

# Downtown Circulation & Parking Study



## PARKING DEMAND



Kimley-Horn  
and Associates, Inc.



*Transportation Circulation  
and Parking Study*

# **PARKING DEMAND**

**City of Punta Gorda, Florida**

*Prepared for:*

Punta Gorda CRA

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Tampa, Florida

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October 2006  
048990000

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## INTRODUCTION

This is one of two documents prepared for the Punta Gorda Community Redevelopment Agency (CRA), which make up the technical memorandum summarizing data collection and analysis associated with the Transportation Circulation and Parking Study conducted in the City of Punta Gorda. The two documents that make up this series include:

- Parking Demand
- Traffic Patterns

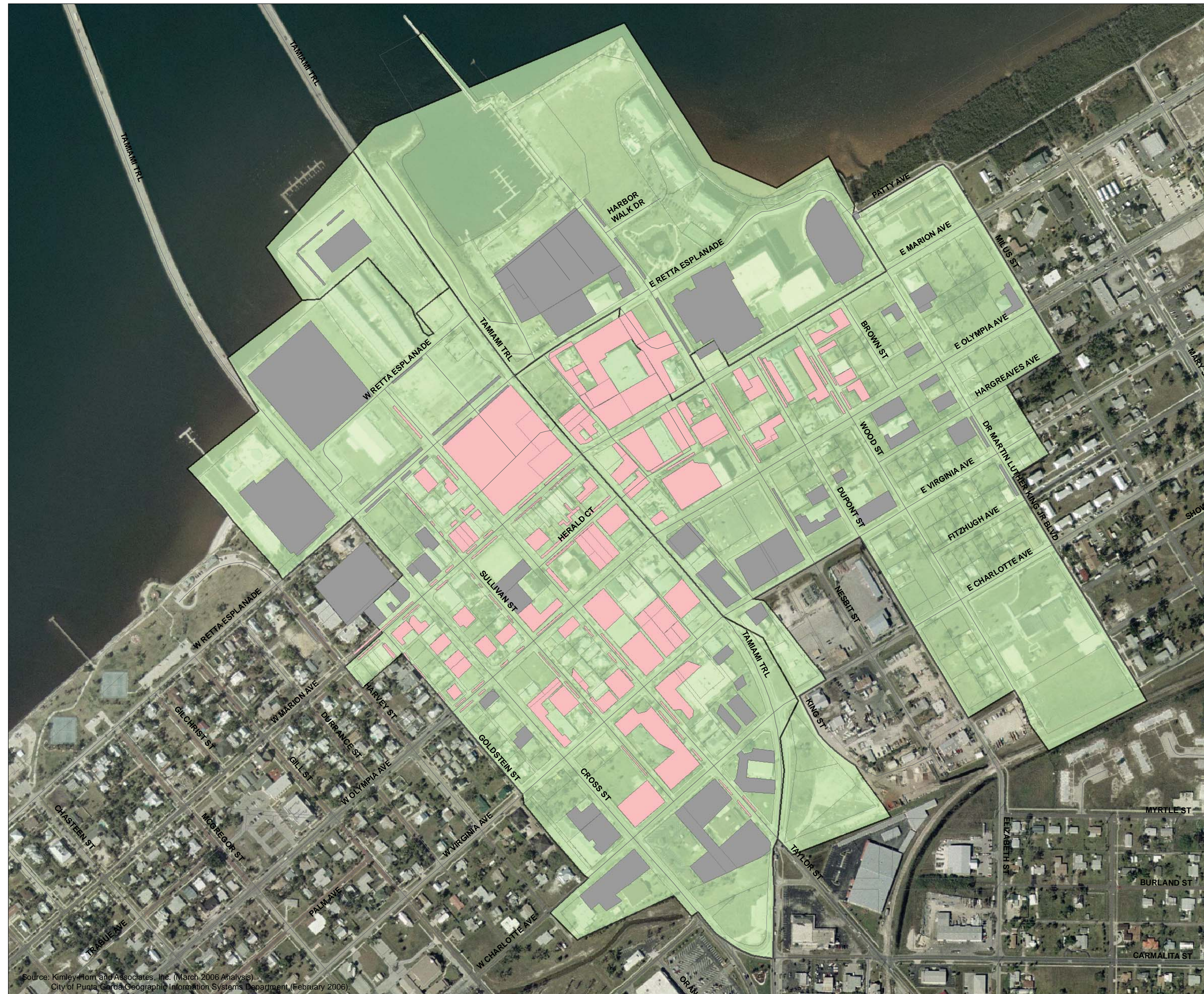
The Parking and Circulation Study was generally defined within the Punta Gorda City Center (CC) District. The CC District limits are shown in Figure 1.

During the project kick-off meeting with City staff, the CC District was evaluated to identify specific areas for parking data collection. Street parking and parking lots within the CC District were organized into categories, and used to define a parking analysis area where parking occupancy counts could be collected. Figure 2 summarizes the boundaries of the parking analysis area and parking lots that were counted within this area.




# CITY OF PUNTA GORDA Downtown Parking Study

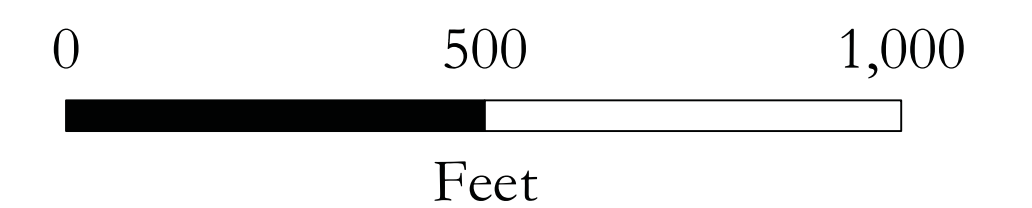
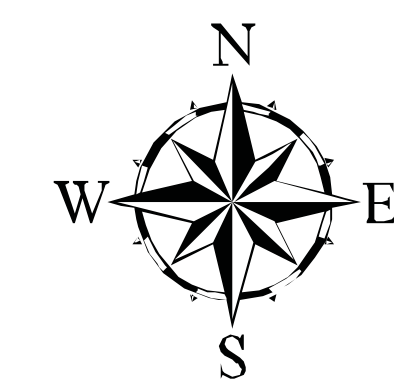
Figure 1

Circulation and Parking  
Study Area Map



### Legend

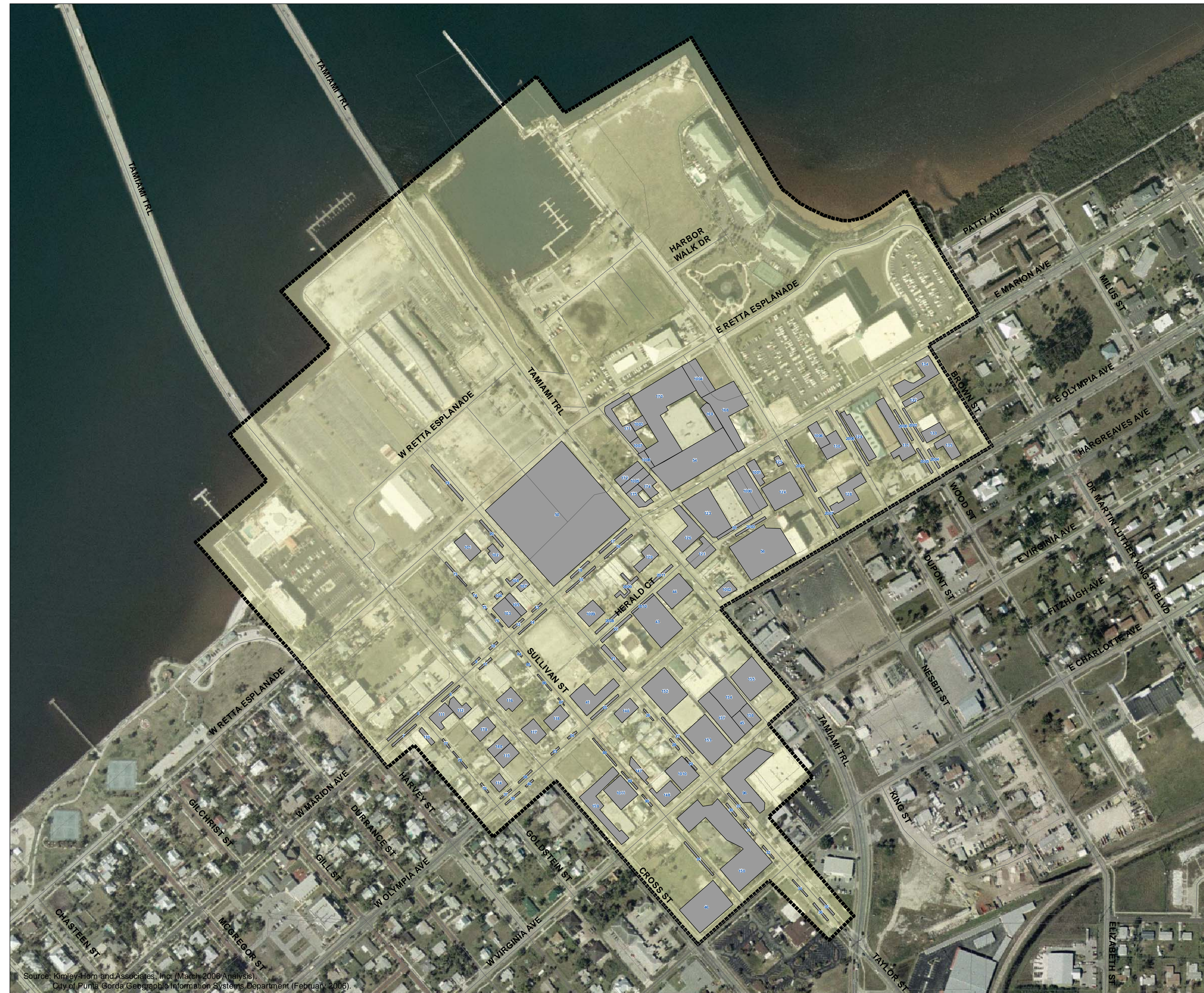
-  All Parking Areas
-  Parking Areas where Data was Collected (2,106 Spaces)
-  City Center District





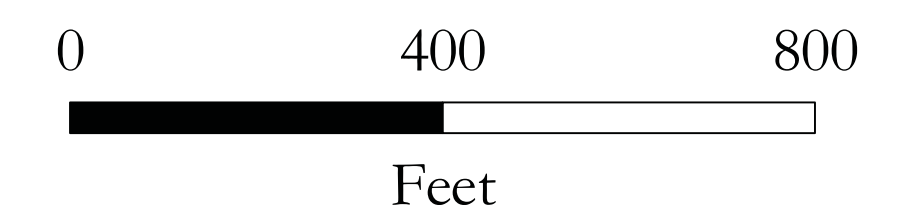
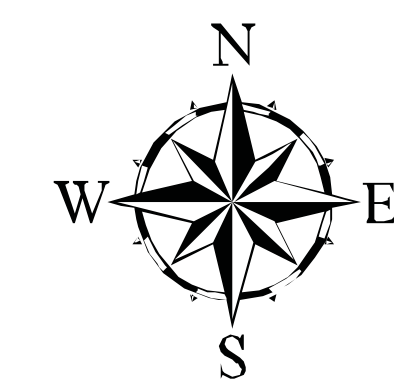
# CITY OF PUNTA GORDA Downtown Parking Study

Figure 2  
Parking Analysis Area



### Legend

- Parking Area
- Parking Study Area



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

## EXISTING PARKING SUPPLY

### Downtown CC District

A total of 2,675 spaces were inventoried in the Downtown City Center (CC) District. Downtown facilities are owned by either the City or County (public facilities) or by private entities (private facilities). Existing parking facilities can be described as either on-street or off-street parking. Off-street parking facilities are surface parking lots; 60% of these lots are privately owned, and they consist of anywhere from 3 to 500 or more spaces. On-street parking facilities are publicly owned parallel and angle parking spaces. Table 1 and Figure 3 provide a breakdown of existing City parking within the CC District.

<b>Table 1</b>	
<b>CC District Parking Supply Summary</b>	
<b>Ownership</b>	<b>Parking Spaces</b>
Public Parking	1,090
Private Parking	1,585
<b>Total</b>	<b>2,675</b>

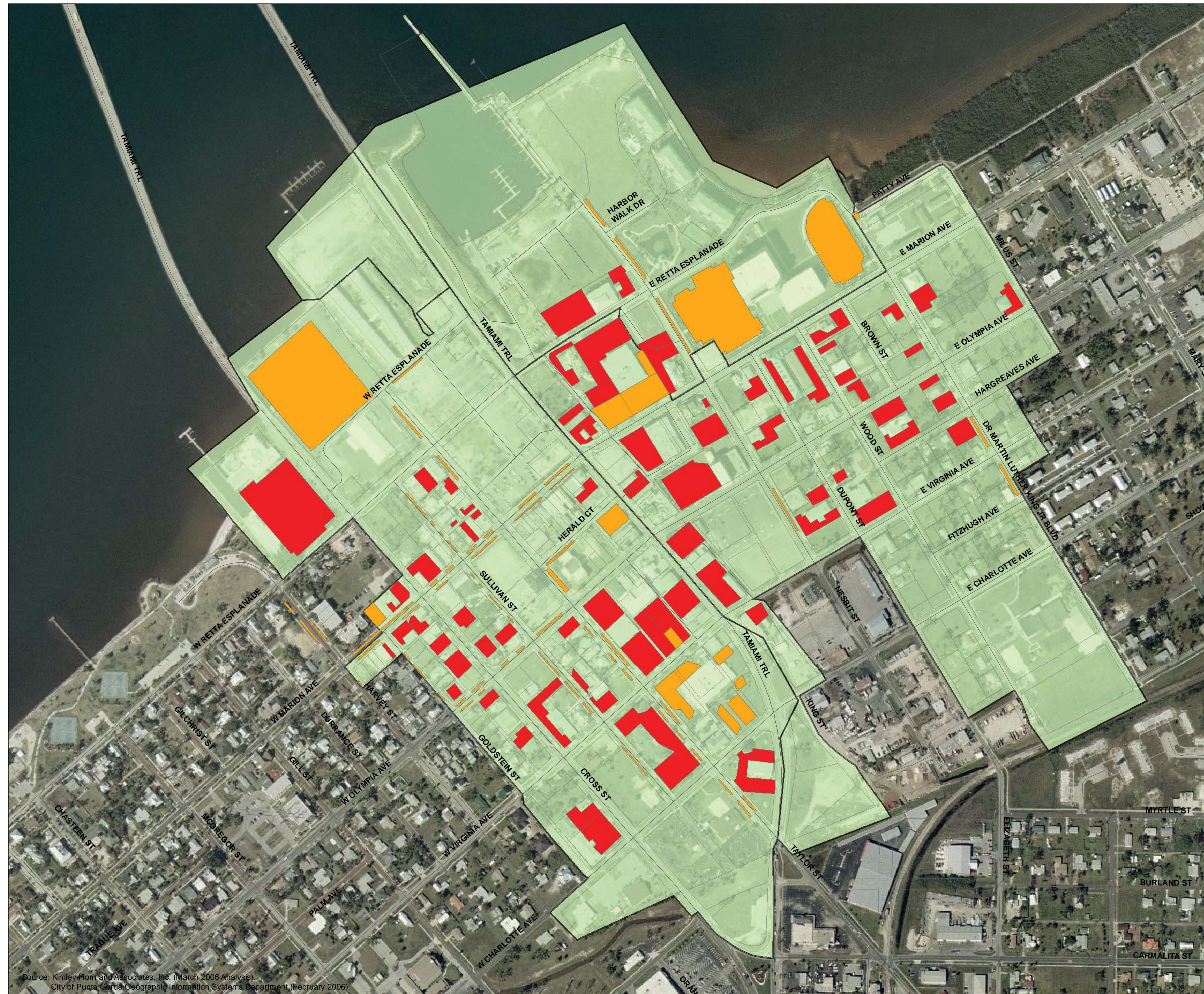
### Parking Analysis Area

Parking data was collected within the parking analysis area. The parking analysis area includes 1,949 spaces distributed throughout 199 designated parking areas within the CC District. In total, 241 on-street parking spaces and 1,708 off-street (lot) parking spaces were inventoried. A summary of the on-street and off-street parking supply within the parking analysis area is shown in Figure 4 and tabulated in Appendix A.

# CITY OF PUNTA GORDA Downtown Parking Study

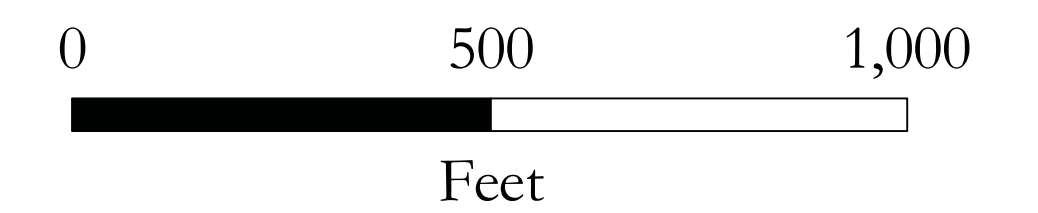
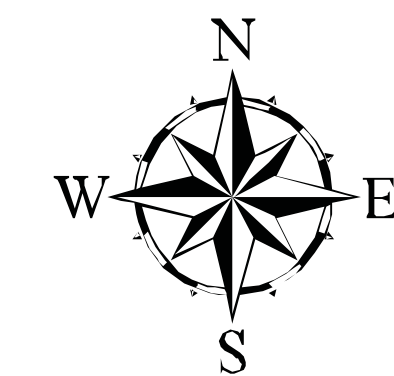
Figure 3

Existing Downtown Parking



### Legend

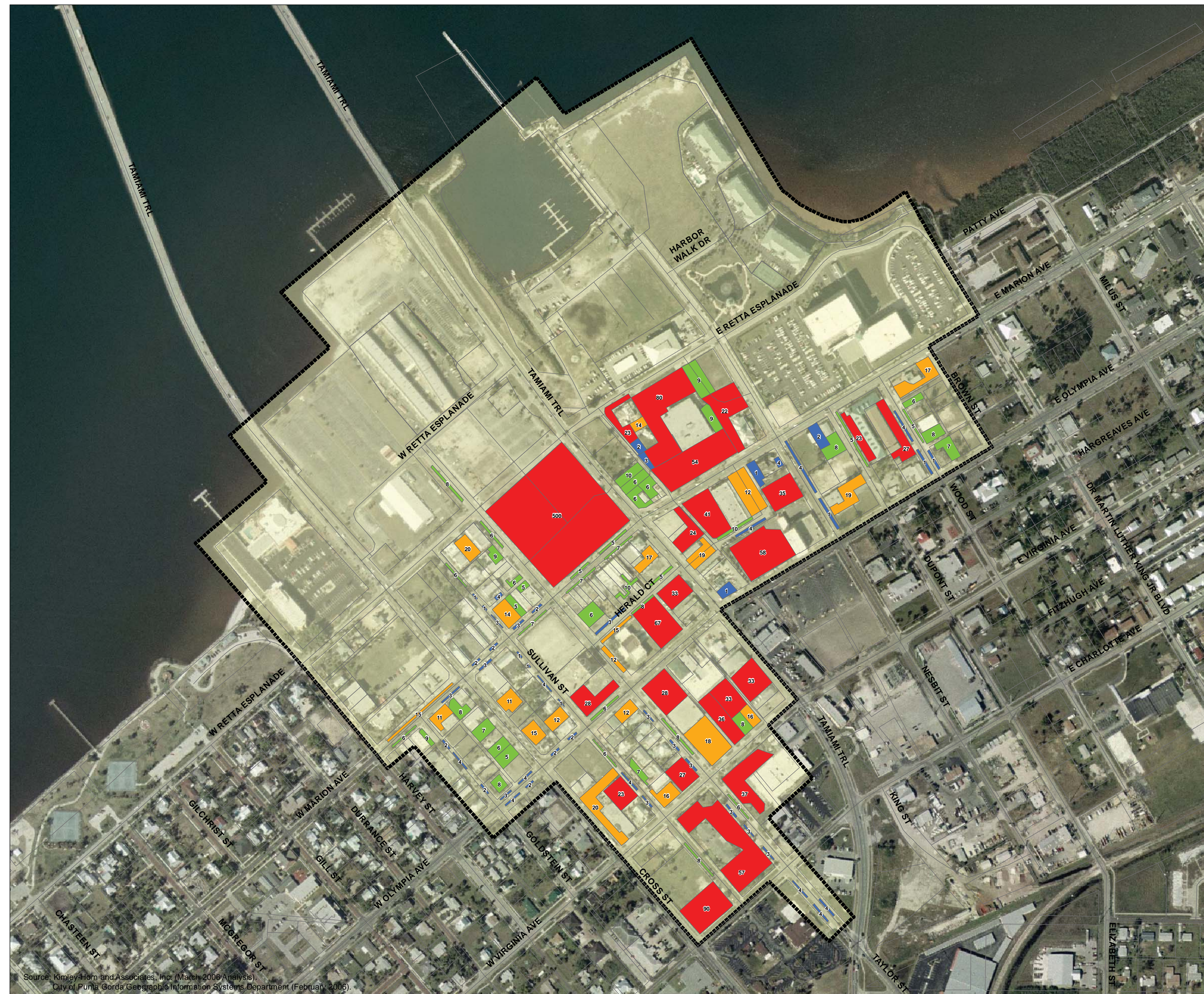
- Public Parking (1,090 Spaces)
- Private Parking (1,585 Spaces)
- City Center District



# CITY OF PUNTA GORDA Downtown Parking Study

Figure 4

Parking Analysis Area  
Parking Supply Map



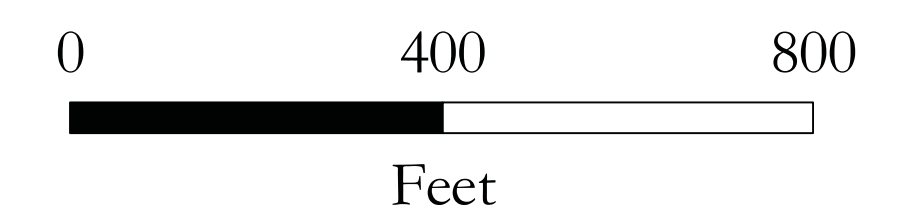
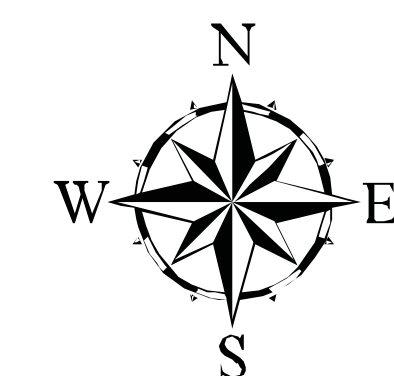
### Legend

Parking Supply

- < 05
- 05 - 10
- 11 - 20
- > 20

Other Features

- Parcel Boundary
- Parking Study Area



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

## EXISTING PARKING OCCUPANCY INVENTORY

Parking occupancy data was collected for all on-street and off-street (lot) locations within the parking analysis area to quantify the existing parking demand within the CC District.

Two study days were chosen representing a typical peak weekday and weekend. Occupancy data was collected on each day in half-hour increments throughout the day for a total of nine hours. Data was summarized for each parking lot or street by time of day, number of observed vehicles, and percent occupied. The time periods studied to determine the peak parking occupancy of each lot included the midday, PM peak, and daily peak. The weekend conditions were collected on Saturday, February 11, 2006 between 11:00 a.m. and 8:00 p.m. and the weekday conditions were collected on Thursday, February 16, 2006 between 9:00 a.m. and 6:00 p.m. These days were chosen to coincide with typical event days in Punta Gorda, thus capturing typical event parking demand within the City.

### **Weekday Conditions**

On Thursday, February 16, 2006, the highest on-street parking demand within the parking analysis area occurred at 12:30 p.m. with 136 spaces occupied. The peak of the day utilized approximately 56% of the on-street parking supply. The highest parking lot (off-street) demand also occurred during the middle of the day around noon, with 520 spaces occupied. This represents approximately 30% of the overall available parking lot supply. Figure 5 summarizes the peak parking occupancy observed within the parking analysis area on Thursday. Occupancy results for the conditions are provided in Appendix B.

# CITY OF PUNTA GORDA Downtown Parking Study

Figure 5

## Weekday Peak Parking Occupancy



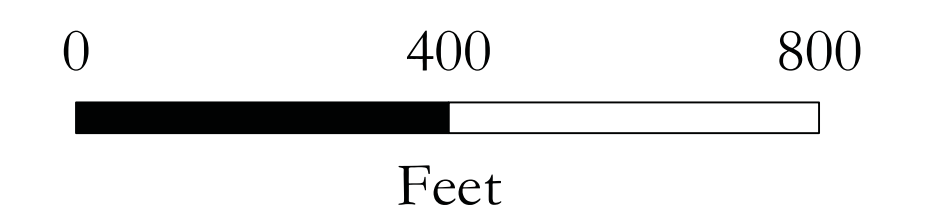
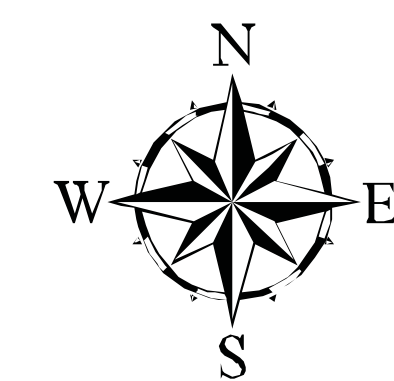
### Legend

Maximum Parking Occupancy (Observed)

- < 05
- 05 - 10
- 11 - 20
- > 20

Other Features

- Parcel Boundary
- Parking Study Area



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



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04899000

October 2006

### **Weekend Conditions**

On Saturday, February 11, 2006, the highest on-street parking demand within the parking analysis area occurred in the evening during three separate half-hour periods at 6:00 p.m., 7:00 p.m. and 7:30 p.m. During these times, a maximum of 124 on-street parking spaces were occupied which accounts for approximately 51% of the available on-street parking supply. The highest off-street parking demand occurred in the middle of the day around 12:30 p.m., with 316 spaces occupied. This represents approximately 19% of the available off-street (lot) parking supply. Figure 6 summarizes peak observed parking occupancy on Saturday within the parking analysis area. Occupancy results for weekend conditions are provided in Appendix B.

### **Parking Occupancy Summary**

Parking occupancy data was summarized for both observation days, and compared to parking supply throughout the day. Table 2 summarizes the peak of day characteristics for Thursday and Saturday for both on-street and off-street parking. Figure 7 and Figure 8 provide time-of-day plots for parking supply and demand throughout the City for on-street and off-street facilities, respectively. Appendix C provides additional plots depicting daily parking occupancy for all locations inventoried in the Downtown CC.

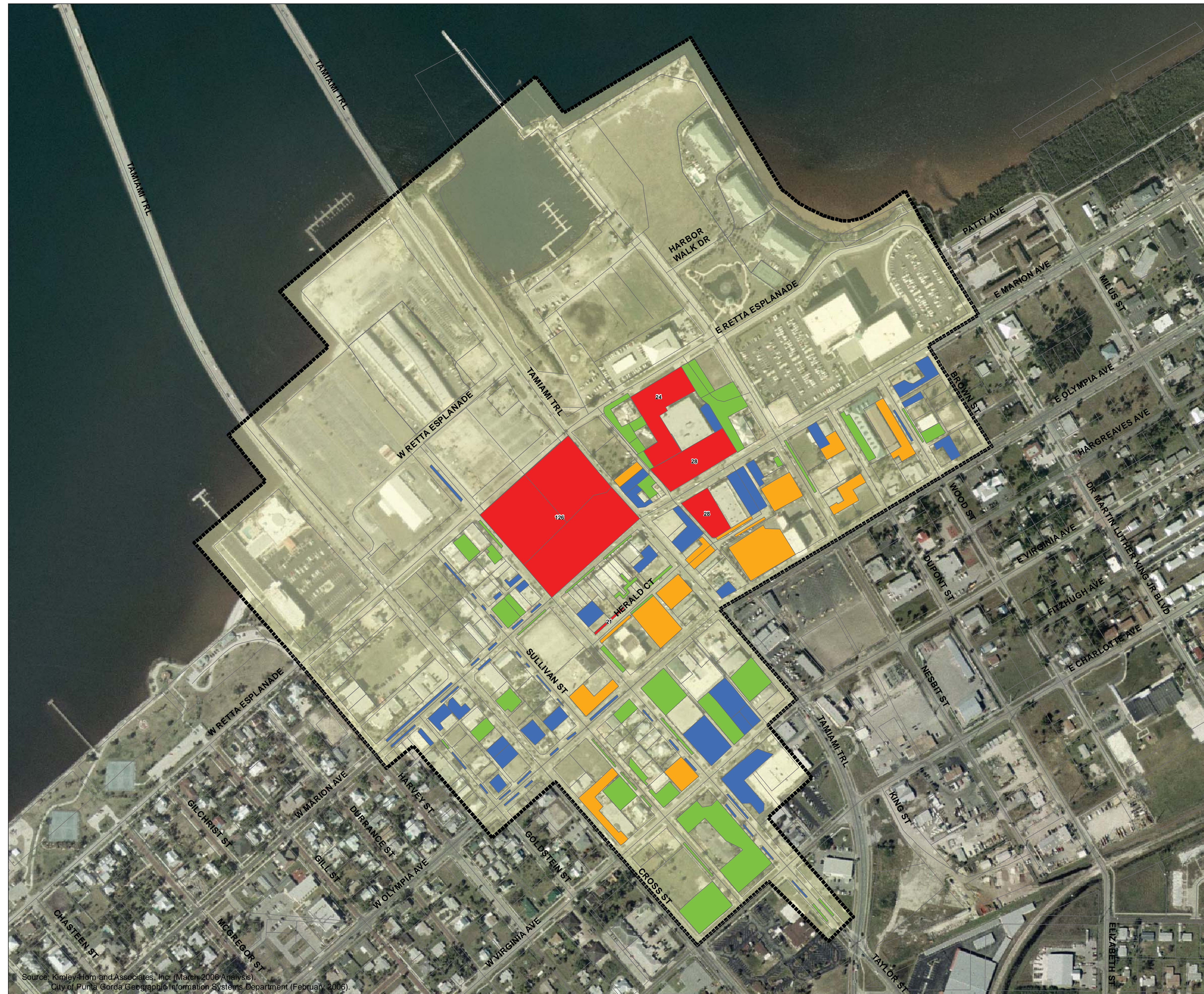
<b>Table 2 Parking Demand Summary</b>		
<b>Facility Type</b>	<b>Thursday</b>	<b>Saturday</b>
<b><u>Lot Parking (Off-Street)</u></b>		
Highest overall demand	12:00 PM	12:30 PM
% occupied	30%	19%
Number of spaces	(520 Spaces)	(316 Spaces)
<b><u>On-Street Parking</u></b>		
Highest overall demand	12:30 PM	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

# CITY OF PUNTA GORDA Downtown Parking Study

Figure 6

## Weekend Peak Parking Occupancy



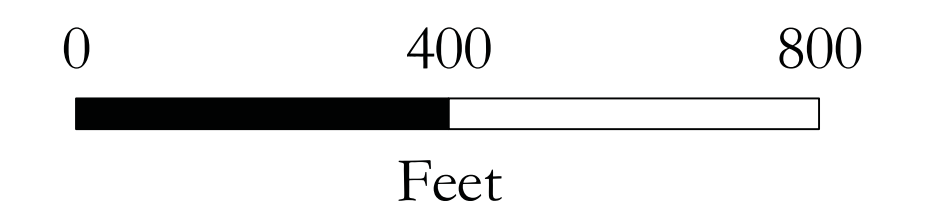
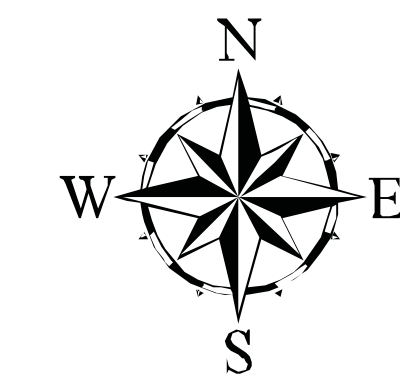
### Legend

Maximum Parking Occupancy (Observed)

- < 05
- 05 - 10
- 11 - 20
- > 20

Other Features

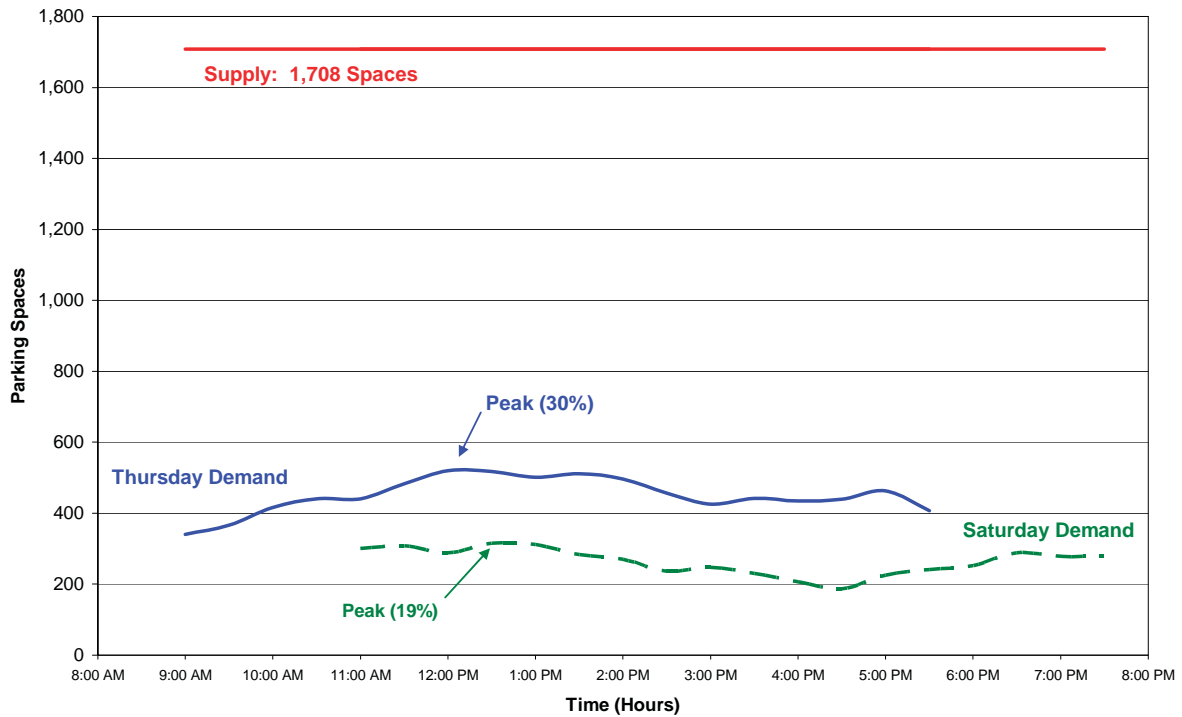
- Parcel Boundary
- Parking Study Area



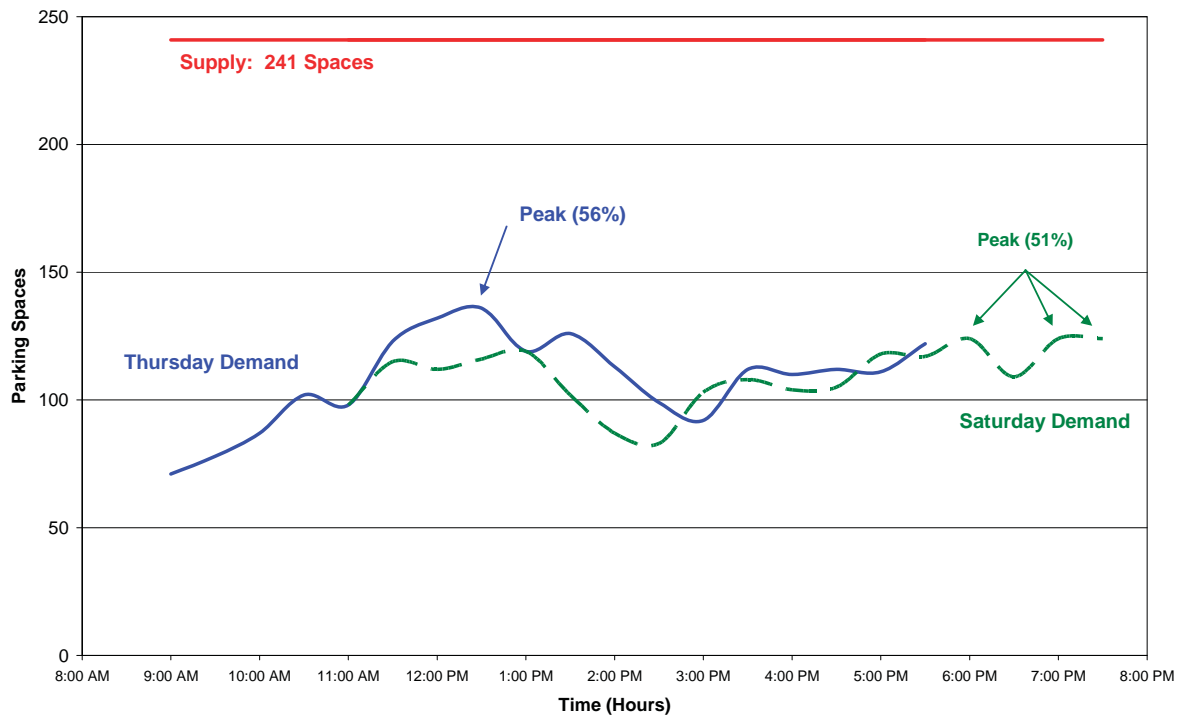
Source: Kimley-Horn and Associates, Inc. (March 2006 Analysis),  
City of Punta Gorda Geographic Information Systems Department (February 2006).



**Figure 7: Parking Lot (Off-Street) Parking Summary**



**Figure 8: On-Street Parking Summary**



As illustrated in Figures 7 and 8, on-street parking demand fluctuates throughout the day, peaking around the midday and evening time periods. These fluctuations are consistent with peak dining periods for restaurants and peak shopping periods for shopping areas. Parking lot (off-street) conditions typically provide for longer term parking needs throughout the day. In Punta Gorda, fluctuations in parking lot facilities are much more gradual with maximum use observed in the middle of the day.

## EXISTING DEMAND

An existing parking demand analysis was conducted using data collected in the existing parking occupancy inventory. Parking demand is not distributed evenly throughout the downtown area. Some parking areas are utilized at or near their capacity during the peak periods of demand, whereas others are underutilized, even during the peak periods. In an effort to understand the source of the existing parking demand, occupancy data was normalized to a percentage of parking supply. Figures 9 and 10 illustrate the peak percent occupancy for Thursday and Saturday, respectively.

As shown in Figure 9, high parking occupancy was observed during the weekday at the on-street and off-street locations around the Dupont Street area (between Marion Avenue and Olympia Avenue), Sullivan Street area (between Olympia Avenue and Virginia Avenue) and the Herald Court area (between Marion Avenue, Olympia Avenue, Taylor Street and US 41 Northbound). Specific office and banking facilities also showed high percentage occupancy and use of their parking facilities (i.e. Bank of America and Florida Community Bank). Summaries for the weekday are included in Appendix B.

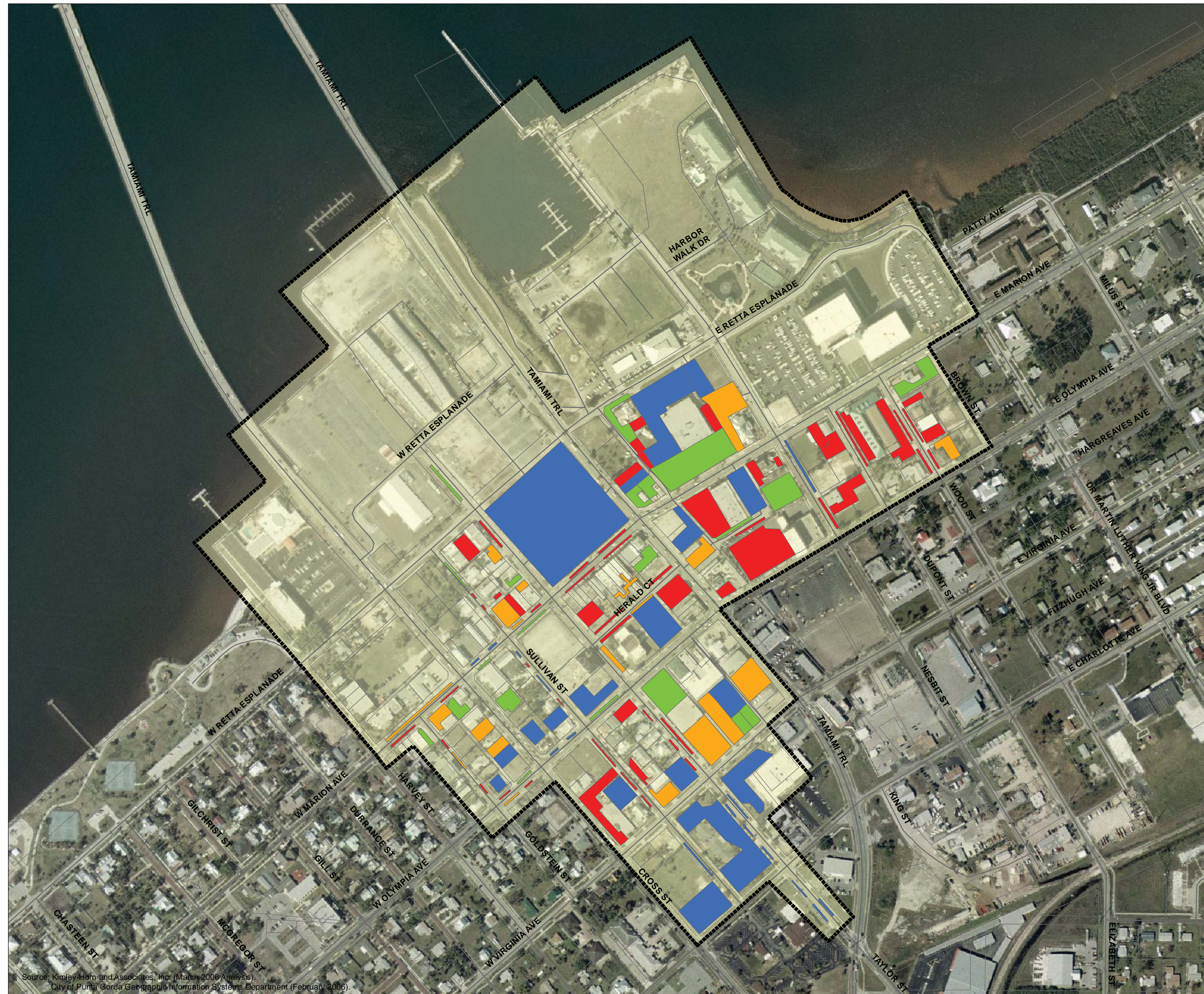
Weekend observations and counts displayed a pattern different to that observed on a weekday; weekend patterns are shown in Figure 10. On the weekend there is an overall observed decrease in parking demand throughout the City. However, on-street and off-street areas around the Marion Avenue restaurants show greater demand. In addition, it appears that parking demand increases around the Laishley Park area.

Overall, existing patterns illustrate that the greatest parking demand occurs in specific areas (mainly restaurant and shopping areas), and is not distributed evenly throughout the City. The primary demand on both weekdays and the weekend is around the Marion Avenue restaurants and shops. High parking demand is also observed around the Sullivan Street restaurants and shops, and the Dupont Street shopping area on weekdays.

# CITY OF PUNTA GORDA Downtown Parking Study

Figure 9

Weekday Peak Percentage  
of Occupied Parking



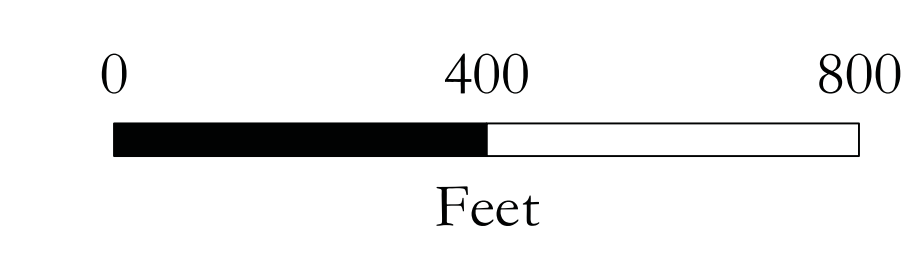
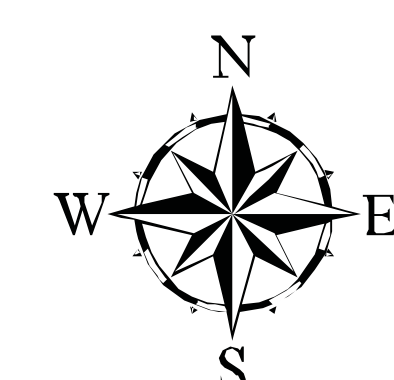
**Legend**

Maximum Parking Occupancy (Percentage)

- < 26%
- 26% - 50%
- 51% - 75%
- > 75%

Other Features

- Parcel Boundary
- Parking Study Area



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



## **FUTURE PARKING DEMAND**

A parking demand analysis was conducted to estimate the City's future parking demand. This analysis was 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 parcel 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 for providing additional public parking in the downtown to support development.

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. This redevelopment will simultaneously increase the demand and decrease the supply of downtown parking. Therefore, to accommodate future demand, it may be necessary to provide structured parking within the downtown area.

Future development intensity was estimated using two different future development scenarios. The inputs used for these scenarios are the basis for the CC District parking model, and are used to define potential parking supply and demand for both short-term and long-term scenarios. The short-term scenario has been defined using existing data and known development concept plans. A long-term scenario was planned based on the future build-out of the CC District

### **Short-Term Scenario**

The short-term scenario looks at the existing parking supply and demand, and planned developments on specific parcels within the City of Punta Gorda. Parking and development intensities for known planned developments were taken from preliminary site plans provided by the City.

Based on the results of the short-term scenario analysis, City parking demand was evaluated and appropriate short-term parking solutions defined to accommodate parking needs. These solutions

were considered to address immediate parking concerns until long-term solutions could be implemented by the City. Figure 11 illustrates the location of these developments within the City.

### **Long-Term Scenario**

The long-term scenario looks at the proposed build-out of the CC District over a 20-year horizon. Future build-out is based on the City's current codes and expected land use development intensity over the next 20 years. This scenario was defined by the City to assist in planning long-term parking solutions, including the potential need for parking garages.

The process used to determine the City build-out followed these steps:

- 1) Define city blocks, sub areas, development intensity, and land uses;
- 2) Estimate block and sub area parking supply and demand;
- 3) Define potential parking solutions in City Center District; and
- 4) Balance block and sub area future parking supply and demand.

### ***City Blocks and Sub Areas***

Working with City staff, the CC District was broken into 54 city blocks. City blocks were defined along rights-of-way (streets) within the city, and were used as the foundation for identifying city redevelopment potential. In addition, blocks within the city were aggregated into twelve (12) sub areas. Sub areas were defined in an effort to spatially balance parking needs (supply and demand) throughout the CC District within reasonable walking areas. Figure 12 summarizes the defined city blocks and sub areas.





# CITY OF PUNTA GORDA

## Downtown Parking Study

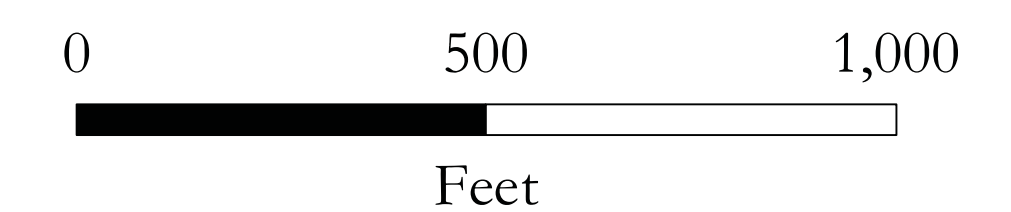
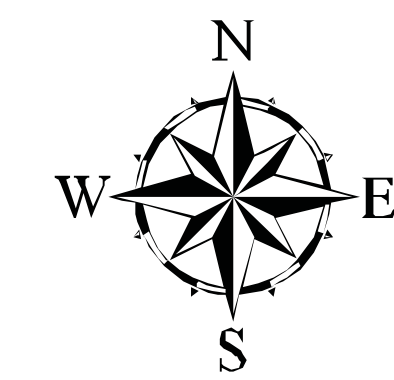
Figure 12

City Development Blocks and Sub Areas



### Legend

- 1 Block Area and Number
- A Sub Area and ID
- Parcel Boundary



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

### *Intensity Categories and Land Uses*

Development intensity categories were defined based on the percentage of development anticipated per block; each block was assigned a development intensity. For example, a development intensity of 100 percent indicates that a given block is anticipated to build to its maximum intensity based upon current City codes. An intensity of no change would indicate that the development on a specified block is not anticipated to change. 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

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

- Office
- Commercial/Retail
- Residential

Special uses such as schools and hotels were isolated and reviewed separately in the model.

Land uses were cross-referenced with development intensities to define the development intensity matrix in Table 3. This matrix was cross referenced with each block to estimate land uses and square footages for each block.

