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)
US 41 Northbound	C	14.9	F	7.0	F	4.1
US 41 Southbound	D	12.2	F	4.8	F	6.1
Marion Avenue	E	7.0	F	6.7	F	4.6
Olympia Avenue	D	11.6	F	5.1	E	8.7

Future Intersection Conditions

Intersection	Control	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Marion Avenue & Nesbit Street	Signalized	B	12.0	C	35.0	C	24.3
Marion Avenue & Taylor Street	Signalized	A	7.5	B	11.6	B	10.3
Olympia Avenue & Nesbit Street	Signalized	A	5.5	A	8.2	A	7.5
Olympia Avenue & Taylor Street	Signalized	A	8.9	F	104.6	D	41.3
US 41 Northbound & Marion Avenue	Signalized	B	16.4	D	50.6	F	106.1
US 41 Northbound & Olympia Avenue	Signalized	B	14.4	A	8.0	A	9.5
US 41 Northbound & Taylor Street	Signalized	C	20.4	C	32.0	D	38.2
US 41 Northbound & Virginia Avenue	Signalized	B	12.9	F	84.4	F	88.6
US 41 Northbound & West Retta Esplanade	Signalized	B	12.4	C	25.7	F	166.8
US 41 Southbound & Marion Avenue	Signalized	B	15.3	C	29.0	C	21.8
US 41 Southbound & Olympia Avenue	Signalized	C	22.6	B	15.8	E	75.5
US 41 Southbound & Virginia Avenue	Signalized	B	12.5	F	118.6	C	29.7
US 41 Southbound & West Retta Esplanade	Signalized	E	66.4	C	23.9	B	16.2

Parking Demands

A parking demand analysis was conducted focusing on parking in the CC District. City parking was inventoried. Street parking and parking lots within the CC were ranked into categories, and used to define a parking analysis area within the CC District in which parking occupancy counts would be collected. Existing demands were analyzed for typical peak weekday and peak weekend conditions based upon time of day and spatial location.

Future demands were analyzed for a short-term and a long-term scenario. The short-term scenario was defined based upon existing parking needs and the construction of over twenty (20) known projects within the CC District. Long-term demands were based upon the buildout of the CC District over the next twenty (20) years.

Continued redevelopment of the CC District is expected to result in an increase in the overall parking demand. Future redevelopment of the CC District will occur on lots that are currently used for surface parking, which will simultaneously increase the demand and decrease the supply of parking within the City Center. Furthermore, City code provides payment-in-lieu-of parking provisions to increase development intensity and encourage shared public parking facilities. Therefore, to accommodate future demand, it is expected that structured parking will be necessary within the CC District.

Study Area Parking Supply	
Ownership	**Parking Spaces**
On-street parking	241
Parking lot	1,708
Total	**1,949**

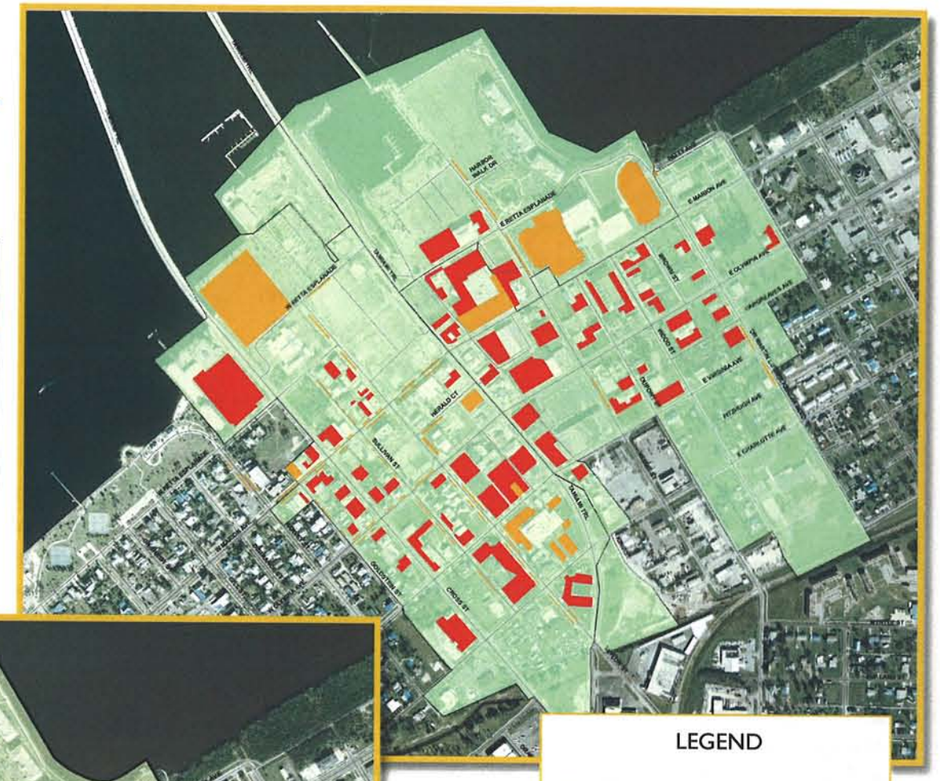
Existing Parking Supply

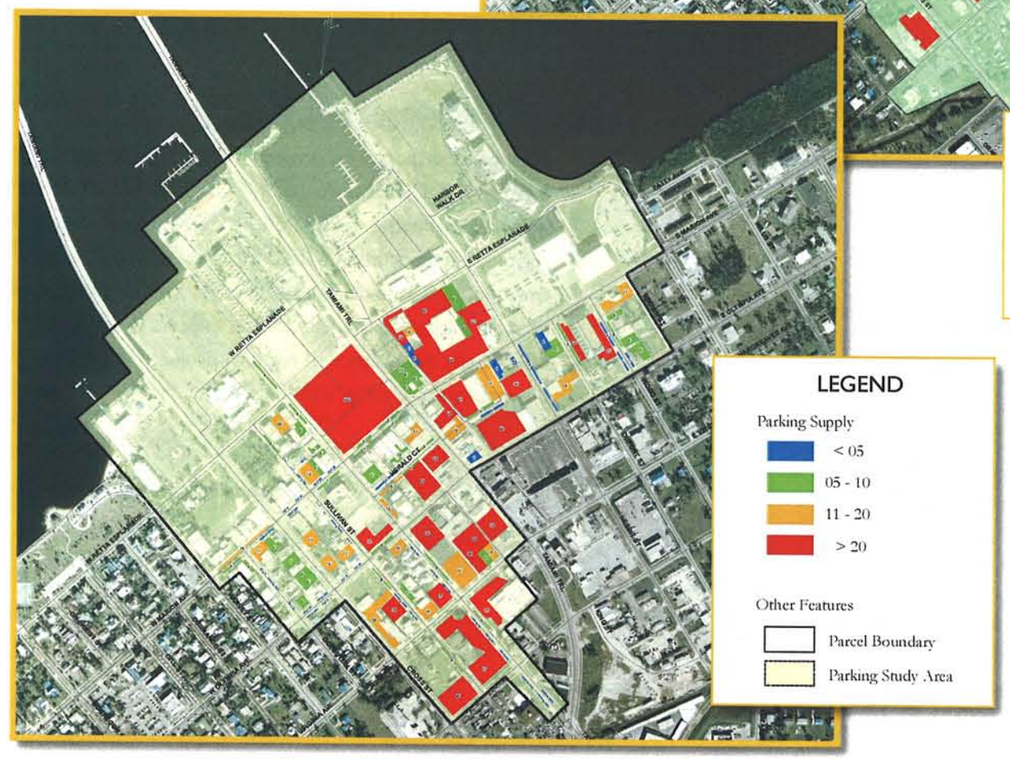
Downtown Punta Gorda includes a mix of both public and private and on-street and off-street parking facilities. Existing off-street parking facilities are surface parking lots ranging from 3 to 500 or more spaces; approximately 60 percent of these lots are privately owned. On-street parking facilities are primarily parallel and angle public parking spaces. A total of 2,675 spaces were inventoried by the City in the City Center District.

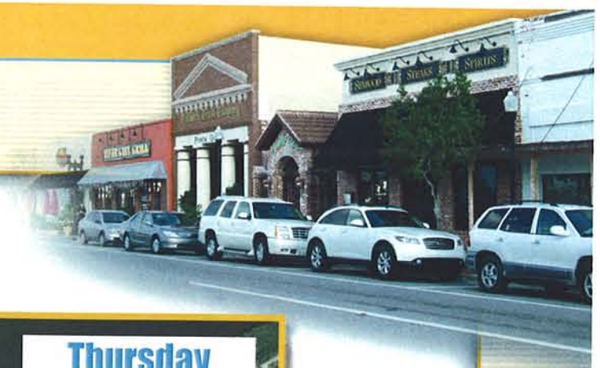
CC District Parking Supply Summary	
Ownership	**Parking Spaces**
Public Parking	1,090
Private Parking	1,585
Public/Private Partnership	0
Total	**2,675**

Parking Analysis Area

Parking data was collected within the parking analysis area for over a total of 199 designated parking areas within the CC District. A total of 1,949 spaces were supplied, which included 241 on-street parking spaces and 1,708 off-street (lot) parking spaces.







Existing Parking Demand

To quantify the existing parking demand in the CC District, parking occupancy data was observed within the parking analysis area on Saturday, February 11, 2006 between 11:00 a.m. and 8:00 p.m. and on Thursday, February 16, 2006 between 9:00 a.m. and 6:00 p.m. These parking observations were performed in half-hour increments throughout the day, and coincide with typical event parking needs within the City of Punta Gorda. The parking demand fluctuations throughout the day are summarized in the table and figures on this page.

Parking Demand Summary

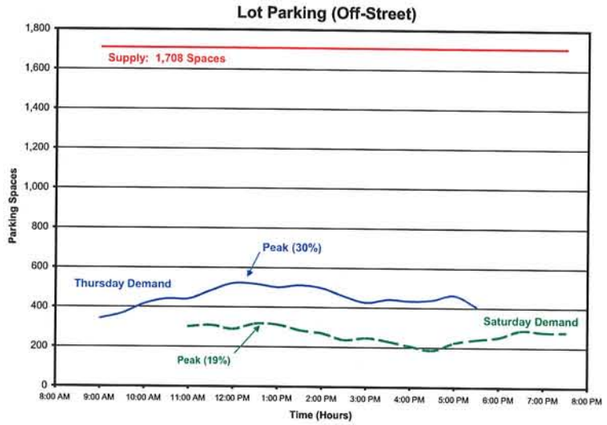
Facility Type	Thursday	Saturday
Lot Parking (Off-Street)		
Highest overall demand	12:00 PM	12:30 PM
% occupied	30%	19%
Number of spaces	(520 Spaces)	(316 Spaces)
On-Street Parking		
Highest overall demand	12:30 PM	6:00 PM
% occupied	56%	51%
Number of spaces	(136 Spaces)	(124 Spaces)

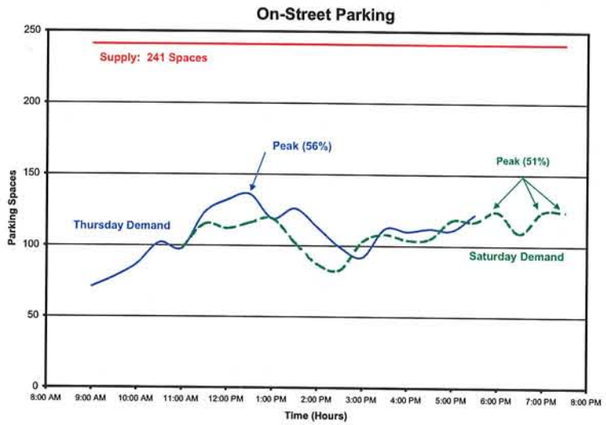
* 7:00 p.m. to 8:00 p.m. also experiences peak demand