<b>Table 3 Development Mix</b>					
<b>Land Use</b>	<b>Development Intensity Category</b>				
	<b>No Change</b>	<b>0 - 25%</b>	<b>25 - 50%</b>	<b>50 - 75%</b>	<b>75 - 100%</b>
Office		X			
Commercial		X			
Residential		X			
Office & Commercial			X	X	
Office & Residential			X	X	
Commercial & Residential			X	X	
Office, Commercial, & Residential				X	X

### **Parking Model**

A parking model was developed using the data obtained from the City to evaluate a short-term and long-term parking scenario. This model was developed as a flexible and dynamic tool that can be used to model, track and update downtown parking needs, and to plan future parking solutions within the city. Appendix D provides the data for the long-term and short-term parking models.

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

- Existing parking supply and demand (field counted streets and lot parking needs)
- Planned City projects
- Land use and development intensities at build-out
- Parking solutions and opportunities

These four elements may either provide additional parking supply or create additional parking demand. Certain elements such as existing on-street surplus and future parking solutions may

create a parking surplus in some blocks or sub-areas. Other elements such as planned development and build-out intensities will create additional parking demand.

### *Model Analysis*

The supply or demand generated by each of these elements was summarized on a block-by-block basis and aggregated into sub areas to balance parking demands with parking supplies for both the short-term and long-term scenarios.

Initial unbalanced model results are shown in Table 4. Analysis was conducted based on existing demands, known projects, and potential block build-out. Analysis results were then used to balance parking needs by developing solutions.

<b>Sub Area District</b>	<b>Short-Term Scenario</b>			<b>Long-Term Scenario</b>		
	<b>Parking Demand</b>	<b>Parking Supply</b>	<b>Surplus/Deficit</b>	<b>Parking Demand</b>	<b>Parking Supply</b>	<b>Surplus/Deficit</b>
A	57	93	36	816	621	-195
B	1474	722	-752	1813	936	-877
C	224	425	201	230	370	140
D	10	9	-1	276	216	-60
E	125	138	13	2176	1622	-554
F	100	100	0	584	439	-145
G	176	217	41	362	285	-77
H	0	0	0	460	460	0
I	415	404	-11	768	628	-140
J	213	495	282	1345	1152	-193
K	6	106	100	213	255	42
L	0	0	0	390	390	0
<b>Total</b>	<b>2800</b>	<b>2709</b>	<b>-91</b>	<b>9433</b>	<b>7374</b>	<b>-2059</b>

As shown in Table 4, specific areas of concern can be seen in both the short-term and long-term parking scenarios. In particular, large parking deficiencies are expected in the area of City Marketplace and the Marion Avenue restaurants for both short-term and long-term parking scenarios. In addition, areas in the east and to the south of the city show additional parking needs in the long-term.

In an effort to balance the parking model sub areas, potential parking solutions were reviewed. In some areas, three-story parking garages were evaluated. In the future, larger and smaller garages could be considered depending on the scale of adjacent parcels. Balancing parking needs by incorporating parking garages into the model resulted in most sub areas being balanced with the exception of Sub Area “E”.

Sub Area E is made up of several private parcels and provides significant opportunity for change. In the future, this subarea could develop at intensities similar to those in the downtown, or development patterns could remain unchanged. If development patterns follow those observed in the downtown, additional parking solutions may need to be developed. However, at this time potential parking deficiencies have been noted, and development patterns should be monitored so additional parking can be planned and provided in the future, if necessary.

Table 5 summarizes the balanced block level model results. These results are graphically depicted for the short-term and long-term parking scenarios in Figure 13 and Figure 14, respectively.

<b>Table 5 Balanced Sub Area Model Summary</b>						
<b>Sub Area District</b>	<b>Short-Term Scenario</b>			<b>Long-Term Scenario</b>		
	<b>Parking Demand</b>	<b>Parking Supply</b>	<b>Surplus/ Deficit</b>	<b>Parking Demand</b>	<b>Parking Supply</b>	<b>Surplus/ Deficit</b>
A	57	213	156	794	988	194
B	1474	968	-506	1668	1950	282
C	224	425	201	230	370	140
D	10	9	-1	276	216	-60
E	125	138	13	2176	1622	-554
F	100	100	0	584	439	-145
G	176	217	41	277	539	262
H	0	0	0	460	460	0
I	415	449	34	719	638	-81
J	213	585	372	1345	1615	270
K	6	106	100	213	255	42
L	0	0	0	390	390	0
<b>Total</b>	<b>2800</b>	<b>3210</b>	<b>410</b>	<b>9132</b>	<b>9482</b>	<b>350</b>

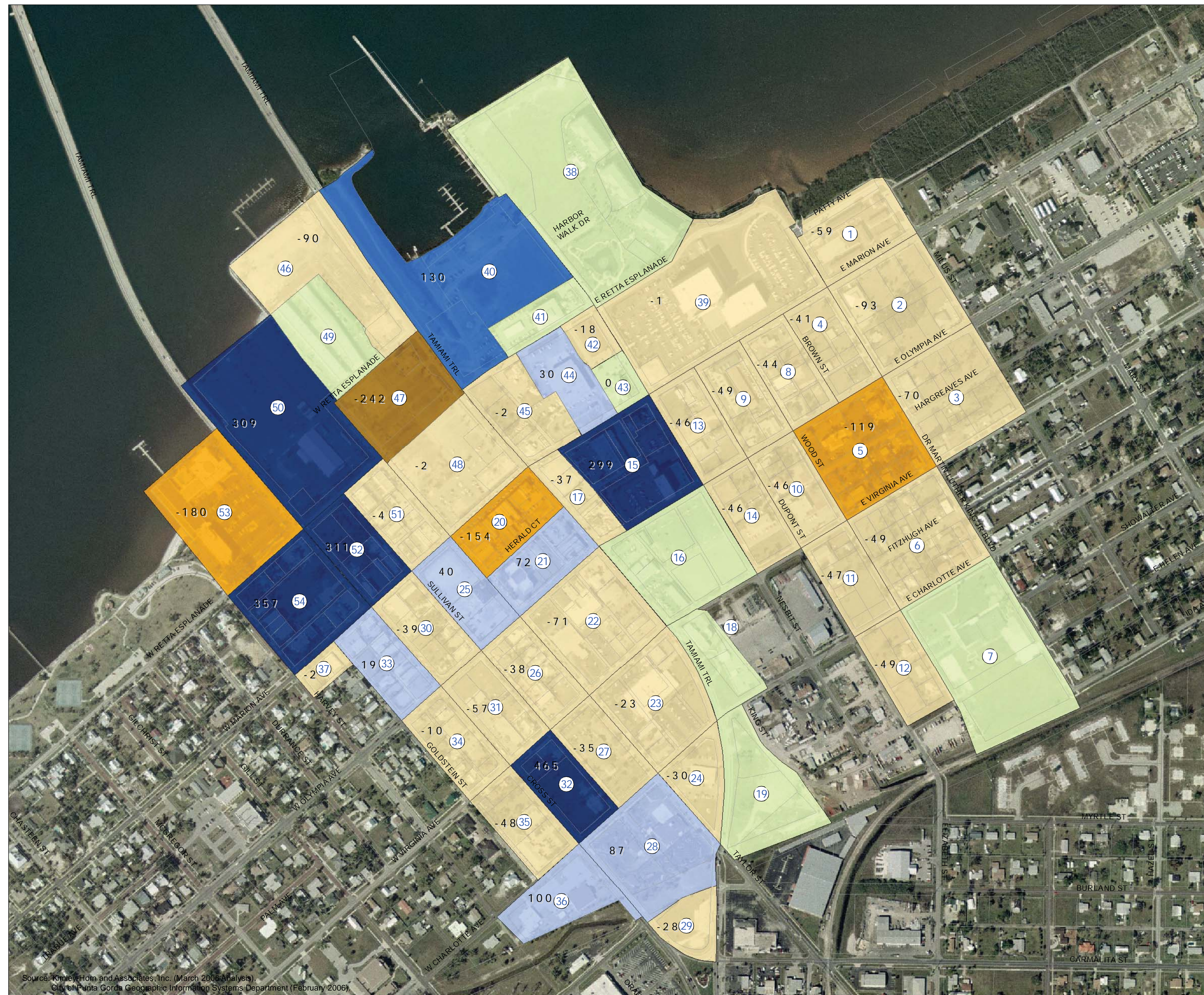


# CITY OF PUNTA GORDA

## Downtown Parking Study

Figure 14

Long-Term Scenario  
Parking Results

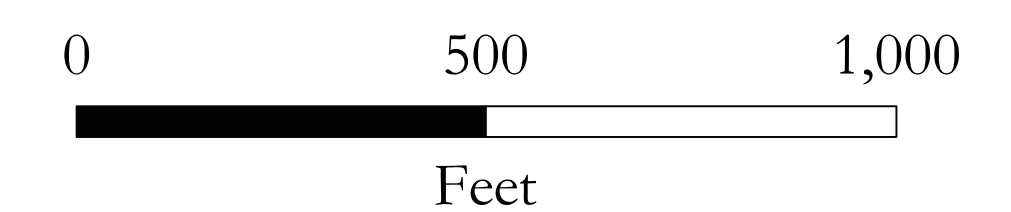
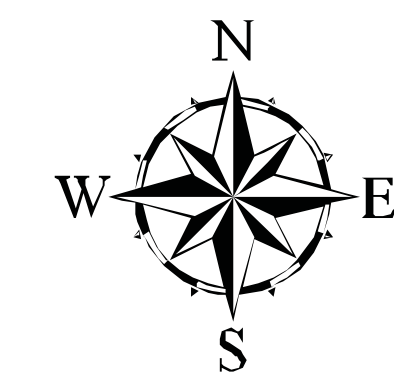


### Legend

- Block Area and Number
- Parcel Boundary

### Parking Supply Surplus/Deficit

- 250 to -201
- 200 to -101
- 100 to 0
- 0 to 100
- 101 to 200
- 201 to 500



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



## **PARKING SOLUTIONS**

### **Short-Term Scenario**

Parking model results of the short-term scenario (existing plus planned developments), show that sufficient parking is expected to be available to handle City Center parking demands. However, results of the model show localized short-term parking deficiencies within Sub Area C. The projected deficiency in parking is a result of the intensity of the mixed use development planned for the City Marketplace block, coupled with the existing parking demand created by the Marion Avenue restaurants.

Short-term solutions have been developed to address anticipated deficiencies, which include providing surface parking on the grass lot to City Hall, and construction of more surface parking adjacent to the old County Courthouse and on Herald Court. Other solutions include using Laishley Park or creating shared use agreements with the existing County Justice Center parking lot. Way-finding signage may be used to augment the sharing of parking in the CC District.

### **Long-Term Scenario**

Parking model results of the long-term scenario (build-out of the City CC District), showed that parking deficiencies may be created if specific areas are not reserved to provide additional parking within the downtown. City code provides payment-in-lieu-of parking principals, which generate revenue to build new parking facilities; however, the payment-in-lieu system may also reduce downtown parking supply.

### **Parking Structures**

Based on the assumptions used in modeling the build-out of the city, it is expected that the City should plan for public parking structures. The timing of each facility is dependent on the build-out of the surrounding area. A total of eleven (11) possible locations were identified throughout the downtown for parking solutions, including surface parking and structured parking. Structured parking facilities are assumed to provide some level of on-street retail/office space. Parking

locations were evaluated qualitatively by parking constructability, facility location, and land acquisition capabilities. Table 5 and Figure 15 summarize the locations and expected parking supply created by these locations.

Based on the identified potential parking solution locations, six parking locations are anticipated to be needed to satisfy the long-term parking needs of the city. Specifically, parking sites (1, 2, 3, 7, 8, and 11) shown in Table 5 were needed to balance city-wide long-term parking needs. These sites were chosen based on several factors including physical site, development ability, and site ownership. If site constraints do not allow a site to develop into parking as planned, other sites provided in the table may assist in addressing long-term parking needs within the city.

**Table 5  
Candidate Parking Solutions**

Site ID	Block ID	Ownership	Type	Building Footprint <sup>1</sup>		Office/Retail <sup>2</sup>		Spaces <sup>3</sup> / Ground Floor <sup>4</sup>	Spaces <sup>3</sup> / Additional Floor <sup>4</sup>	Total Maximum Parking Spaces <sup>4</sup>
				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
<b>Totals</b>	-	-	-	<b>638,278</b>	<b>14.29</b>	-	<b>101,084</b>	<b>1,510</b>	<b>1,753</b>	<b>8,522</b>

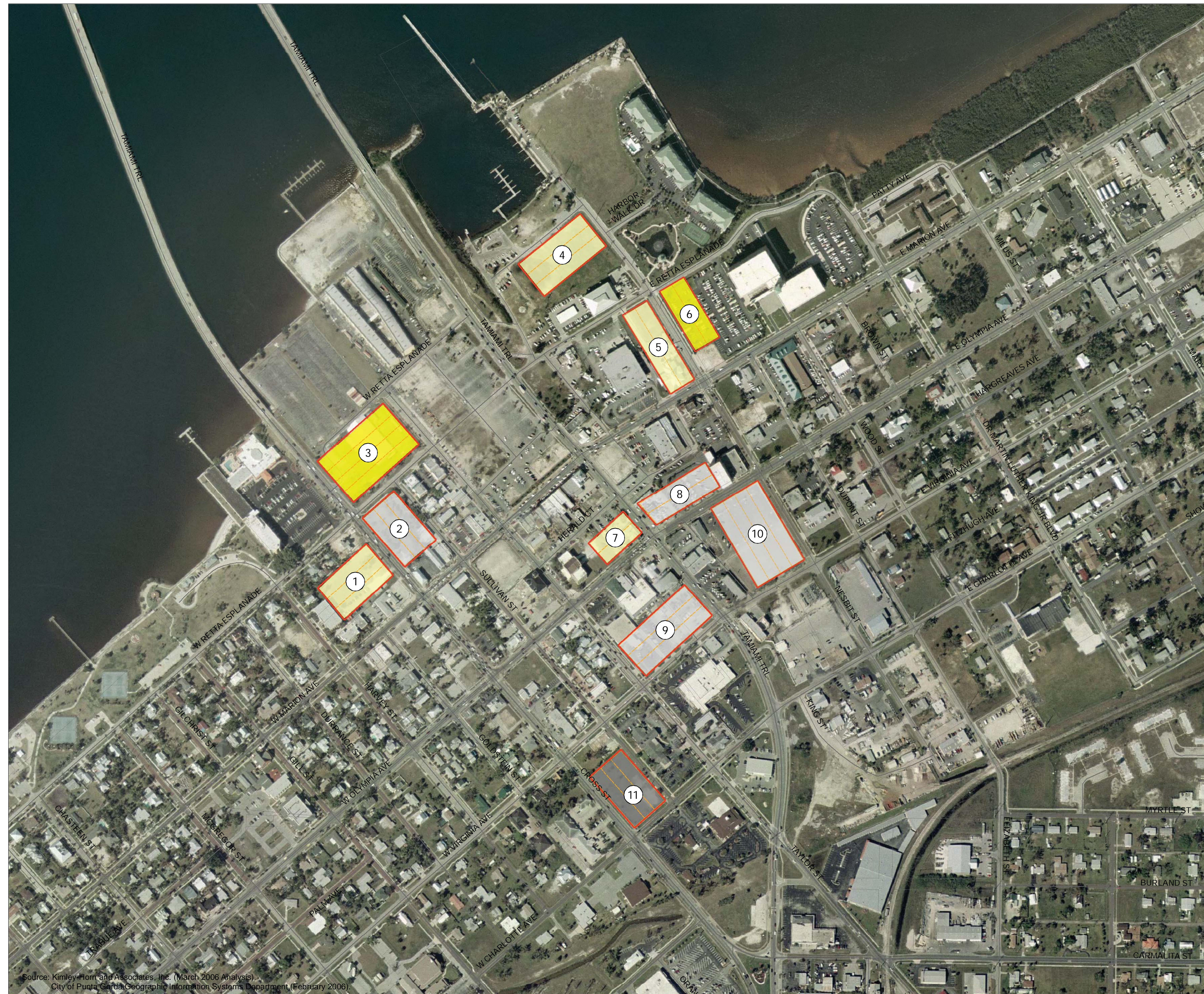
Assumptions/Notes:

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 five stories.

# CITY OF PUNTA GORDA Downtown Parking Study

Figure 15

## Candidate Parking Solutions



### Legend

① Candidate Parking Area

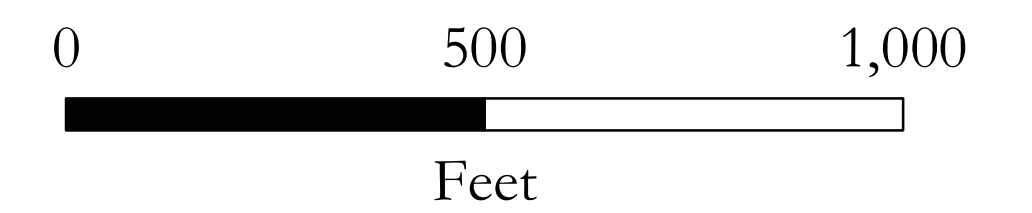
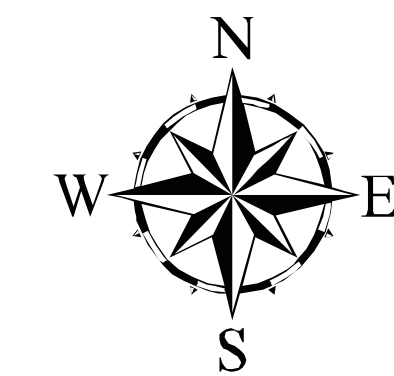
#### OWNERSHIP

Public

Public/Public

Private

Public/Private



Kimley-Horn  
and Associates, Inc.

048990000

October 2006

## **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, developers may find it appropriate to provide additional on-site parking to address parking accessibility concerns for their tenants, customers, and employees. Additional provisions may be ensured through the site plan development process.

Public facilities within the downtown should conform to the requirements of the Americans with Disabilities Act (ADA). Planned public parking facilities should be located in an effort to 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 Configurations**

On-street parking can be designed in many different ways. Typically, two on-street parking formats are used:

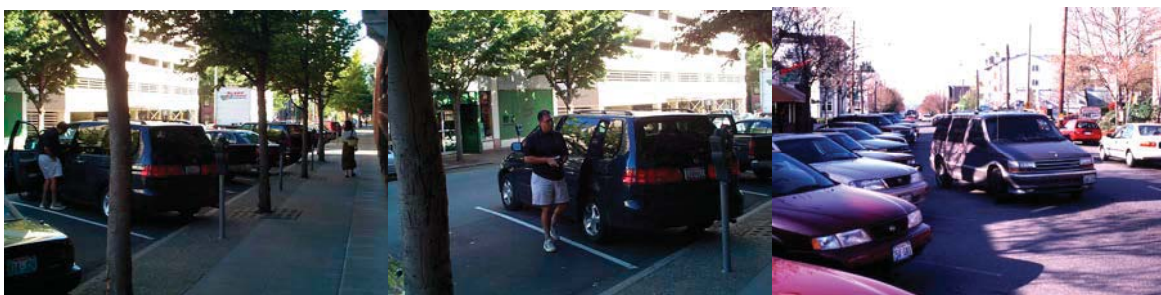
- Parallel Parking
- Angle Parking



Each of these parking configurations has advantages and disadvantages. Parallel parking is a better alternative when right-of-way is constrained. However it does not yield as many parking spaces as angle parking. Both of these parking configurations can be found in the City of Punta Gorda. 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”, an alternative street parking option to traditional configuration, has become prevalent in some 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. The images below show how vehicles are oriented in back-in-angle parking spaces and how drivers interact with the sidewalk.



APPENDIX A:  
Parking Supply Data

**City of Punta Gorda  
Downtown Parking Study  
Lot Parking Supply\***

Lot ID/Map ID	Description	Supply	Type	Location
41	City of Punta Gorda	28	Surface Parking	Lot
43	City of Punta Gorda	67	Surface Parking	Lot
44	City of Punta Gorda	33	Surface Parking	Lot
45	City of Punta Gorda	8	Surface Parking	Lot
46	Diocese of Venice	90	Surface Parking	Lot
50	City Marketplace	500	Surface Parking	Lot
54	US Postal Service	54	Surface Parking	Lot
56	126 E Marion Ave LLC	58	Surface Parking	Lot
96	Charlotte County	37	Surface Parking	Lot
101	Harbor Commons Dev Inc	20	Surface Parking	Lot
102	Pocaline LC	9	Surface Parking	Lot
103	TR Holdings LC	14	Surface Parking	Lot
105	SDJM Properties LC	5	Surface Parking	Lot
106	Old Punta Gorda Inc	4	Surface Parking	Lot
107	Landherr Klaus & Annette L	5	Surface Parking	Lot
108	Aruta Judith M Trustee	6	Surface Parking	Lot
111	Behling David Andrew & Melinda	11	Surface Parking	Lot
112	Peeples Vernon & Edna	8	Surface Parking	Lot
114	Picerno Elizabeth	8	Surface Parking	Lot
115	Picerno Elizabeth	5	Surface Parking	Lot
116	Hesslers	11	Surface Parking	Lot
117	J & J Homes Inc	15	Surface Parking	Lot
118	Sunloft LLC	12	Surface Parking	Lot
120	Strang Robert A & M Faye Tr	17	Surface Parking	Lot
121	SD LLC	19	Surface Parking	Lot
123	Keener Suzanne Trustee	41	Surface Parking	Lot
124	126 E Olympia Ave LLC	35	Surface Parking	Lot
125	Doyle Pubs II Inc	4	Surface Parking	Lot
126	Andrews Martha & Robert	24	Surface Parking	Lot
128	MGGDH Land Co	19	Surface Parking	Lot
129	Clock Tower Development Corp	23	Surface Parking	Lot
130	Baksh Amin & Bebi	8	Surface Parking	Lot
131	Crqaven Charles & Martha	27	Surface Parking	Lot
132	Nickelson Kim Devine	6	Surface Parking	Lot
133	Comber William & Patricia	8	Surface Parking	Lot
134	Nickelson Kim Devine	17	Surface Parking	Lot
135	Rooney Maria Estate	7	Surface Parking	Lot
146	Presseller Jerome & Patricia	12	Surface Parking	Lot
147	Ora Place Inc	7	Surface Parking	Lot
148	Benkner AI	16	Surface Parking	Lot
150	Southtrust Bank	57	Surface Parking	Lot
152	First Union Natl Bank of FL	28	Surface Parking	Lot
153	First Union Natl Bank of FL	18	Surface Parking	Lot
154	United Telephone Co of FL	33	Surface Parking	Lot
155	Staas Donald & Vicki	33	Surface Parking	Lot
156	Hindman Wilena A Trustee	16	Surface Parking	Lot
157	National Employee Leasing	36	Surface Parking	Lot
159	Amaral Deborah	20	Surface Parking	Lot
168	CRA-FL Community Bank	22	Surface Parking	Lot
169	US Postal Service	9	Surface Parking	Lot
170	US Postal Service	80	Surface Parking	Lot
171	Stainton Dean & M	23	Surface Parking	Lot
172	Stainton Dean	10	Surface Parking	Lot
174	Henson Danielle	6	Surface Parking	Lot
175	Henson Danielle	6	Surface Parking	Lot
179	Bradley Camille	7	Surface Parking	Lot
180	Lifeguard Security Systems	6	Surface Parking	Lot
<b>Supply Total</b>		<b>1708</b>		

\* Supply data only provided for spaces surveyed in the field



**City of Punta Gorda  
Downtown Parking Study  
On-street Parking Supply\***

Lot ID/Map ID	Description	Supply	Type	Location
6	City of Punta Gorda	15	Parallel	On-street
7	City of Punta Gorda	6	Parallel	On-street
8	City of Punta Gorda	3	Parallel	On-street
9	FDOT	2	Parallel	On-street
10	FDOT	2	Parallel	On-street
11	FDOT	3	Parallel	On-street
12	FDOT	3	Parallel	On-street
13	FDOT	2	Parallel	On-street
14	FDOT	7	Parallel	On-street
15	FDOT	7	Parallel	On-street
16	FDOT	7	Parallel	On-street
17	FDOT	5	Parallel	On-street
18	FDOT	5	Parallel	On-street
19	City of Punta Gorda	8	Parallel	On-street
20	City of Punta Gorda	6	Parallel	On-street
21	City of Punta Gorda	12	Head-in	On-street
22	City of Punta Gorda	15	Head-in	On-street
23	FDOT	2	Parallel	On-street
24	FDOT	2	Parallel	On-street
25	FDOT	6	Parallel	On-street
26	City of Punta Gorda	3	Parallel	On-street
27	City of Punta Gorda	8	Parallel	On-street
28	City of Punta Gorda	3	Parallel	On-street
29	City of Punta Gorda	3	Parallel	On-street
30	City of Punta Gorda	3	Parallel	On-street
31	City of Punta Gorda	3	Parallel	On-street
32	City of Punta Gorda	3	Parallel	On-street
33	City of Punta Gorda	6	Parallel	On-street
34	City of Punta Gorda	4	Parallel	On-street
35	City of Punta Gorda	4	Parallel	On-street
36	City of Punta Gorda	4	Parallel	On-street
37	FDOT	3	Parallel	On-street
38	FDOT	4	Parallel	On-street
39	FDOT	4	Parallel	On-street
40	FDOT	2	Parallel	On-street
55	City of Punta Gorda	10	Head-in	On-street
73	City of Punta Gorda	6	Parallel	On-street
74	City of Punta Gorda	1	Parallel	On-street
75	City of Punta Gorda	1	Parallel	On-street
76	City of Punta Gorda	3	Parallel	On-street
77	City of Punta Gorda	2	Parallel	On-street
78	City of Punta Gorda	4	Parallel	On-street
79	City of Punta Gorda	2	Parallel	On-street
84	City of Punta Gorda	1	Parallel	On-street
85	City of Punta Gorda	1	Parallel	On-street
86	City of Punta Gorda	4	Parallel	On-street
87	City of Punta Gorda	1	Parallel	On-street
88	City of Punta Gorda	6	Parallel	On-street
89	City of Punta Gorda	4	Parallel	On-street
90	City of Punta Gorda	3	Parallel	On-street
91	City of Punta Gorda	8	Parallel	On-street
110	Clasan Mgt Co	9	Surface Parking	On-street
<b>Supply Total</b>		<b>241</b>		

\*Supply data only provided for spaces surveyed in the field

APPENDIX B:  
Parking Occupancy Data

Thursday, February 16, 2006

Time	Off-Street (Lots) Parking		On-Street Parking		Total Parking	
	Supply	Demand	Supply	Demand	Supply	Demand
9:00 AM - 9:30 AM	1,708	341	241	71	1,949	416
9:30 AM - 10:00 AM	1,708	367	241	78	1,949	454
10:00 AM - 10:30 AM	1,708	416	241	87	1,949	522
10:30 AM - 11:00 AM	1,708	441	241	102	1,949	561
11:00 AM - 11:30 AM	1,708	441	241	98	1,949	555
11:30 AM - 12:00 PM	1,708	483	241	123	1,949	626
12:00 PM - 12:30 PM	1,708	520	241	132	1,949	677
12:30 PM - 1:00 PM	1,708	517	241	136	1,949	677
1:00 PM - 1:30 PM	1,708	501	241	119	1,949	652
1:30 PM - 2:00 PM	1,708	511	241	126	1,949	663
2:00 PM - 2:30 PM	1,708	497	241	113	1,949	629
2:30 PM - 3:00 PM	1,708	457	241	99	1,949	576
3:00 PM - 3:30 PM	1,708	426	241	92	1,949	539
3:30 PM - 4:00 PM	1,708	442	241	112	1,949	578
4:00 PM - 4:30 PM	1,708	434	241	110	1,949	569
4:30 PM - 5:00 PM	1,708	440	241	112	1,949	586
5:00 PM - 5:30 PM	1,708	463	241	111	1,949	600
5:30 PM - 6:00 PM	1,708	407	241	122	1,949	558
<b>TOTAL</b>	<b>30,744</b>	<b>8,104</b>	<b>4,338</b>	<b>1,943</b>	<b>35,082</b>	<b>10,438</b>

Saturday, February 11, 2006

Time	Off-Street (Lots) Parking		On-Street Parking		Total Parking	
	Supply	Demand	Supply	Demand	Supply	Demand
11:00 AM - 11:30 AM	1,708	301	241	98	1,949	399
11:30 AM - 12:00 PM	1,708	308	241	115	1,949	423
12:00 PM - 12:30 PM	1,708	289	241	112	1,949	401
12:30 PM - 1:00 PM	1,708	316	241	116	1,949	432
1:00 PM - 1:30 PM	1,708	312	241	119	1,949	431
1:30 PM - 2:00 PM	1,708	284	241	102	1,949	386
2:00 PM - 2:30 PM	1,708	270	241	87	1,949	357
2:30 PM - 3:00 PM	1,708	237	241	83	1,949	320
3:00 PM - 3:30 PM	1,708	247	241	103	1,949	350
3:30 PM - 4:00 PM	1,708	230	241	108	1,949	338
4:00 PM - 4:30 PM	1,708	207	241	104	1,949	311
4:30 PM - 5:00 PM	1,708	187	241	105	1,949	292
5:00 PM - 5:30 PM	1,708	225	241	118	1,949	343
5:30 PM - 6:00 PM	1,708	241	241	117	1,949	358
6:00 PM - 6:30 PM	1,708	253	241	124	1,949	377
6:30 PM - 7:00 PM	1,708	288	241	109	1,949	397
7:00 PM - 7:30 PM	1,708	279	241	124	1,949	403
7:30 PM - 8:00 PM	1,708	279	241	124	1,949	403
<b>TOTAL</b>	<b>30,744</b>	<b>4,753</b>	<b>4,338</b>	<b>1,968</b>	<b>35,082</b>	<b>6,721</b>

# CITY OF PUNTA GORDA Downtown Parking Study

Midday Peak Hour  
Observed Parking Occupancy  
(Thursday)



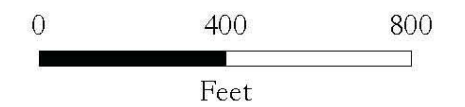
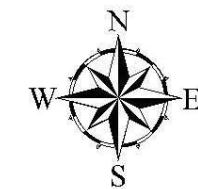
### Legend

Maximum Parking Occupancy (Observed)

- < 05
- 05 - 10
- 11 - 20
- > 20

Other Features

- Parcel Boundary
- Parking Study Area



**Kimley-Horn  
and Associates, Inc.**

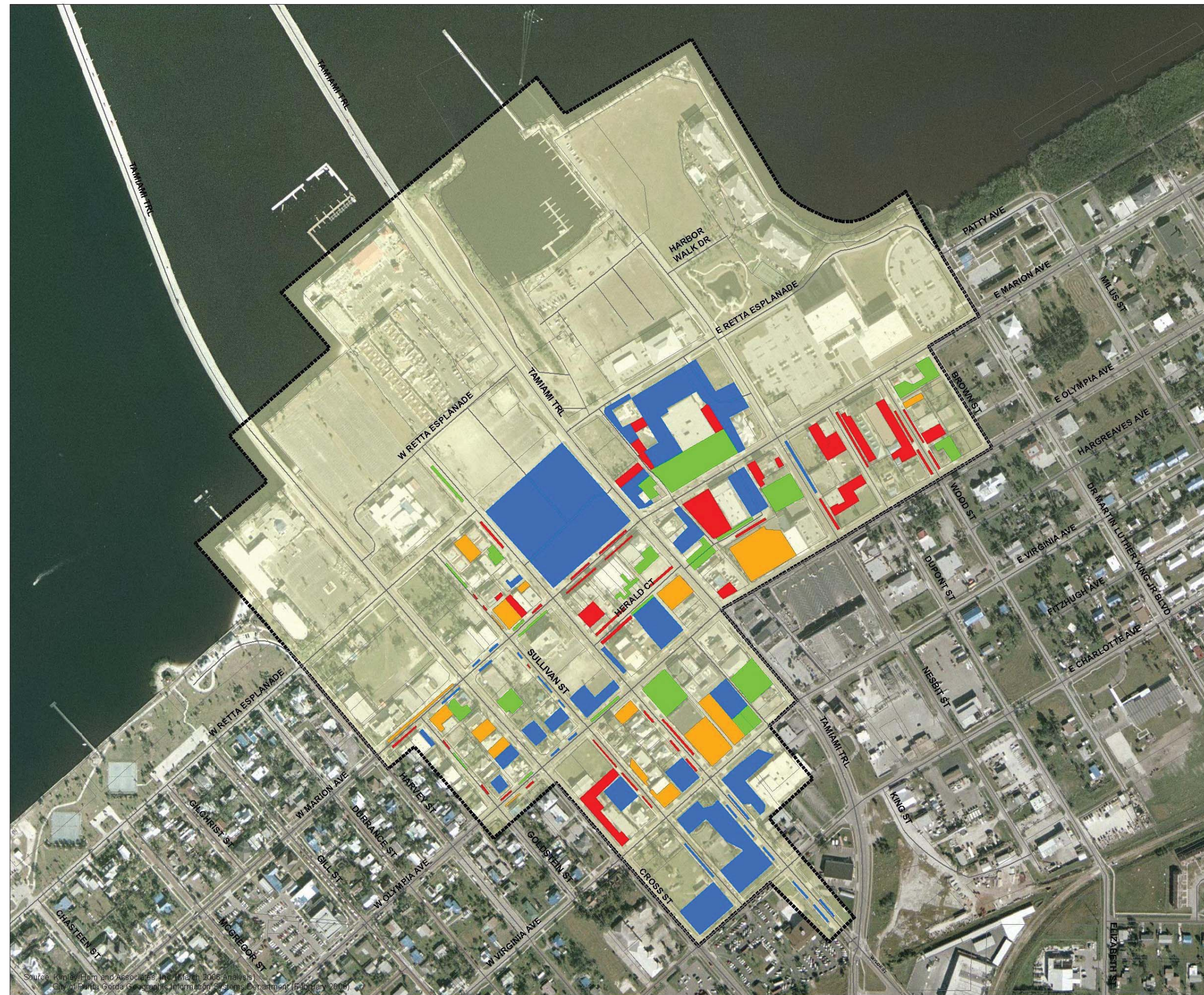
04899000

March 2006

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

# CITY OF PUNTA GORDA Downtown Parking Study

MIDDAY PEAK HOUR  
PERCENTAGE OF OCCUPIED PARKING  
(THURSDAY)



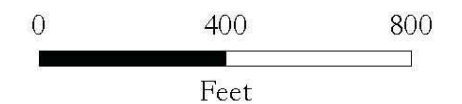
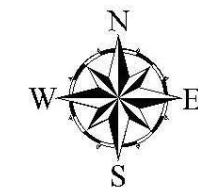
### Legend

Maximum Parking Occupancy (Percentage)

- < 26%
- 26% - 50%
- 51% - 75%
- > 75%

Other Features

- Parcel Boundary
- Parking Study Area



**Kimley-Horn  
and Associates, Inc.**

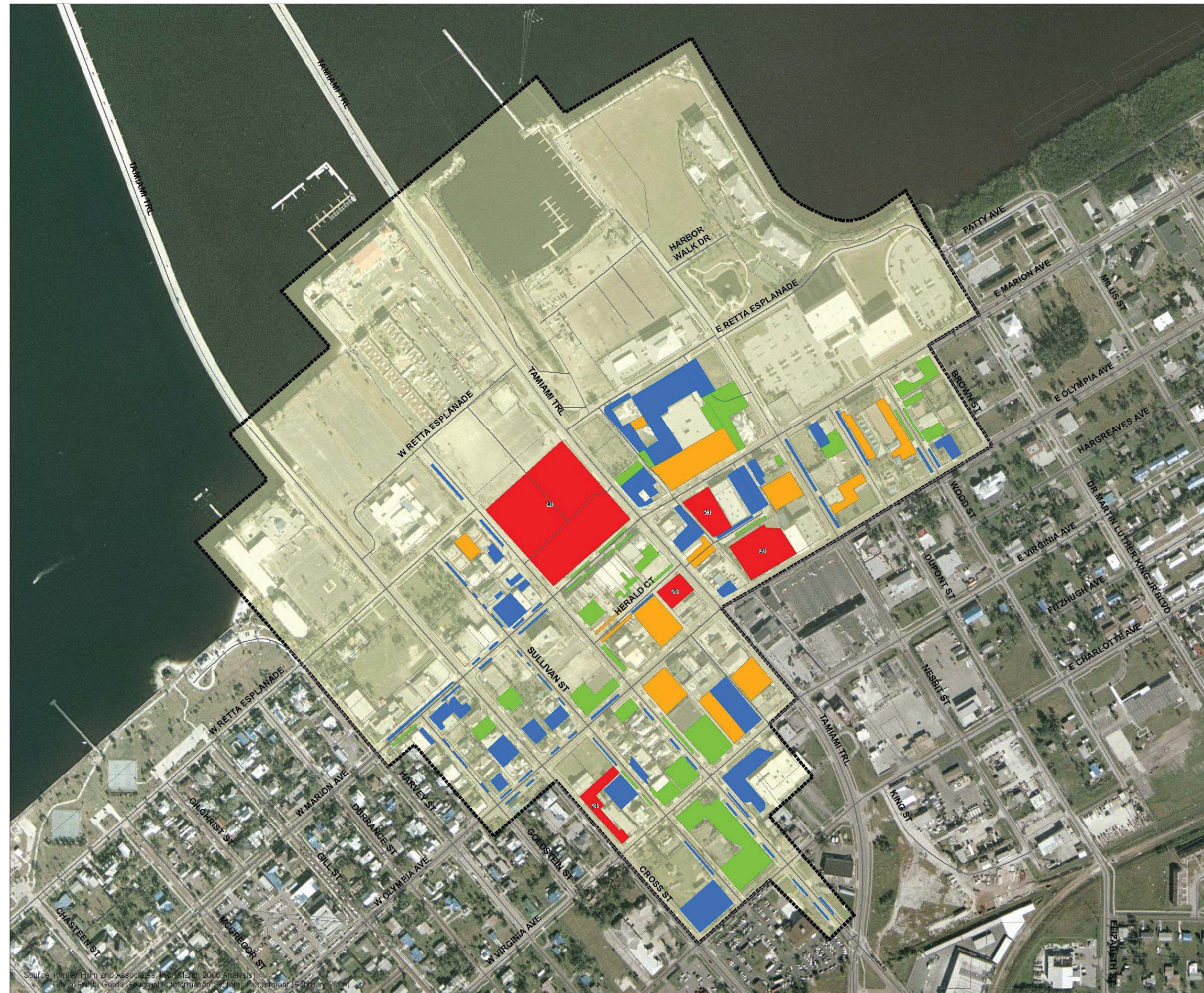
04899000

March 2006

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

# CITY OF PUNTA GORDA Downtown Parking Study

PM Peak Hour  
Observed Parking Occupancy  
(Thursday)



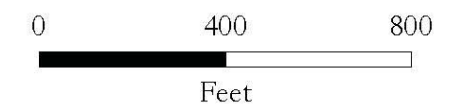
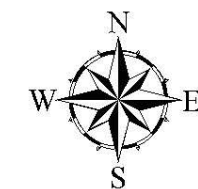
### Legend

Maximum Parking Occupancy (Observed)

- < 05
- 05 - 10
- 11 - 20
- > 20

Other Features

- Parcel Boundary
- Parking Study Area



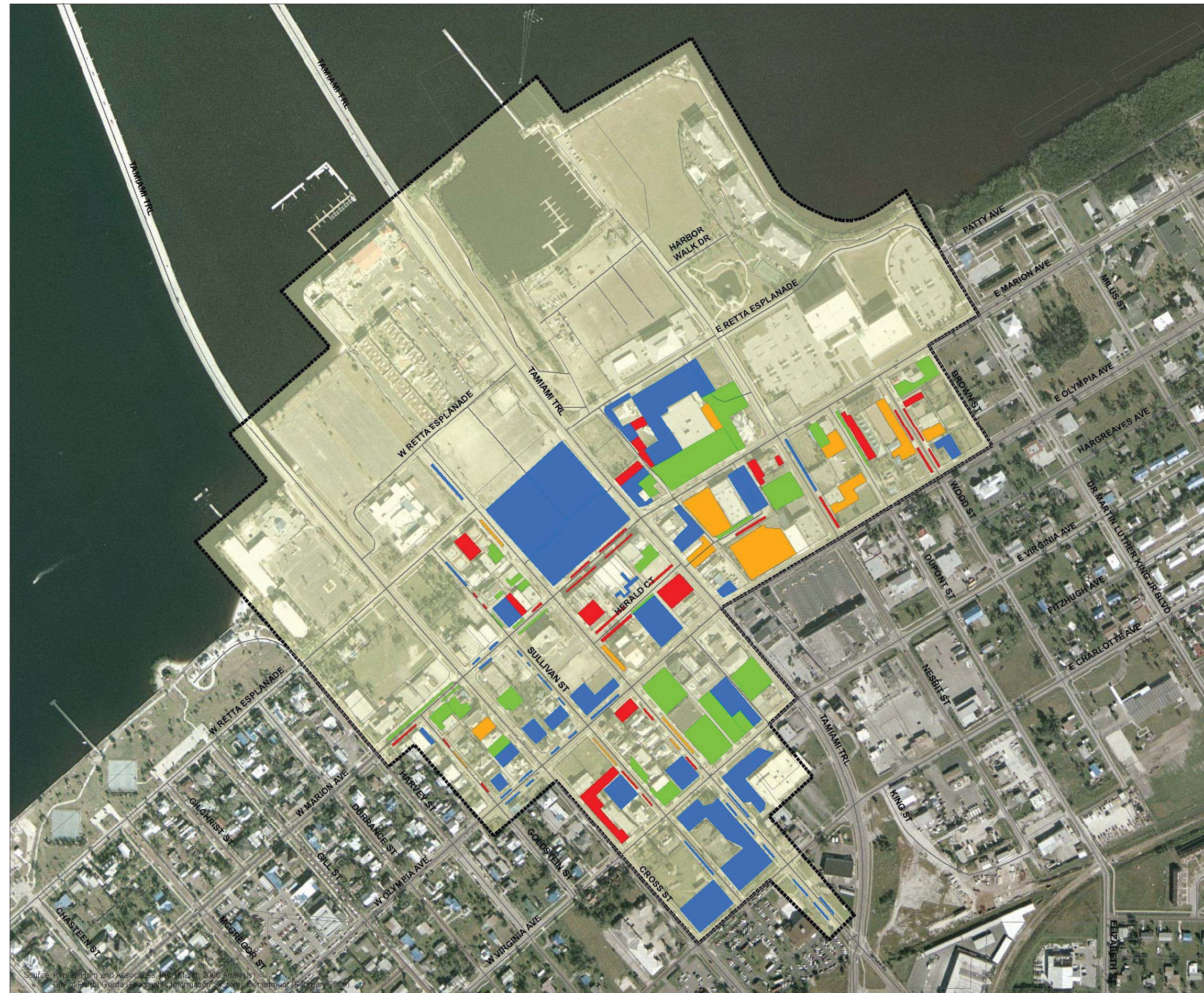
**Kimley-Horn  
and Associates, Inc.**

04899000

March 2006

# CITY OF PUNTA GORDA Downtown Parking Study

PM Peak Hour  
Percentage of Occupied Parking  
(Thursday)



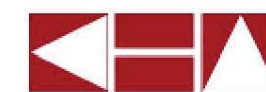
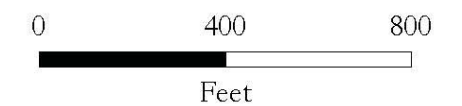
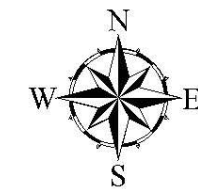
### Legend

Maximum Parking Occupancy (Percentage)

- < 26%
- 26% - 50%
- 51% - 75%
- > 75%

Other Features

- Parcel Boundary
- Parking Study Area



**Kimley-Horn  
and Associates, Inc.**

04899000

March 2006

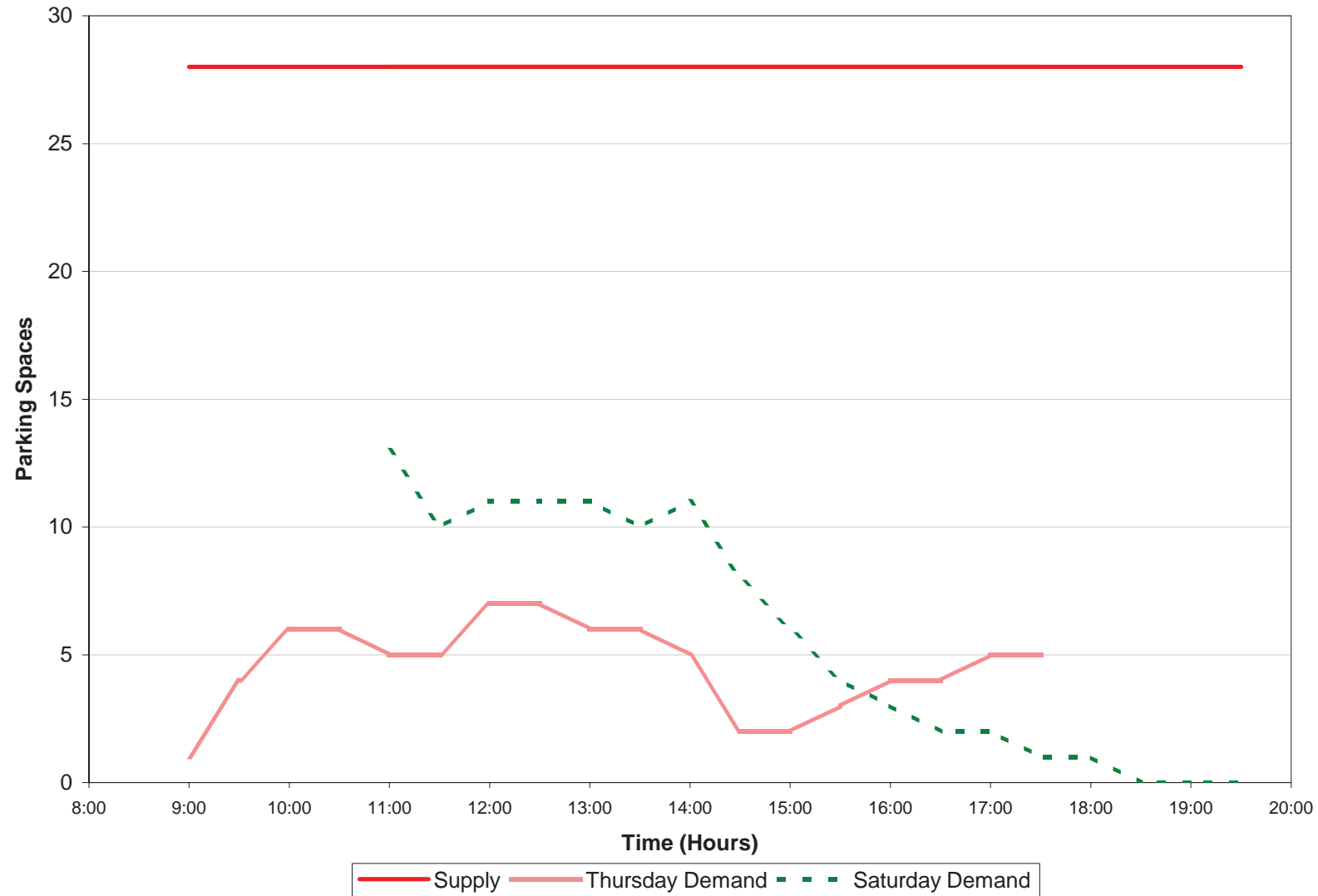
Source: Kimley-Horn and Associates, Inc. (March 2006 Analysis)  
City of Punta Gorda Geographic Information Systems Department (February 2006)

APPENDIX C:  
Parcel Parking Summaries



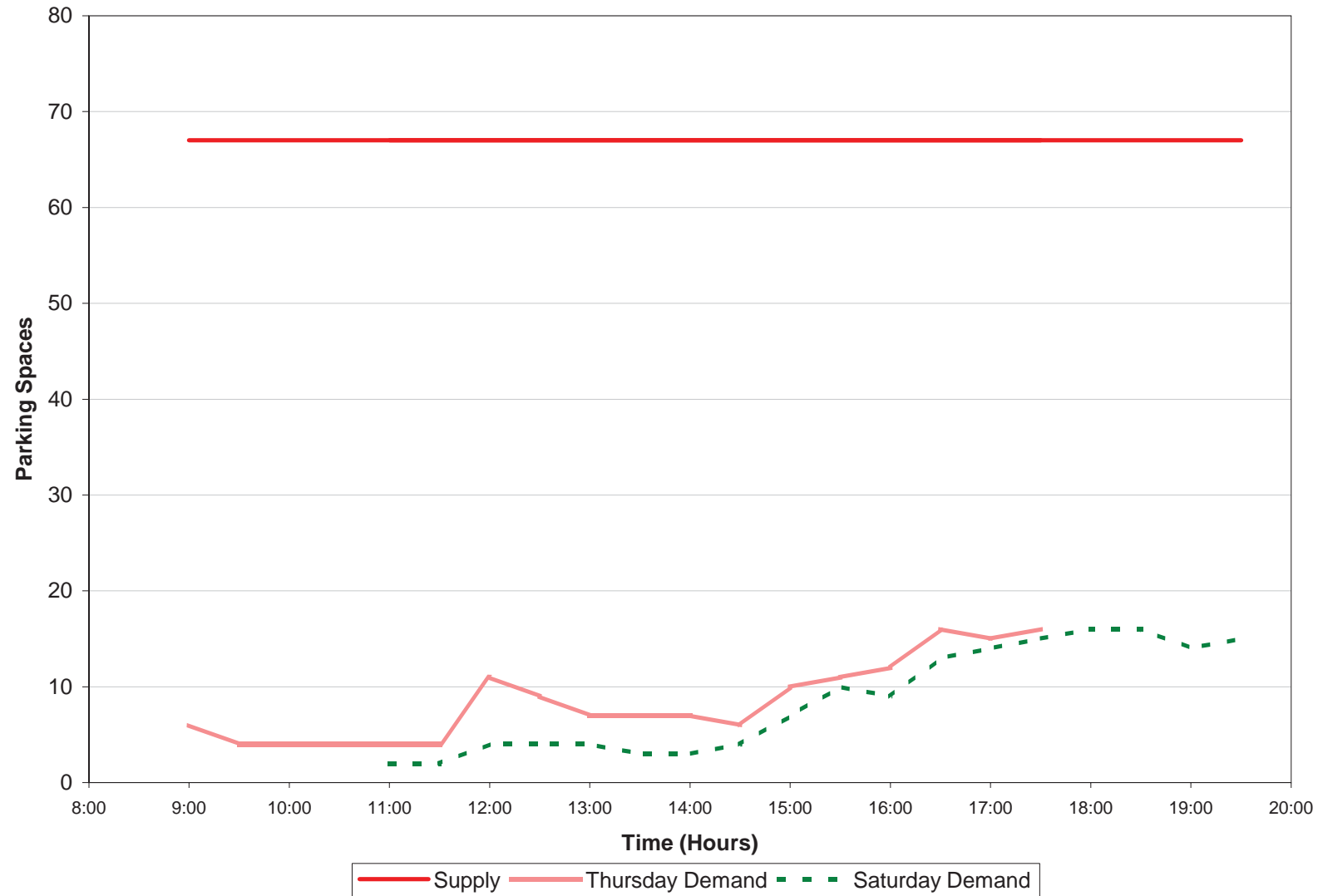
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #41



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #43



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

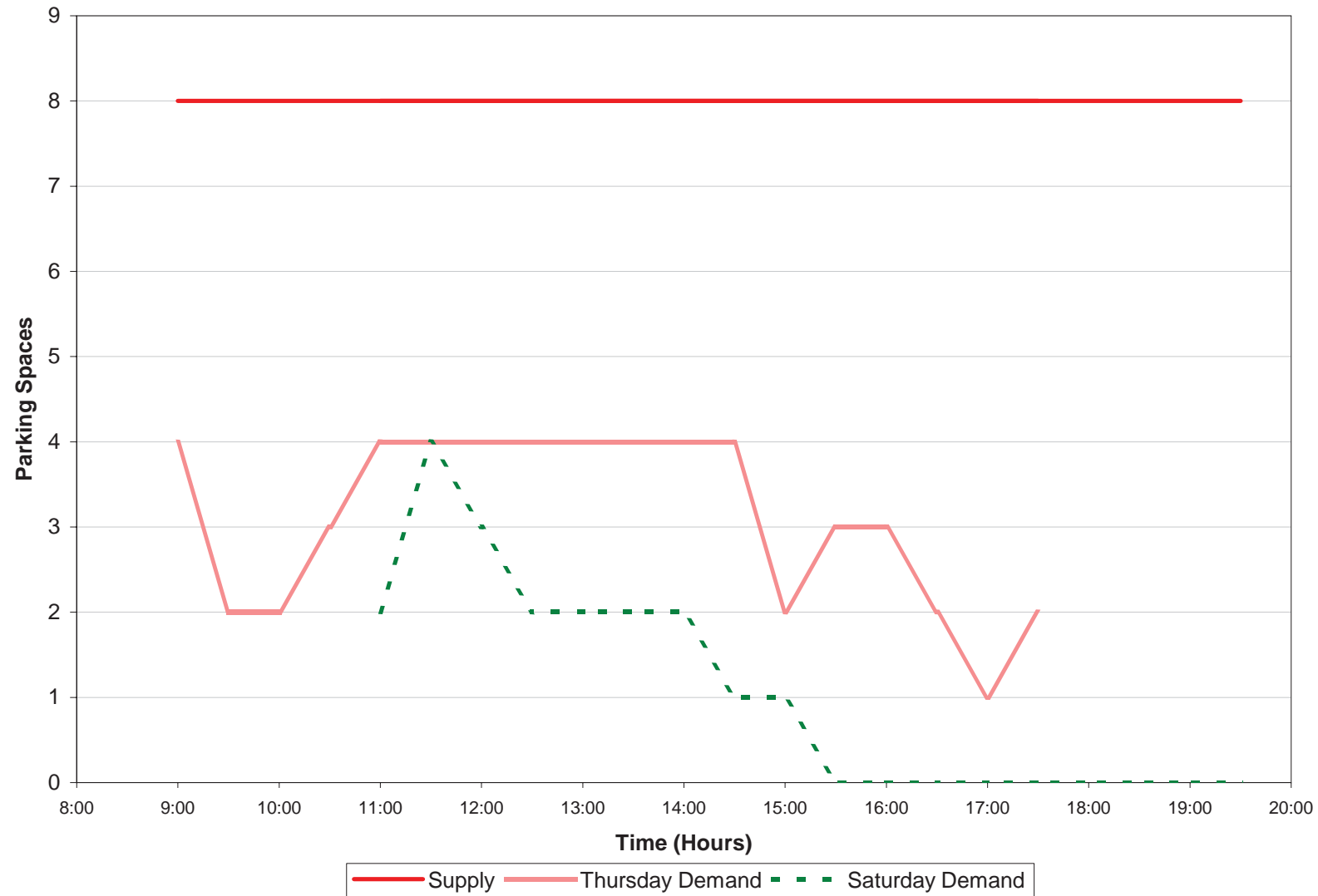
**Herald Court Municipal Lot**

**Lot ID #44**



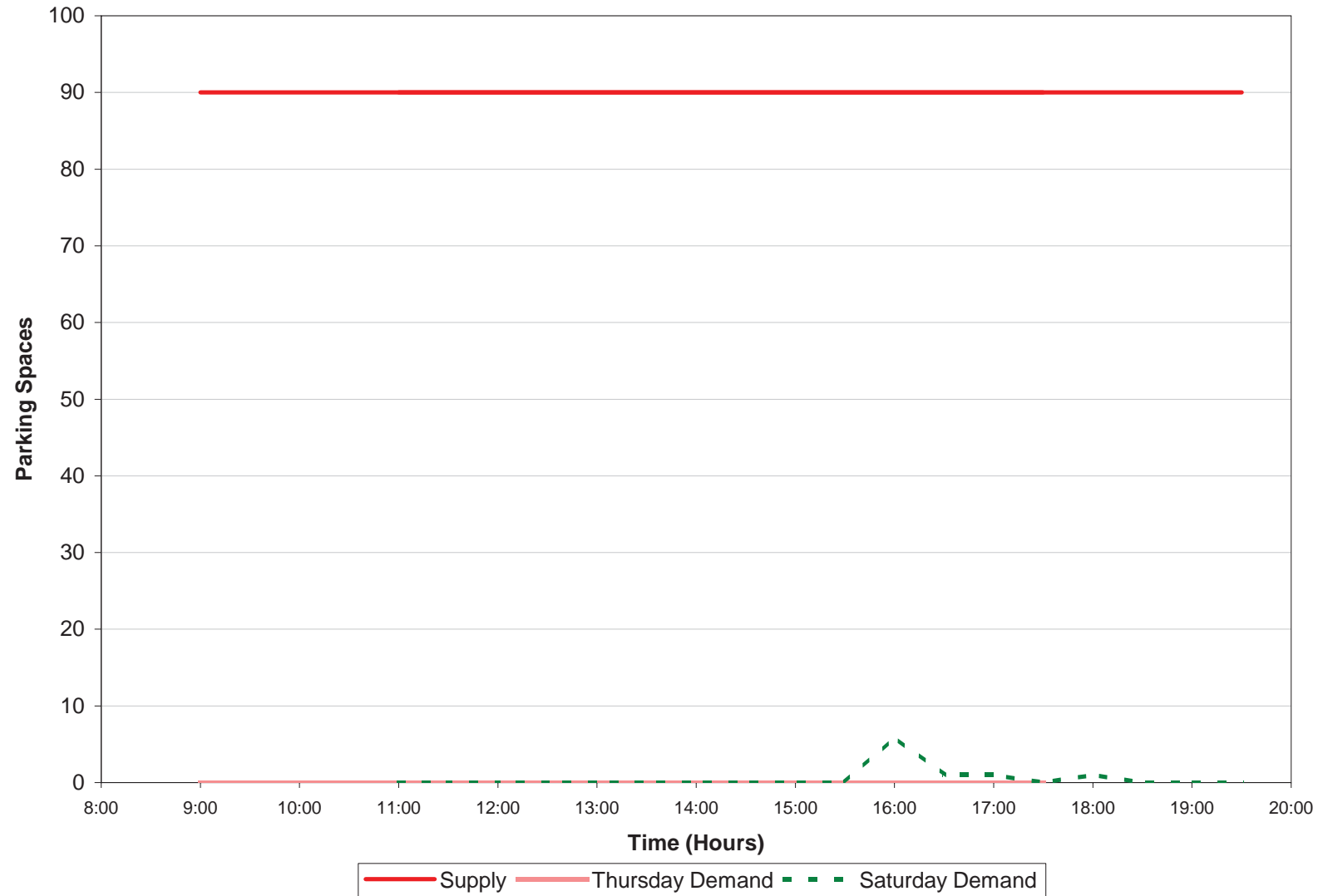
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #45



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

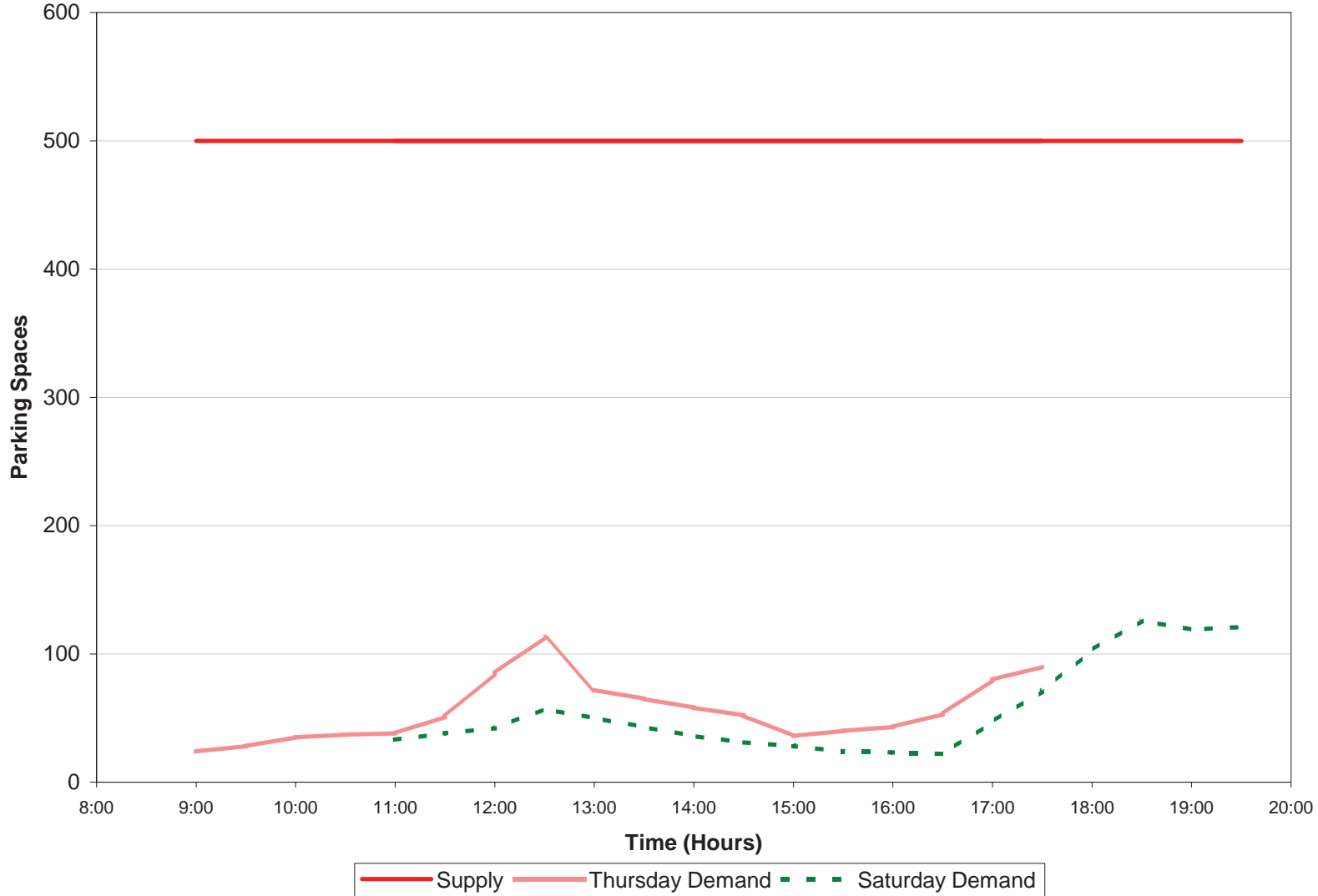
Lot ID #46



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

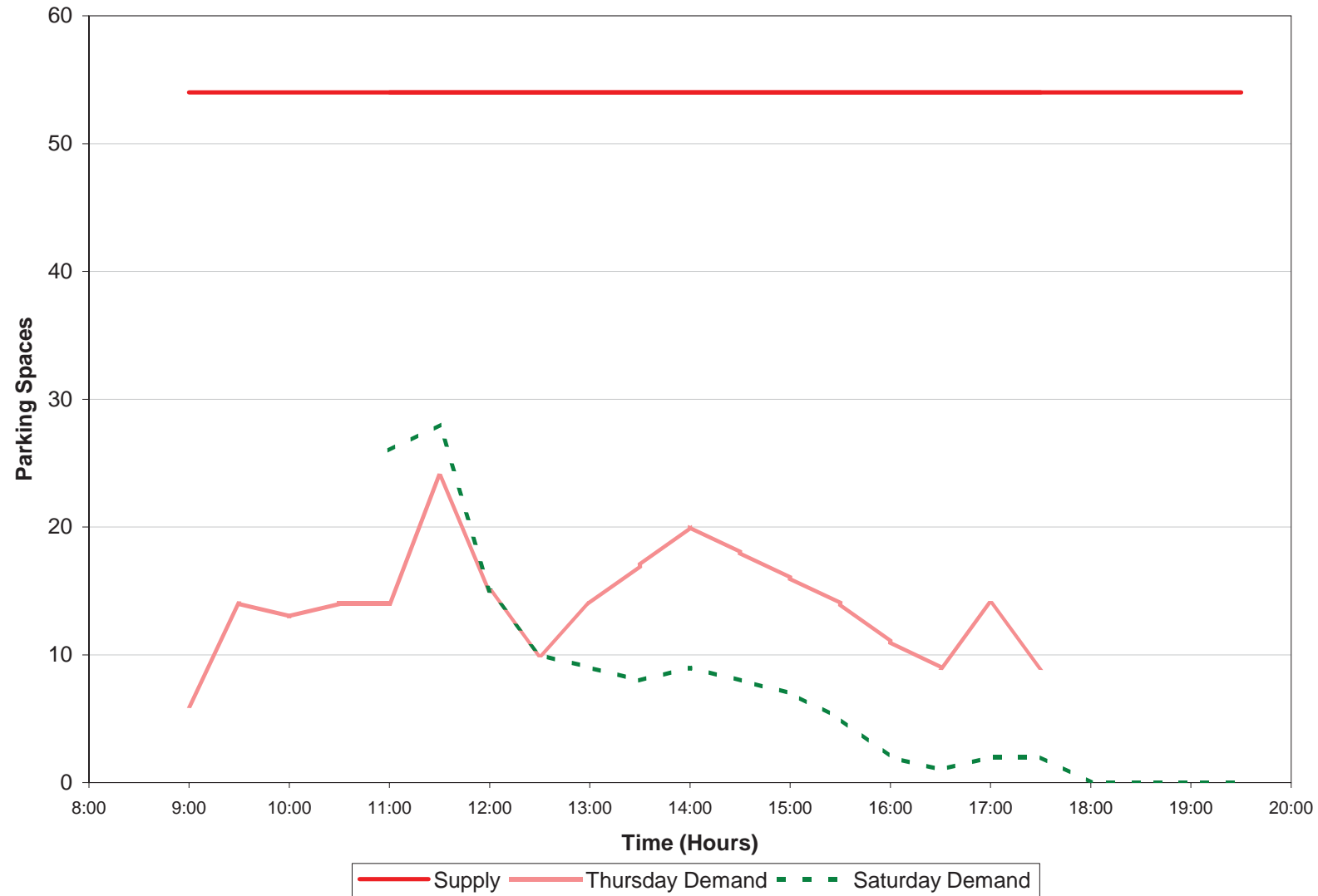
**Marion Ave (Large Surface Lot)**

**Lot ID #50**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

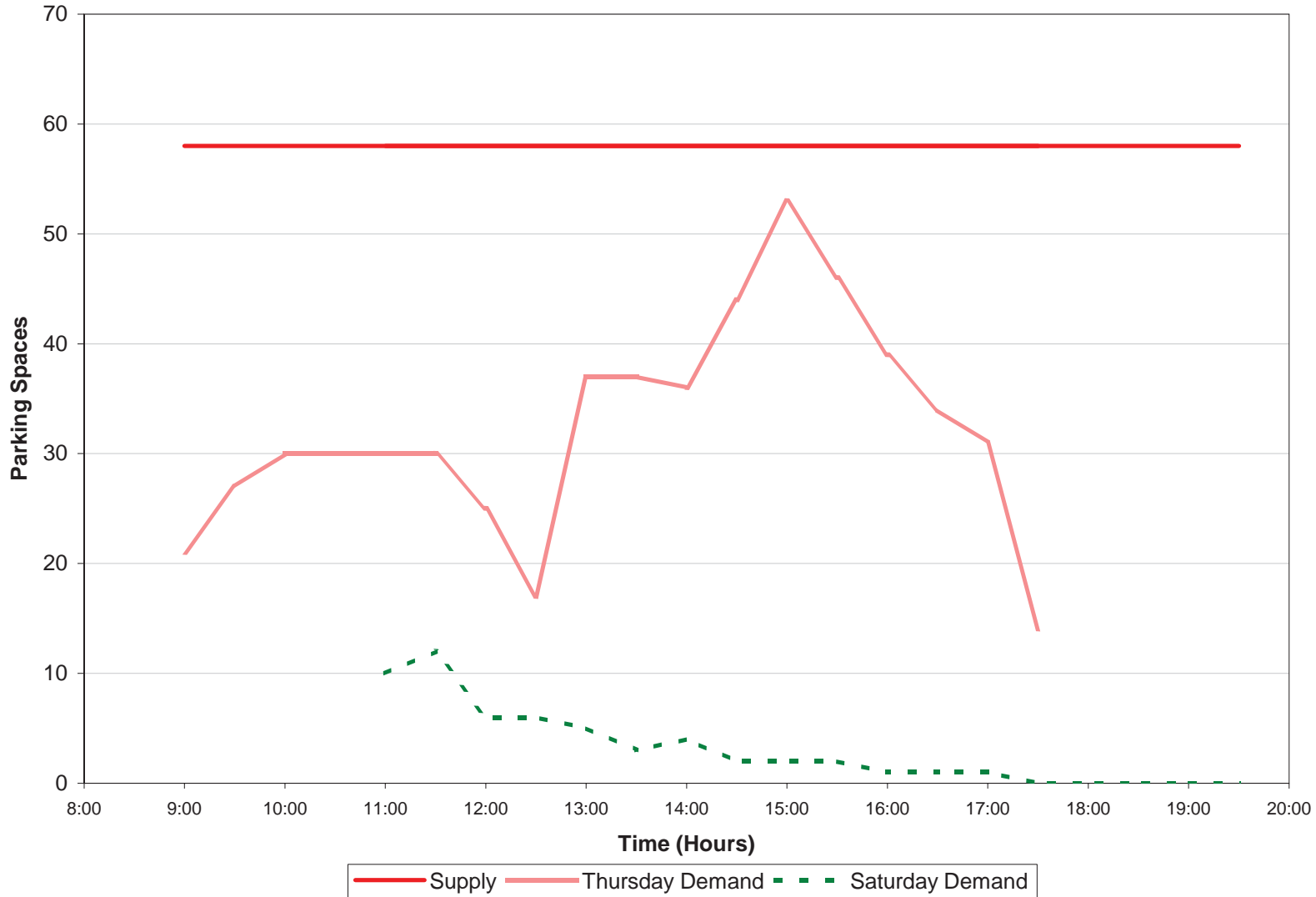
**Lot ID #54**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Bank of America Parking Lot**

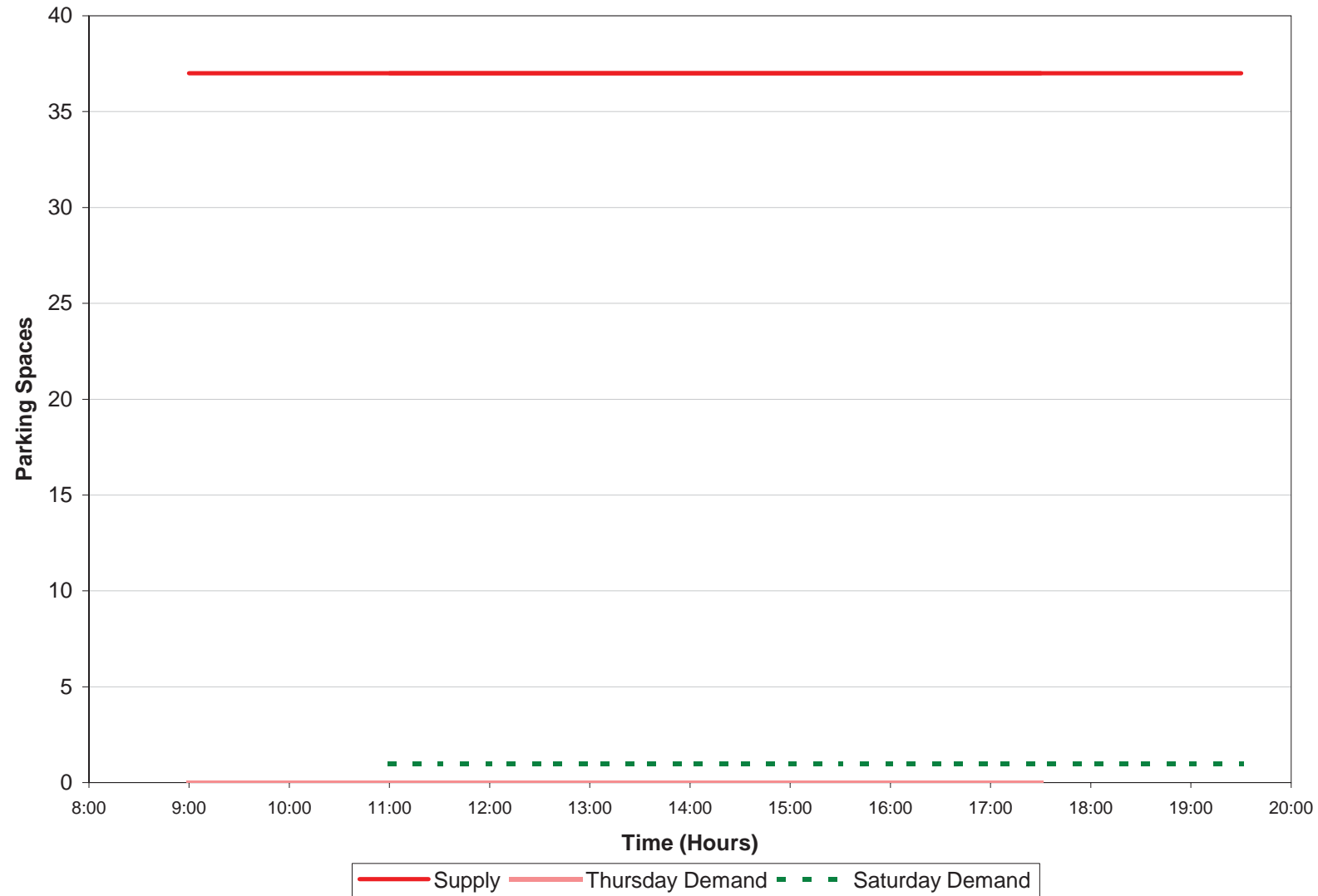
**Lot ID #56**





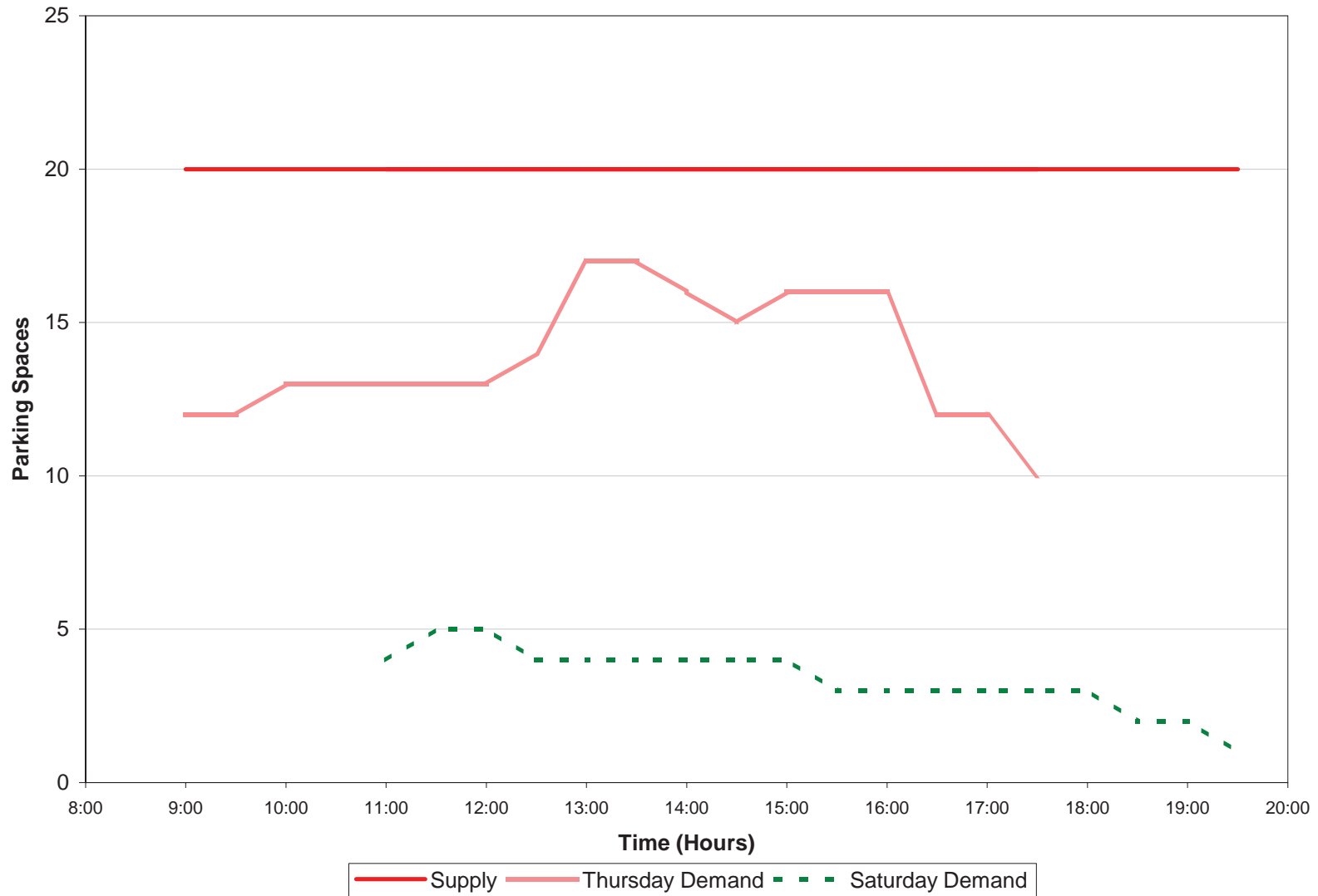
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #96



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #101**



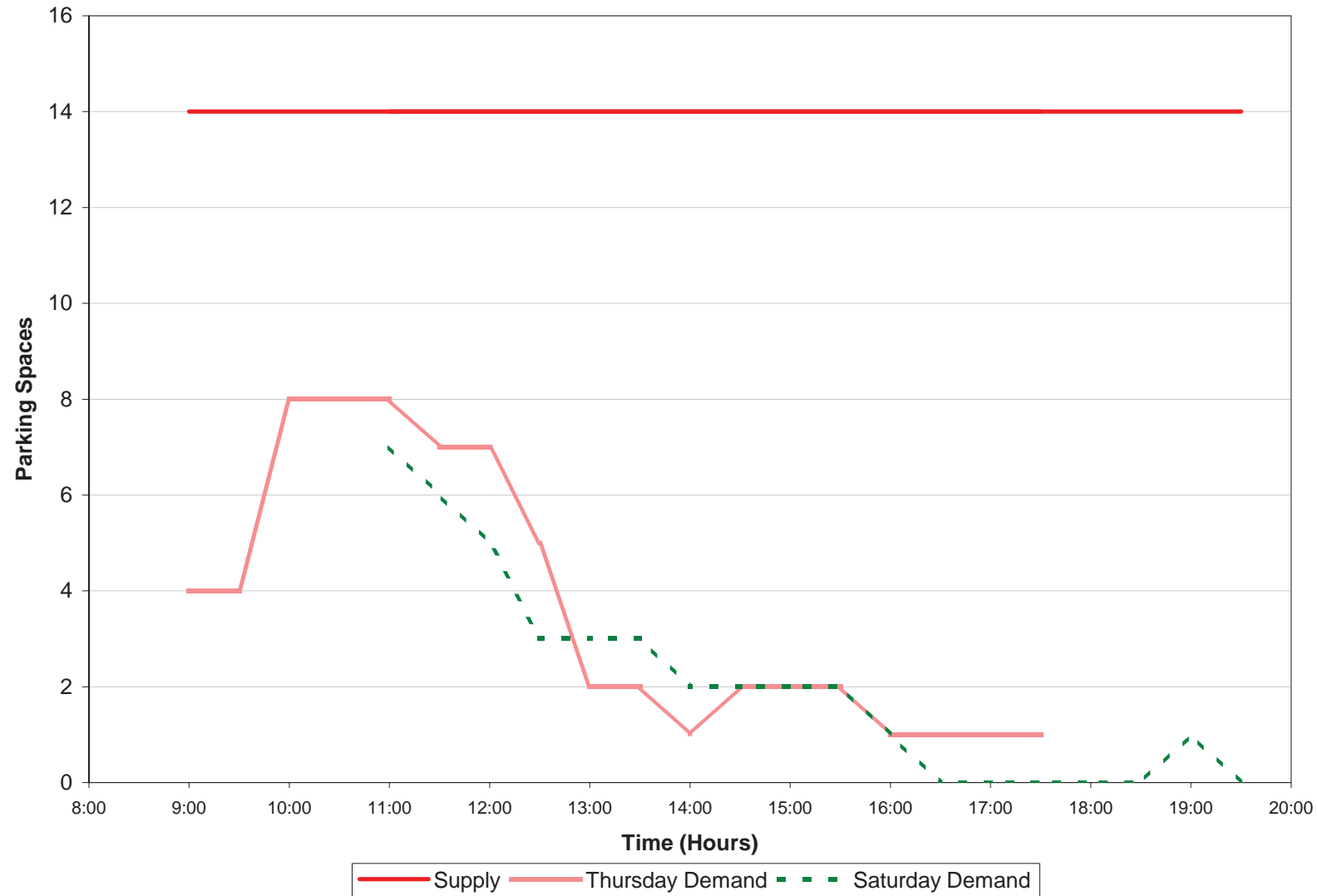
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #102



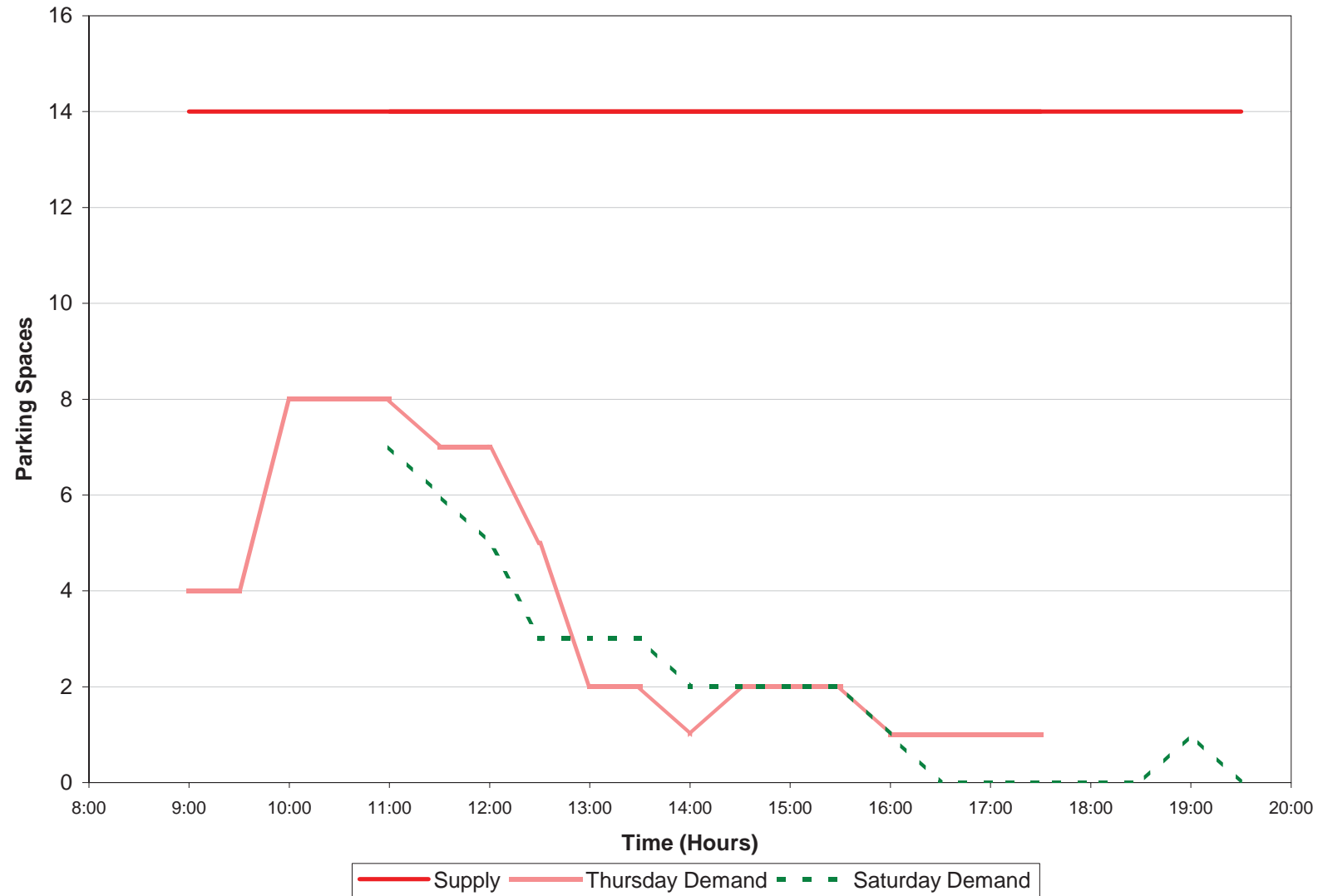
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #103



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #103



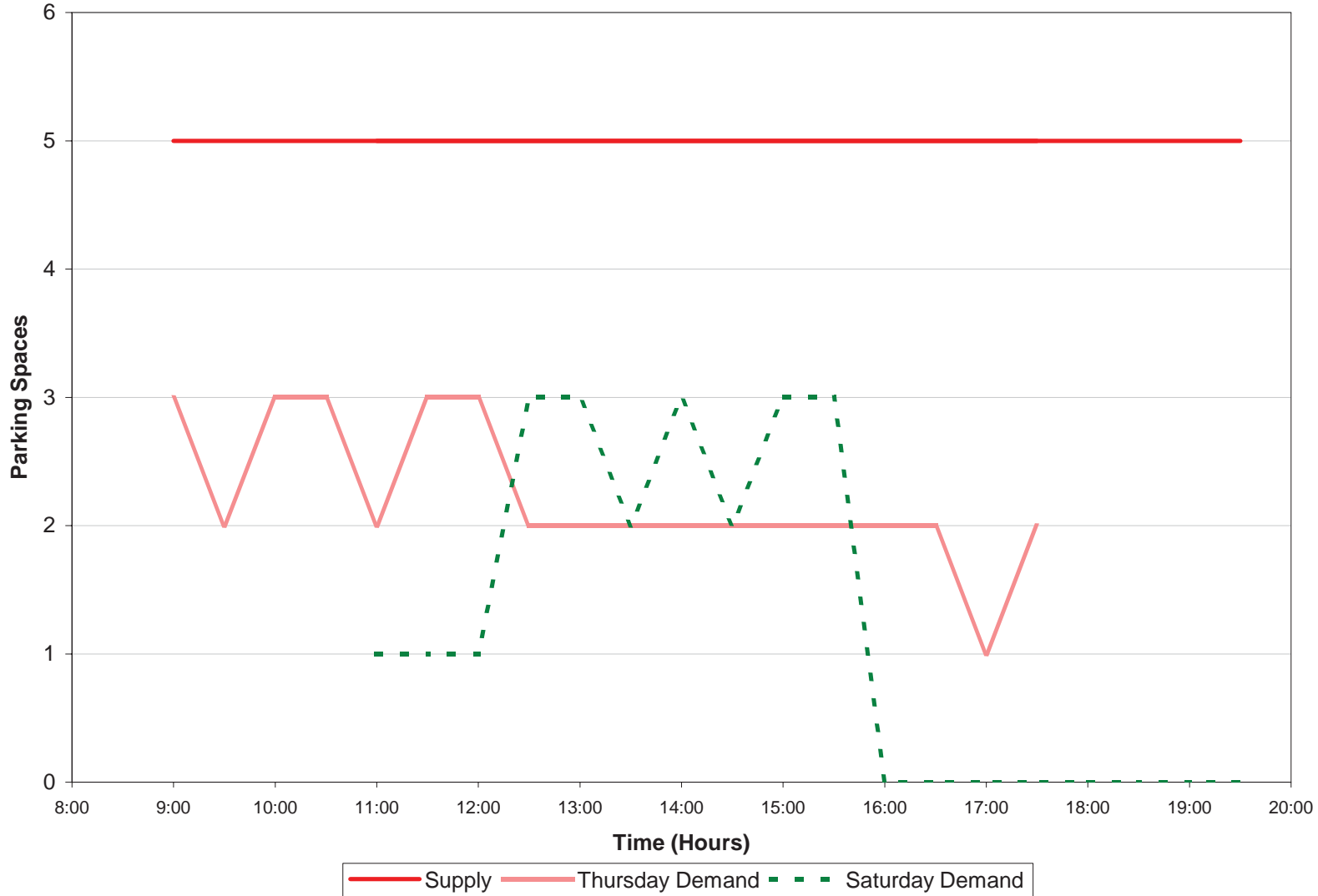
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #106



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #107



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

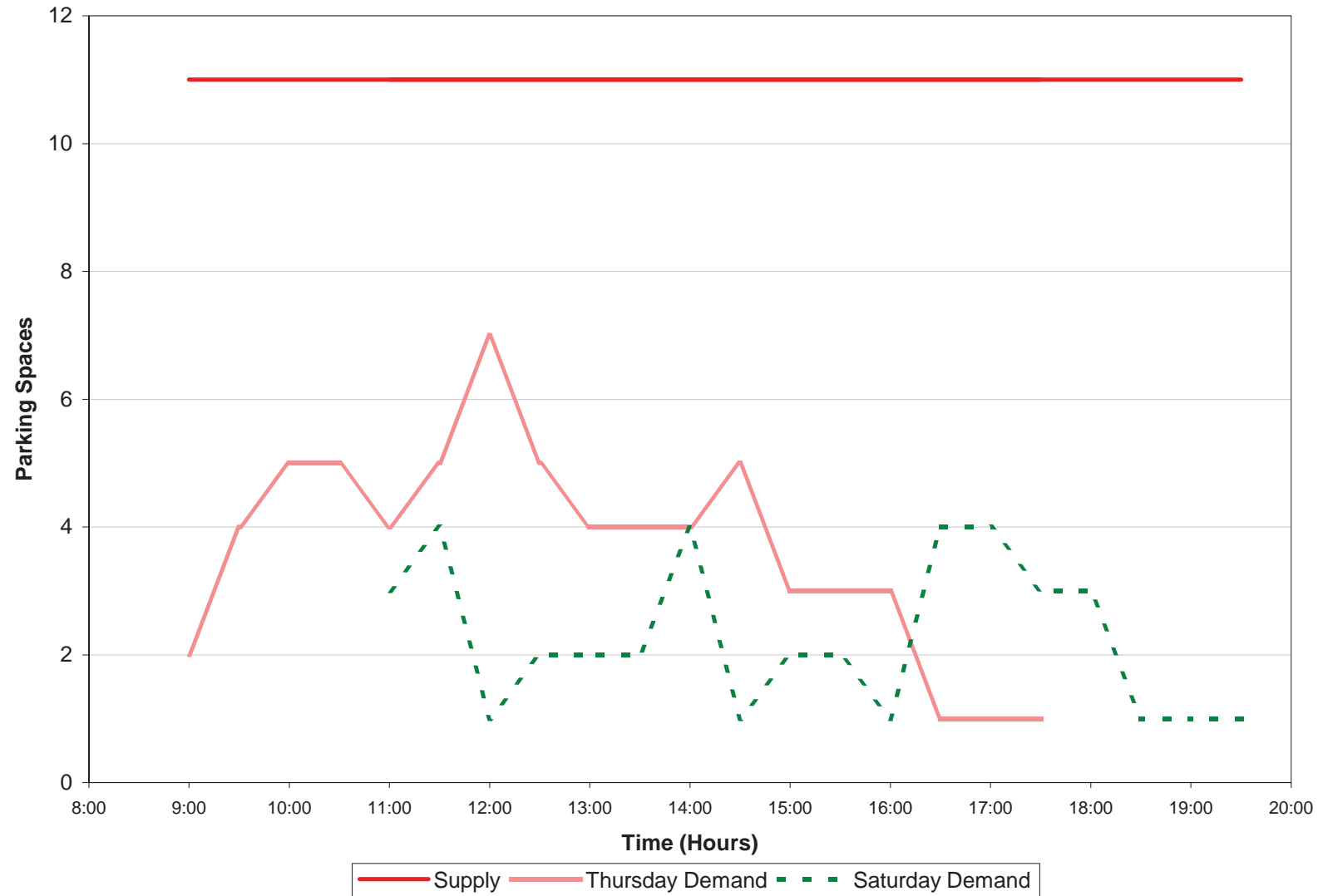
**Lot ID #108**





# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #111



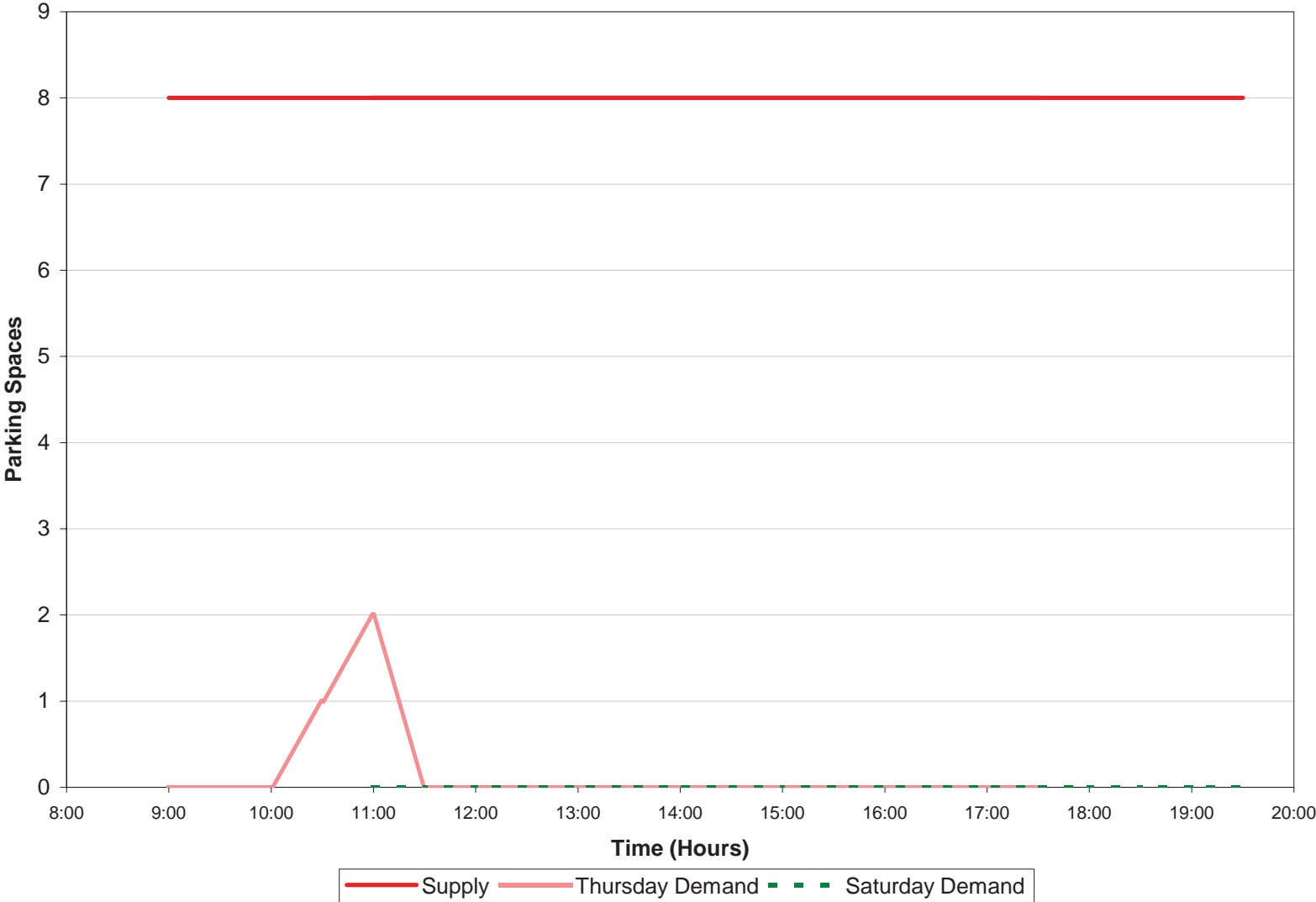
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #112**



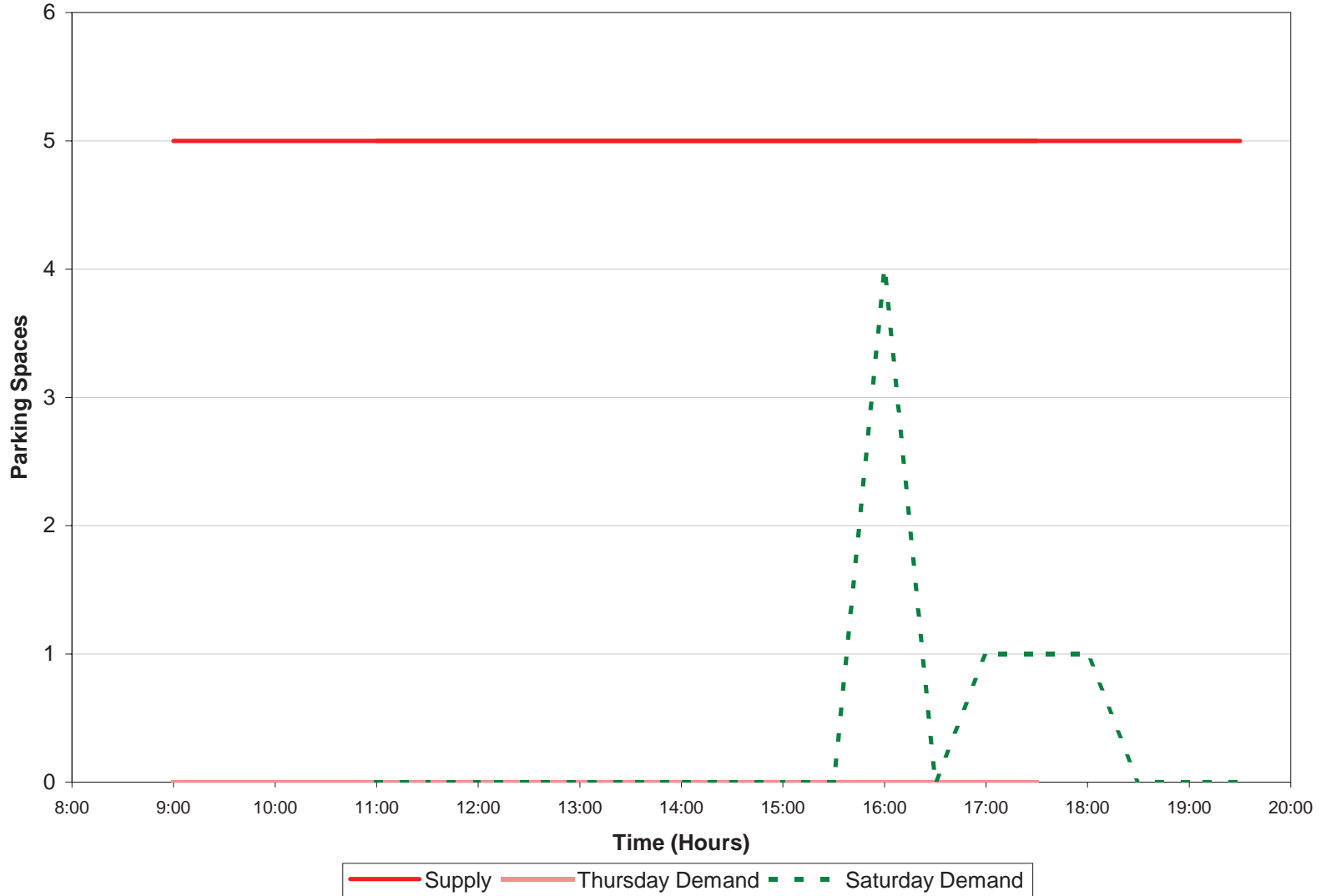
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #114**