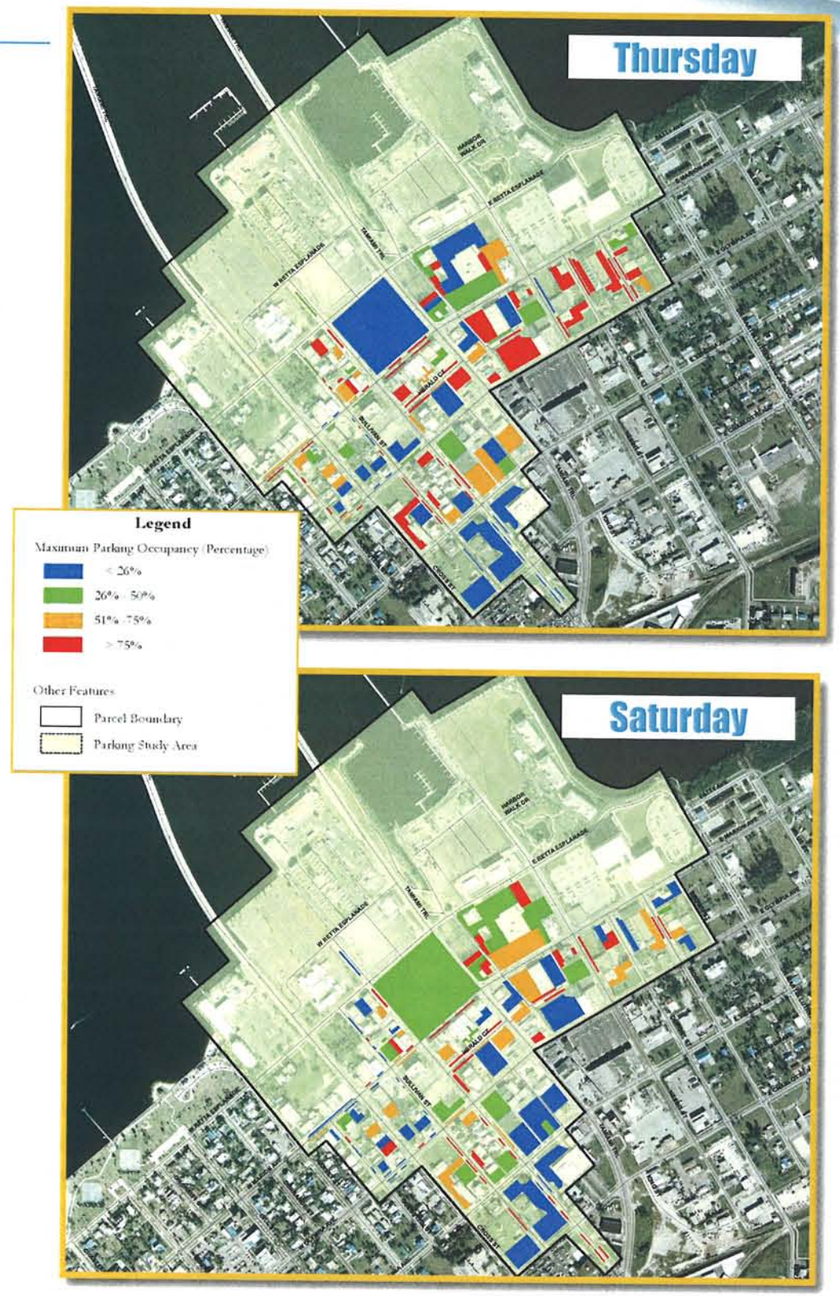
Notice that the parking demand is not distributed evenly throughout the CC District. Some of the parking areas that were observed were utilized at or near their capacity during the peak periods of demand, whereas others are underutilized, even during the peak periods. The figures immediately to the right illustrate the peak parking demand observed for all of the on-street and off-street parking facilities throughout the CC District on Thursday and Saturday.

- On-street parking tends to follow similar patterns fluctuating throughout the day, peaking around the midday and evening time periods, which is consistent with restaurant and shopping times.
- Off-street (lot) conditions typically provide for longer term parking needs throughout the day. Fluctuations at off-street parking facilities are much more gradual with the maximum use in the middle of the day.
- Peak parking demands of approximately 100 vehicles were observed using the existing parking lot which is the site of the proposed City Marketplace.

Overall, the existing patterns illustrate that the greatest parking demand currently occurs in specific areas. The primary demand during both the weekday and weekend need is around the Marion Avenue restaurants and shops. While parking demand is also observed in the Sullivan Street restaurants and shops, and the Dupont Street shops areas during the weekdays.







Future Parking Demand

A parking demand analysis was conducted to estimate the City's future parking needs based upon development patterns within the CC District. The City of Punta Gorda has land development codes in place that provide for flexibility in maximizing a parcel's development and redevelopment. These codes provide for increased development intensity with payment-in-lieu-of parking principals. In return, the City takes on the responsibility of providing additional public parking in the downtown to support these developments.

Continued development and redevelopment of the CC District will result in an increase in overall parking demand. Furthermore, it is expected that some future redevelopment will occur on lots that are currently used for surface parking (i.e. City Marketplace), which will simultaneously increase the demand for parking and decrease the supply of parking within downtown. Therefore, to accommodate future demand, it is expected that structured parking will be necessary within the CC District.

Parking Scenarios

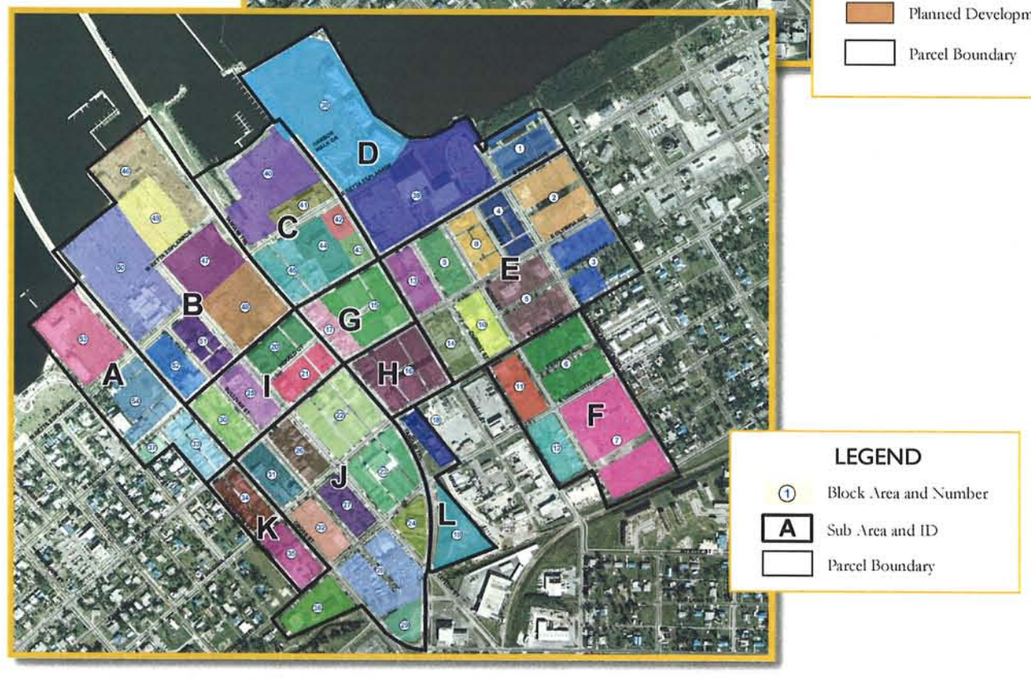
Future demands were analyzed for a short-term and a long-term scenario. The short-term scenario was defined based upon existing parking needs and the construction of over twenty (20) known projects within the CC District.

Long-term demand was based upon the buildout of the CC District over the next twenty (20) years. This scenario was defined with the City to assist in planning long-term parking solutions (i.e. parking garages). The process used in determining parking needs for the City buildout was as follows:

- Define city blocks, sub areas, development intensity, and land uses
- Estimate block and sub area parking supply and demands
- Define potential parking solutions in City Center District
- Balance block and sub area future parking supply and demands

City Blocks and Sub Areas

The CC District was broken into 54 city blocks. City blocks were typically defined along street right-of-ways within the city. In addition, blocks were aggregated into twelve (12) sub areas throughout the city. Larger sub areas were defined in an effort to spatially balance parking supply and demand throughout the CC District within a reasonable walking area. The figures to the right summarize the defined city blocks and sub areas.



City Buildout

City buildout was defined for each city block based upon five development intensity categories and three land uses categories. Development intensity categories were based upon the expected percentage of the total intensity anticipated on a block. No change blocks represent block areas in which a new project is already planned and will remain unchanged (i.e. City Marketplace, Sunloft). The following five development intensity categories were defined:

- No Change
- 0 to 25 percent
- 25 to 50 percent
- 50 to 75 percent
- 75 to 100 percent

Land Use	Percentage of Allowable Development Intensity by Land Use				
	No Change	0 - 25%	25-50%	50-75%	75-100%
Office		X			
Commercial		X			
Residential		X			
Office and Commercial			X	X	
Office and Residential			X	X	
Commercial and Residential			X	X	
Office, Commercial, and Residential				X	X

City code encourages mixed use developments in the downtown. Appropriate land use categories were defined for different blocks within the city. In particular, the following three general land use categories were considered for each city block:

- Office
- Commercial/Retail
- Residential

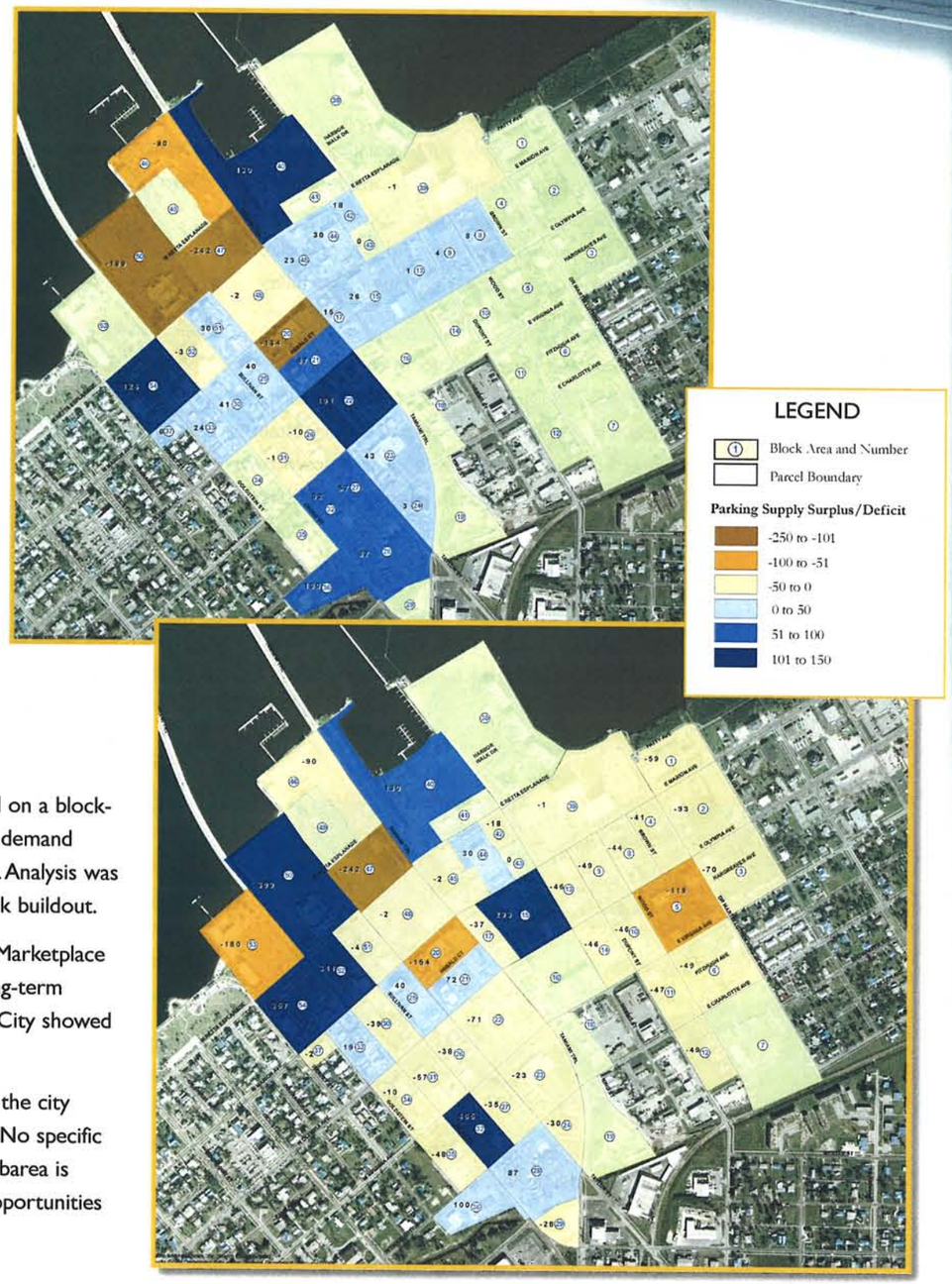
Land uses were assigned development intensities to create a development intensity matrix used to model parking at the City's buildout.