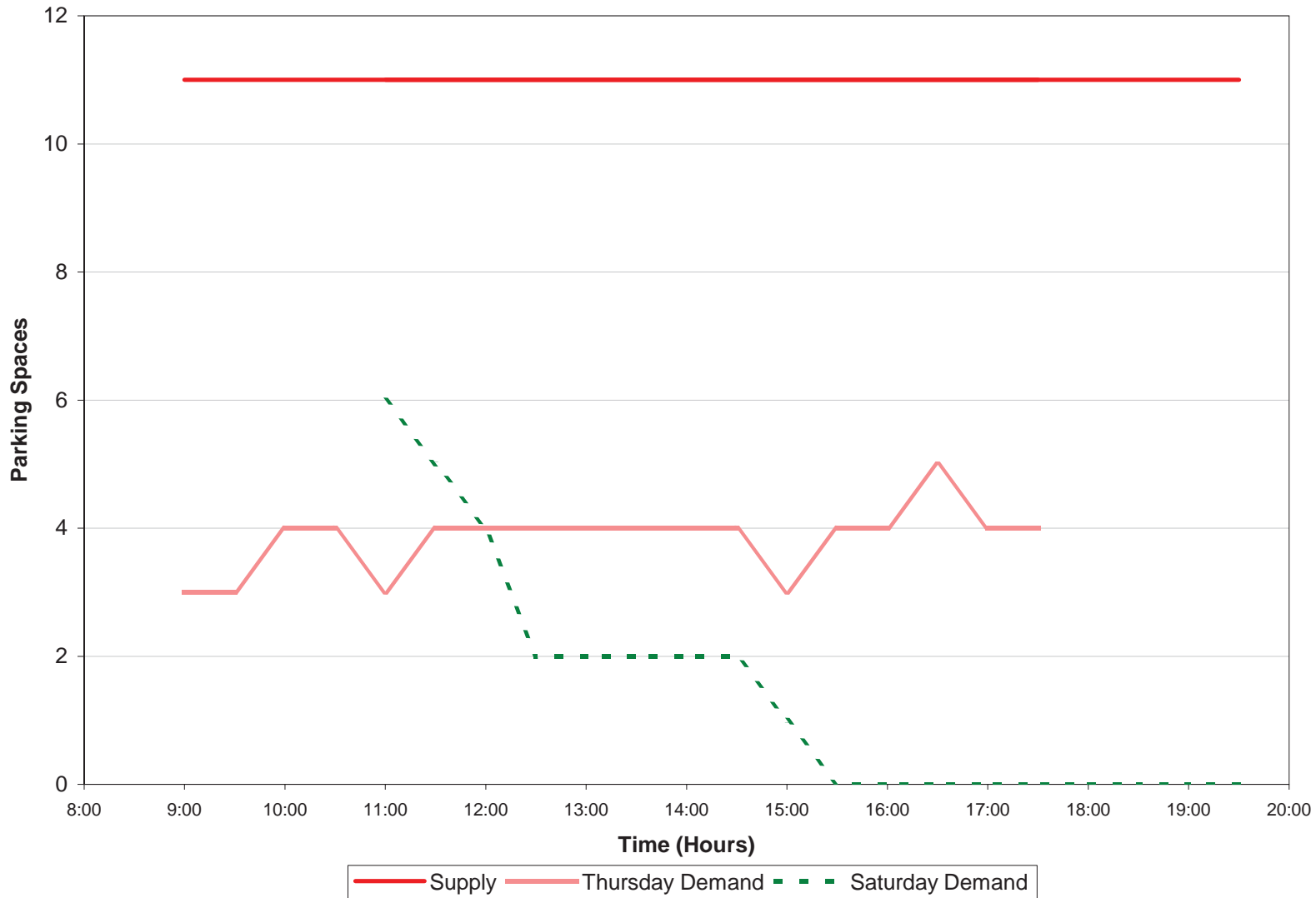
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #115



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #116



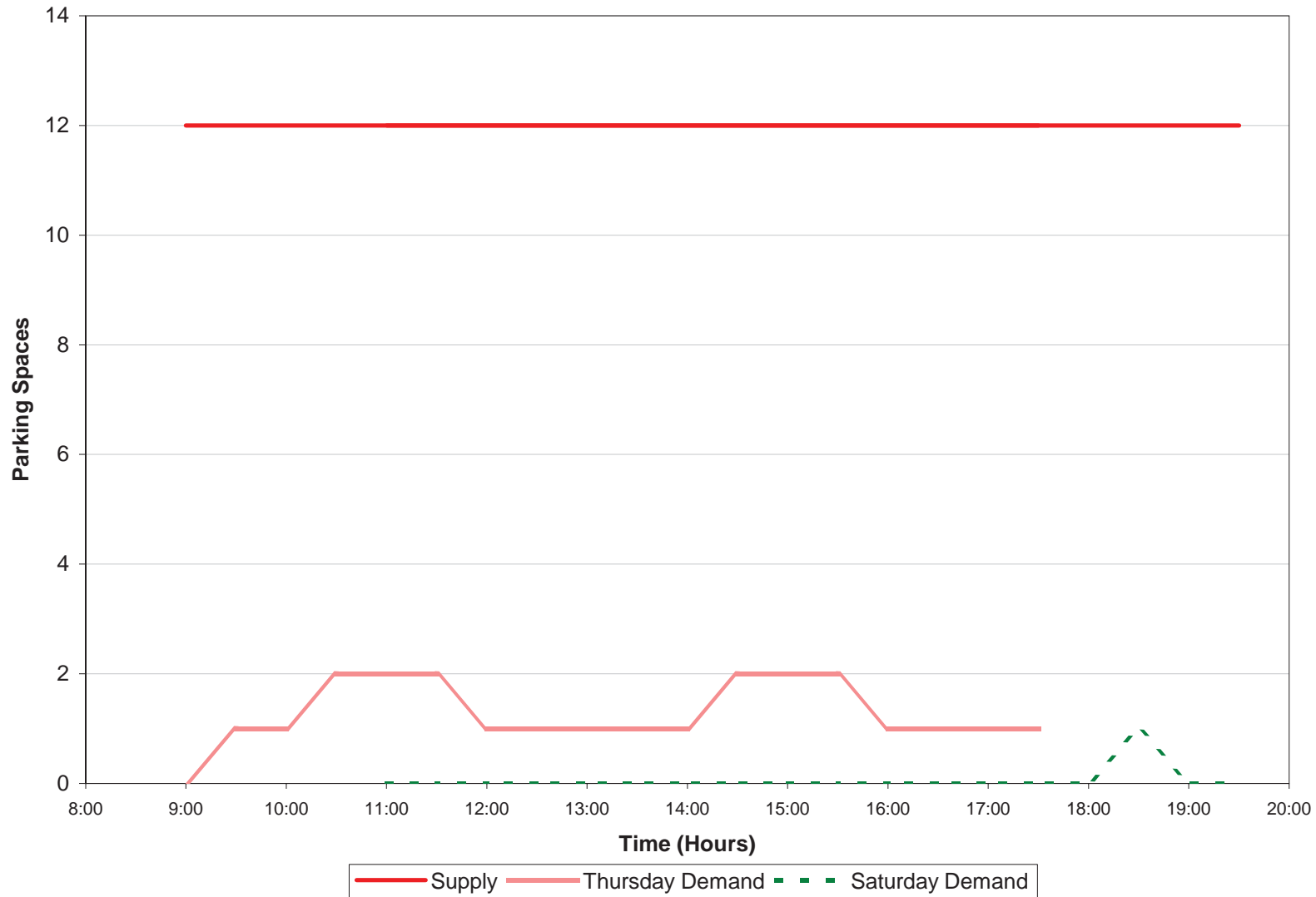
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #117



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #118



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #120**





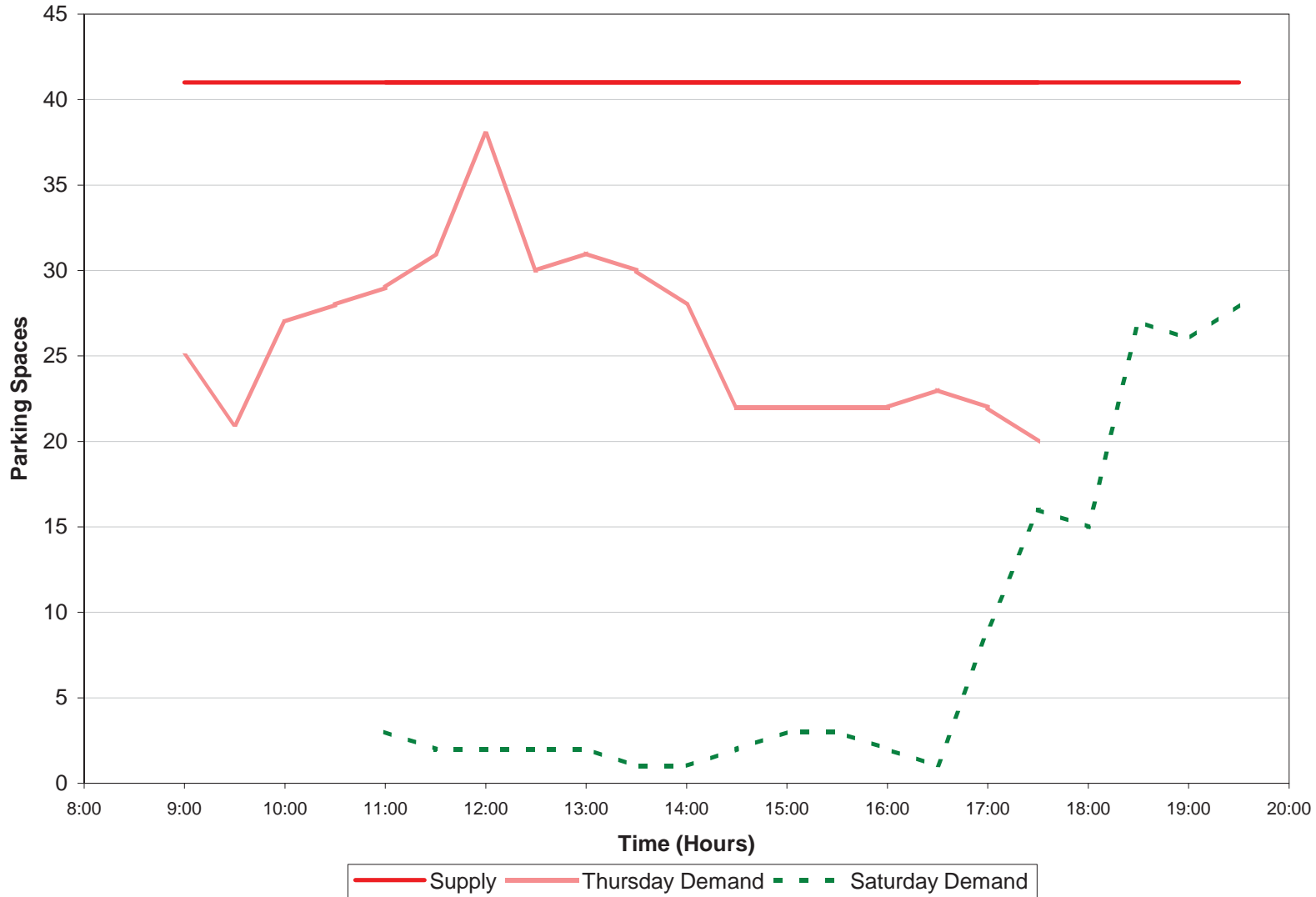
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #121



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #123



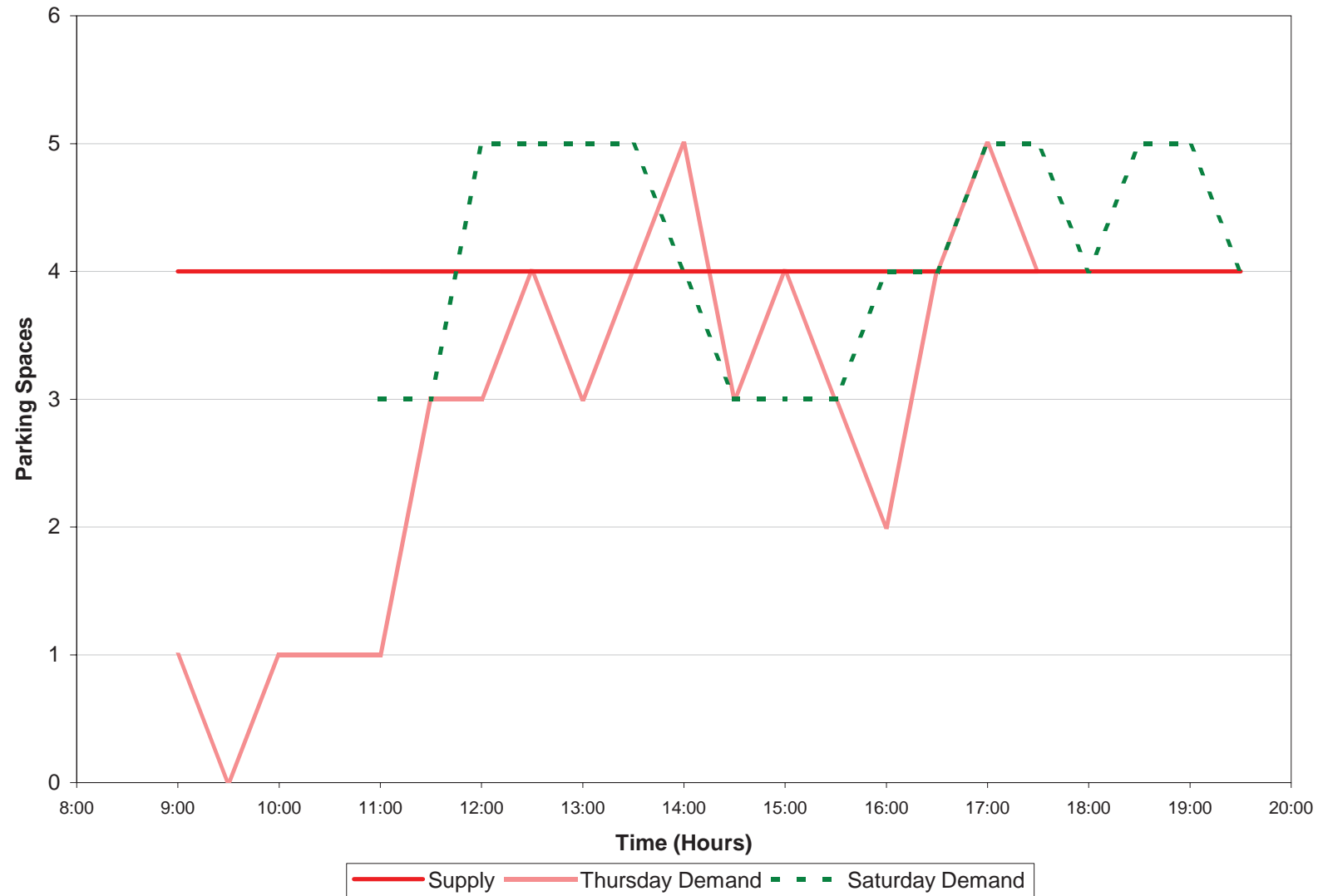
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #124**



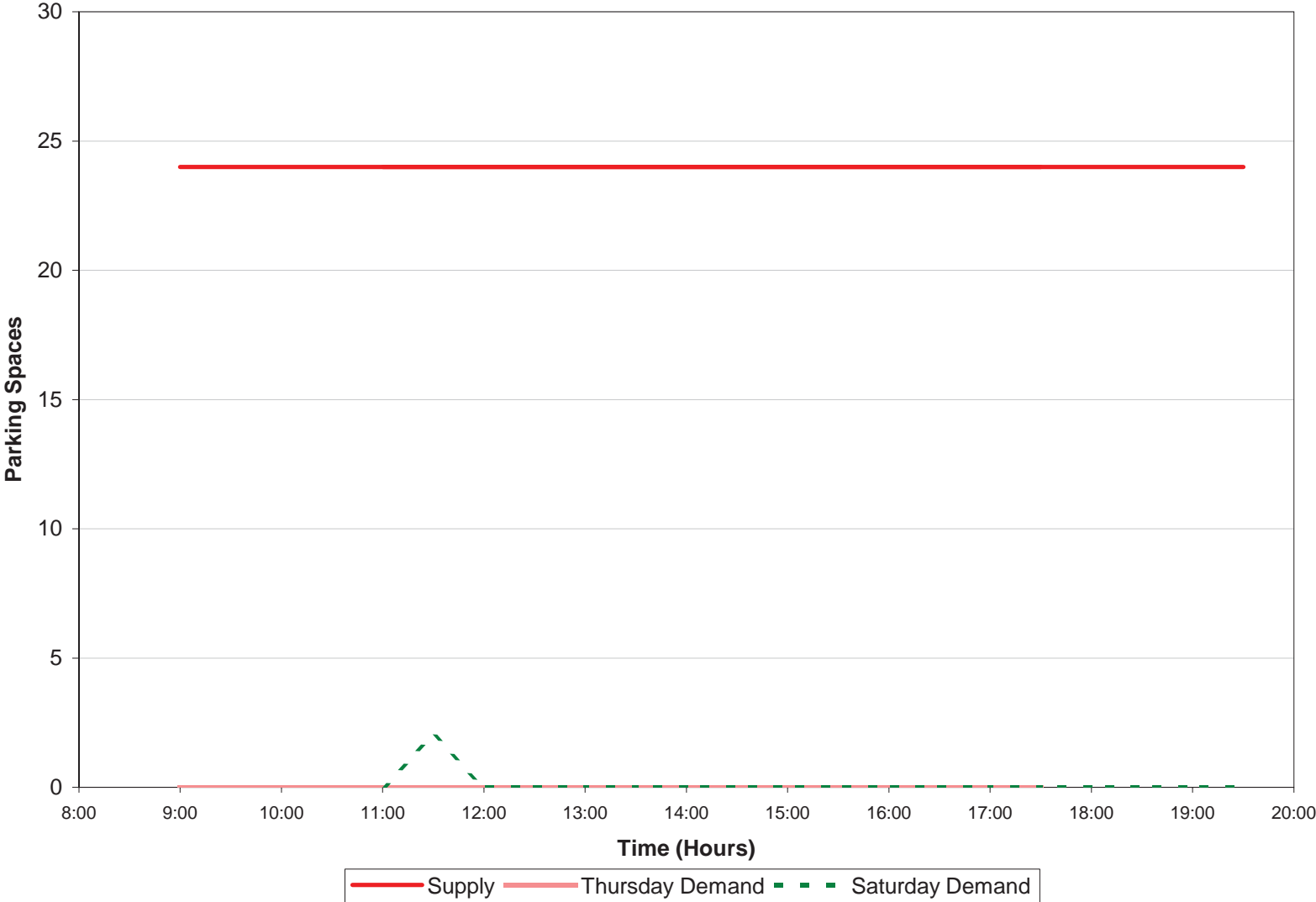
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #125**



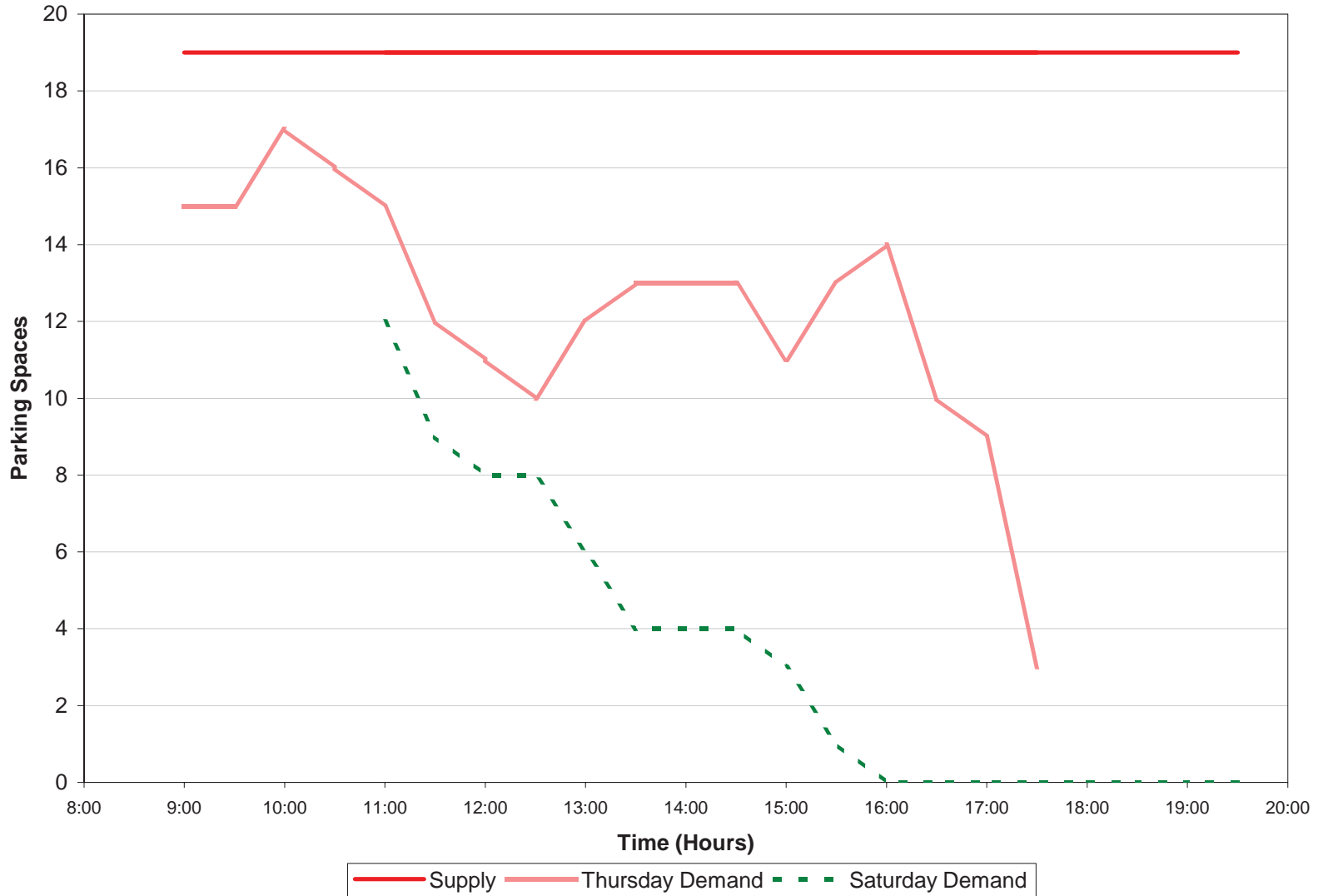
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #126**



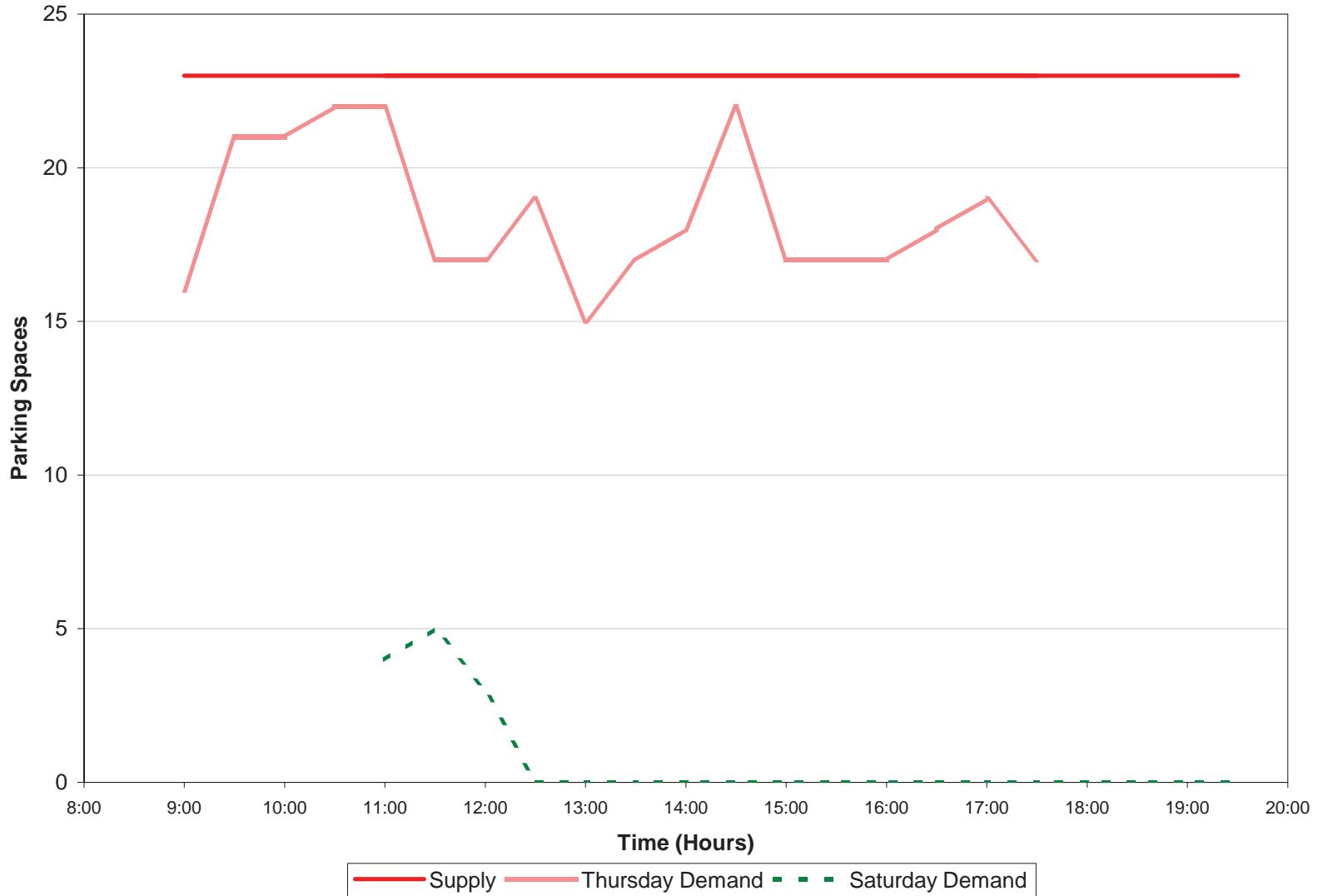
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #128**



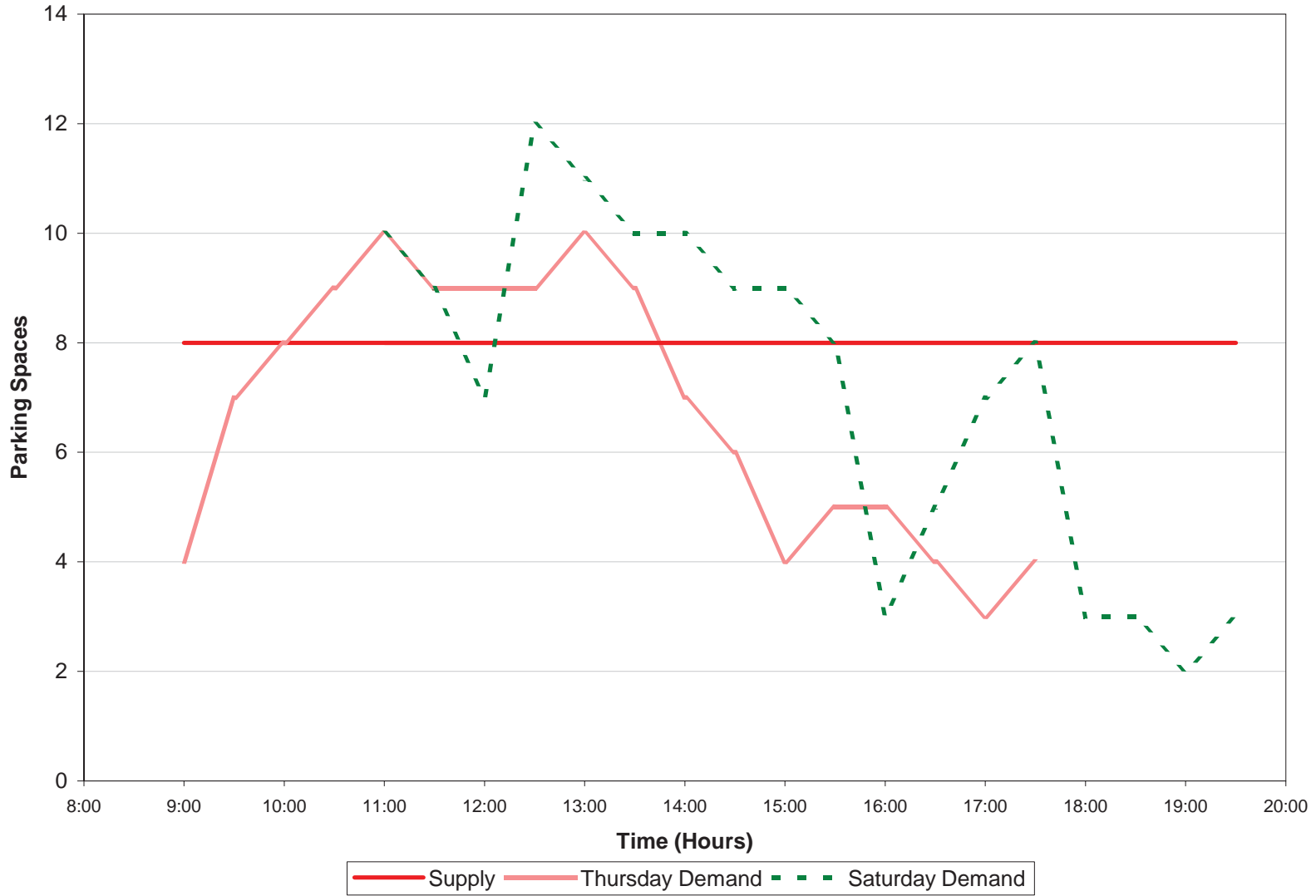
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #129**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #130**





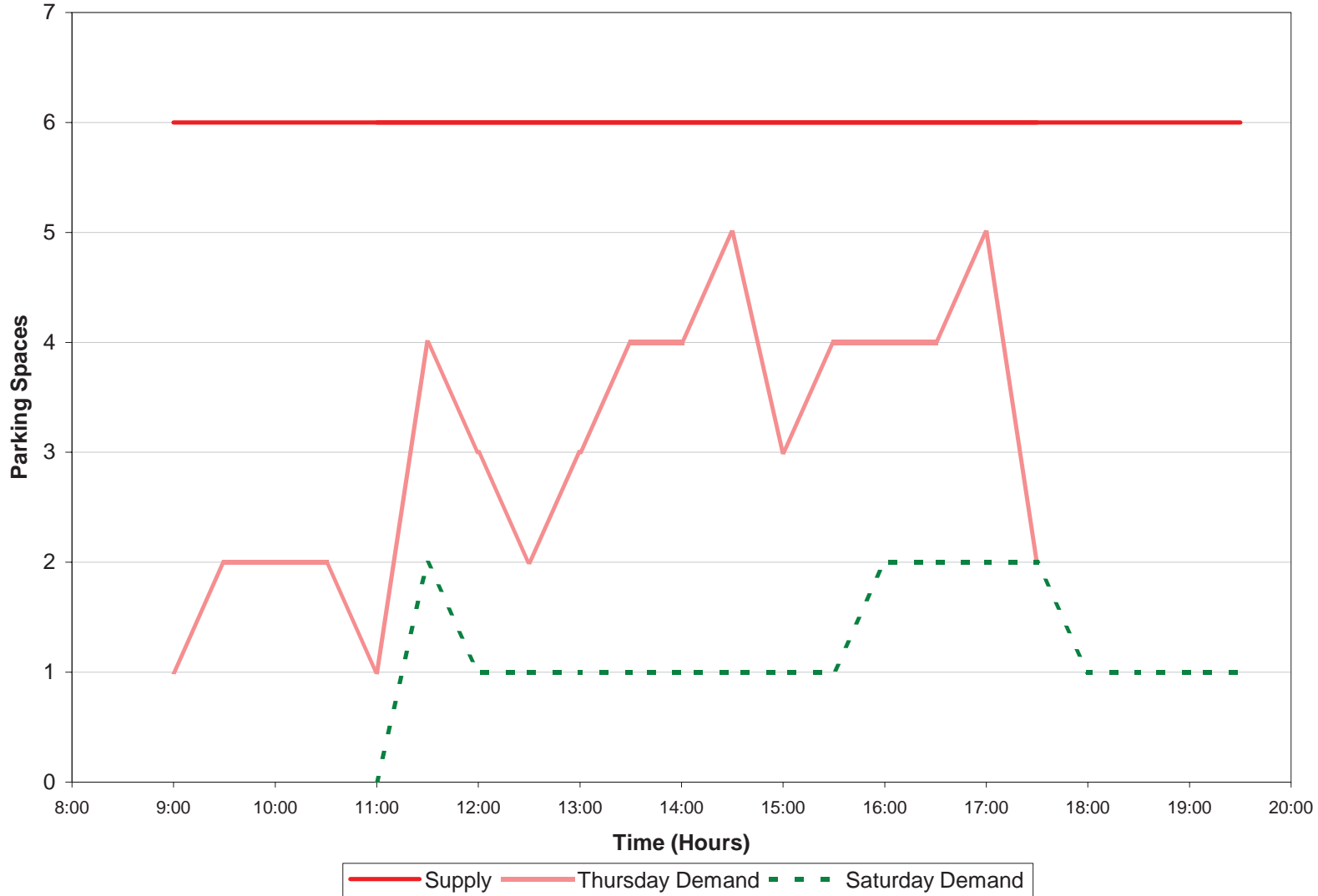
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #131**



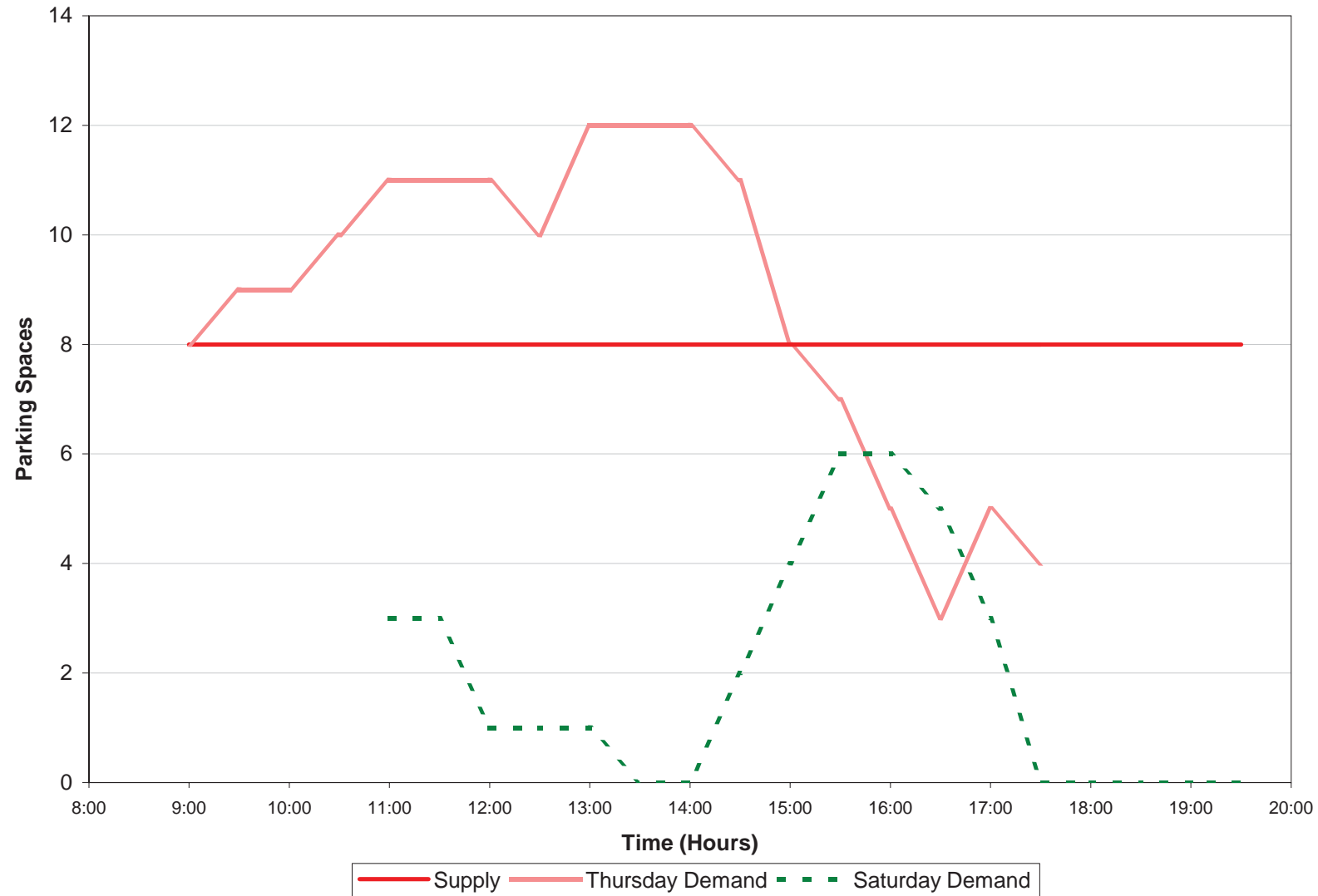
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #132**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #133**



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #134



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #134



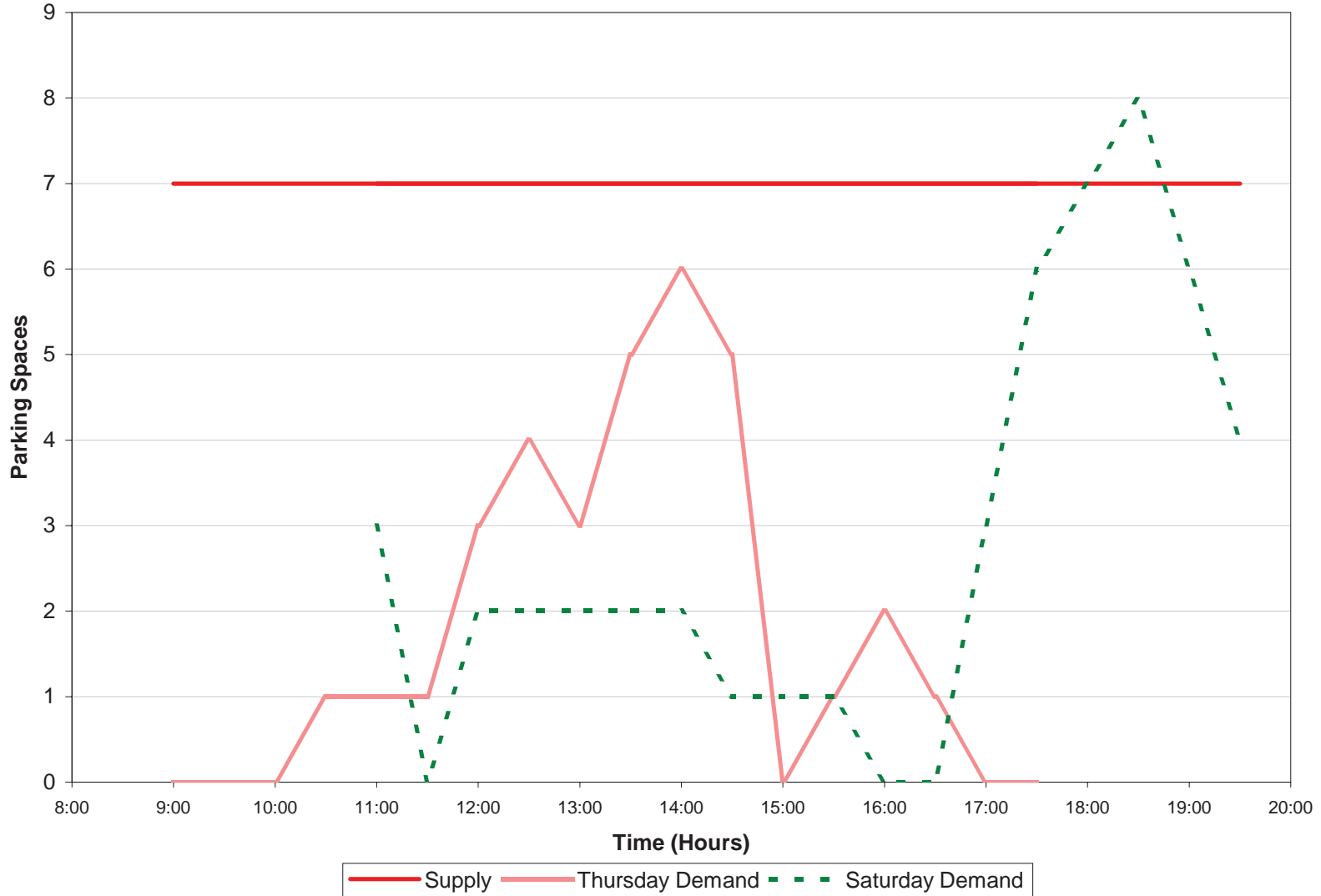
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #146



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #147**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #148**





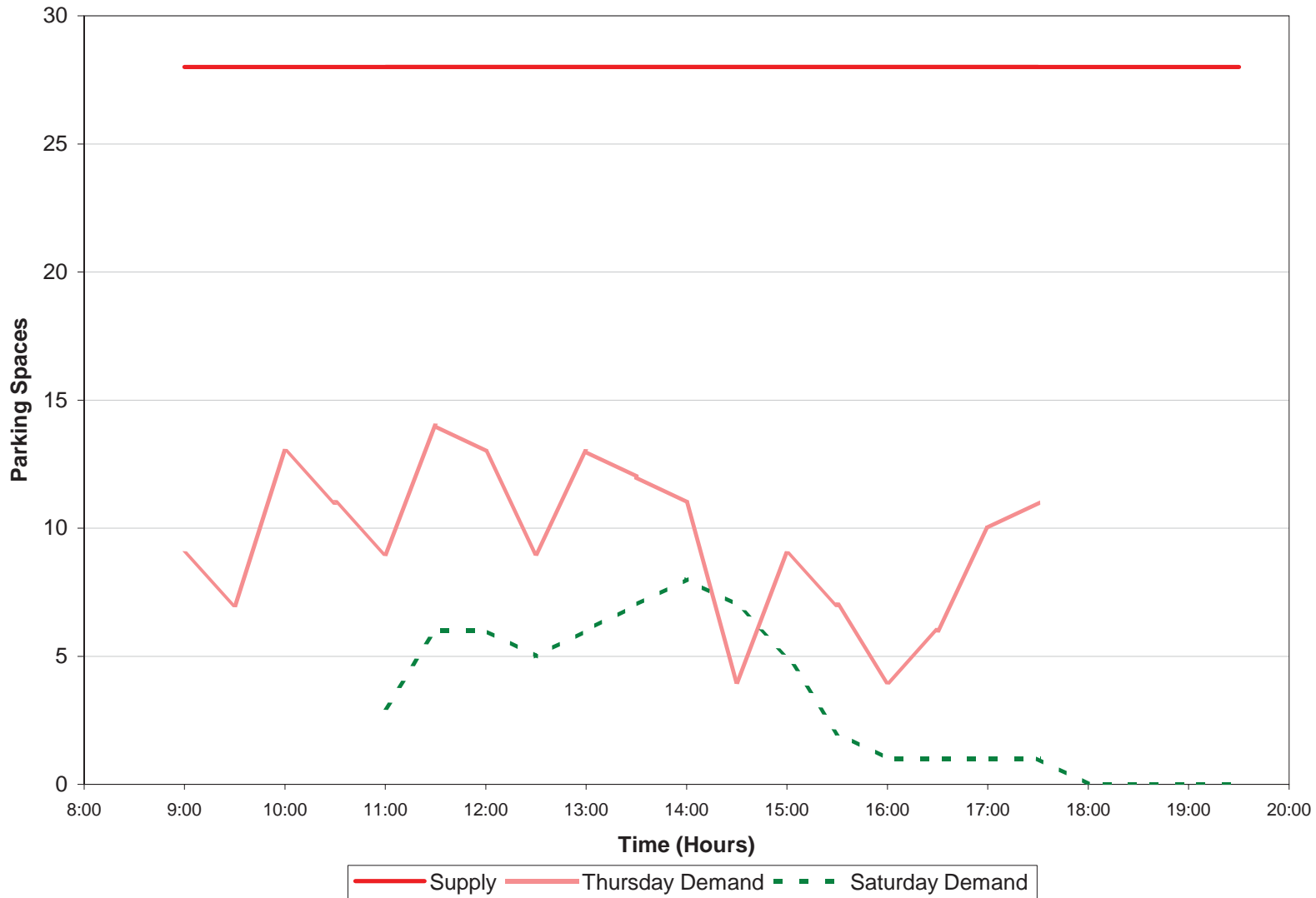
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #150



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #152



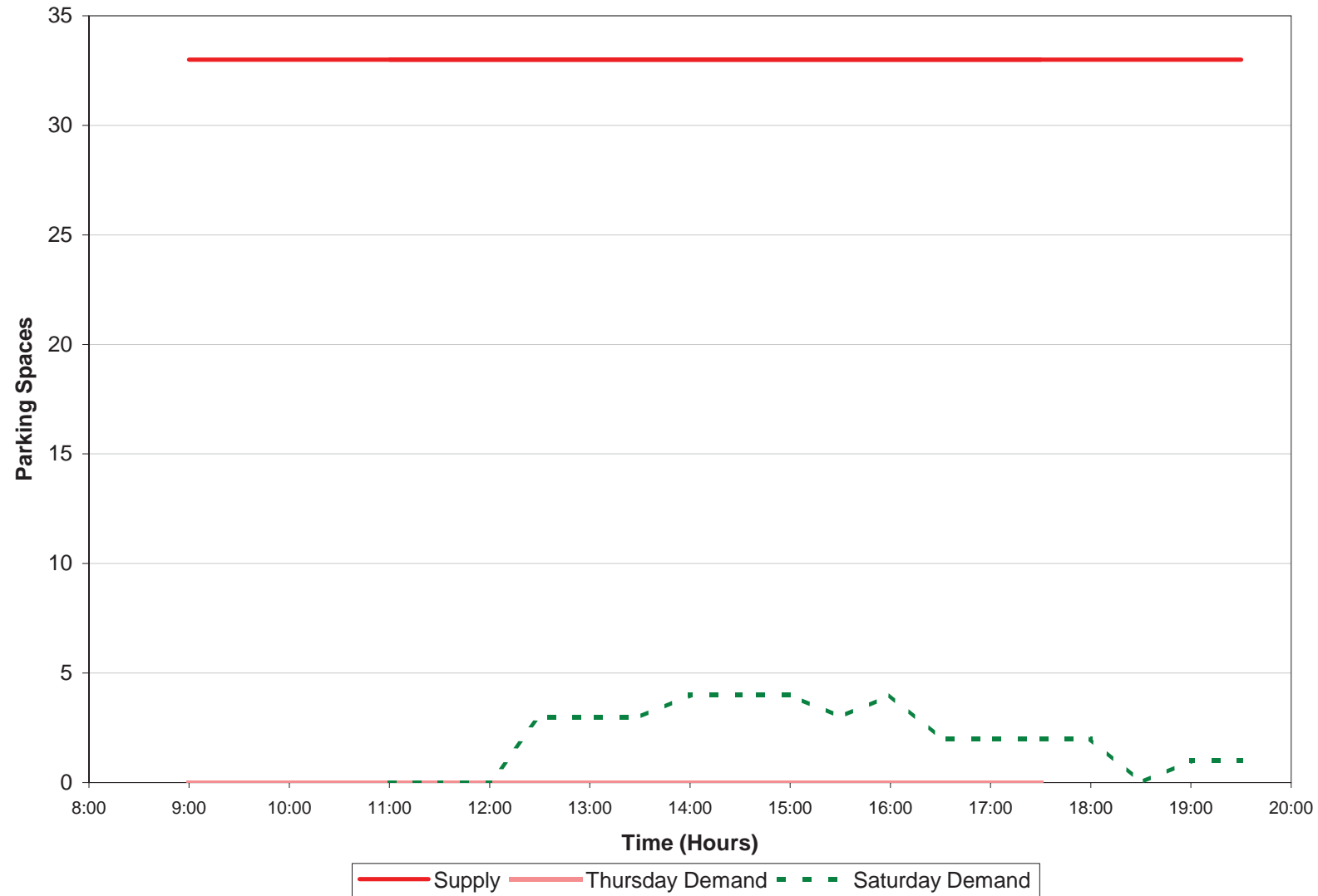
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #153