Parking Model

A parking model was developed to evaluate short-term and long-term parking needs and to balance parking supply and parking demand within the city. This model was developed to be flexible and dynamic so that the model could be used to track and update downtown parking needs and the planning of future parking solutions within the city.

Model inputs are based upon existing City codes, parking ratios, existing parking data, City planned projects and developments, City land use patterns and development intensity, and potential parking opportunities. In general the parking model can be broken down into four basic elements:

- Existing parking supply and demand (field measured street and lot parking)
- Planned City projects
- Buildout land use and development intensities
- Parking solutions and opportunities



Model Analysis

Supply and demand for each of these elements was summarized on a block-by-block basis and aggregated into sub areas to balance parking demand with parking supply for the short-term and long-term scenarios. Analysis was based upon existing demand, known projects, and potential block buildout.

Large parking deficiencies were determined in the area of City Marketplace and the Marion Avenue restaurants for both short-term and long-term scenarios. In addition, areas to the east and to the south of the City showed additional long-term parking needs.

In an effort to balance the parking model, sub areas throughout the city were balanced and short-term and long-term solutions defined. No specific recommendations were offered for sub area "E" because this subarea is made up of many different private parcels and provides many opportunities for significant change in the future.

Parking Provisions

Parking Accessibility

Ensuring the availability of adequate accessible public parking locations throughout the City of Punta Gorda is an important consideration when planning future parking within the downtown. Depending on the type of use planned for a site, developers may find it appropriate to provide additional on-site parking to address parking accessibility concerns for their tenants, customers, and employees.

Public facilities within the downtown should conform to the requirements of the Americans with Disabilities Act (ADA). Future public parking facilities should be planned for locations that maintain reasonable walking distances between parking facilities and downtown destinations. Some additional options to assist in parking accessibility include:

- Additional city on-street parking
- Valet parking options
- Shuttle/trolley service between parking facility locations and major attraction centers

On-Street Parking Configuration

On-street parking can be designed in many different ways. Two on-street parking formats are typically used:

- Parallel Parking
- Angle Parking

Parallel parking is a better alternative when right-of-way is constrained. However it does not yield as many parking spaces as angle parking. Parallel parking can be observed along streets such as Marion Avenue, Taylor Street, Wood Street, and Dupont Street while angle parking can be found in specific areas around the Historic County Courthouse.

"Back-in-Angle Parking" or "Reverse Angle Parking" has become prevalent in cities throughout the United States. This parking configuration combines components of both parallel and angle parking in an effort to create a parking option that increases parking yield and motorist safety. This option is designed similar to angle parking. However, spaces are configured so that vehicles pass the parking space and back into it, similar to the procedure used in parallel parking. The difference is that the driver does not straighten the car back parallel with the street.

Back-in-angle parking provides more parking along the street than parallel parking, as long as sufficient right-of-way width is available. Specific advantages are that it provides drivers with better sight triangles for approaching vehicles and bicyclists when leaving parking spaces; it also creates a safer interaction for the driver and passengers with the sidewalk because all doors open to the sidewalk. In addition, rear loading of the vehicle is made safer for drivers because loading is at the face of the sidewalk instead of in the travel lane.

Parking Garage Prototypes

The cornerstone of this transportation and parking master plan is a strategy to locate potential redevelopment sites that offer parking garages that simultaneously provide solutions to parking and redevelopment needs in the downtown core. A set of prototypes were developed that can be fit into a number of candidate sites. It was assumed that in most instances a full block (320 feet) could be devoted to a garage.

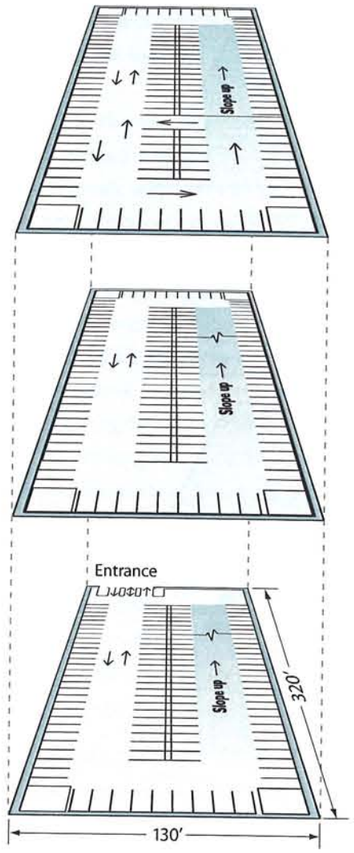
There are two general types of parking garages: dedicated and integrated.

Dedicated Garage Prototypes

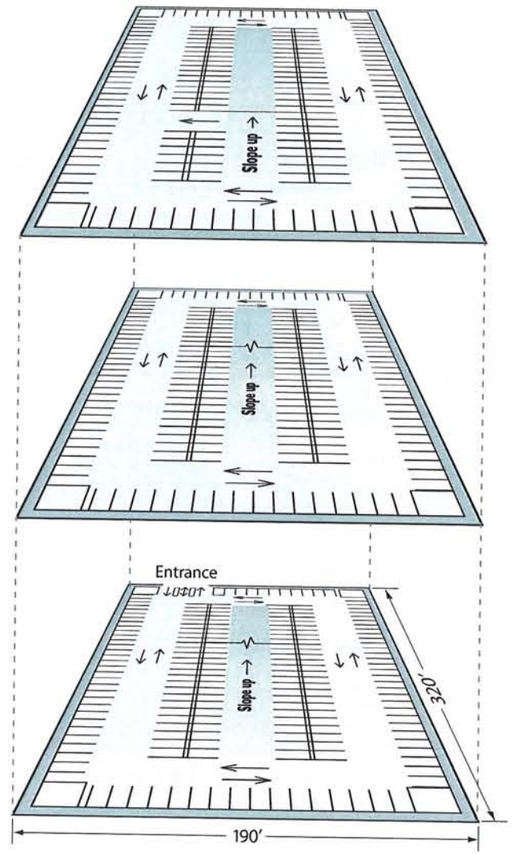
Dedicated garages are used only for parking. No other use is integrated into the structure. They are more difficult to incorporate into the fabric of a pedestrian-oriented downtown like Punta Gorda. As this page illustrates, three prototypes of dedicated parking garages are presented:

- Two-bay garage (130 feet wide) would have an entrance at one end, one aisle of parking, and parking on the sloped ramp. A three-level, two-bay garage could provide 300 spaces.
- Three-bay garage (190 feet wide) could have an entrance at one end and possibly another on one side. Two aisles of parking would be split by another aisle of parking on the sloped ramp. A three-level, three-bay garage could provide 500 spaces.
- Four-bay garage (250 feet wide) would have an entrance at one end and another on one side. Three aisles of parking would be provided with another aisle of parking on the sloped ramp. A three-level, four-bay garage could provide 700 spaces.

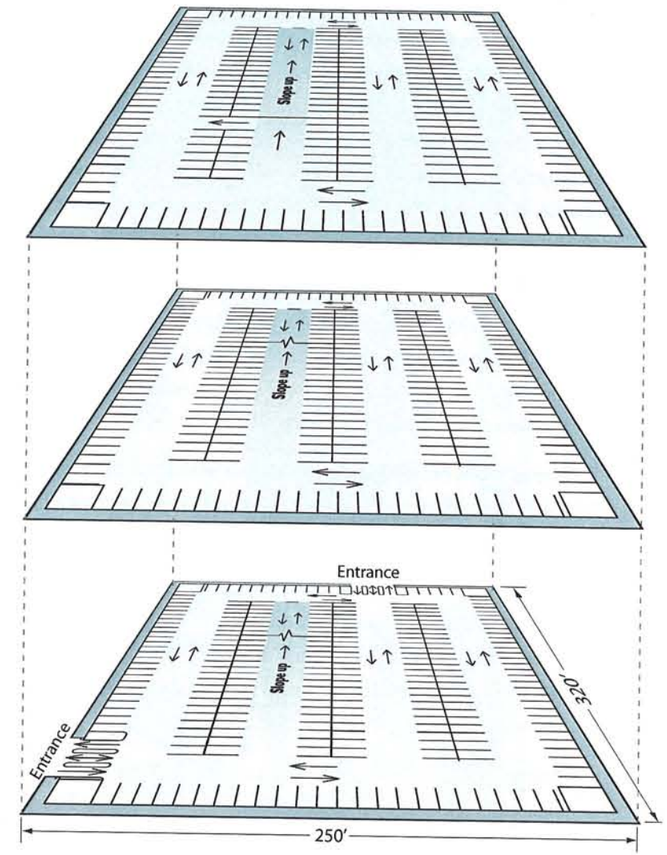
These prototypes can be modified in length and can be integrated with other uses, such as residential units above the garage or ground floor retail or liner uses.