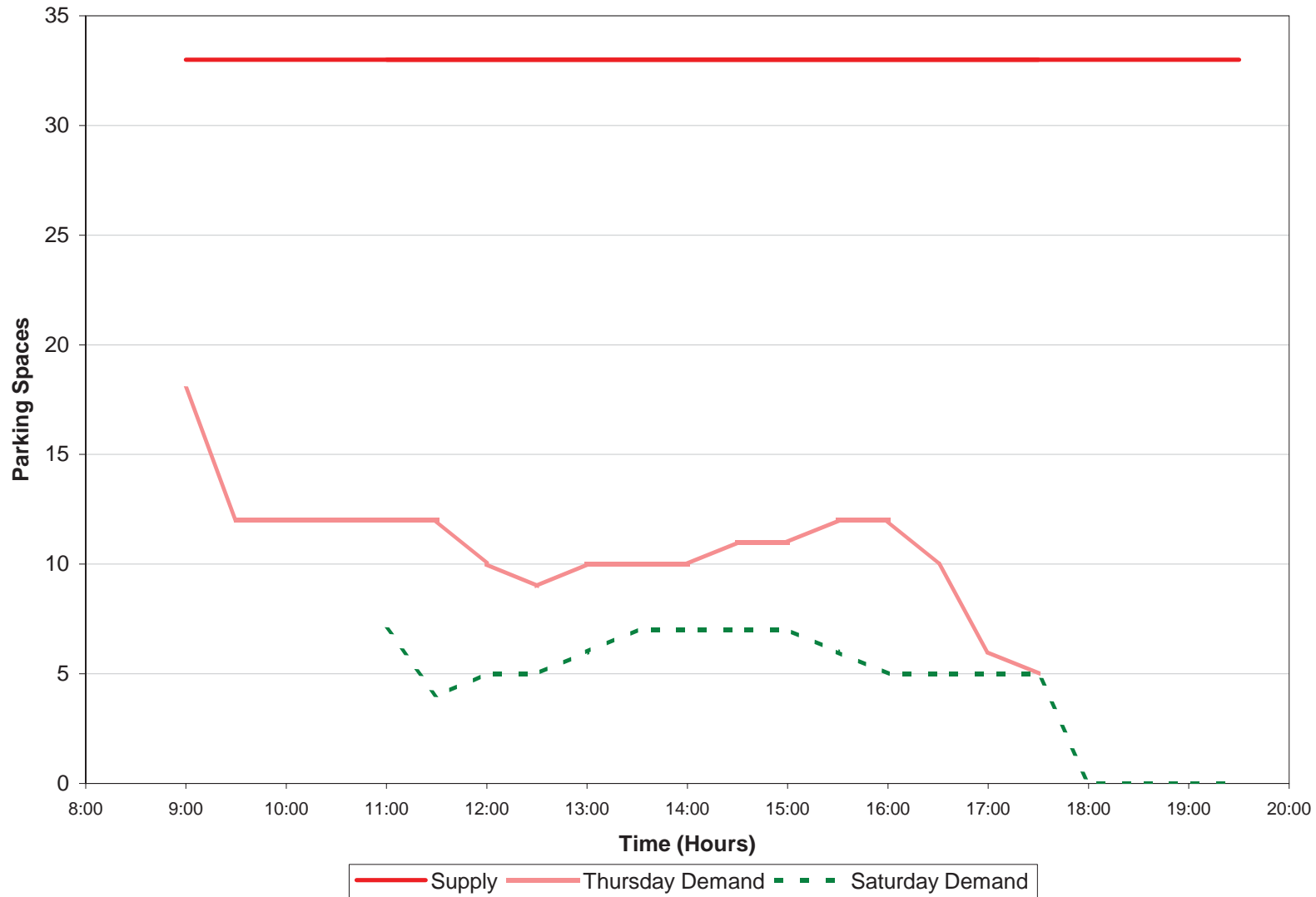
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #154**



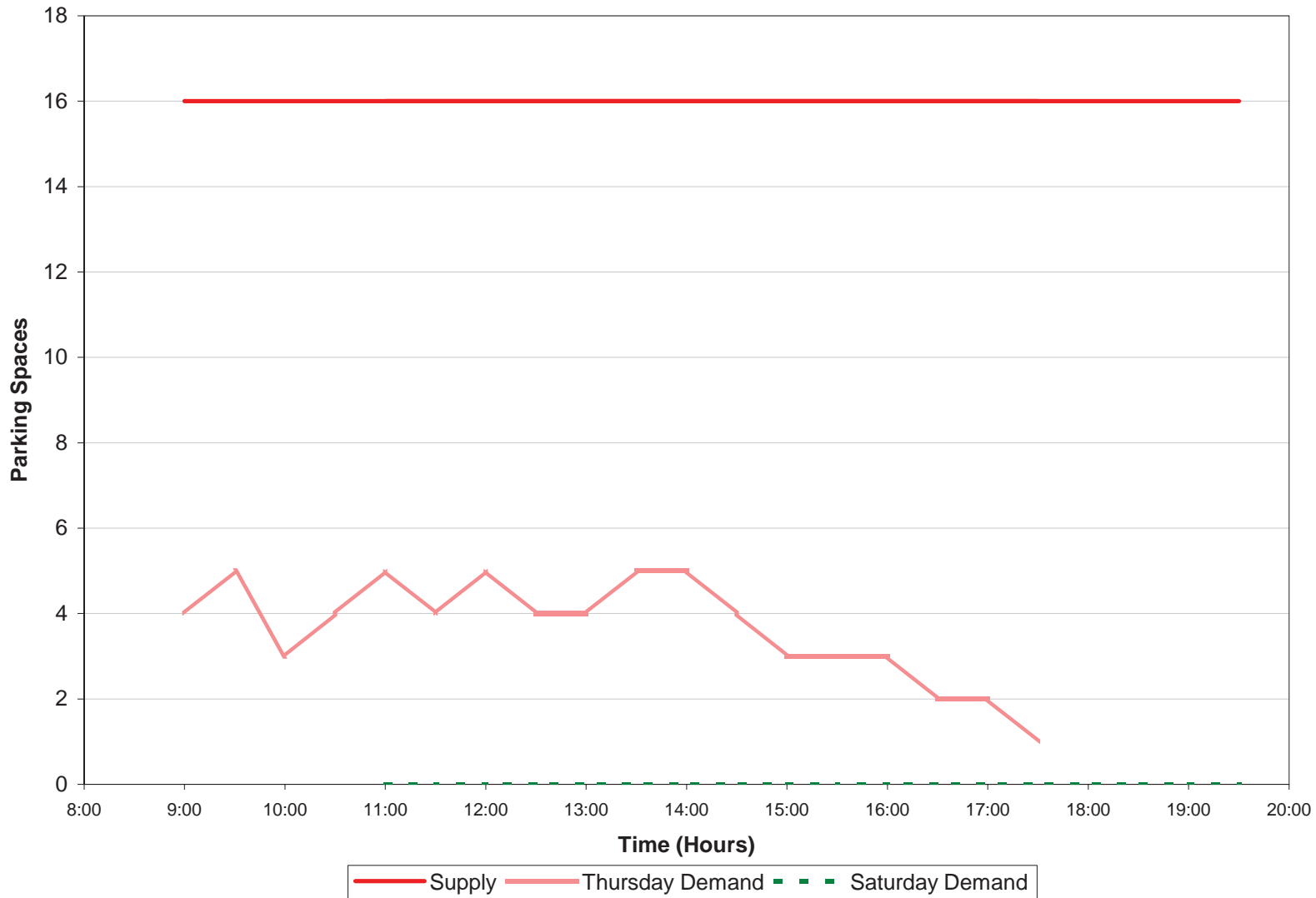
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #155**



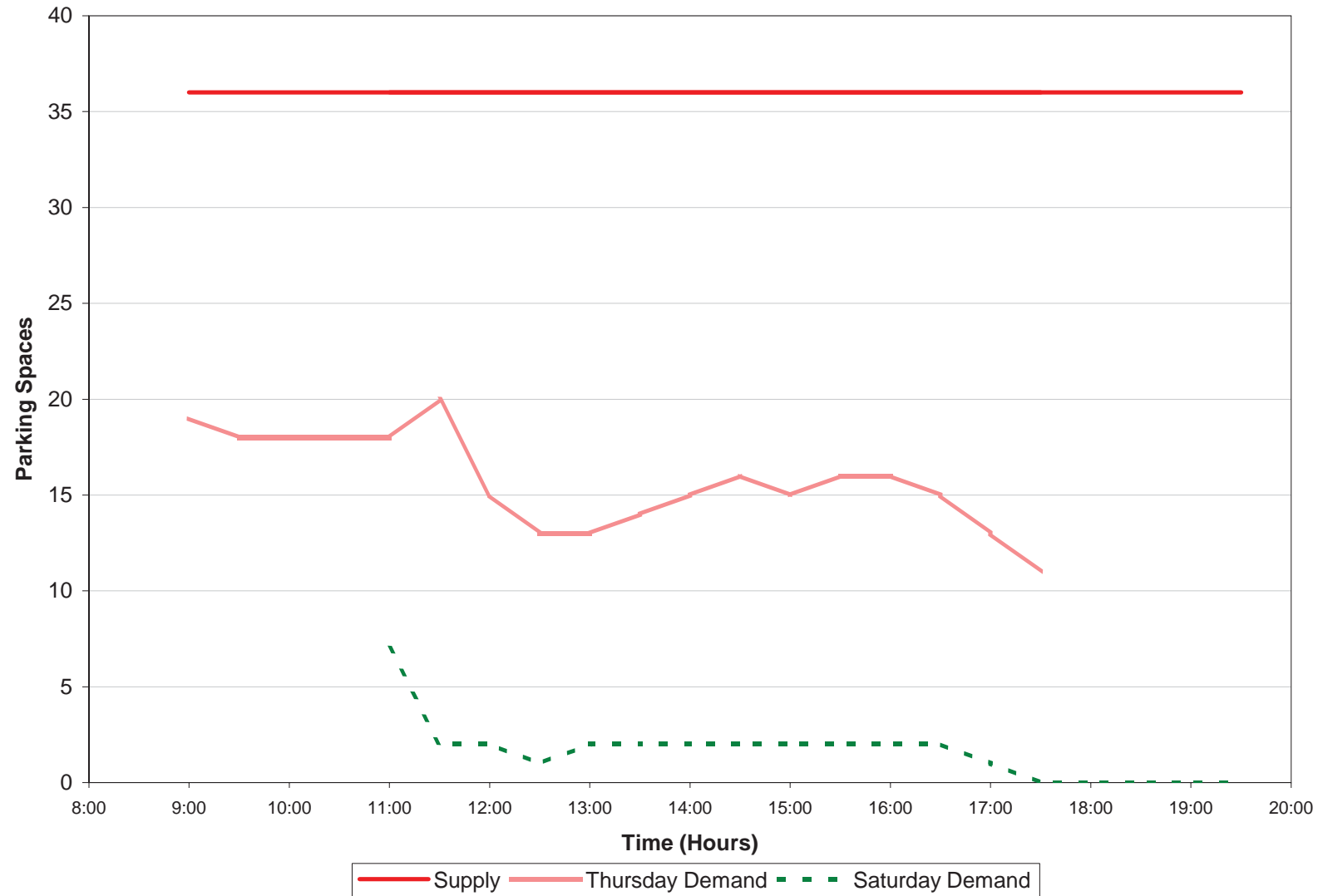
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #156

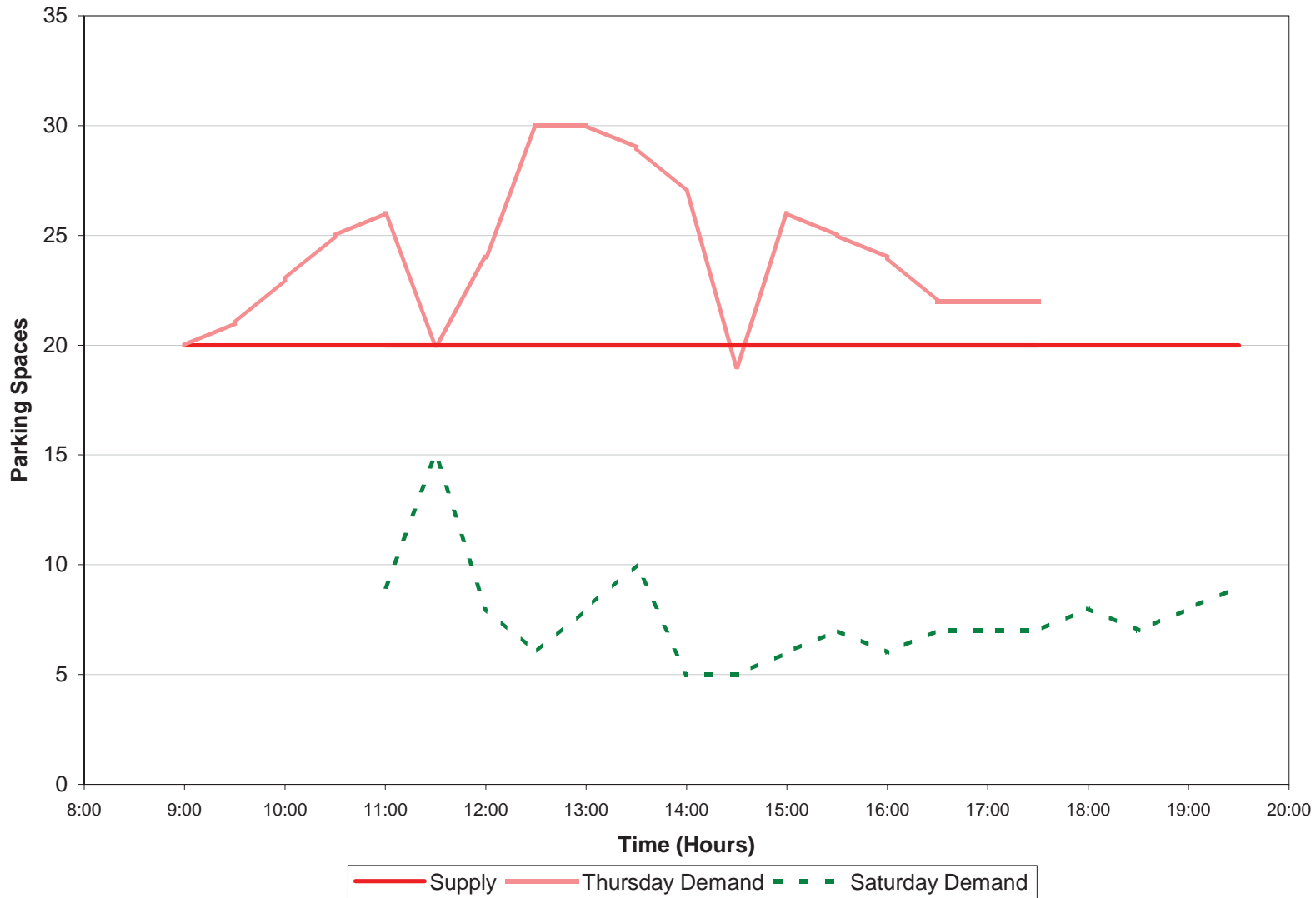


**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #157**



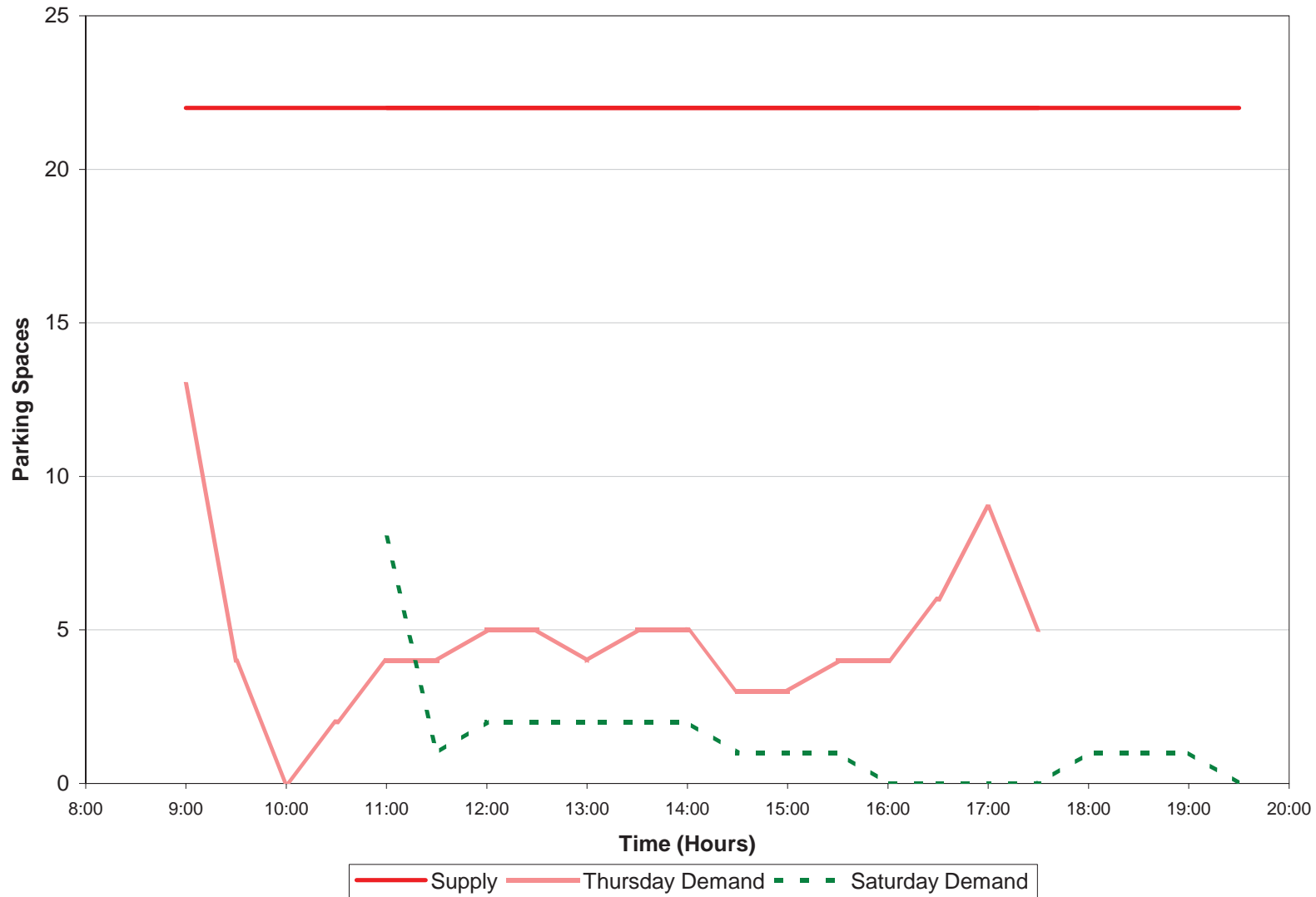
**US 41SB North of Virginia Ave**      **CITY OF PUNTA GORDA**      **Off-Street Parking (Lots)**      **Lot ID #159**





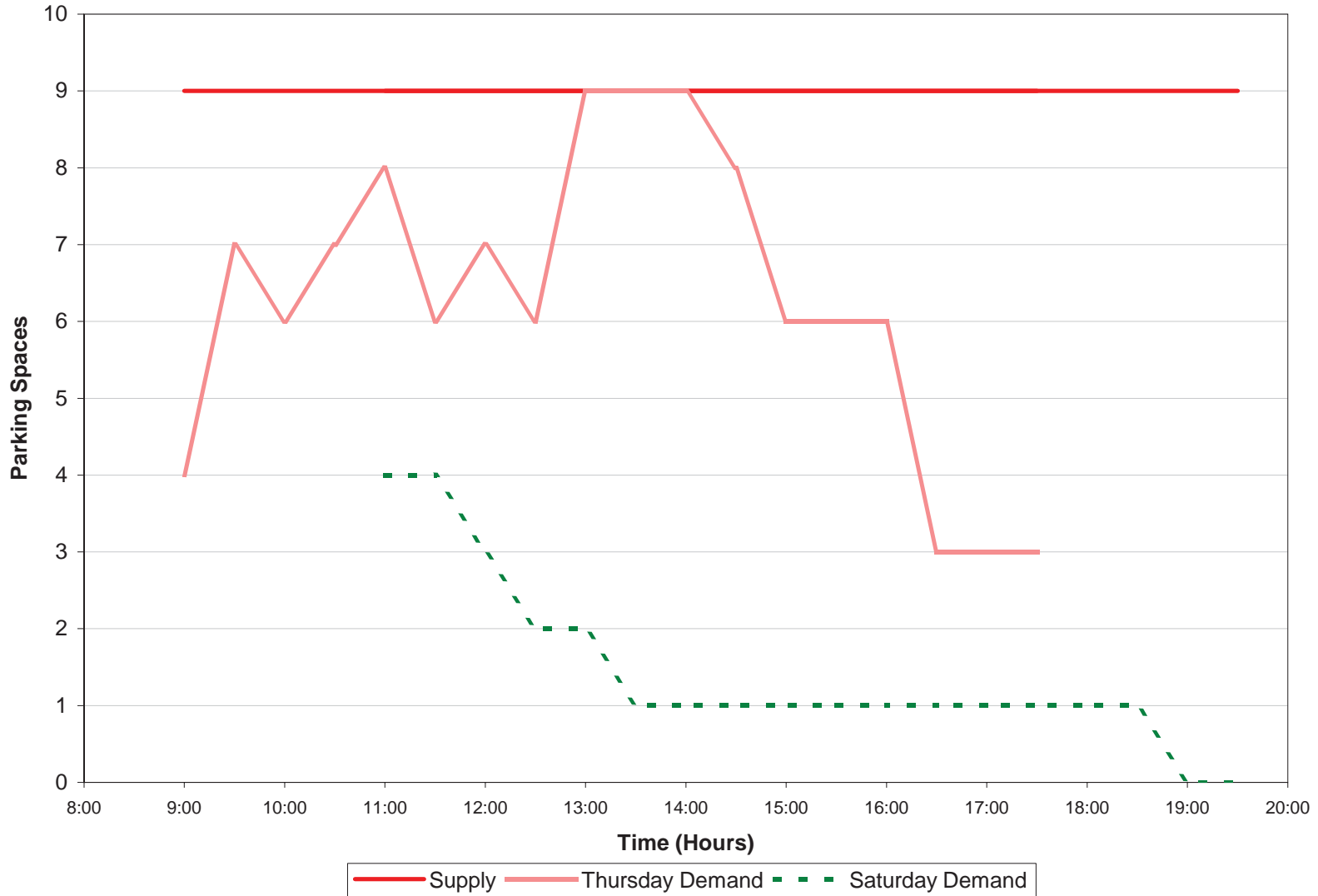
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #168**



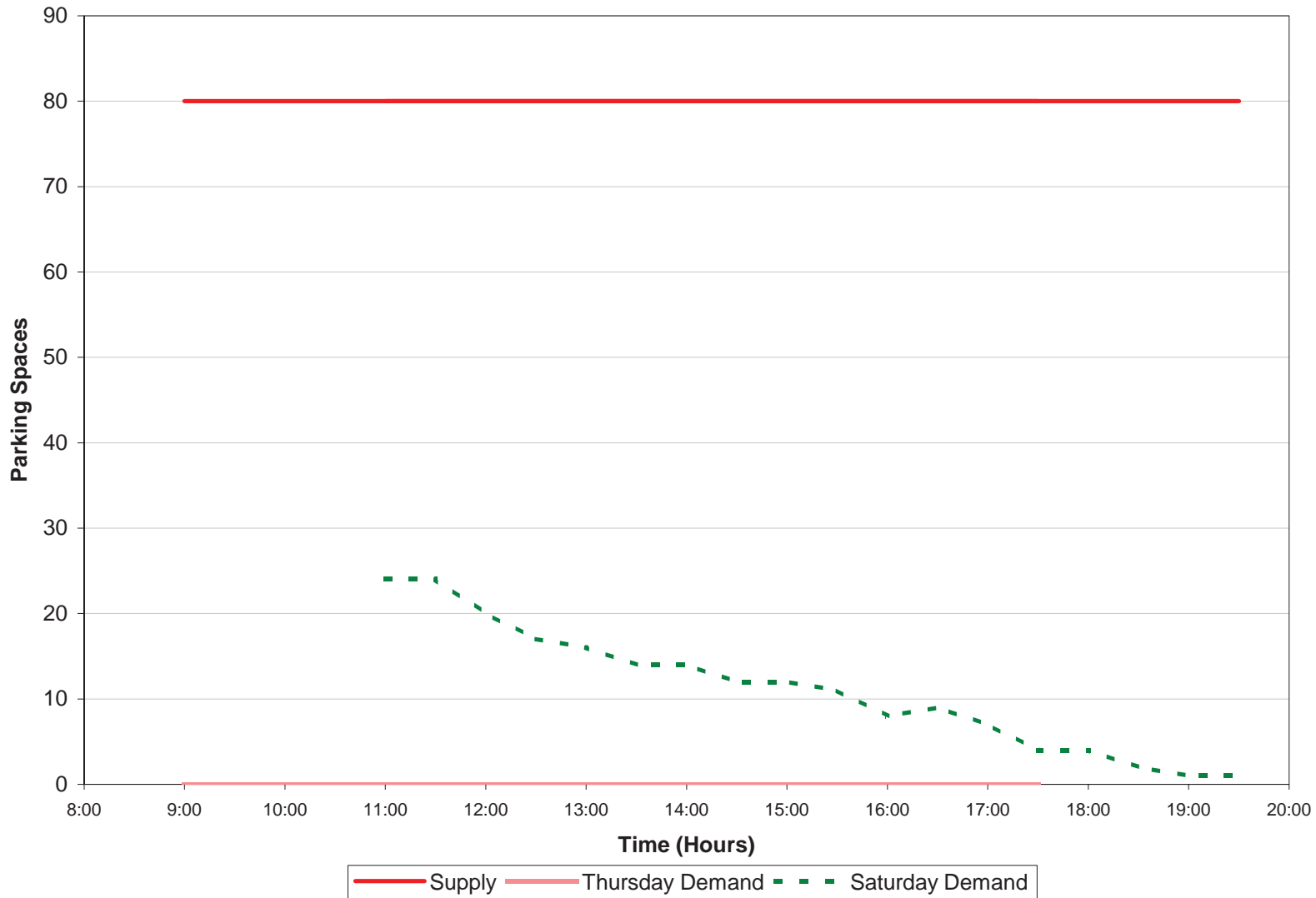
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #169**



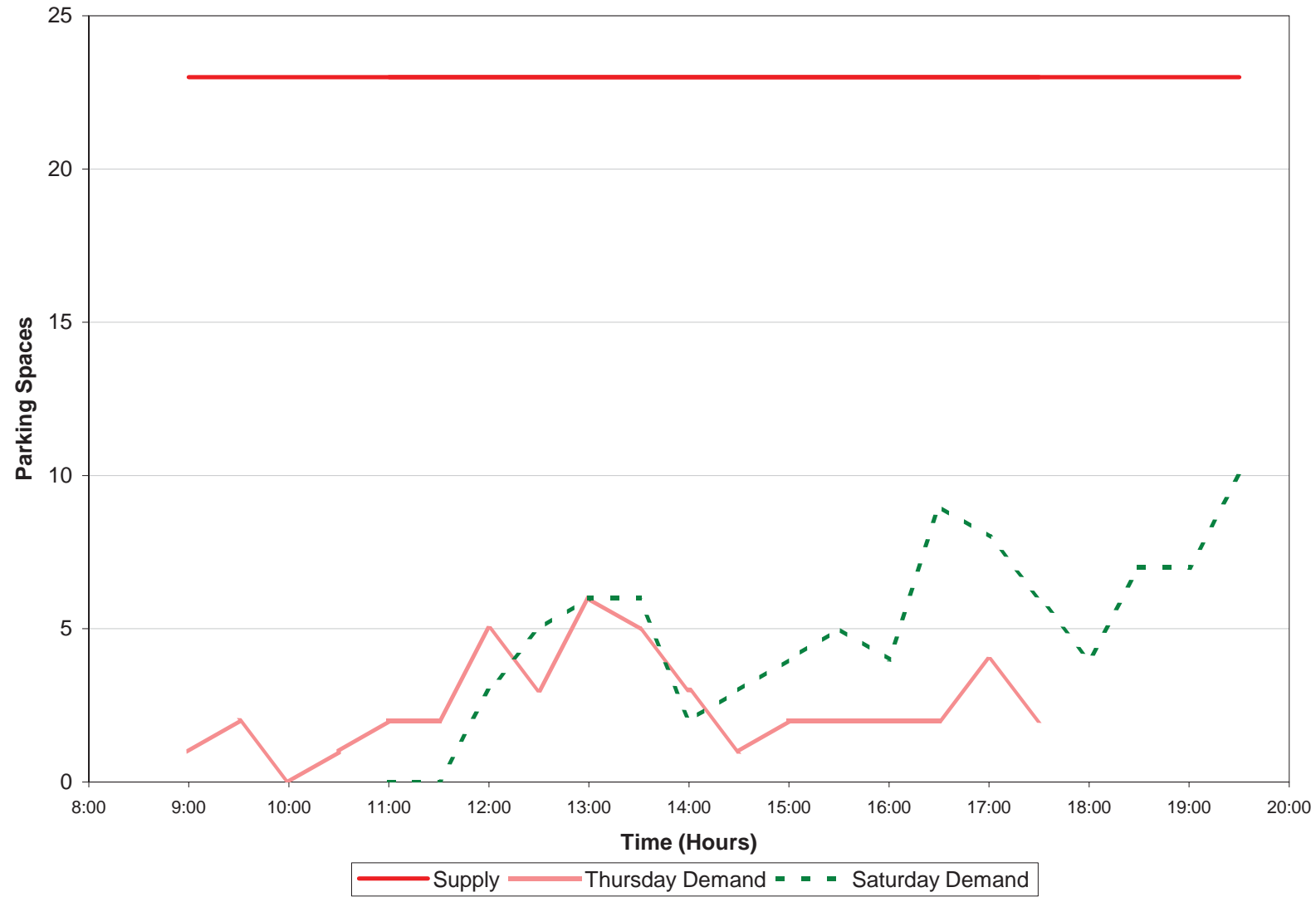
# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #170



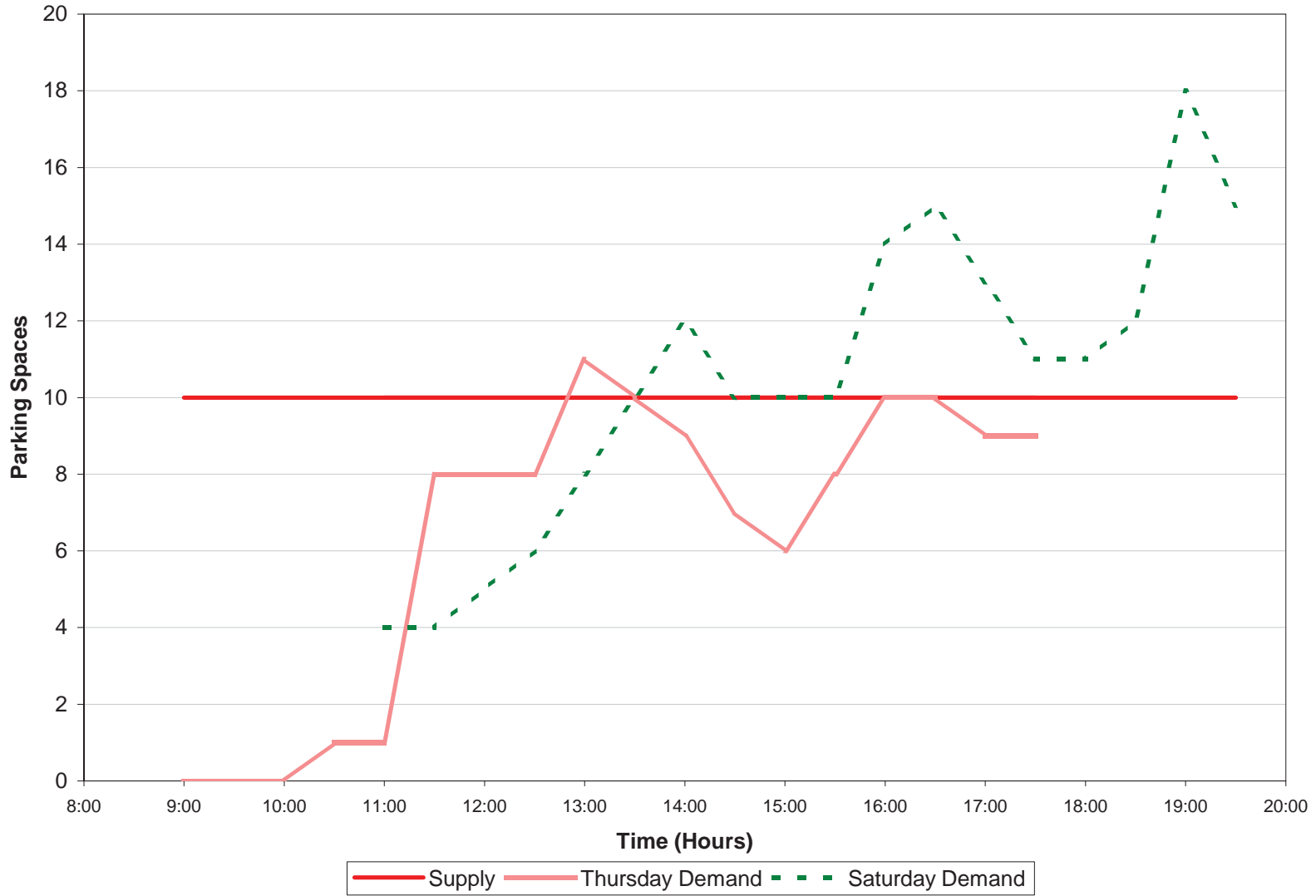
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #171**



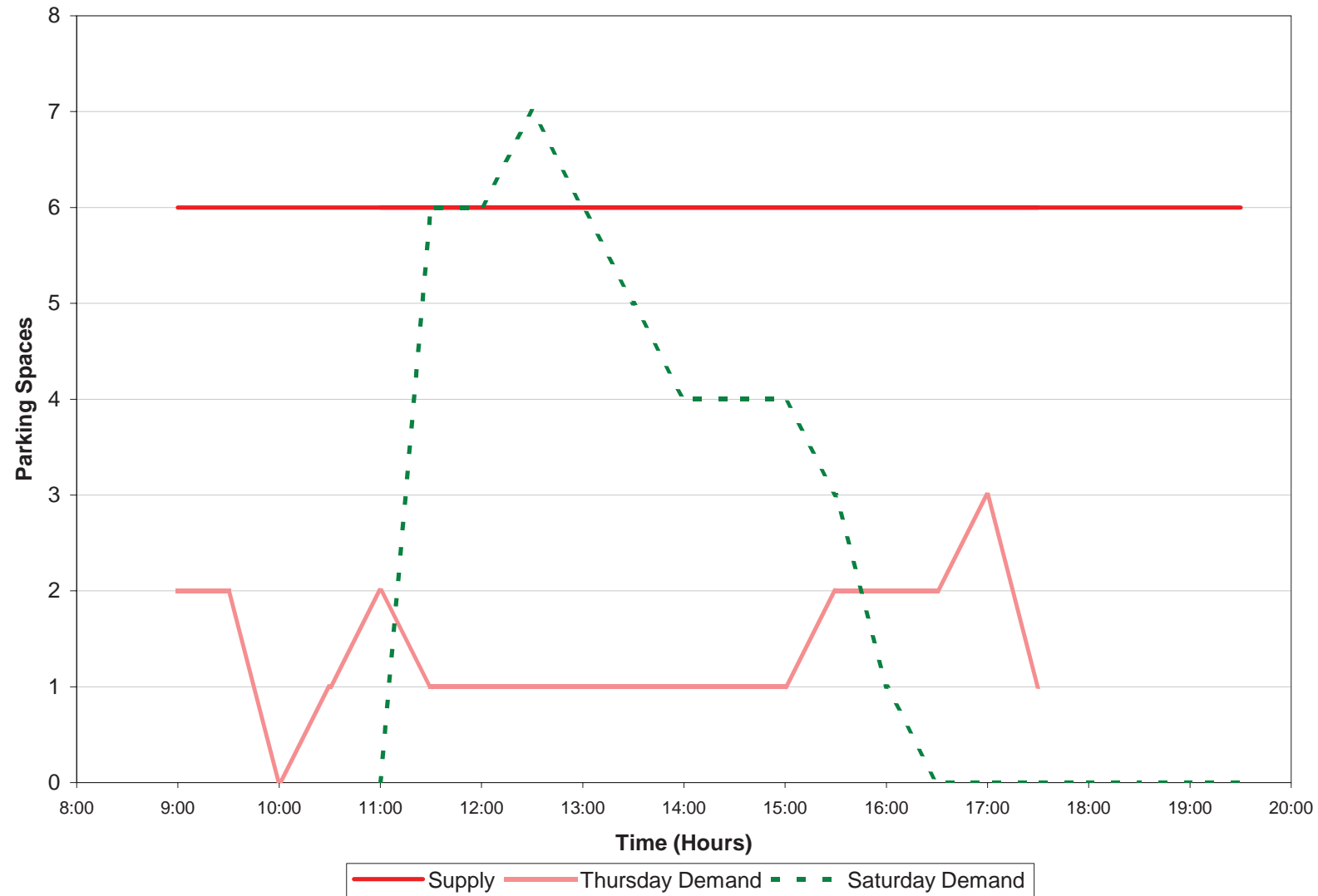
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #172**



# CITY OF PUNTA GORDA Off-Street Parking (Lots)

Lot ID #174



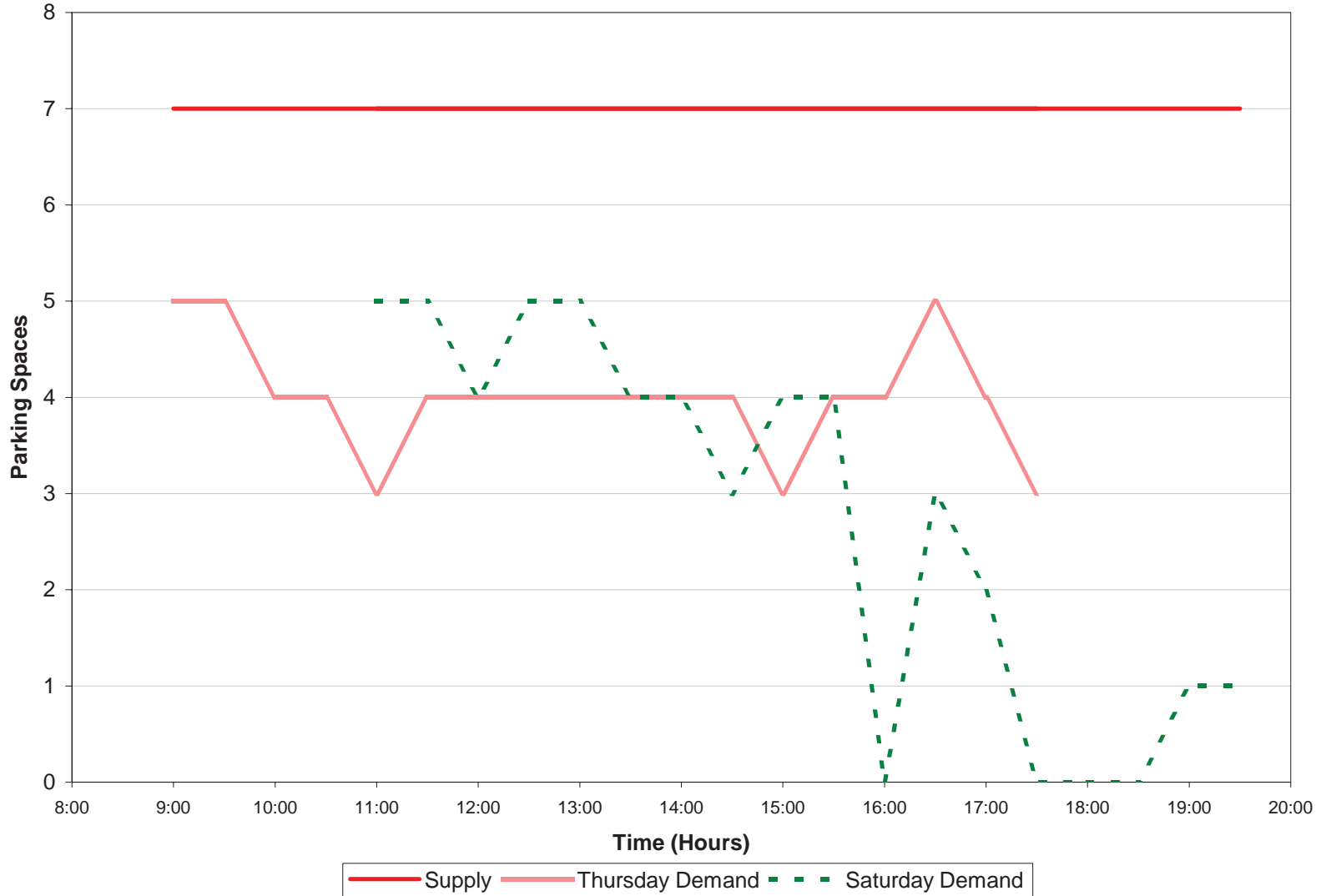
**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #175**



**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

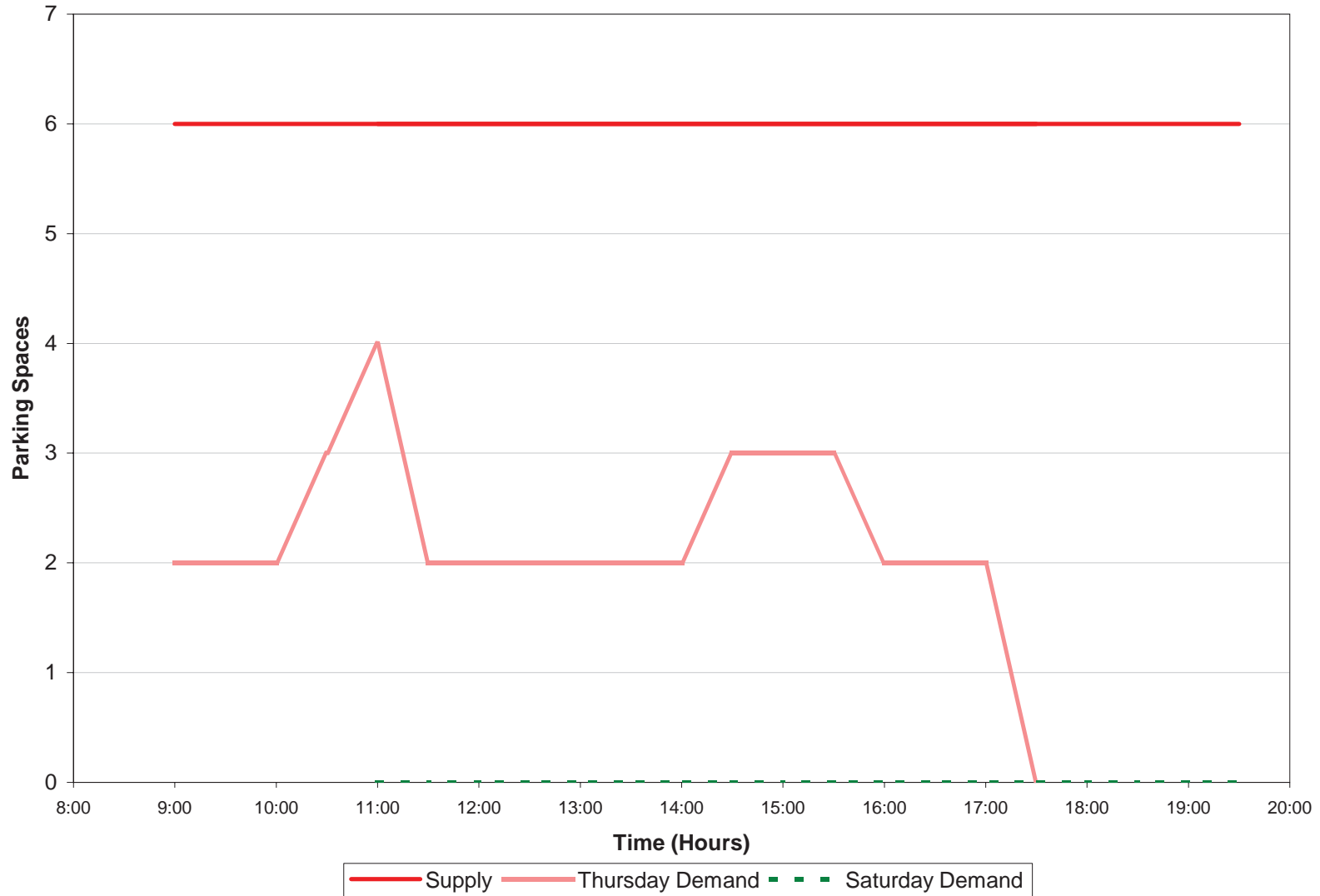
**Lot ID #179**





**CITY OF PUNTA GORDA  
Off-Street Parking (Lots)**

**Lot ID #180**



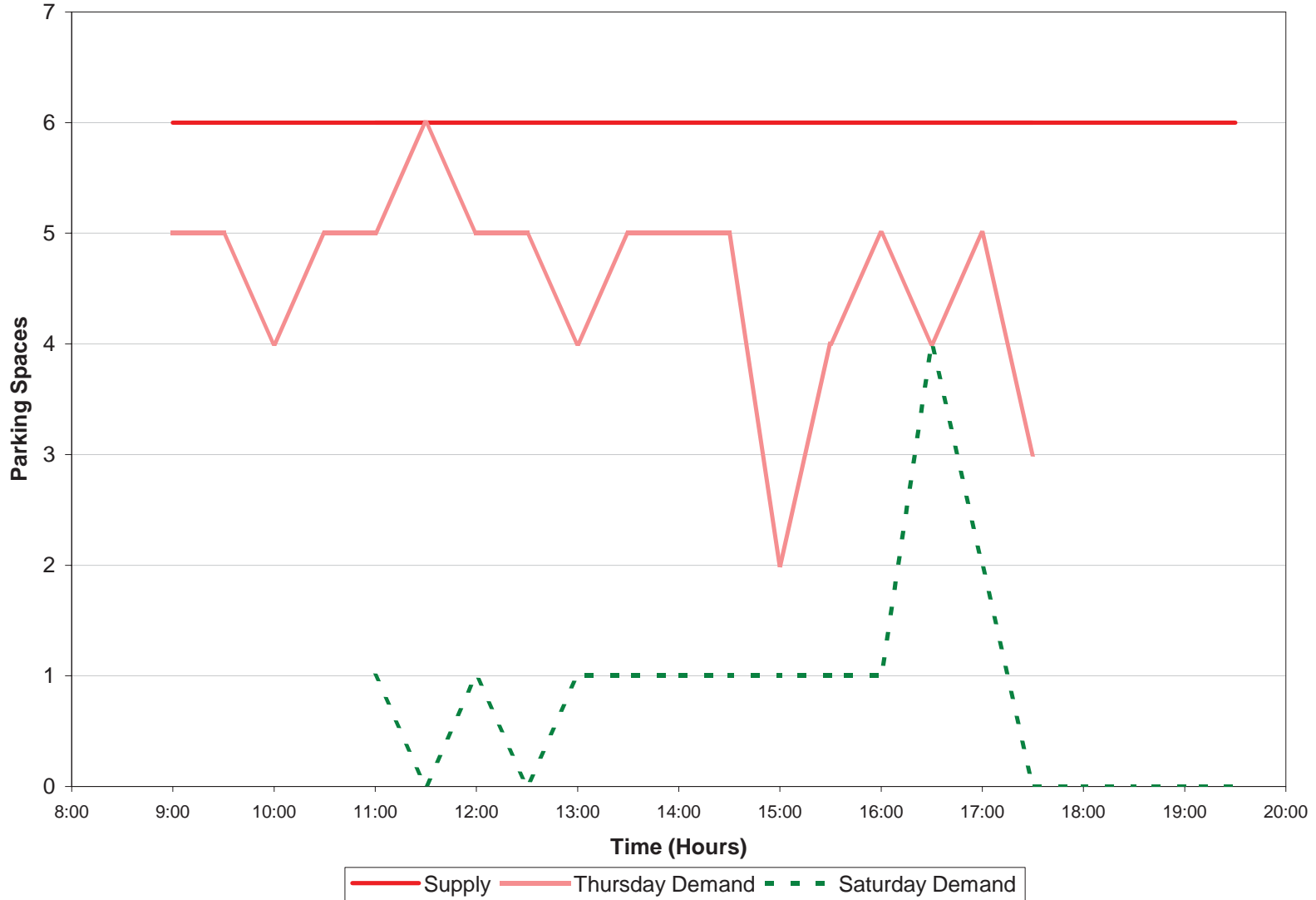
# CITY OF PUNTA GORDA On-Street Parking

Street ID #6



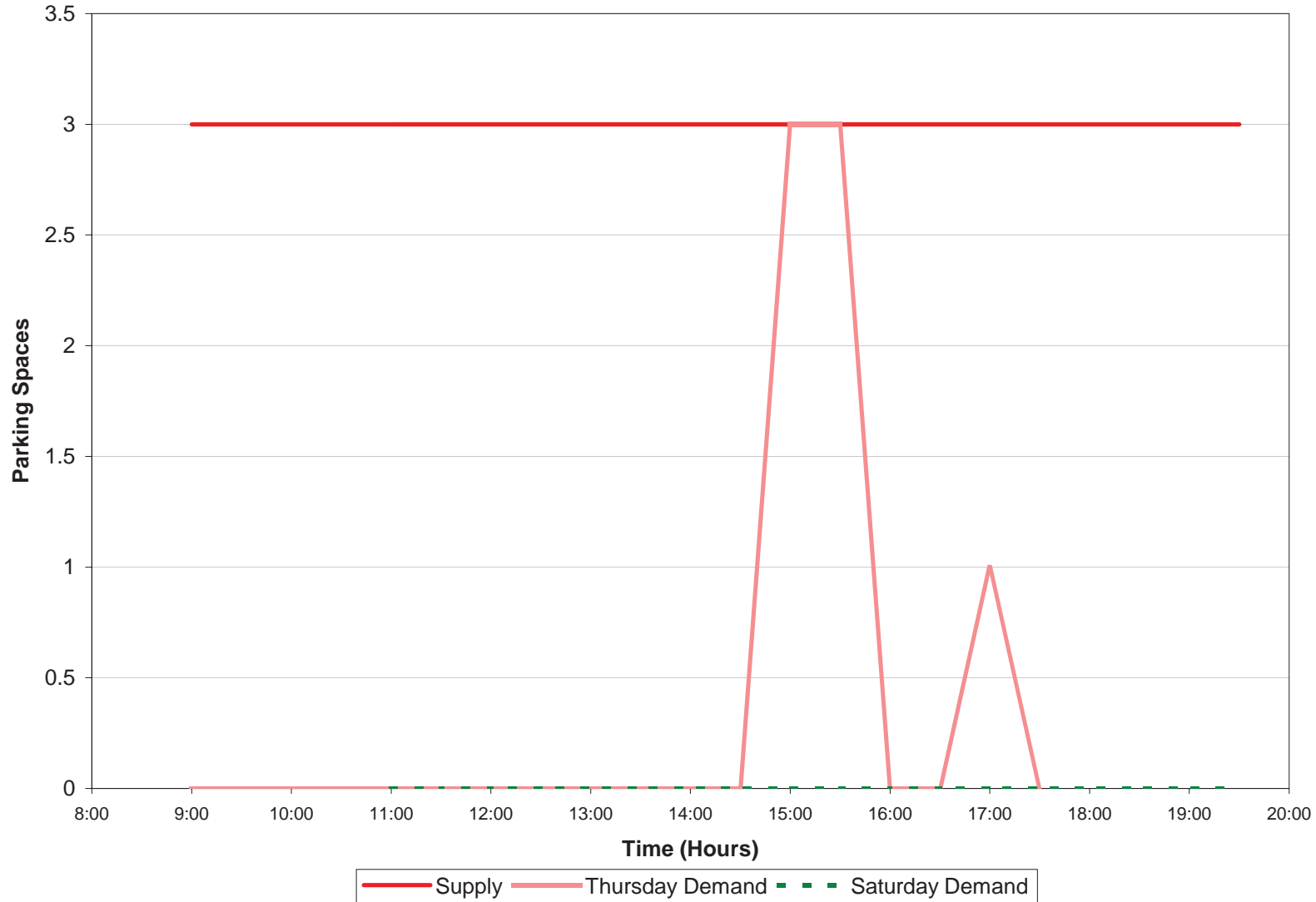
CITY OF PUNTA GORDA  
On-Street Parking

Street ID #7



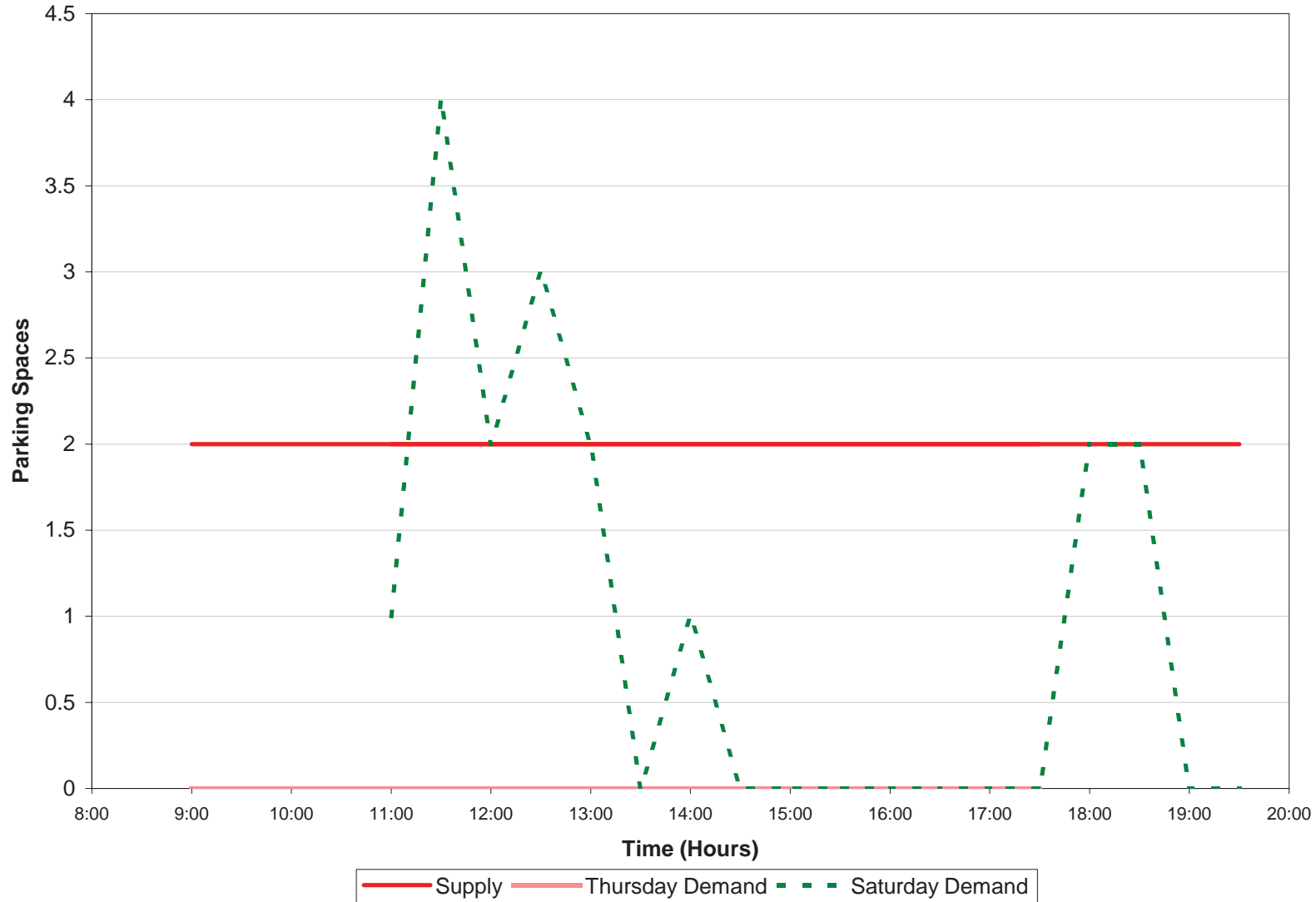
# CITY OF PUNTA GORDA On-Street Parking

Street ID #8



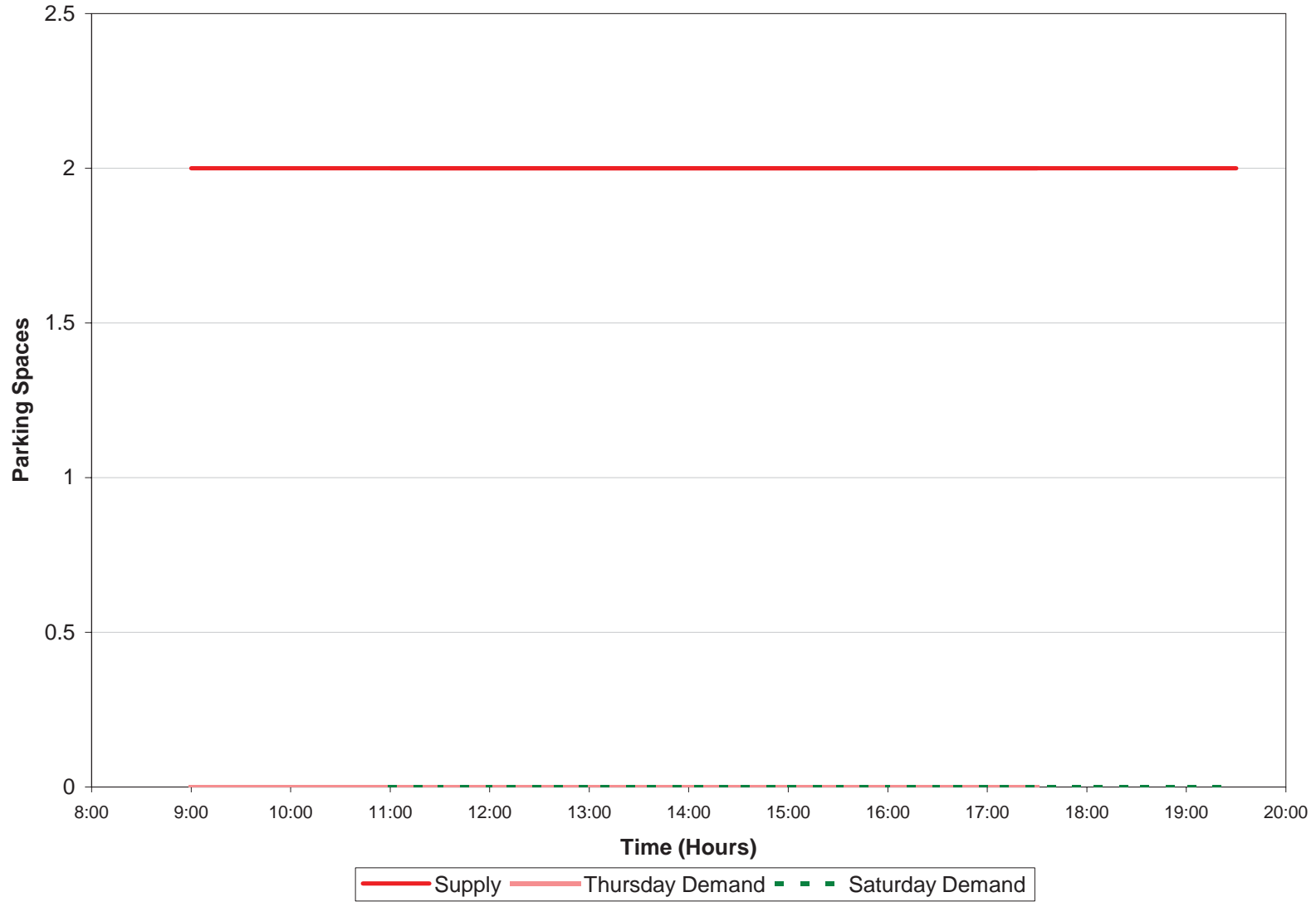
# CITY OF PUNTA GORDA On-Street Parking

Street ID #9



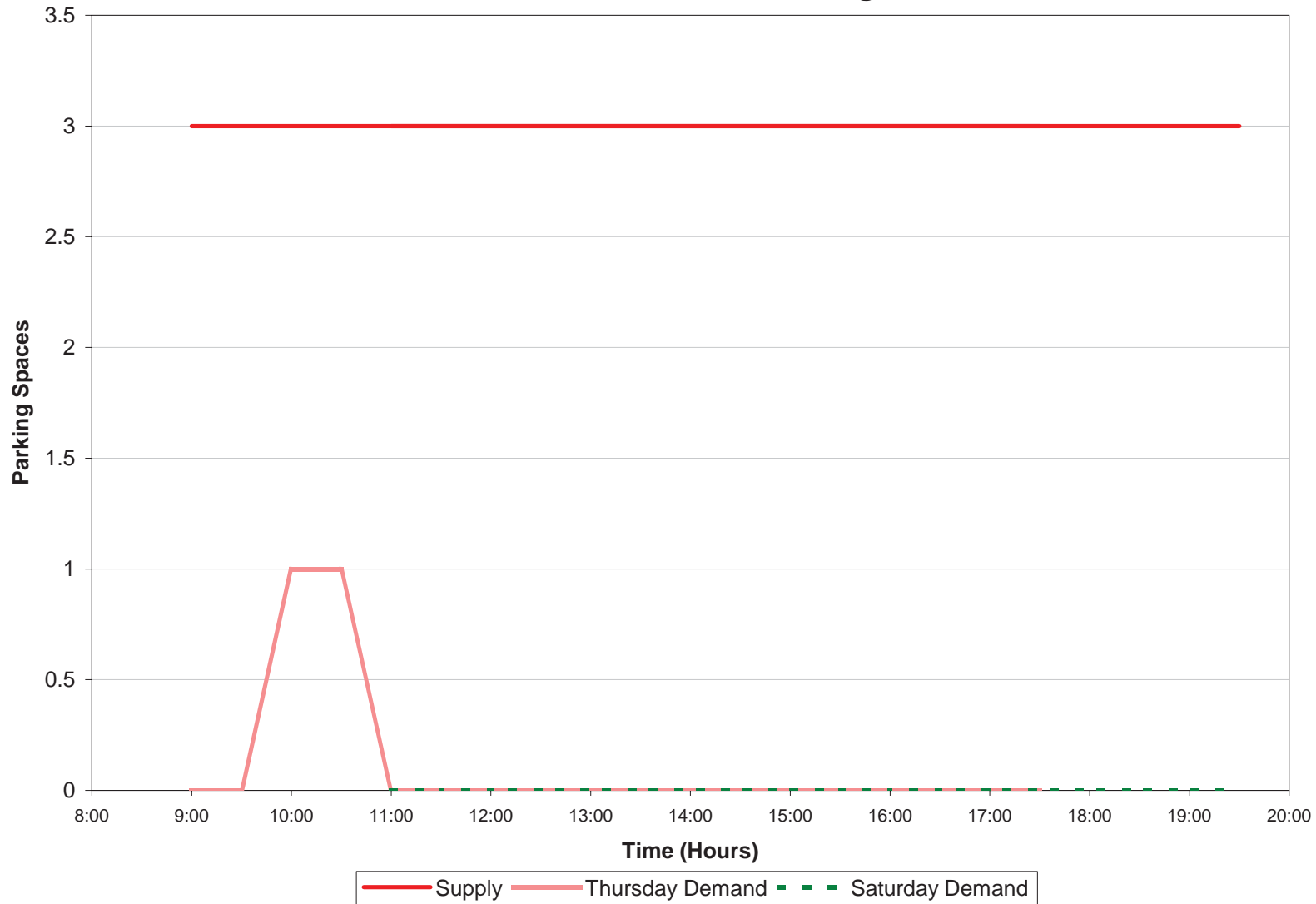
# CITY OF PUNTA GORDA On-Street Parking

Street ID #10



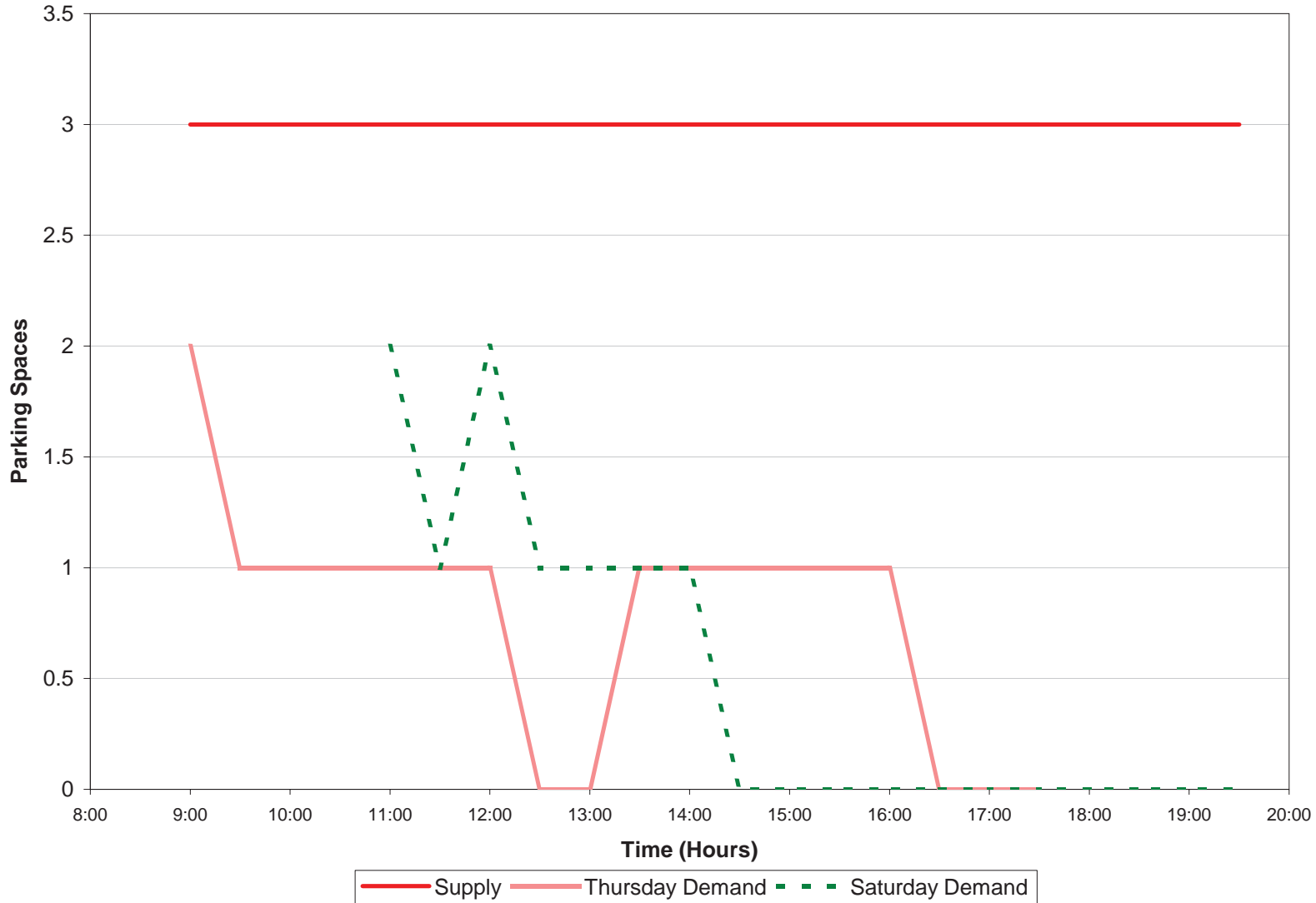
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #11**



CITY OF PUNTA GORDA  
On-Street Parking

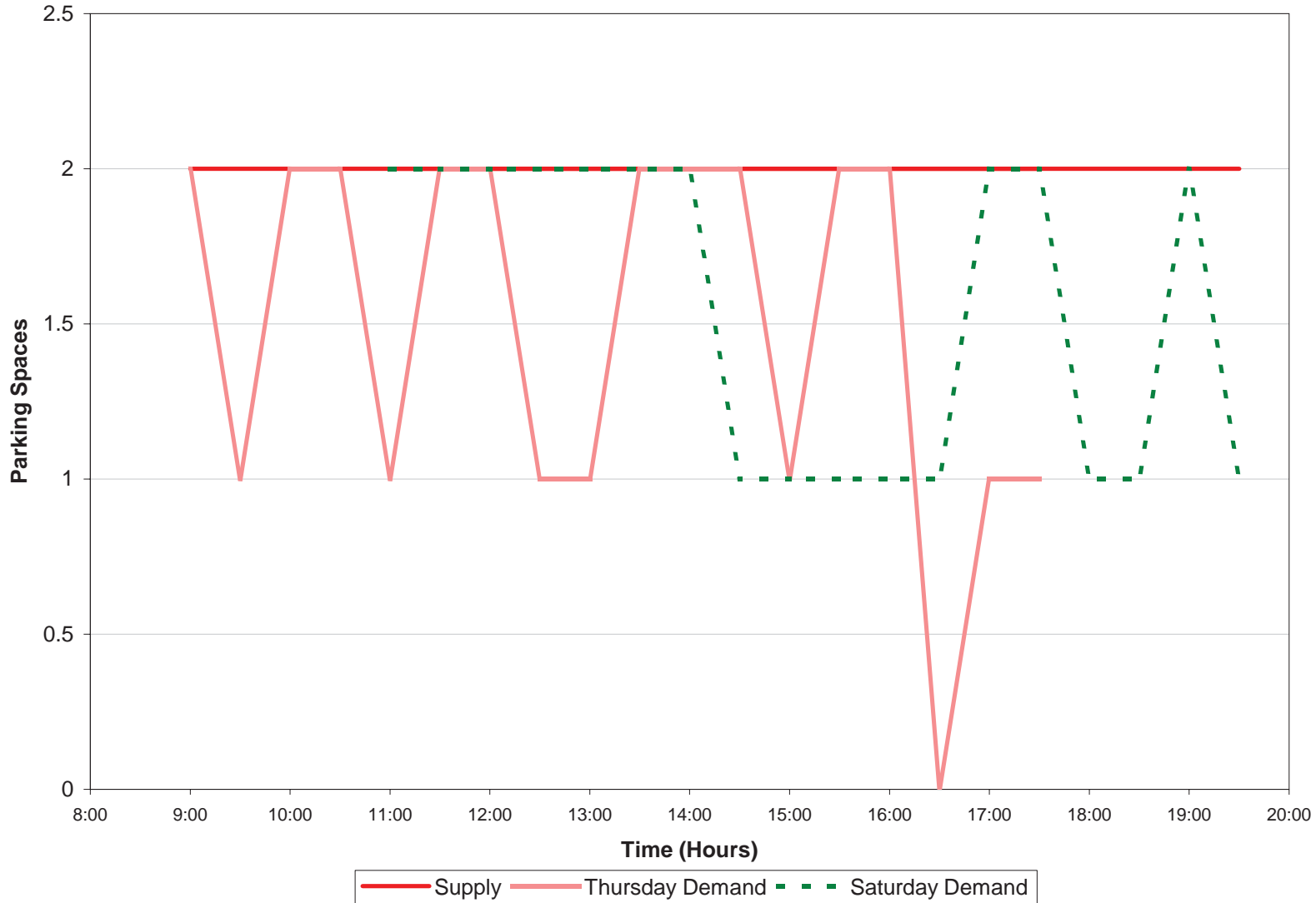
Street ID #12





CITY OF PUNTA GORDA  
On-Street Parking

Street ID #13



# CITY OF PUNTA GORDA On-Street Parking

Street ID #14

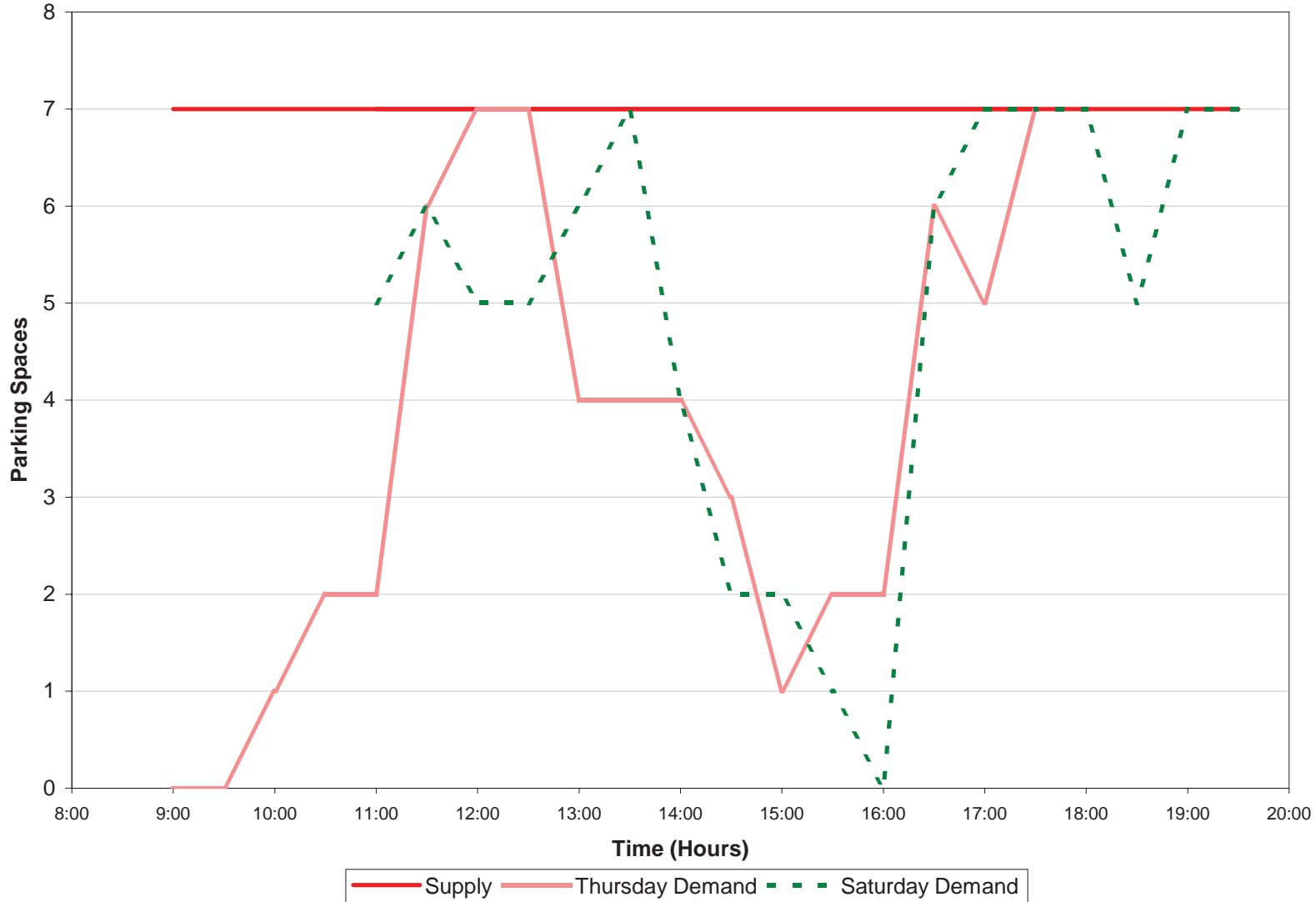


# CITY OF PUNTA GORDA

Marion Ave East of Taylor St

On-Street Parking

Street ID #15

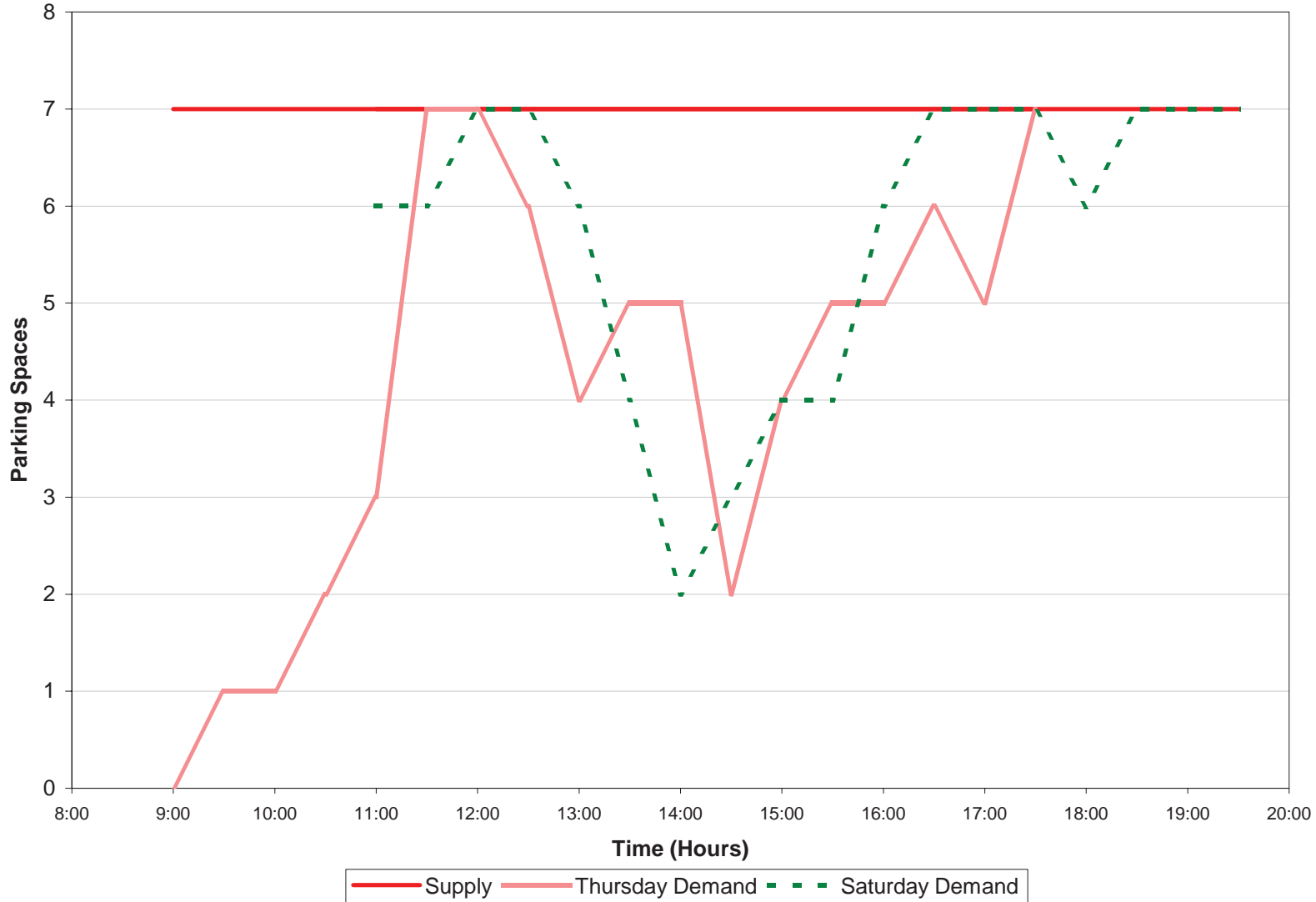


# CITY OF PUNTA GORDA

Marion Ave West of US 41 NB

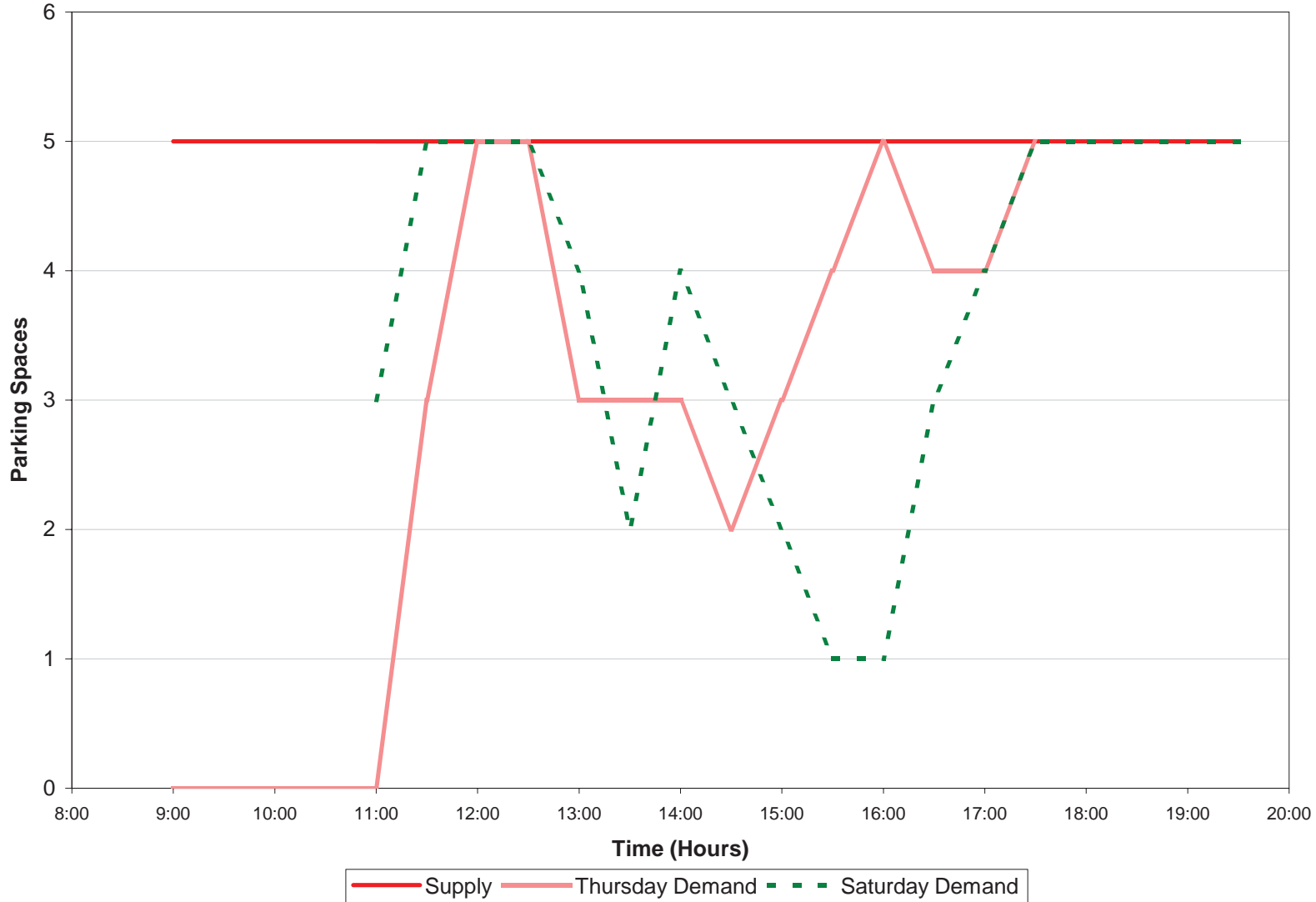
On-Street Parking

Street ID #16



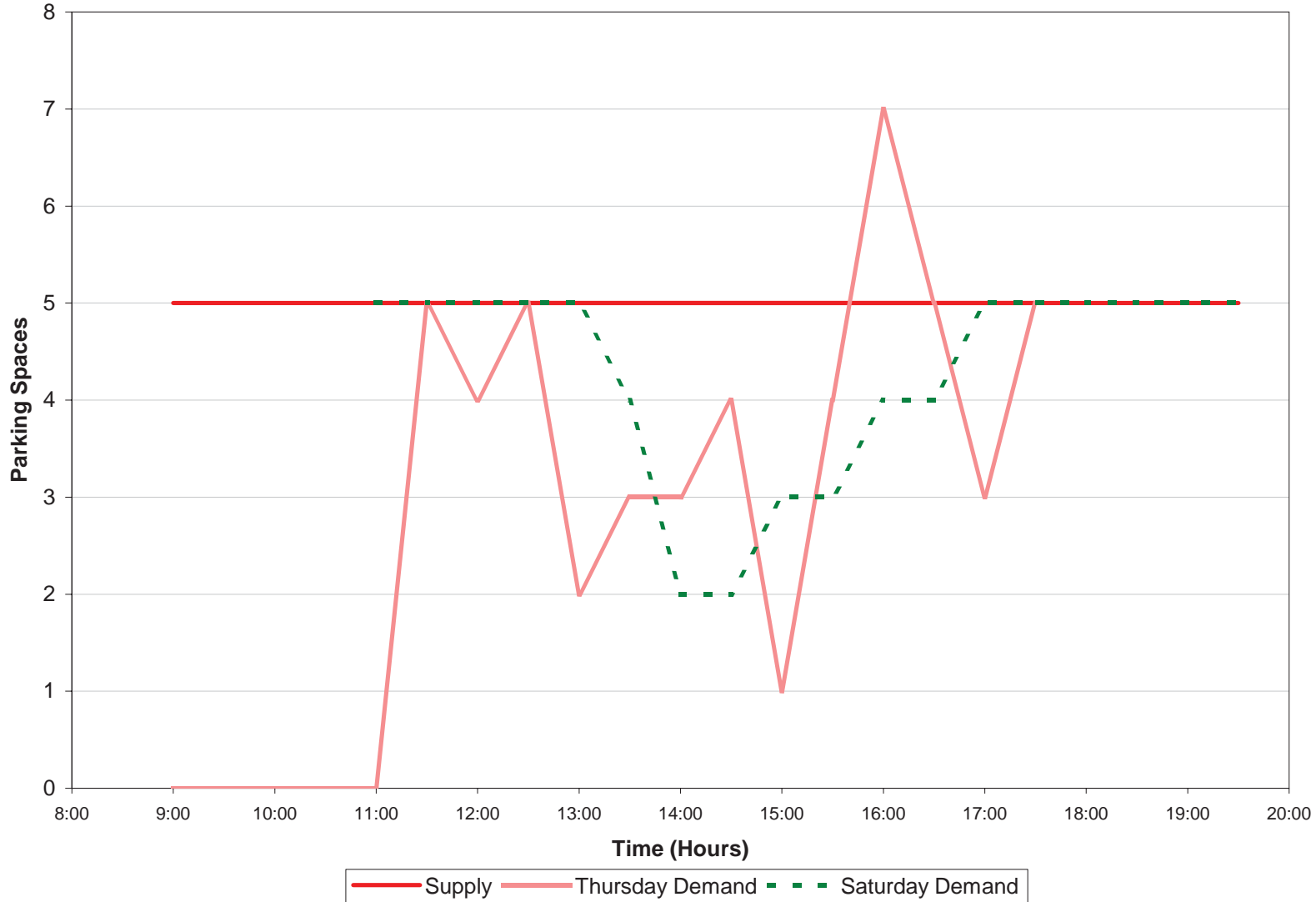
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #17**



# CITY OF PUNTA GORDA On-Street Parking

Street ID #18



**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #19**



# CITY OF PUNTA GORDA On-Street Parking

Street ID #20





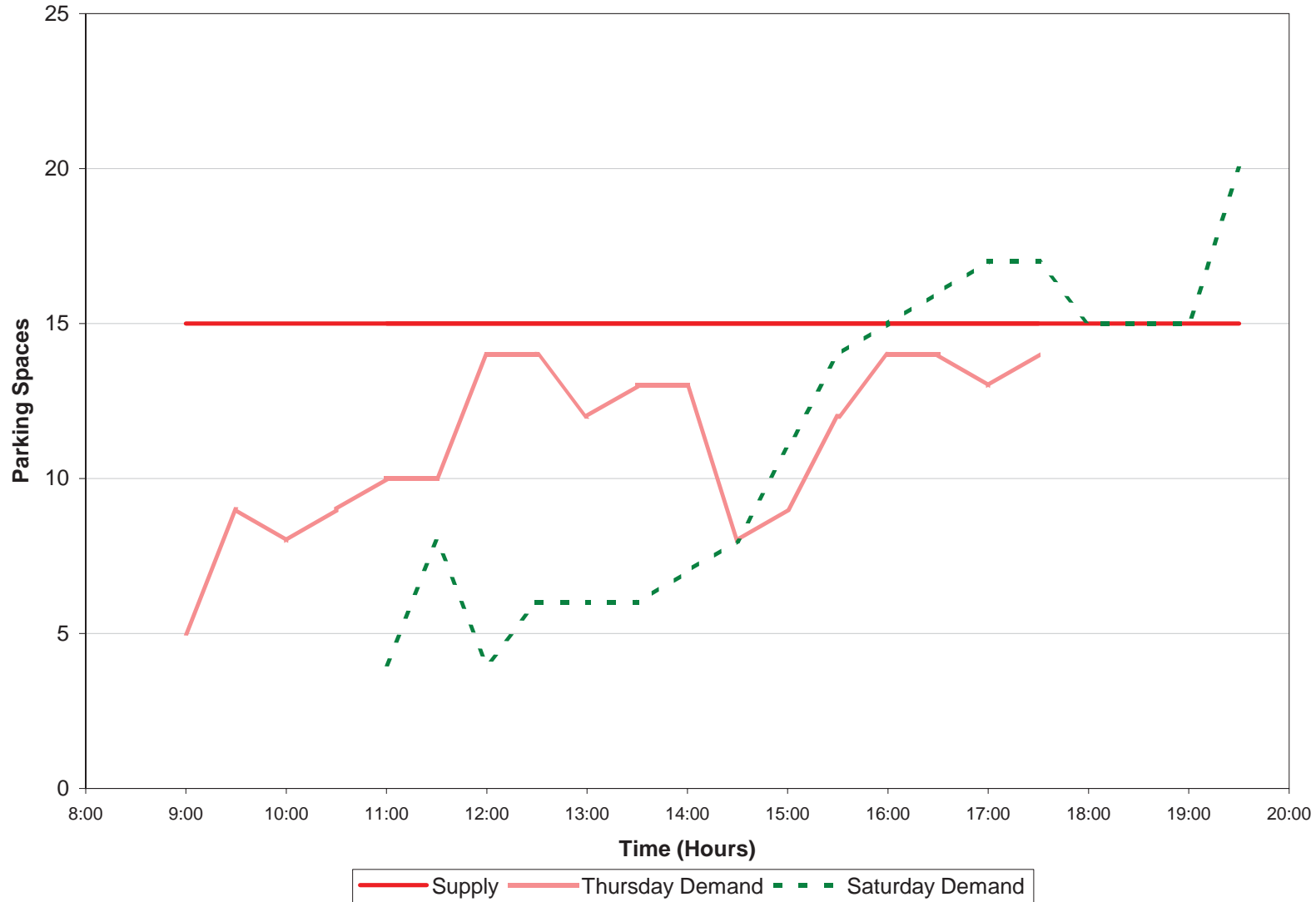
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #21**