Two-Bay
Total: 300 Spaces



Three-Bay
Total: 500 Spaces

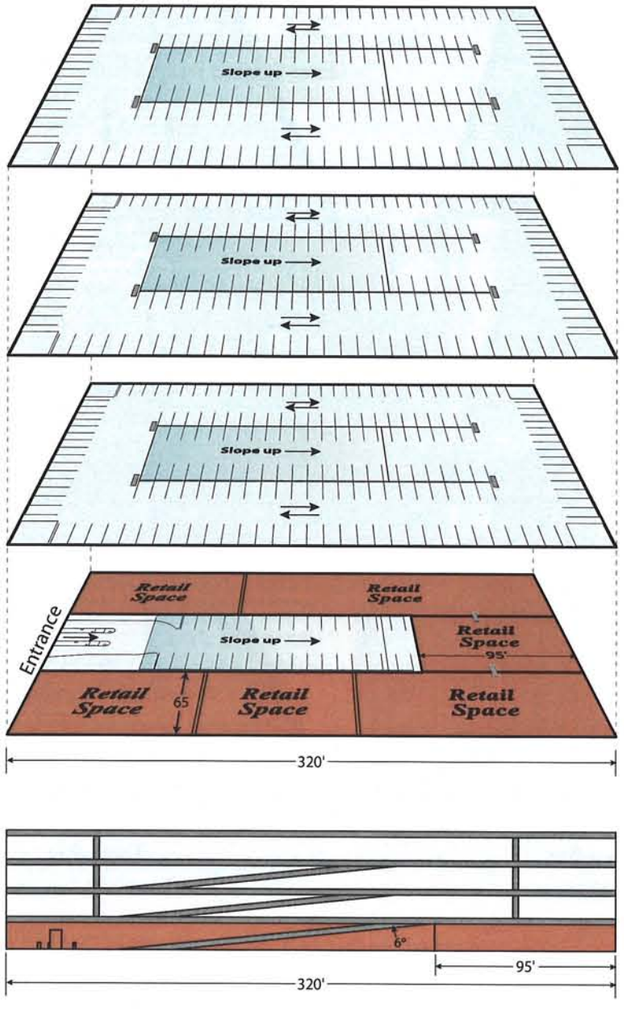


Four-Bay
Total: 700 Spaces

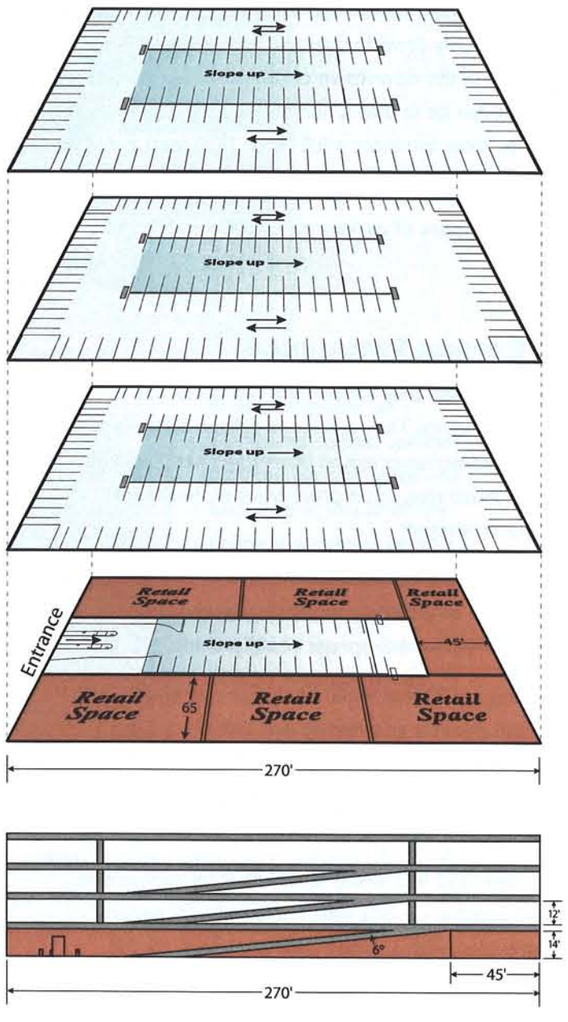
Integrated Garage Prototypes

To accommodate a mix of uses in parking garages, the dedicated garage prototype floor plans need to be modified as shown on this page. These two floor plans incorporate retail uses on the first floor of a three-bay garage. The entrance to the garage is at one end. Directly opposite the entrance is a sloped ramp on which one aisle of parking is provided. Parking in the outer two bays is replaced by retail uses on the ground floor. Dimensional details of this integrated garage prototype are summarized below:

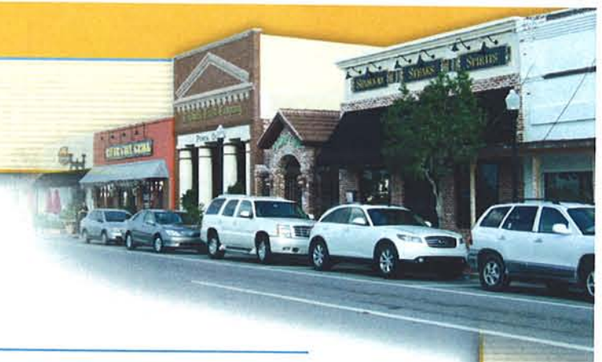
- For simplicity, the depth of the retail bays on the side are the same as the parking bays, approximately 65 feet. Depending on the needs of the retail users and other architectural details, the retail bay depth could vary.
- A maximum ramp slope of 6 percent was used to maximize the bay depth at the end of the garage to create a retail end cap. This assumes that the floor-to-floor height of retail space needs to be 14 feet.
- The maximum retail end cap depth at the end of the garage is 95 feet. This may be more than is useable for many retail users, but it quantifies the largest retail space achievable within a 320-foot block.
- Assuming a minimum retail end cap depth of 45 feet, a maximum ramp slope of 6 percent and the floor-to-floor height of retail space of 14 feet yields a minimum garage length of 270 feet.



Full block depth (320 feet) yields, 95-foot retail end cap.



Minimum retail end cap of 45 feet requires a 270-foot garage.



Integrated Parking Garages

Parking garages can contribute to satisfying the demand for parking in downtowns. But if poorly designed they can also destroy the urban fabric of a city. There are examples of "ugly garages" on this page that are efficient providers of parking, but do not add value to the pedestrian environment or contribute in a positive way to the downtowns in which they are located.

Examples of "ugly garages"

Garages that integrate other uses or provide other street level activities contribute positively to a downtown. The article from Downtown Idea Exchange reproduced on this page demonstrates how integrated garages become invisible garages. By lining garages, either just the first floor or the entire street side of the garage, they become buildings in the downtown that are an integral part of the urban fabric. Examples of parking garages that have successfully been integrated into downtowns are presented on the right side of this page.

PARKING GARAGES WILL BE MIXED USE BUILDINGS FULLY WRAPPED WITH OTHER USES.

EACH GARAGE WILL BE DESIGNED TO FULLY SCREEN GARAGES USES.

EACH GARAGE WILL HAVE MULTIPLE USES.

Integrated parking garages are functional for the driver and the pedestrian while they are also attractive. This can be accomplished through good design:

- They should be pedestrian friendly. From the sidewalk level this can be accomplished by providing windows that are lit at night and display merchandise or some activity for those walking by. From the perspective of pedestrians entering or exiting the garage, the entrances should be accentuated and the garage should be well lit and secure.
- A retail liner should be provided between the garage, and the sidewalk to activate the sidewalk rather than allow the garage to deaden it.
- Automobile entrances should be disguised so as not to detract from the aesthetics of the garage while not being hard to find for the driver.
- Upper floors of the garage should be designed to be attractive using disguised facades.

Parking

Design concepts for parking that is convenient and invisible

Parking is one of the downtown planning problems that may be widely influenced in the 21st century by the future Project CityCenter, a virtual central business district being planned carte blanche for MGM Mirage in Las Vegas by Ehrenkrantz Eckstut & Kuhn Architects (EE&K). Stanton Eckstut, principal, discussed the aspects of this project that traditional downtowns might learn from in the April 1 issue of *Downtown Idea Exchange*.

"How do you do convenient parking that is never visible, so it can never dominate the view, so you don't see parking garages?" The best answer is to always put buildings in front of parking.

"In any of our designs, you will not see any parking garages, because we're always putting buildings in front," Eckstut says. "We're always lining the garages. But you can pull right in from any street to get to the garages, because it's easy to get to them. We would never make it difficult to find a garage. In fact, in Las Vegas, you're a guest; it's very easy to find wherever you're going. The garages are a little taller, they're more generous in their space, they're well ventilated."

These garages are also more expensive to build, especially because with other buildings right against them, they require mechanical ventilation. "But that's what is necessary if you do not want to see parking garages. Parking garages are not very attractive, there is no human scale to them, they are made for our vehicles. And if you see a garage, it means you detracted from the street character."

"If you see a garage, it means you detracted from the street character."

As a compromise, some towns are requiring that parking garages be made to look like old buildings, Eckstut notes. "But they're not lit up at night. If they are, it's a fake light. And there's no life behind them. So it looks almost a little artificial. ... They're not convincing, and they're never going to be contributors to the street [life], no matter how much money you put into them."