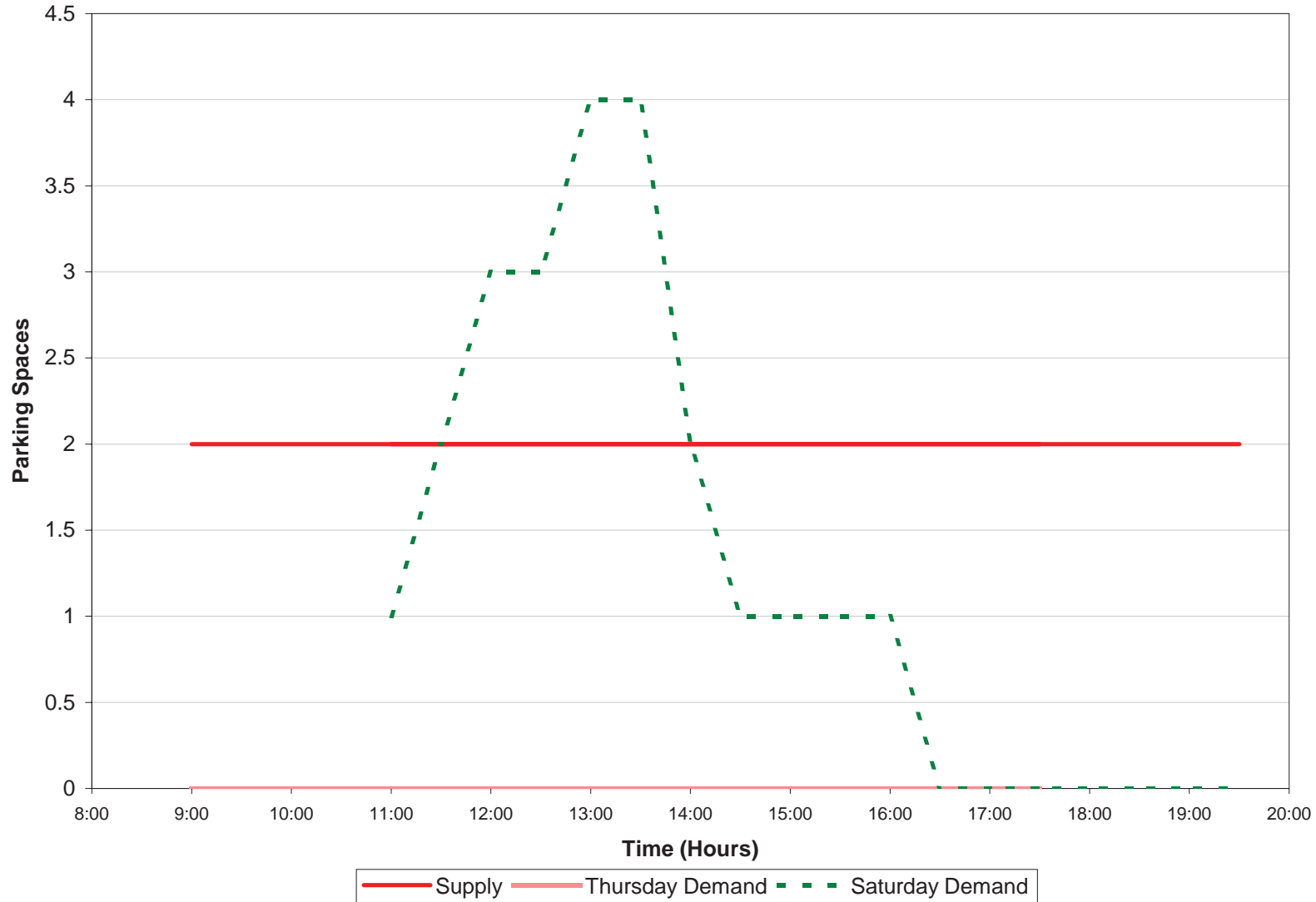
CITY OF PUNTA GORDA  
On-Street Parking

Street ID #22



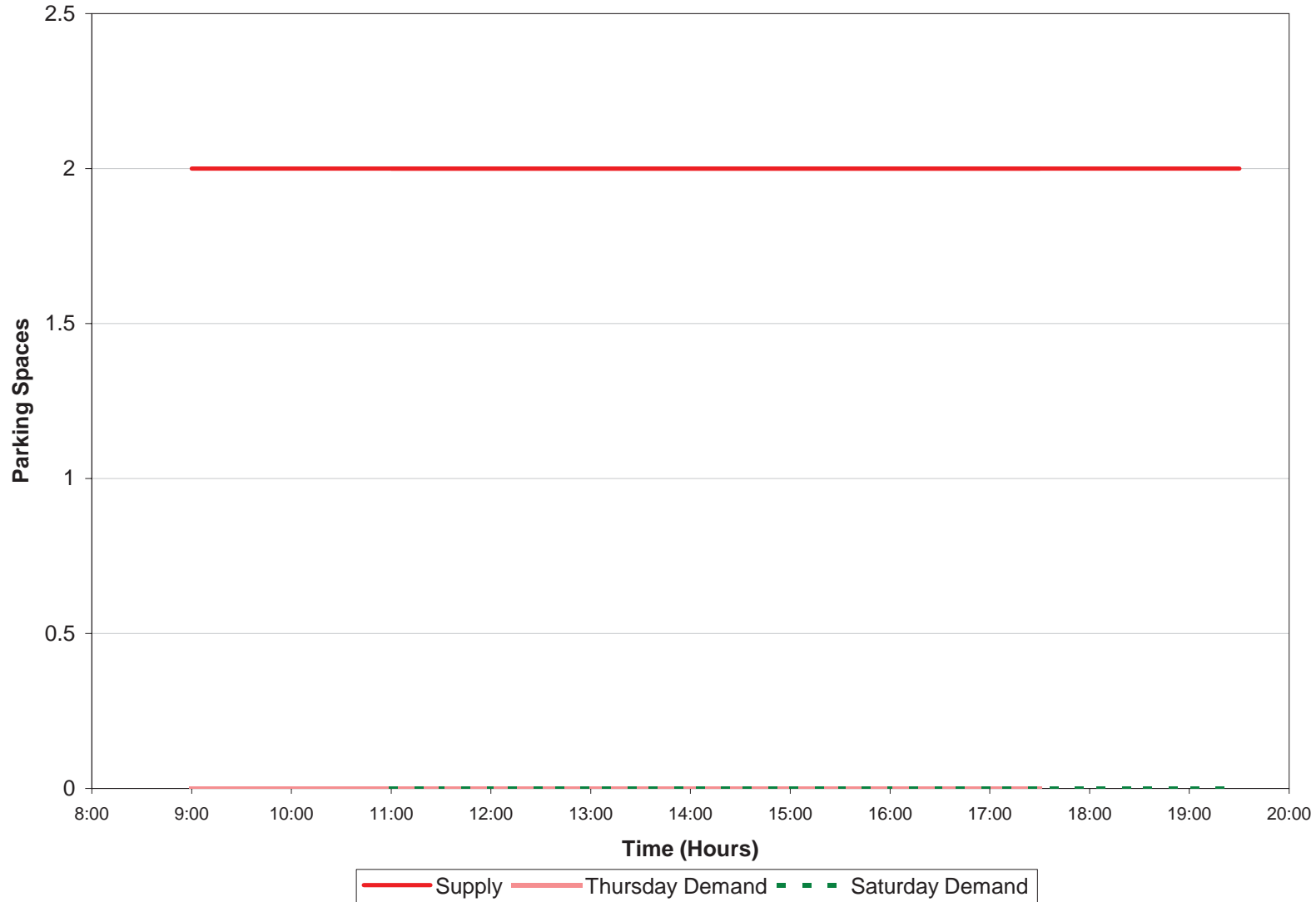
# CITY OF PUNTA GORDA On-Street Parking

Street ID #23



**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #24**



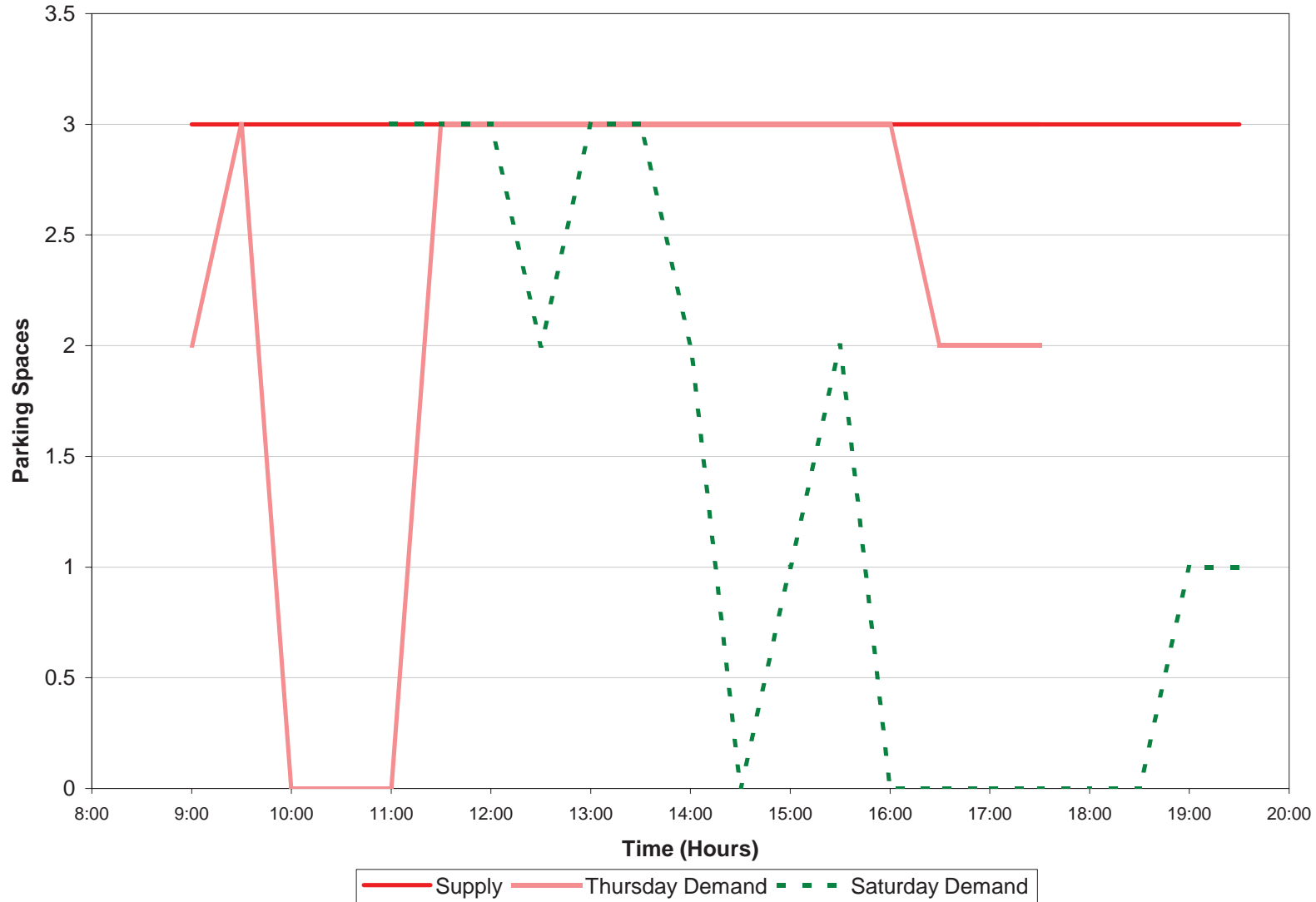
# CITY OF PUNTA GORDA On-Street Parking

Street ID #25



CITY OF PUNTA GORDA  
On-Street Parking

Street ID #26



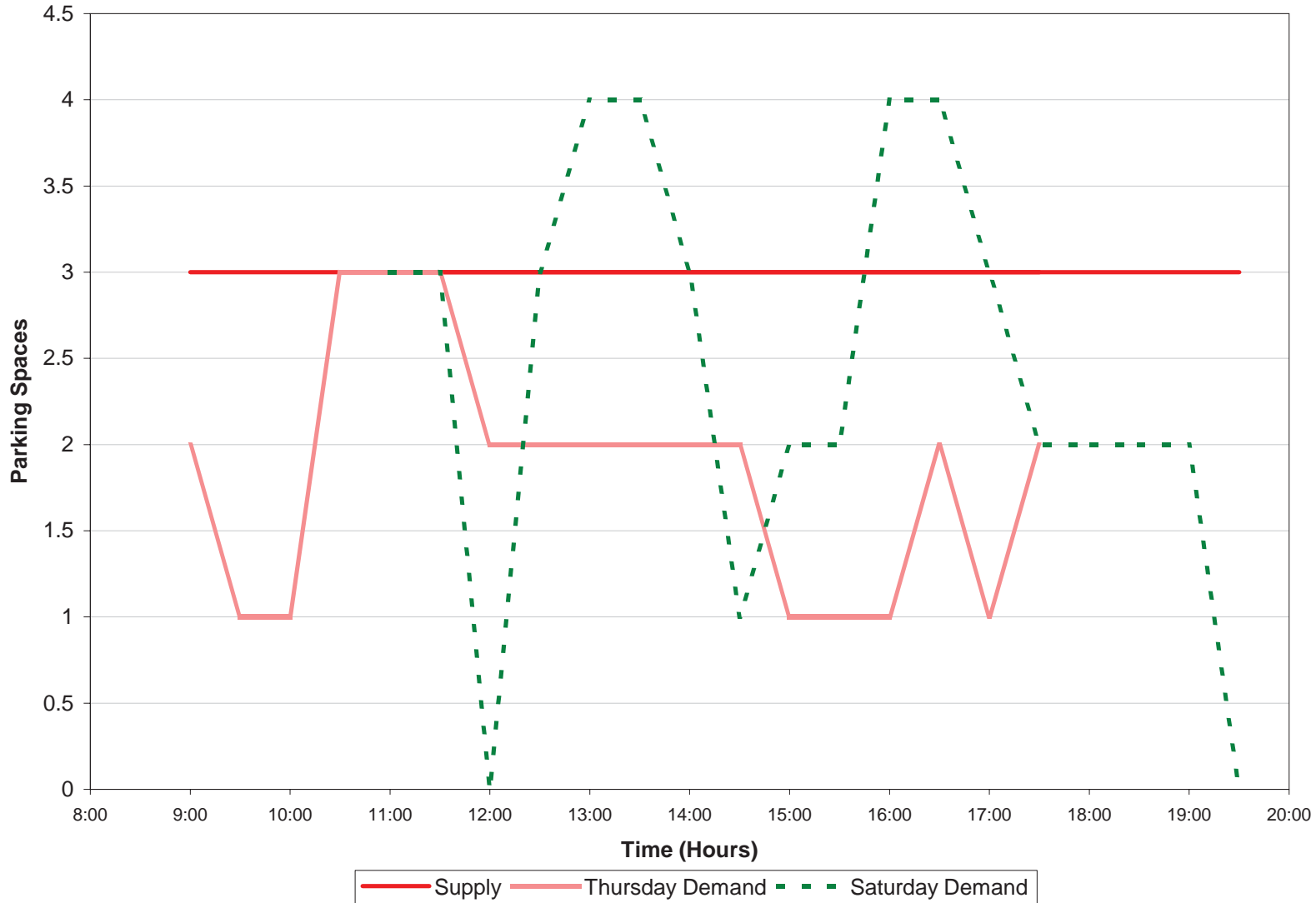
CITY OF PUNTA GORDA  
On-Street Parking

Street ID #27



**CITY OF PUNTA GORDA  
On-Street Parking**

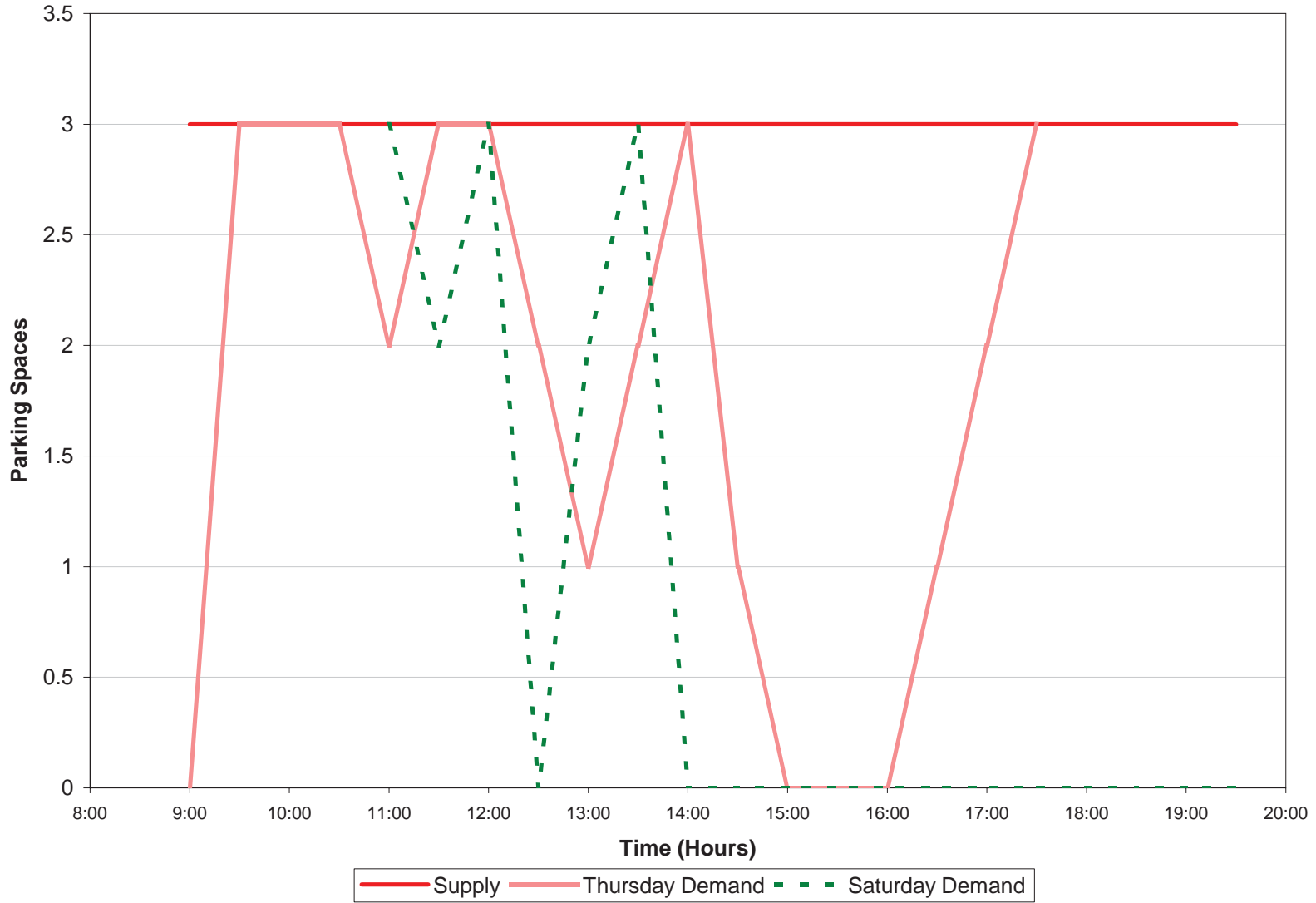
**Street ID #28**





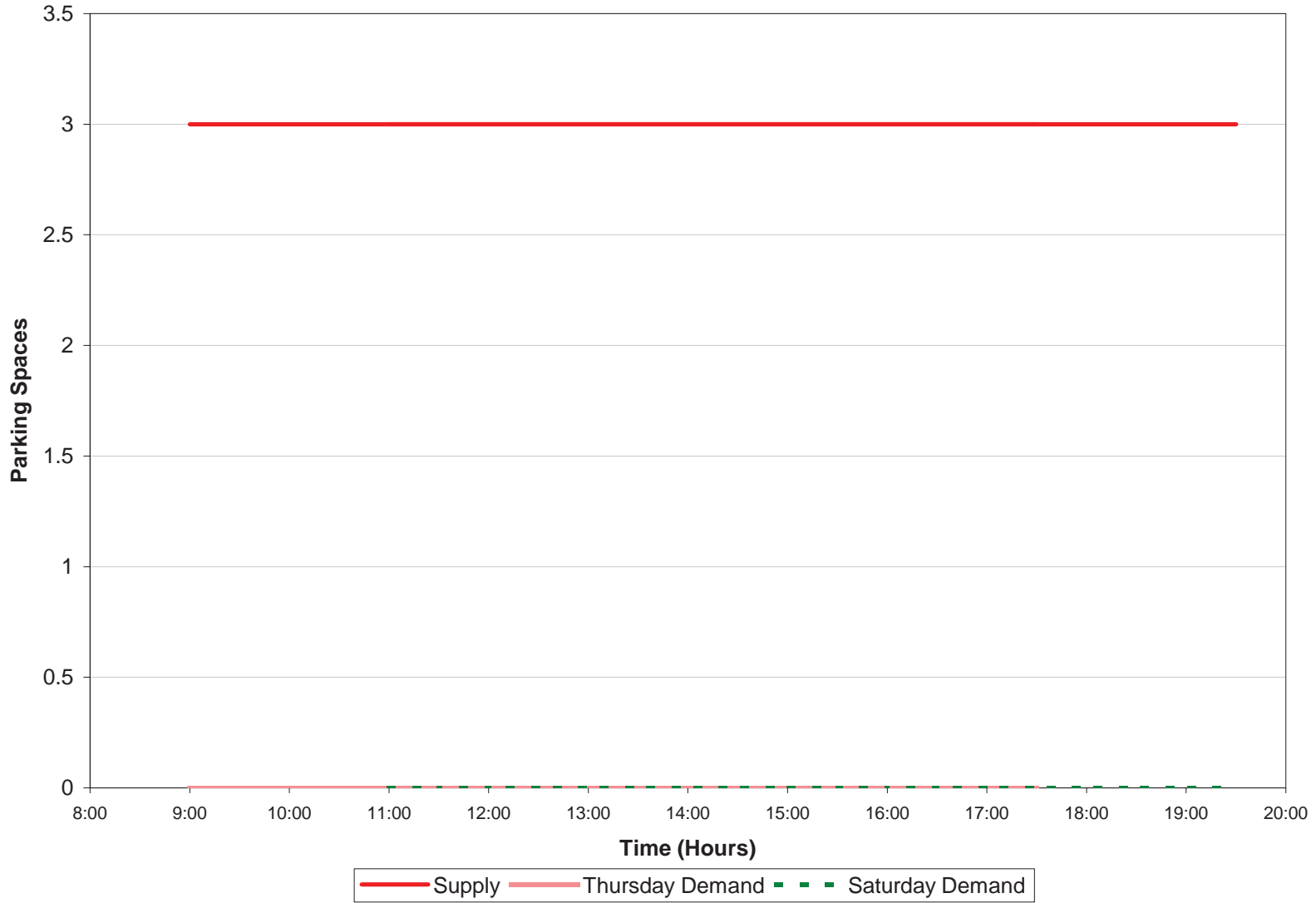
CITY OF PUNTA GORDA  
On-Street Parking

Street ID #29



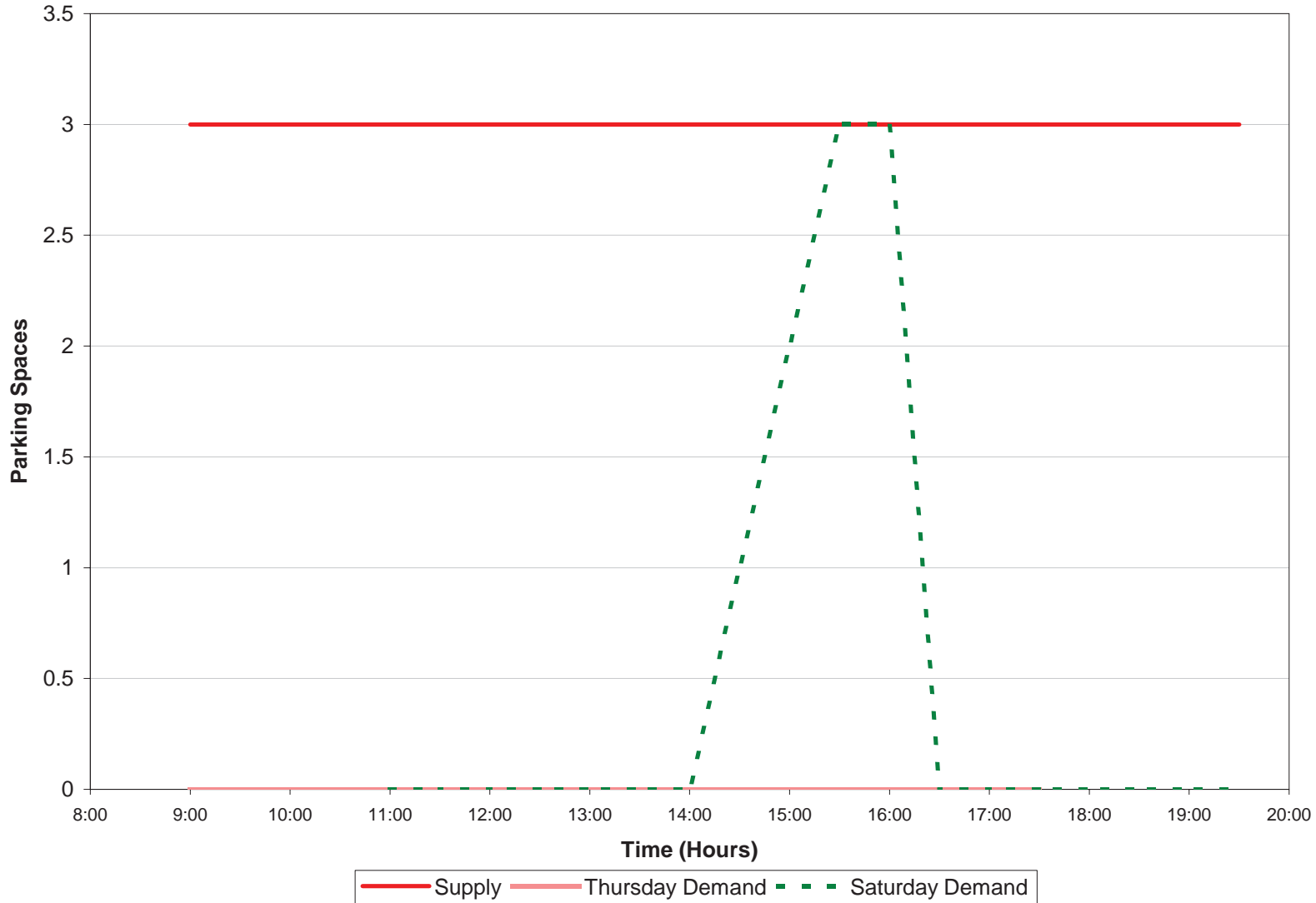
# CITY OF PUNTA GORDA On-Street Parking

Street ID #30



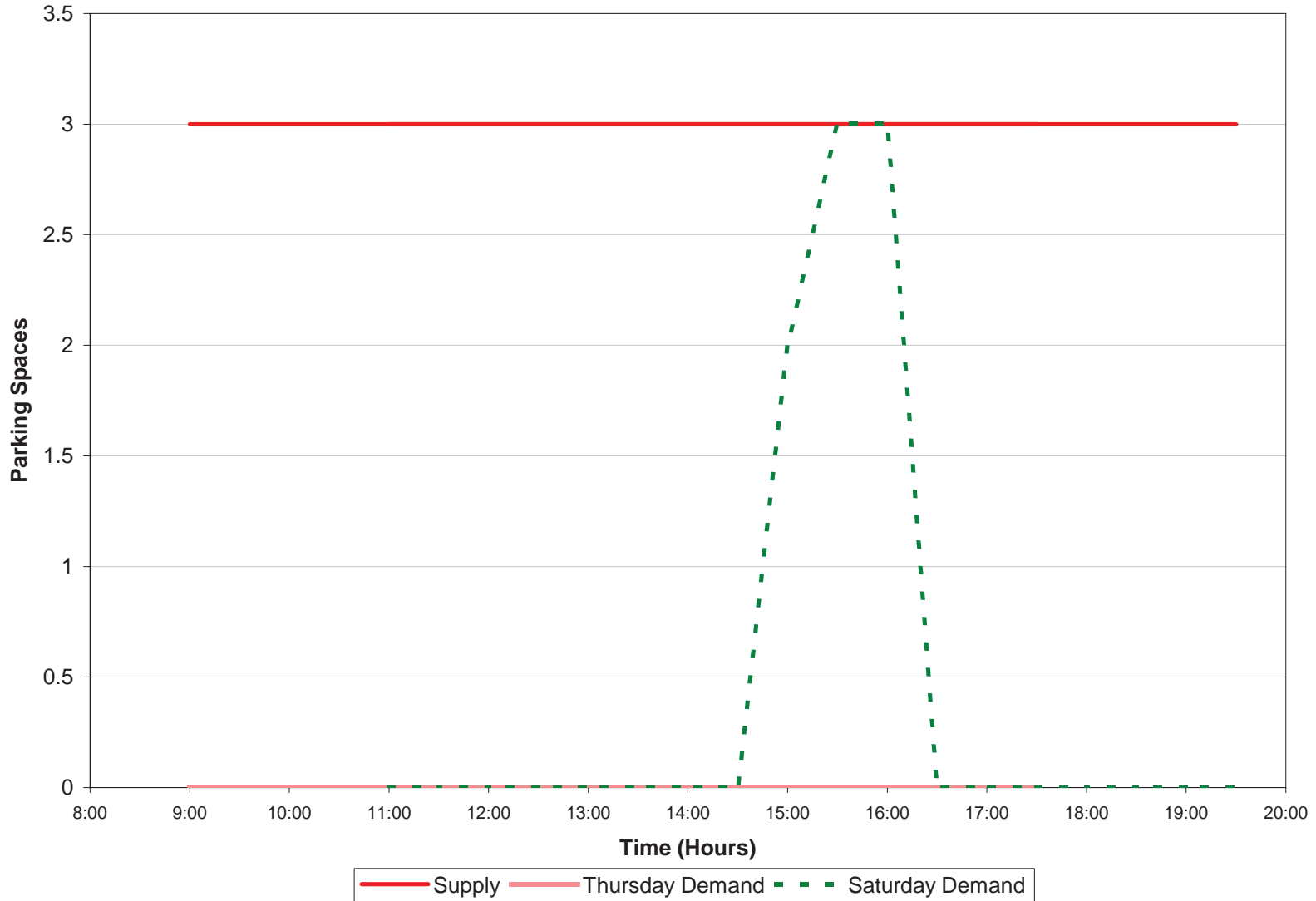
# CITY OF PUNTA GORDA On-Street Parking

Street ID #31



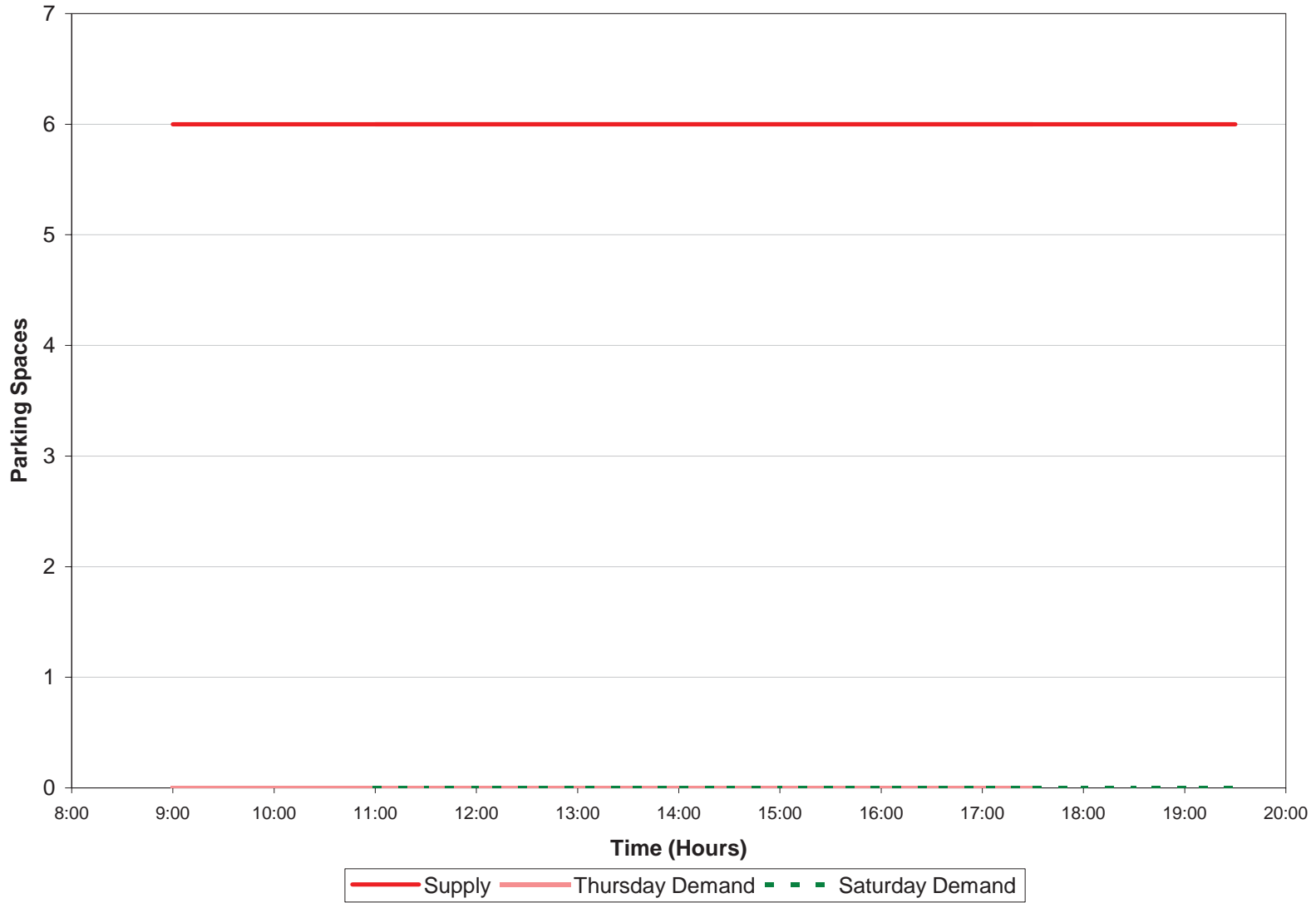
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #32**



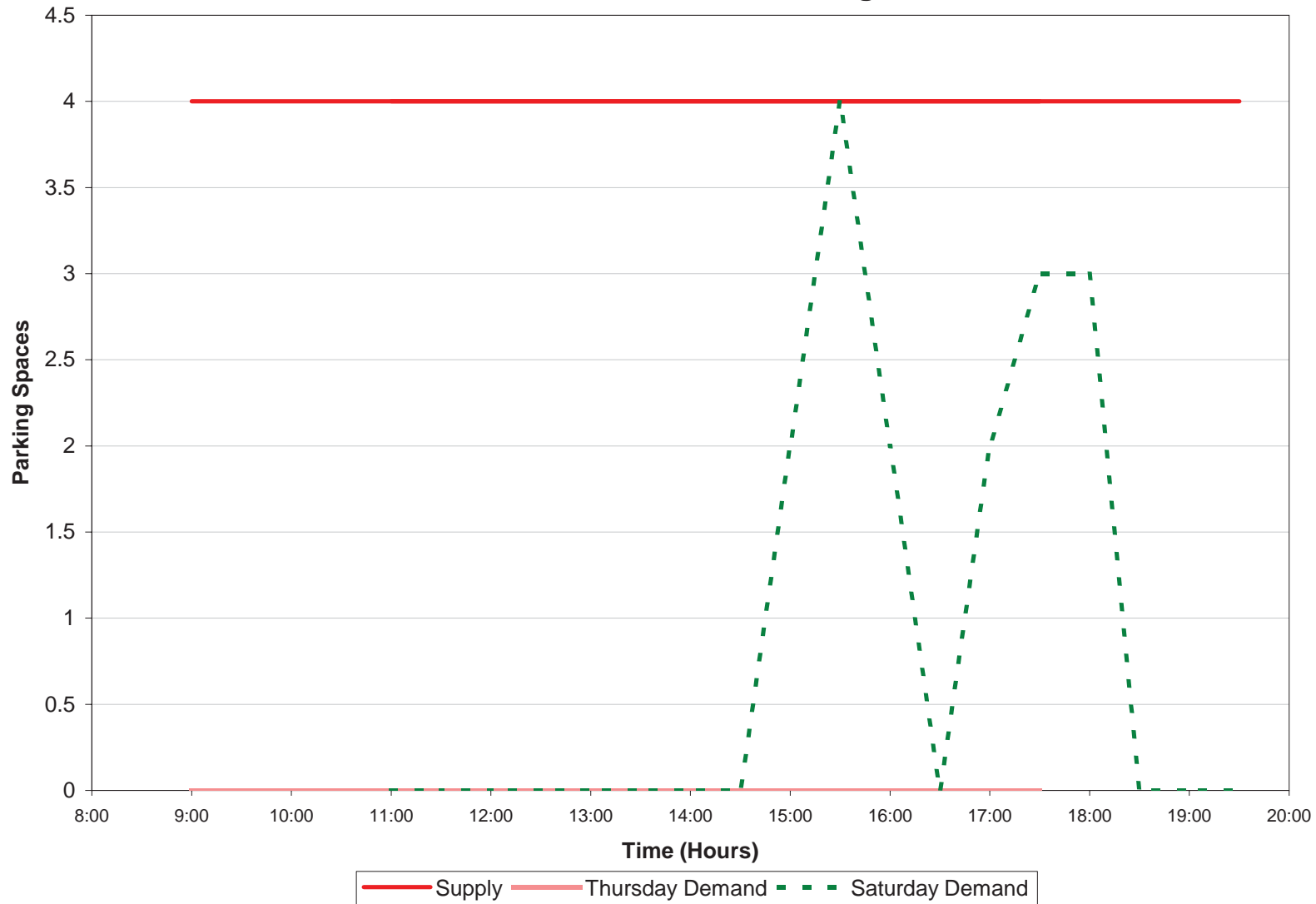
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #33**



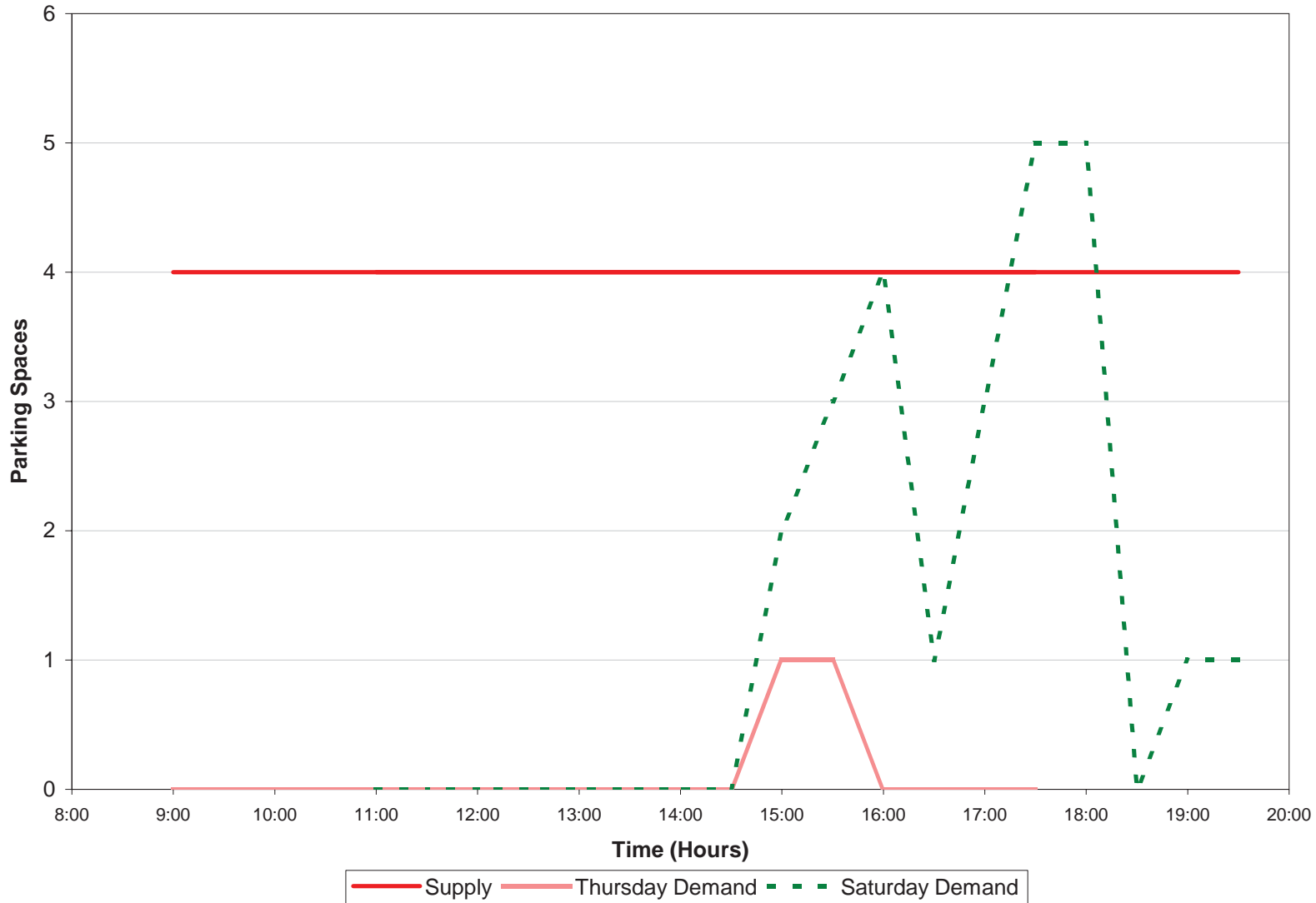
# CITY OF PUNTA GORDA On-Street Parking

Street ID #34



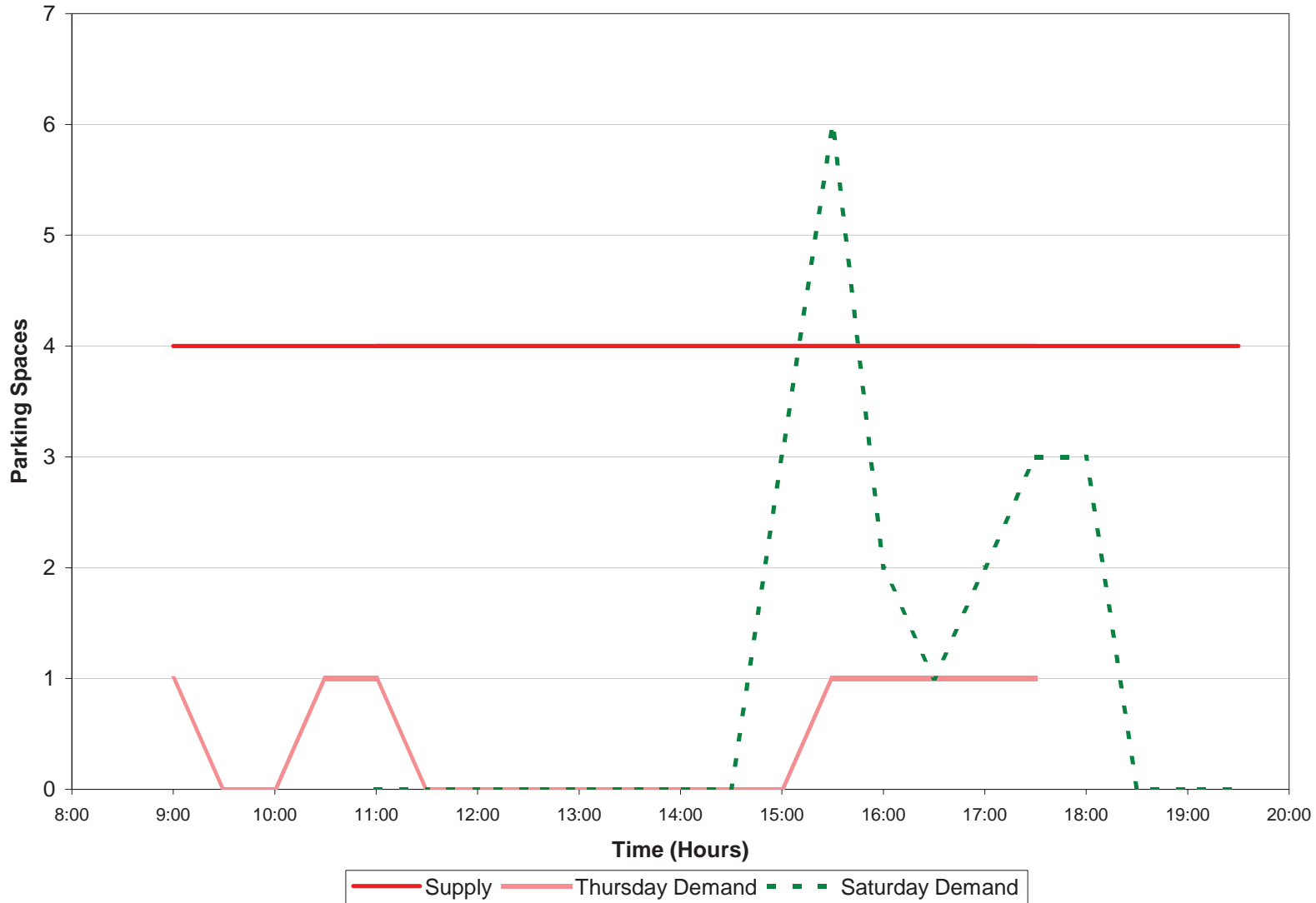
CITY OF PUNTA GORDA  
On-Street Parking

Street ID #35



# CITY OF PUNTA GORDA On-Street Parking

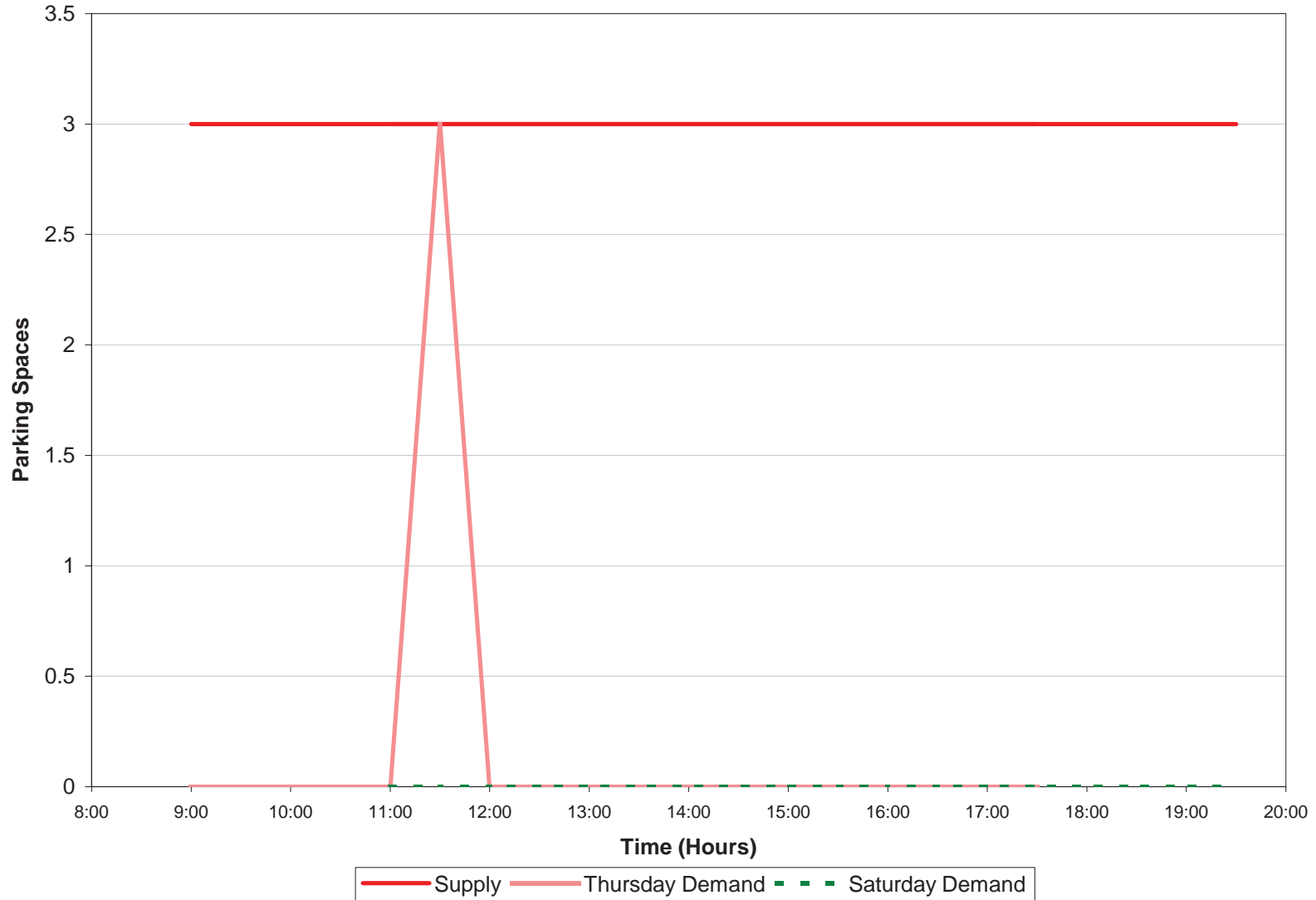
Street ID #36





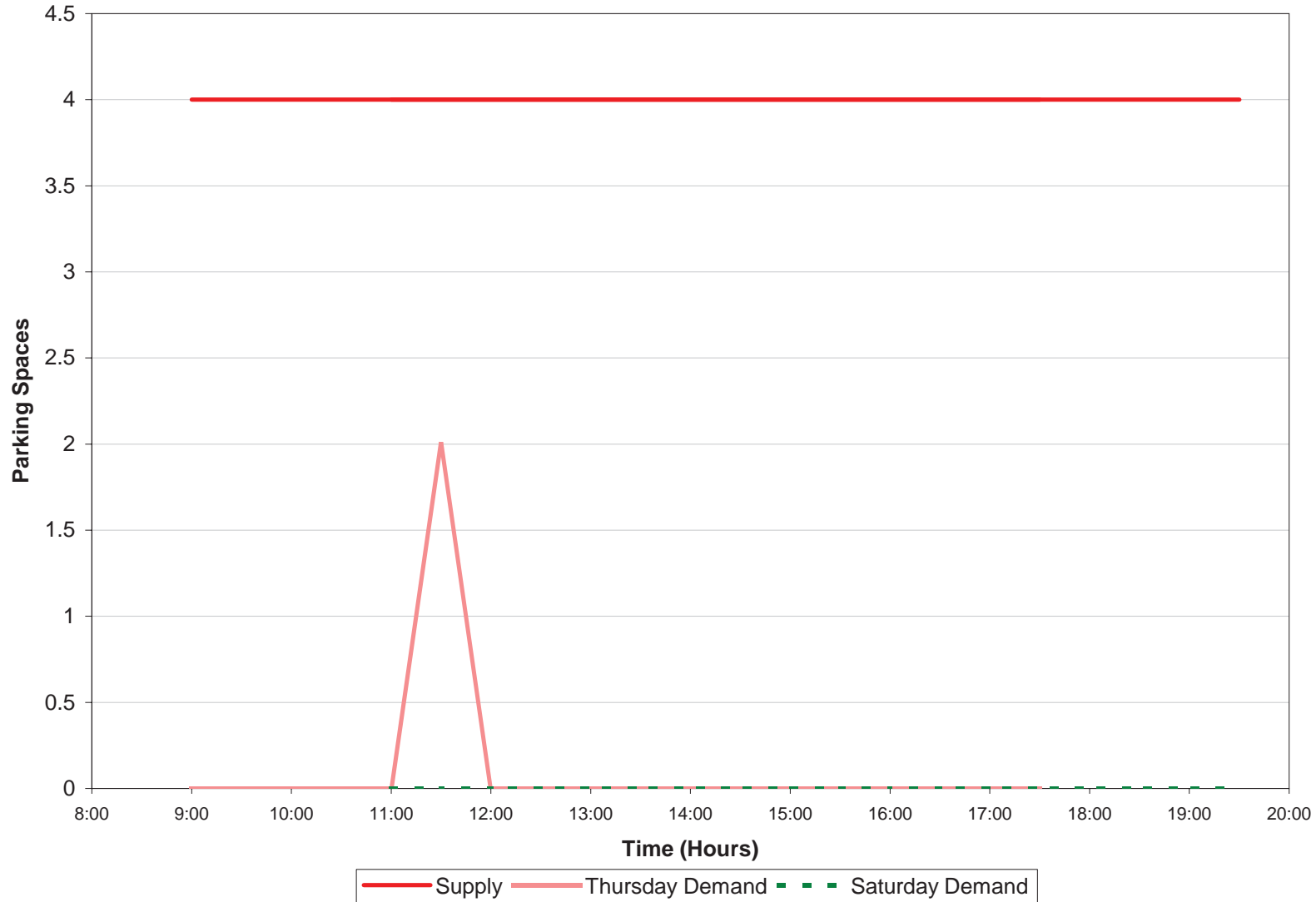
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #37**



**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #38**



# CITY OF PUNTA GORDA On-Street Parking

Street ID #39



# CITY OF PUNTA GORDA On-Street Parking

Street ID #40





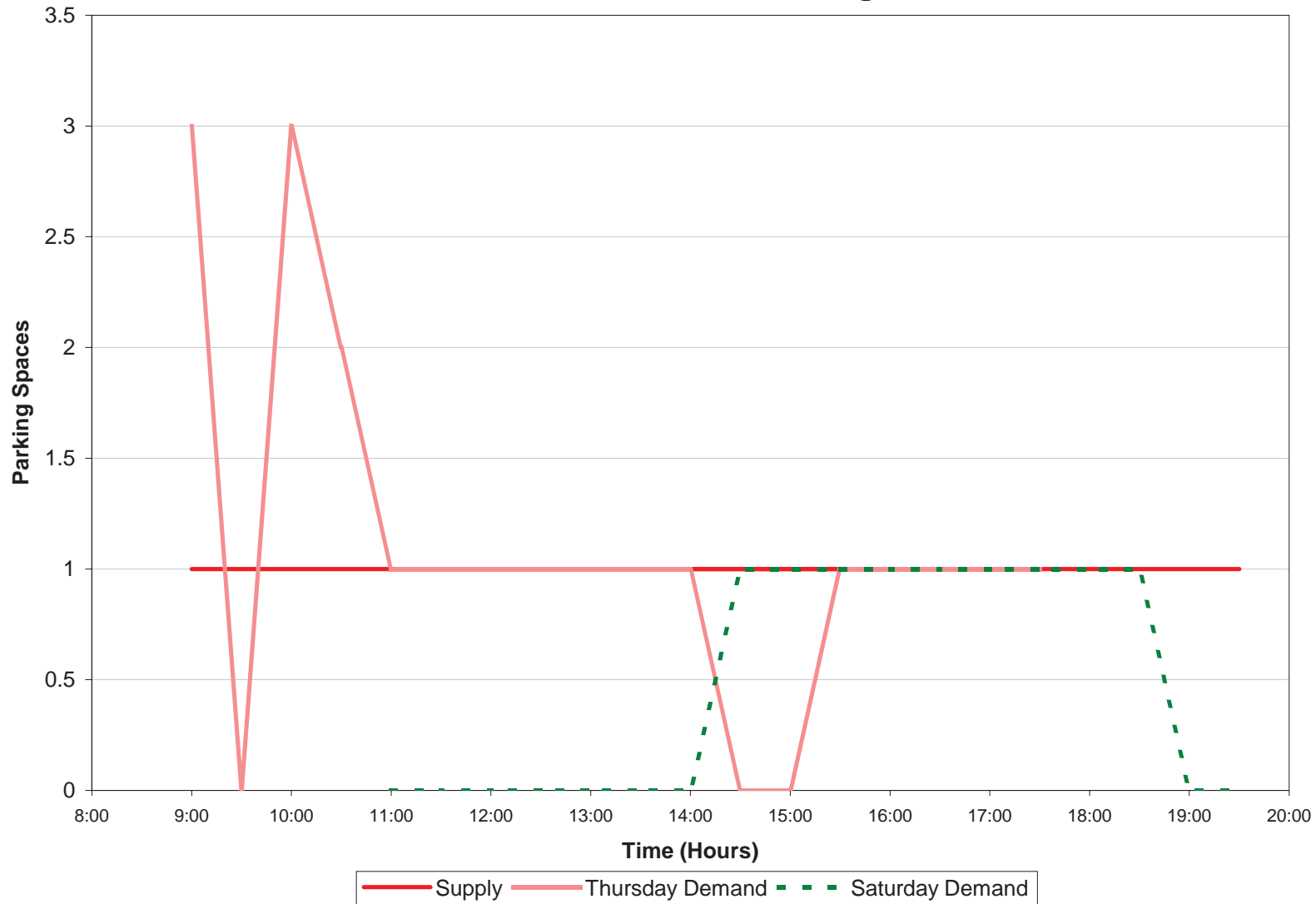
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #73**