But for a downtown that puts real buildings up against its parking structures, "it may be half a building, and it may be a more expensive building to do, but in the end, you're not giving up any real estate value from the streets to garages," Eckstut says. "You're using every frontage on the street for real buildings. And that makes great cities because all the streets are alive. They have real estate and they're collecting taxes. And the parking is put behind them. But it's very easy to get in and out, both with your car and when you leave your car, on foot, to get to the street."

Contact: Harris Eckstut, Ehrenkrantz Eckstut & Kuhn Architects, (212) 353-0400, harris@eekarchitects.com, www.eekarchitects.com. ◆

Examples of integrated parking garages.

Opportunities and Solutions

One of the goals of this transportation and parking master plan is to encourage redevelopment. Before it can encourage redevelopment, the City needs to evaluate where it wants redevelopment to occur.

The main indicator of the success of downtowns is the pedestrian. To encourage walking and enhance the pedestrian experience, the sidewalk and street must be designed for comfort, safety, security and provide visual interest along the way. On-street parking is usually an element that helps define a good downtown street.

The photos on this page are examples of street scenes from Charleston, South Carolina and Miami Lakes, Florida. They illustrate continuous, connected building frontages that define a good urban environment and provide an attractive and comfortable pedestrian experience.

MANY OF THE REDEVELOPMENT OPPORTUNITIES SHOULD PROVIDE PARKING FOR THEIR OWN DEMANDS AND AN ADDITIONAL AMOUNT FOR OTHER USES IN THE IMMEDIATE AREA.

In an attempt to improve the street scenes in Punta Gorda, candidate redevelopment buildings and integrated parking garages have been woven into some of the holes in the urban fabric. The locations identified for the candidate buildings meet the following design criteria:

- Sites that are large enough to accommodate parking garage prototypes developed on earlier pages of this workbook
- Areas identified as locations where existing and future parking demand is high
- Blocks that could continue an existing urban edge or create one to continue or complement a good urban edge that already exists
- Corners created by attractive buildings that are pedestrian accessible
- Sites that are developed well below the level at which their highest and best use could be achieved

These candidate redevelopment sites could be residential buildings, mixed-use buildings or parking garages with integrated uses. Their locations were identified to complete the urban fabric and provide additional parking for future demand. The next section details how these parking garages can offer parking solutions.






CITY OF PUNTA GORDA

Downtown Parking Study

Figure 15

Candidate Parking Solutions

Source: Kimley-Horn and Associates, Inc. (March 2006 Analysis)
City of Punta Gorda Geographic Information Systems Department (February 2006)

Legend

① Candidate Parking Area

OWNERSHIP

- Public
- Public/Public
- Private
- Public/Private

N
W E
S

0 500 1,000
Feet

Kimley-Horn and Associates, Inc.

048990000

August 2006

Parking Solutions

Based on the existing parking data and the land use and development intensities in the parking model, short-term and long-term parking solutions were developed.

Short-Term Parking Solutions

Model results from the short-term parking scenario show the availability of adequate parking to handle City Center parking demands in the CC District. However, short-term model results also show expected parking deficiencies within the proximity of City Marketplace. The observed deficiency is the result of the development of a mixed use block in an area with already high existing parking demand.

Short-term parking solutions identified included providing surface parking on the grass lot to City Hall, and construction of additional surface parking adjacent to the old County Courthouse. Other solutions include shared use parking agreements between the existing County Justice Center parking lot and Laishley Park with appropriate way-finding signage and trolley routes to serve both locations.

Long-Term Scenario

Model results of the long-term parking scenario (buildout of the City CC District) show that specific areas need to be reserved for additional parking within the downtown. The need for additional parking will be fueled by City code and by increased development in the downtown. City code provides payment-in-lieu-of parking, which can intensify parking demand as well as provide additional money for the construction of public parking facilities within the downtown.

Model results suggest that the City should plan for public surface parking and parking structures. Parking garage facilities were assumed to provide some level of on-street retail/office space. The timing of each facility is dependant on the buildout of the surrounding area. A total of eleven (11) possible parking solution locations were identified in the downtown. Parking locations were reviewed by parking constructability, facility location, and land acquisition. The figure on the previous page illustrates the location of these potential garages and the table below summarizes the expected parking supply created by these locations.

Implementation

The purpose of developing the parking model was to allow the City to monitor and manage parking as the CC District builds out.

If site constraints prevent a site from being developed, alternative locations identified in the table may assist in addressing the City's long-term parking needs.

Six parking locations are anticipated to be needed to satisfy the long-term parking needs of the city. Parking sites shown in green on the table were needed to balance city-wide long-term parking needs. These sites were chosen based upon several factors including site developability and site ownership.

Candidate Parking Solutions

Site ID	Block ID	Ownership	Type	Building Footprint[1]		Office/Retail[2]		Spaces[3]/ Ground Floor[4]	Spaces[3]/ Additional Floor[4]	Total Maximum Parking Spaces[4]
				Area (sq. ft.)	Acres	% of Footprint	Square Feet			
1	54	Public	Garage	52,522	1.21	30%	15,757	105	150	705
2	52	Private	Garage	51,342	1.18	40%	20,537	88	147	676
3	50	Public/Public	Garage	93,676	2.15	10%	9,368	241	268	1,313
4	40	Public	Garage	63,952	1.47	15%	9,593	155	183	887
5	42/43	Public	Garage	49,228	1.21	25%	12,307	106	141	670
6	39	Public/Public	Garage	37,230	0.85	10%	3,723	96	106	520
7	21	Public	Lot	24,820	0.57	0%	-	45	-	45
8	15/17	Private	Garage	40,912	0.94	20%	8,182	94	117	562
9	22	Private	Garage	72,058	1.65	30%	21,617	144	206	968
10	16	Private	Garage	98,493	2.26	0%	-	282	281	1,406
11	32	Public/Private	Garage	54,044	1.24	0%	-	155	154	771
Totals	-	-	-	**638,278**	**14.29**	-	**101,084**	**1,510**	**1,753**	**8,522**

Assumptions/Notes:
1. Building footprint includes a 5 ft buffer on all sides. Area and acreage do not include the 5 ft. buffer.
2. Retail is on ground floor only. The remainder of the ground floor area is parking.
3. 350 sq. ft. per parking space.
4. Parking only on these levels. With a 50 ft. height restriction, assume all parking structures can be built to a maximum of 5 stories.


SALE
P