CITY OF PUNTA GORDA  
On-Street Parking

Street ID #74



**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #75**





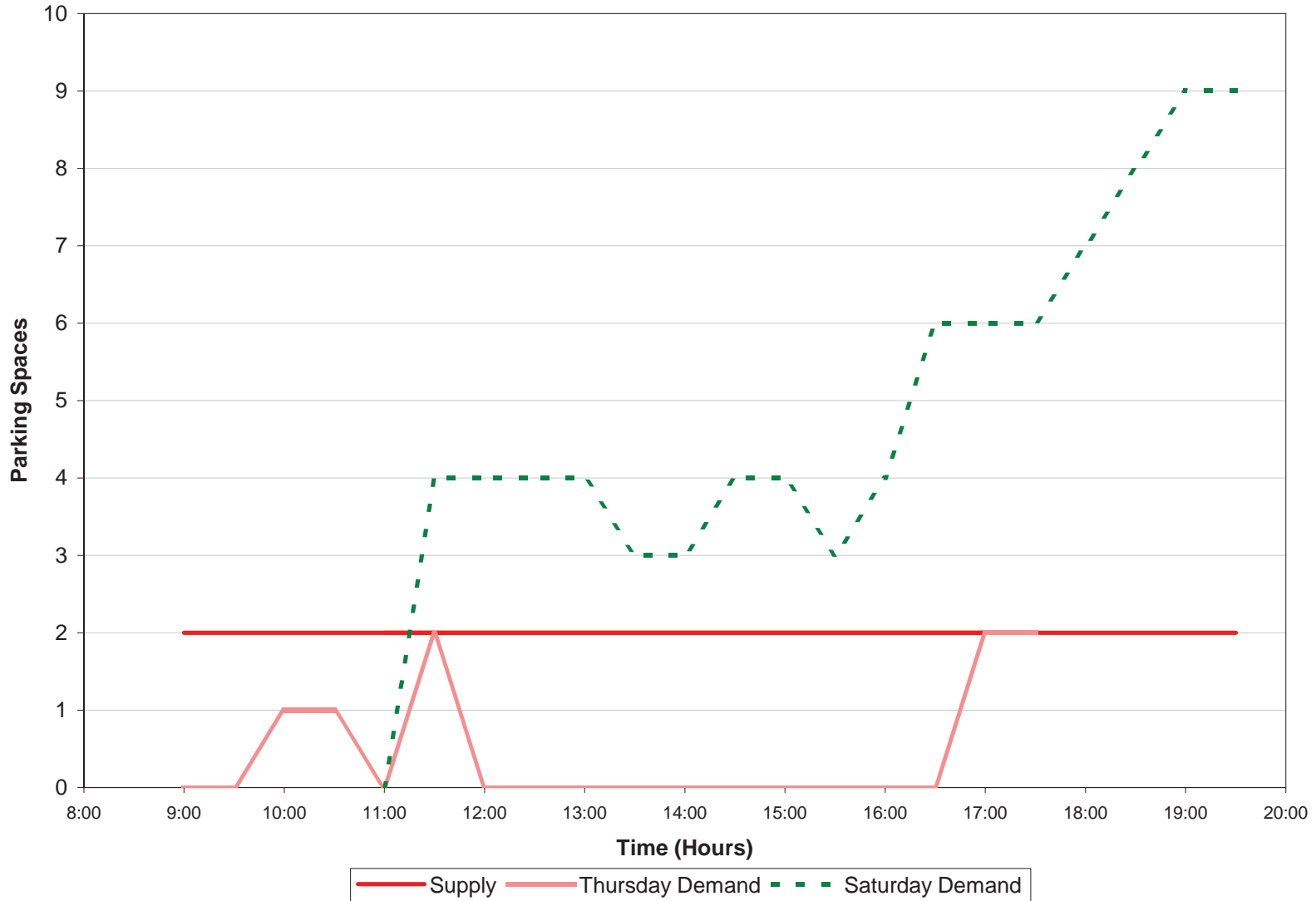
# CITY OF PUNTA GORDA On-Street Parking

Street ID #76



CITY OF PUNTA GORDA  
On-Street Parking

Street ID #77



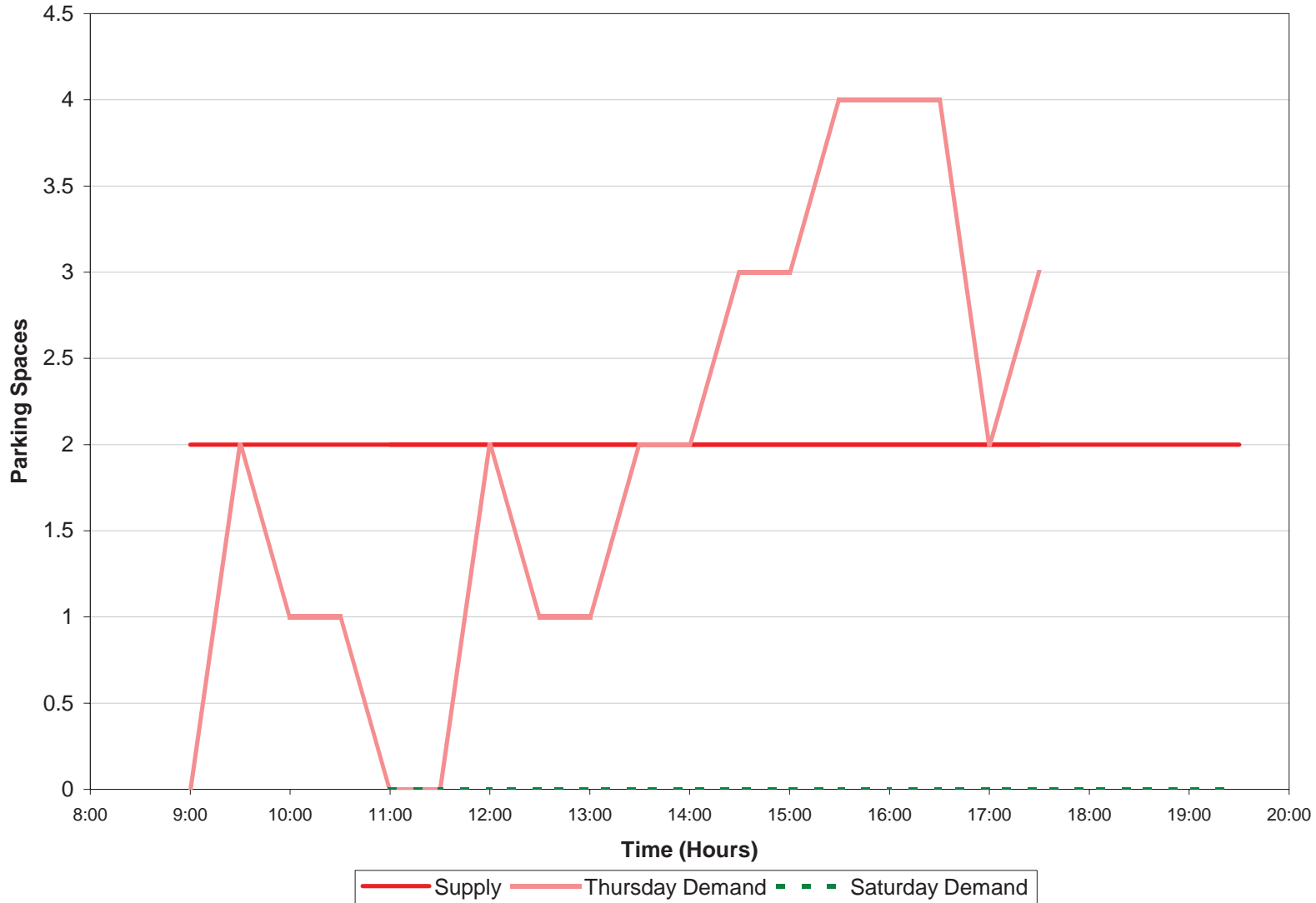
# CITY OF PUNTA GORDA On-Street Parking

Street ID #78



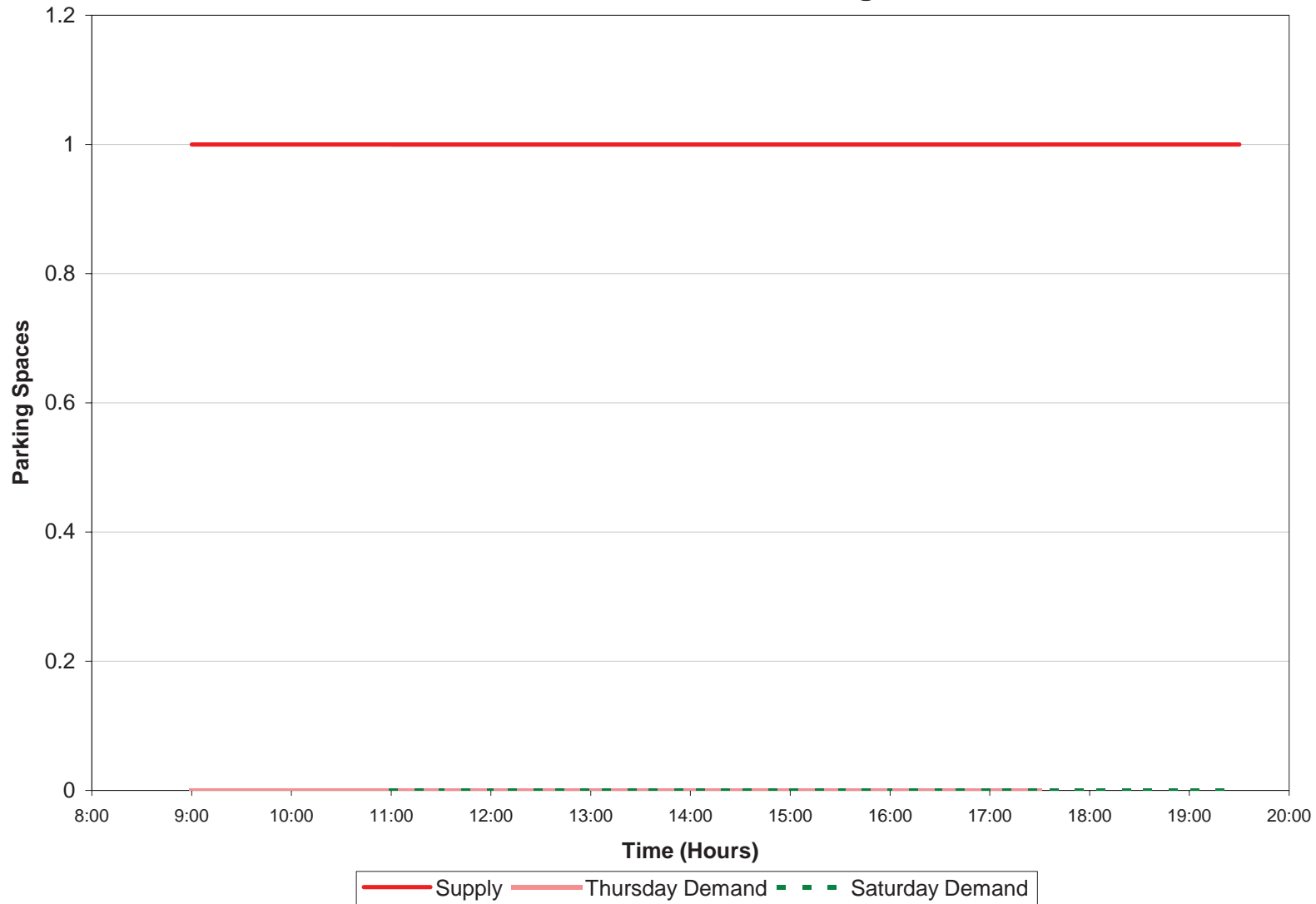
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #79**



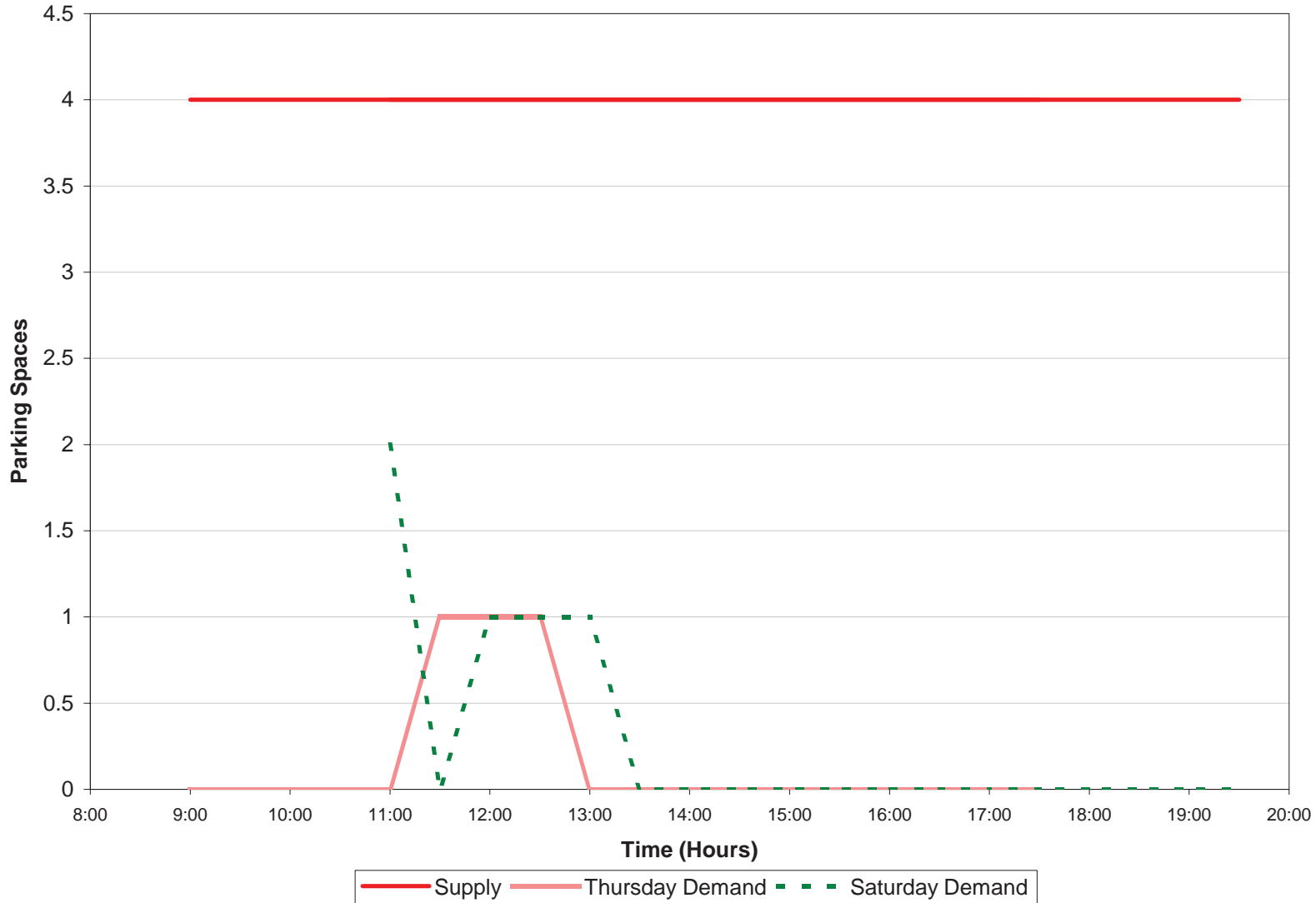
# CITY OF PUNTA GORDA On-Street Parking

Street ID #84



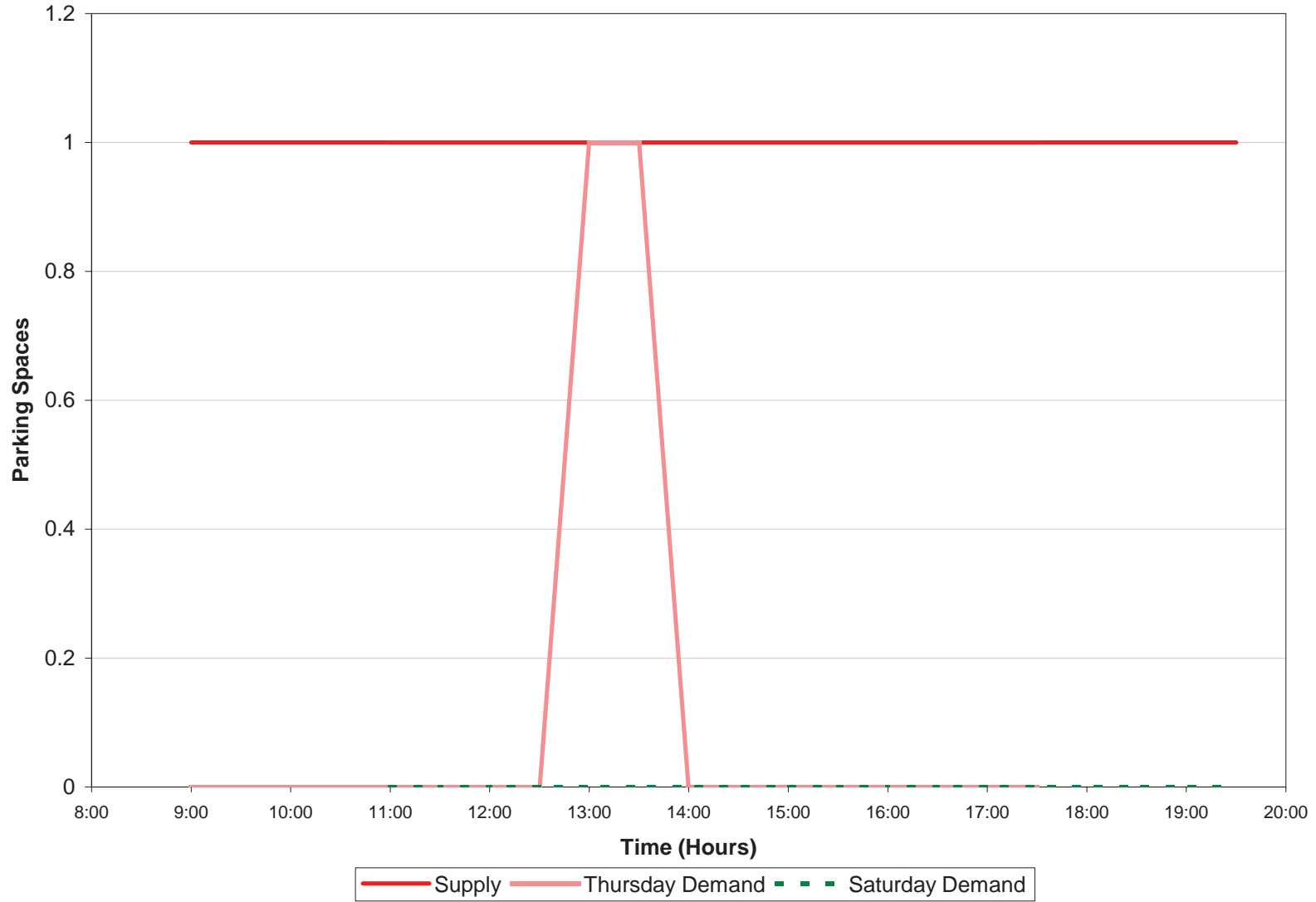
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #86**



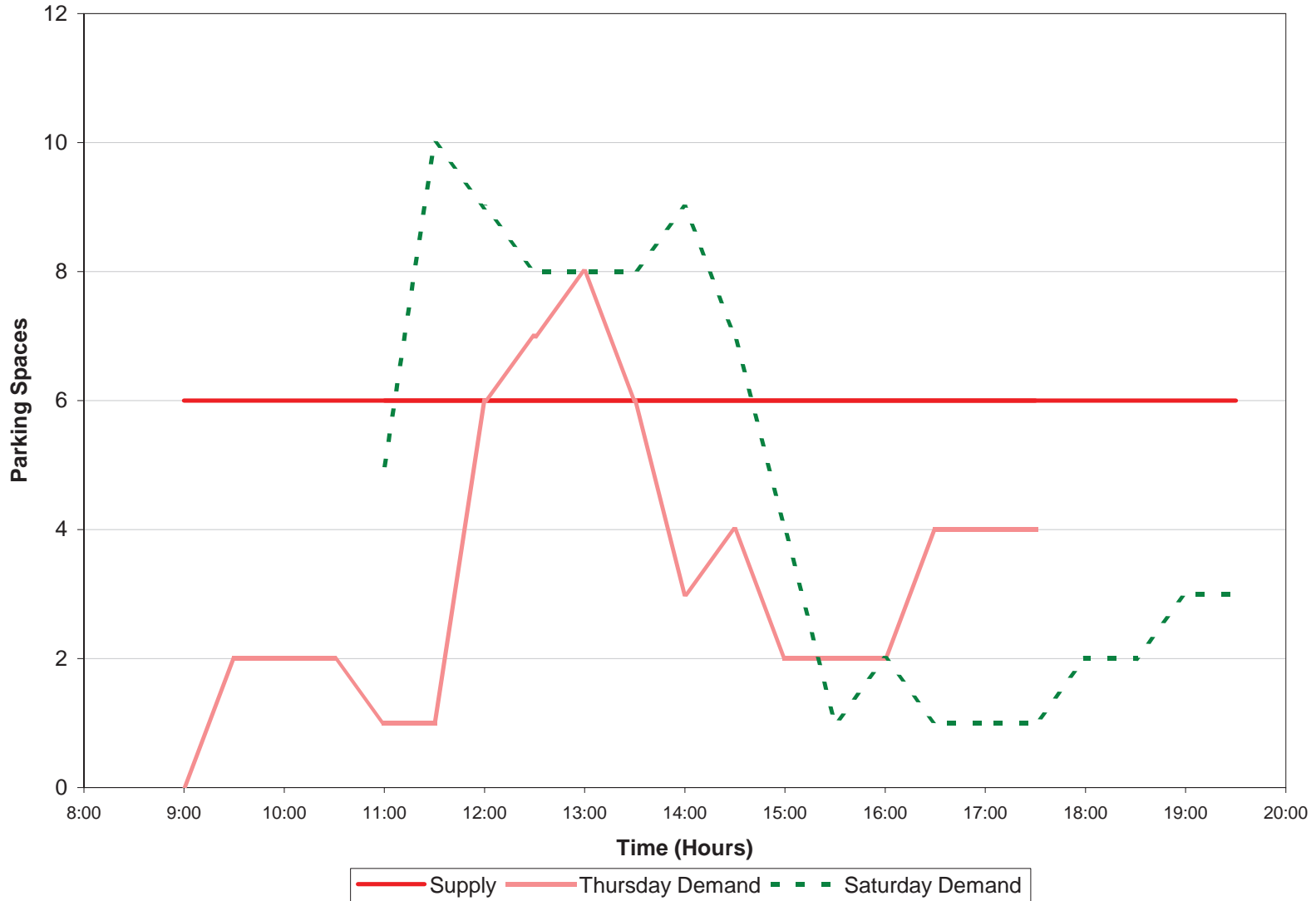
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #87**



CITY OF PUNTA GORDA  
On-Street Parking

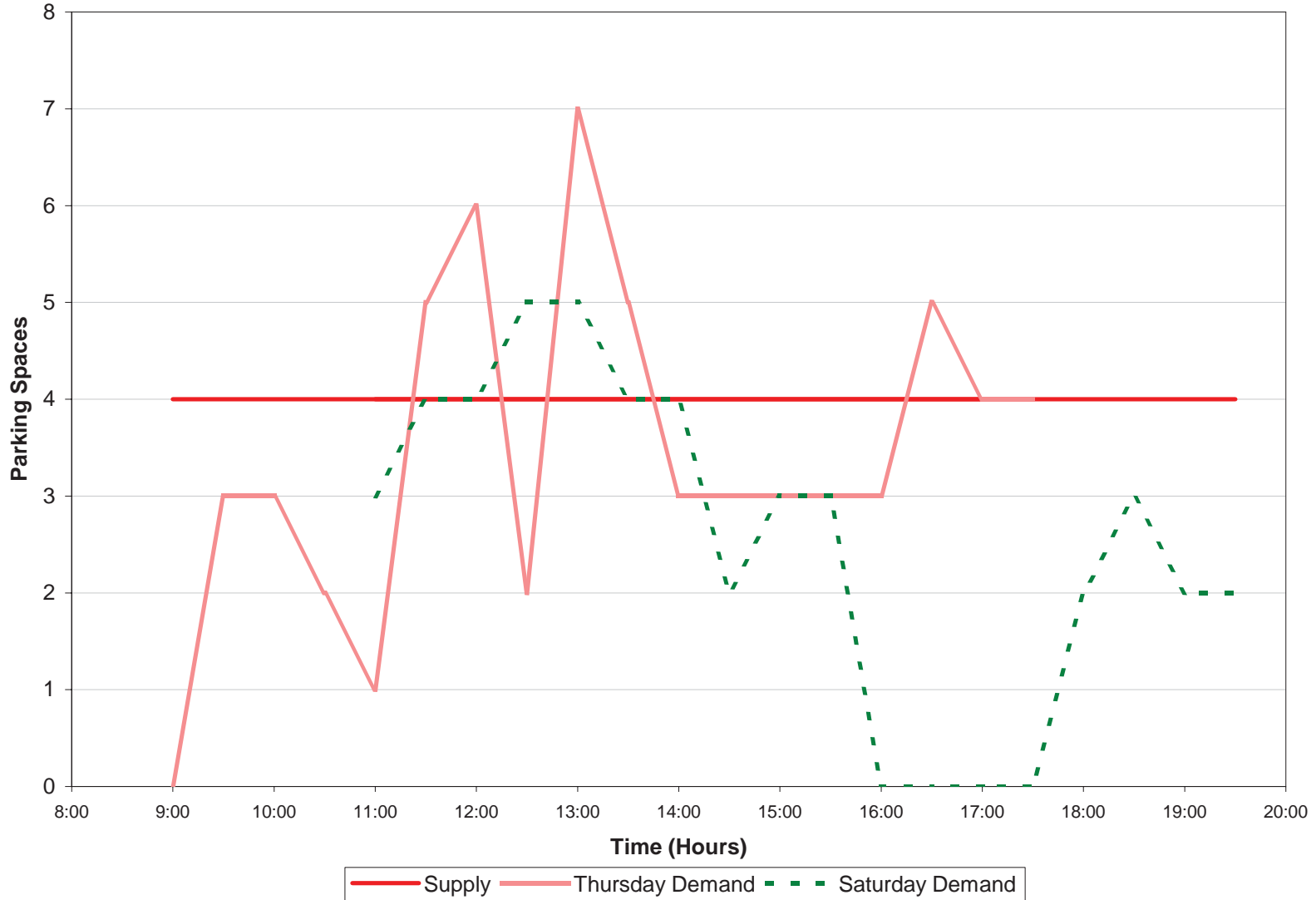
Street ID #88





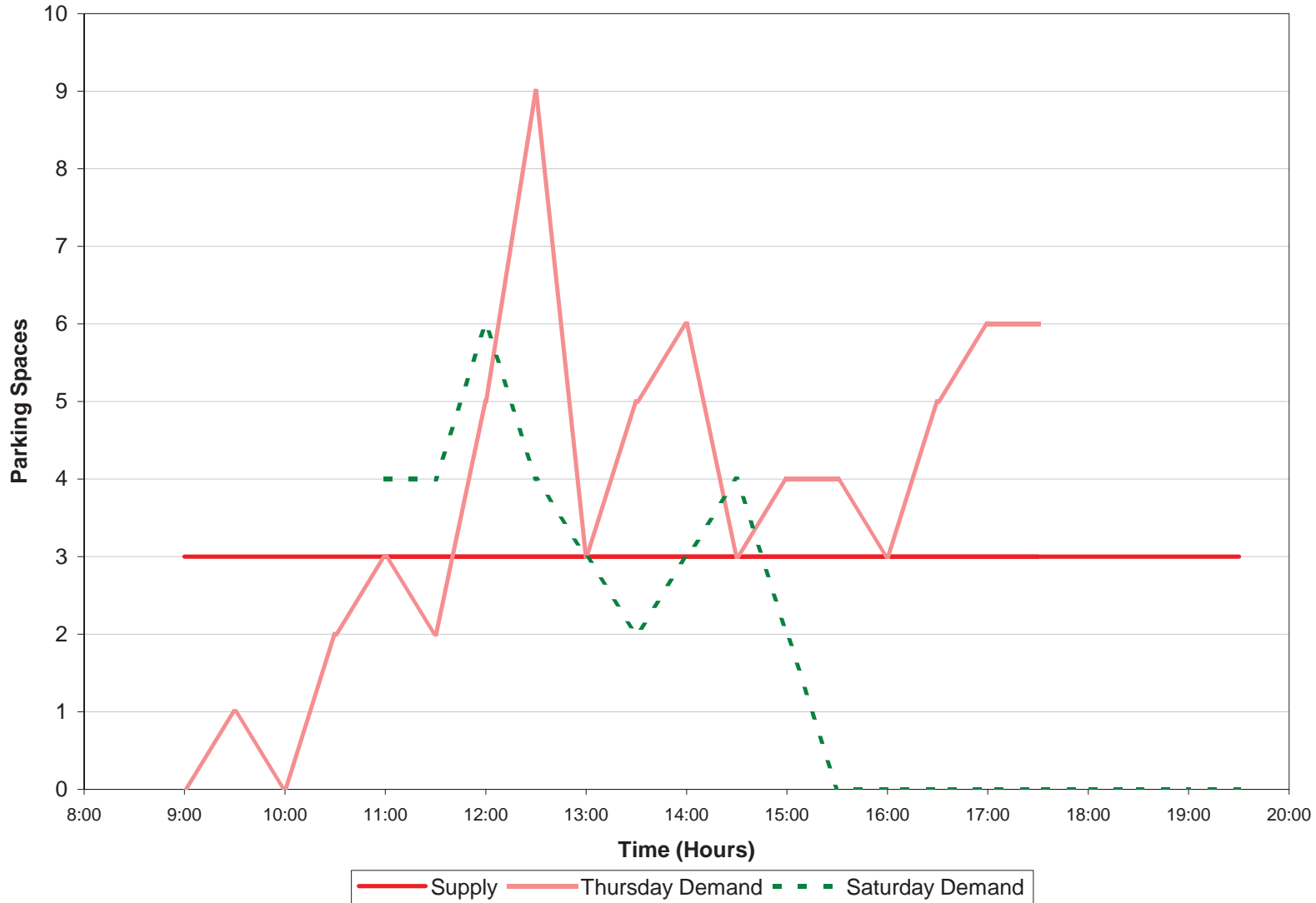
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #89**



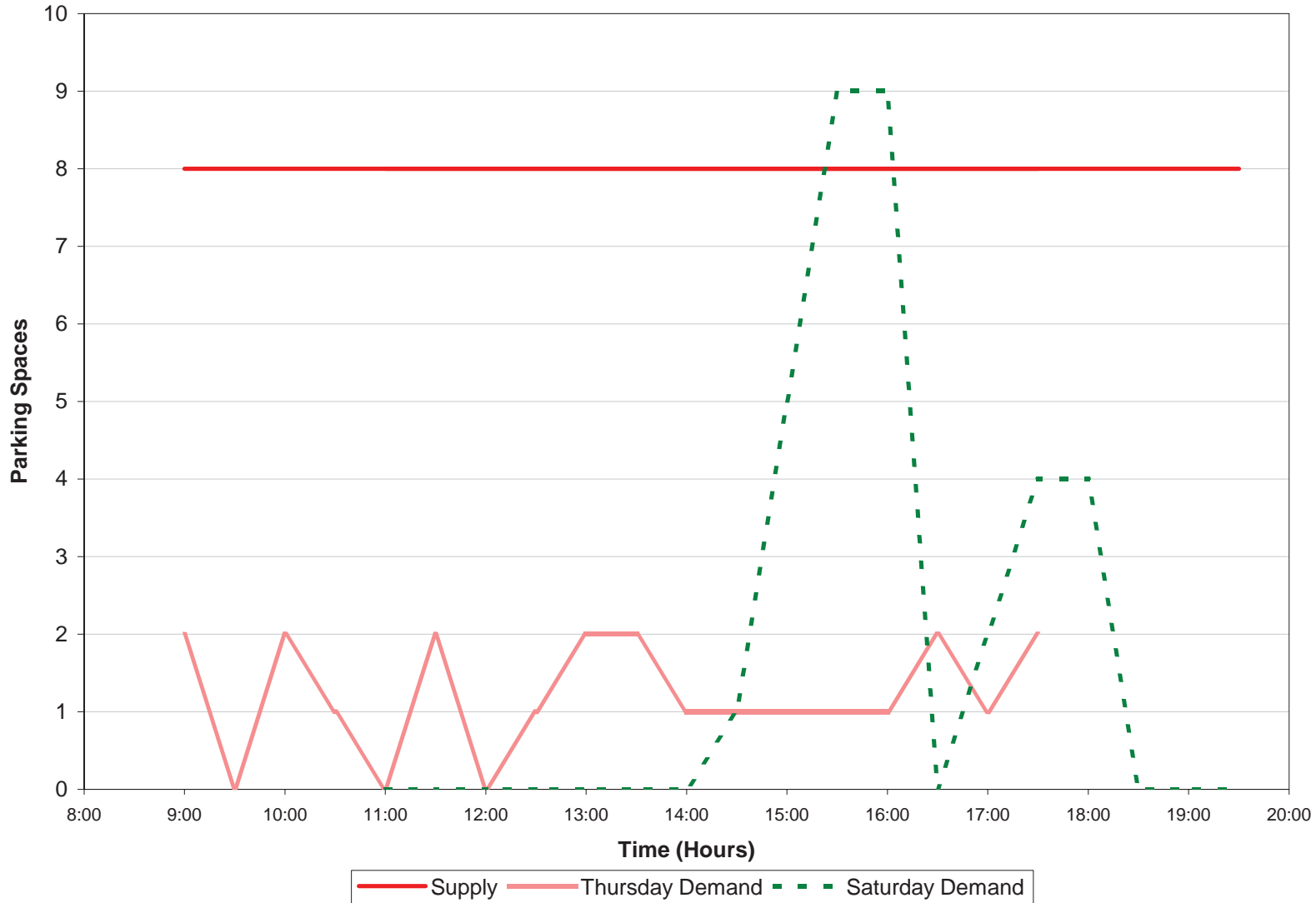
# CITY OF PUNTA GORDA On-Street Parking

Street ID #90



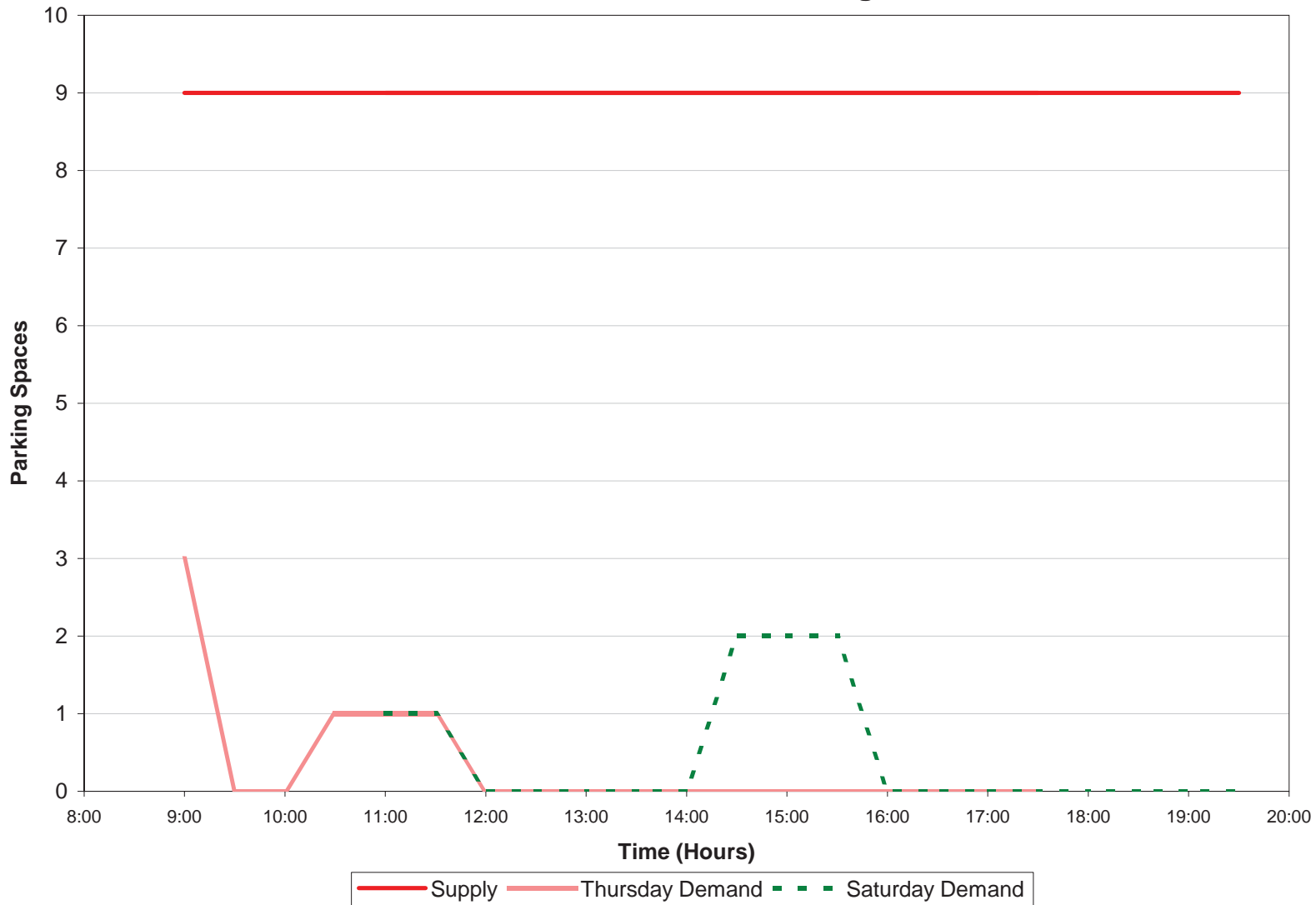
**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #91**



**CITY OF PUNTA GORDA  
On-Street Parking**

**Street ID #110**



**APPENDIX D:**  
**Parking Model Data**

# **Unbalanced Parking Model Results**

## CITY BLOCK BUILDOUT CHARACTERISTICS

Block ID	Sub Area ID	Block Acreage	Land Uses				Buildout Intensity	Development Mix Category	Mix Index	Mix & Intensity Index
			Office	Commercial	Residential	Hotel				
1	D	2.27	O	C	R		75 to 100	OCR	100	OCR 100
2	E	3.57	O	C	R		75 to 100	OCR	100	OCR 100
3	E	2.69	O	C			25 to 50	OC	50	OC 50
4	E	1.54	O	C	R		75 to 100	OCR	100	OCR 100
5	E	4.56	O	C			25 to 50	OC	50	OC 50
6	F	3.75	O				0 to 25	O	25	O 25
7	F	6.57					School/No change			
8	E	1.65	O	C	R		75 to 100	OCR	100	OCR 100
9	E	1.79	O	C	R		75 to 100	OCR	100	OCR 100
10	E	1.79	O	C			25 to 50	OC	50	OC 50
11	F	1.8	O	C			25 to 50	OC	50	OC 50
12	F	1.88	O	C			25 to 50	OC	50	OC 50
13	E	1.77	O	C	R		75 to 100	OCR	100	OCR 100
14	E	1.79	O	C			25 to 50	OC	50	OC 50
15	G	3.57	O	C	R		50 to 75	OCR	75	OCR 75
16	H	3.93	O	C	R		75 to 100	OCR	100	OCR 100
17	G	1.21	O	C			50 to 75	OC	75	OC 75
18	L	1.16		C			0 to 25	C	25	C 25
19	L	2.59	O	C			50 to 75	OC	75	OC 75
20	I	1.86		C	R		50 to 75	CR	75	CR 75
21	I	1.69	O	C			25 to 50	OC	50	OC 50
22	J	3.65	O	C	R		75 to 100	OCR	100	OCR 100
23	J	3.14	O	C	R		75 to 100	OCR	100	OCR 100
24	J	1.26	O	C	R		75 to 100	OCR	100	OCR 100
25	I	1.84	O	C	R		75 to 100	OCR	100	OCR 100
26	J	1.8		C			0 to 25	C	25	C 25
27	J	1.71	O	C	R		75 to 100	OCR	100	OCR 100
28	J	4.11					No Change			
29	J	1.09	O	C			25 to 50	OC	50	OC 50
30	I	1.88	O	C			25 to 50	OC	50	OC 50
31	J	1.81	O	C			25 to 50	OC	50	OC 50
32	J	1.77					No Change			
33	A	1.74	O		R		0 to 25	OR	25	OR 25
34	K	1.62	O		R		0 to 25	OR	25	OR 25
35	K	1.84	O	C			25 to 50	OC	50	OC 50
36	K	2.21					No Change			
37	A	0.38	O		R		0 to 25	OR	25	OR 25
38	D	8.85					No Change			
39	D	10.26					No Change			
40	C	5.9	O	C			0 to 25	OC	25	OC 25
41	C	1.33					No Change			
42	C	0.7	O	C			25 to 50	OC	50	OC 50
43	C	0.66					No Change			
44	C	2.1					No Change			
45	C	2.46		C		H	50 to 75	C	75	C 75
46	B	4.53		C	R	H	75 to 100	CR	100	CR 100
47	B	3.51	O	C	R	H	75 to 100	OCR	100	OCR 100

## CITY BLOCK BUILDOUT CHARACTERISTICS

Block ID	Sub Area ID	Block Acreage	Land Uses				Buildout Intensity	Development Mix Category	Mix Index	Mix & Intensity Index
			Office	Commercial	Residential	Hotel				
48	B	4.08	O	C	R	H	75 to 100	OCR	100	OCR 100
49	B	3.16					No Change			
50	B	8.08	O	C			0 to 25	OC	25	OC 25
51	B	1.65	O	C			0 to 25	OC	25	OC 25
52	B	1.8	O	C			75 to 100	OC	100	OC 100
53	A	4.6	O	C			50 to 75	OC	75	OC 75
54	A	2.9	O	C			0 to 25	OC	25	OC 25



## 2006 PARKING INVENTORY

Lot/Street ID	Parking Type	Acreage	Parking Supply	Weekday Demand	Weekend Demand	Block ID
3	Existing	4.597116	260			53
4	Existing	7.880652	200			50
5	Future	1.546346	100			54
41	Future	0.450099	28	7	13	25
42	Funded	0.927868				25
43	Future	0.16464	67	16	16	21
44	Existing	0.253152	33	28	19	21
45	Existing	0.088017	8	4	4	22
46	Future	1.320174	90	0	6	32
47	Future	2.213457	105			36
48	Future	1.75087	113			28
49	Future	4.181865				46
50	Future	3.262202	500	113	126	48
51	Funded	4.389545	200			40
52	Existing	10.02766	220			39
53	Existing	10.02766	166			39
54	Existing	2.102561	54	24	28	44
56	Existing	1.697024	58	53	12	15
68	Existing	0.572751	16			54
71	Future	1.285564	200			16
96	Existing	0.593449	37	0	1	23
97	Existing	0.662174	9			23
98	Existing	0.662174	5			23
99	Existing	0.627757	25			23
100	Existing	0.627757	10			23
101	Existing	0.496387	20	17	5	51
102	Existing	0.186548	9	6	6	51
103	Future	0.072442	14	8	7	51
104	Future	0.183884	13			52
105	Existing	0.147022	5	4	5	51
106	Existing	0.170151	4	4	2	51
107	Existing	0.115937	5	3	3	51
108	Existing	0.121236	6	2	1	51
109	Existing	0.218565	18			52
110	Existing	0.128048	9	3	2	37
111	Existing	0.209323	11	7	4	33
112	Existing	0.197191	8	4	0	33
113	Existing	0.330647	16			54
114	Existing	0.170962	8	2	0	33
115	Existing	0.113448	5	0	4	33
116	Existing	0.241224	11	5	6	30
117	Existing	0.34866	15	0	0	30
118	Existing	0.117584	12	2	1	30
119	Future	0.458151	33			25
120	Existing	0.241159	17	7	4	20
121	Existing	0.23869	19	11	11	17
123	Existing	0.872476	41	38	28	15
124	Existing	0.380256	35	16	13	15
125	Existing	0.188604	4	5	5	15
126	Future	0.229165	24	0	2	17
127	Future	0.234528	9			39

## 2006 PARKING INVENTORY

Lot/Street ID	Parking Type	Acreage	Parking Supply	Weekday Demand	Weekend Demand	Block ID
128	Existing	0.323887	19	17	12	13
129	Existing	0.671428	23	22	5	9
130	Existing	0.22968	8	10	12	13
131	Existing	0.560461	27	22	19	9
132	Existing	0.178999	6	5	2	8
133	Existing	0.099538	8	12	6	8
134	Existing	0.420792	17	8	0	8
135	Existing	0.211322	7	4	1	8
136	Existing	0.137667	9			4
137	Existing	0.200026	7			4
138	Existing	0.448898	18			2
139	Existing	0.448238	12			2
140	Existing	0.812144	22			5
141	Existing	0.812144	16			5
142	Existing	0.472626	6			5
143	Existing	0.472626	16			5
144	Existing	1.003754	17			14
145	Existing	1.003754	12			14
146	Existing	0.110042	12	10	9	26
147	Existing	0.169353	7	6	8	26
148	Existing	0.230191	16	11	7	26
150	Existing	1.714975	57	9	9	27
151	Existing	1.263076	23			24
152	Existing	1.174798	28	14	8	22
153	Existing	1.174798	18	10	2	22
154	Existing	0.18302	33	0	4	22
155	Existing	0.591143	33	18	7	22
156	Existing	0.089111	16	5	0	22
157	Existing	0.244918	36	20	7	22
158	Existing	0.104308	7			34
159	Existing	0.570826	20	30	15	31
160	Existing	0.311228	9			34
161	Existing	0.435597	24			35
162	Existing	0.724586	26			35
163	Existing	0.457635	32			16
164	Existing	0.750072	40			16
165	Existing	0.517876	9			18
166	Existing	1.32773	60			41
167	Existing	1.32773	14			41
168	Existing	0.548189	22	13	8	42
169	Existing	2.102561	9	9	4	44
170	Existing	2.102561	80	0	24	44
171	Existing	0.59801	23	6	10	45
172	Existing	0.241398	10	11	18	45
174	Existing	0.240204	6	3	7	45
175	Existing	0.240204	6	3	3	45
176	Existing	0.232658	18			5
177	Existing	1.116093	36			10
178	Existing	0.222781	5			10
179	Existing	0.114171	7	5	5	33
180	Existing	0.08975	6	4	0	33

## 2006 PARKING INVENTORY

Lot/Street ID	Parking Type	Acreage	Parking Supply	Weekday Demand	Weekend Demand	Block ID
1000	Existing	0.349023	12	3	0	15
1001	Existing	0.086449	1	4	0	15
1002	Existing	0.378984	1	2	0	17
1003	Existing	0.59801	14	14	0	45
1004	Existing	0.71296	9	0	0	42
1005	Existing	0.241398	6	0	0	45
1006	Existing	0.105778	2	2	0	13
1007	Existing	0.59801	2	5	0	45
1008	Existing	0.671269	3	5	0	45
1009	Existing	0.141905	6	23	0	20
1010	Existing	0.229765	27	6	0	26
1011	Existing	0.230719	23	3	0	31
2009	Existing	0.023047	10	7	0	20
6	Existing		15	9	1	54
7	Existing		6	6	4	37
8	Existing		3	3	0	33
9	Existing		2	0	4	52
10	Existing		2	0	0	52
11	Existing		3	1	0	30
12	Existing		3	2	2	51
13	Existing		2	2	2	51
14	Existing		7	3	5	25
15	Existing		7	7	7	20
16	Existing		7	7	7	20
17	Existing		5	5	5	48
18	Existing		5	7	5	48
19	Existing		8	3	0	50
20	Existing		6	6	5	51
21	Existing		12	7	10	21
22	Existing		15	14	20	21
23	Existing		2	0	4	30
24	Existing		2	0	0	30
25	Existing		6	3	4	25
26	Existing		3	3	3	26
27	Existing		8	8	5	22
28	Existing		3	3	4	26
29	Existing		3	3	3	26
30	Existing		3	0	0	27
31	Existing		3	0	3	27
32	Existing		3	0	3	27
33	Existing		6	0	0	23
34	Existing		4	0	4	28
35	Existing		4	1	5	24
36	Existing		4	1	6	28
37	Existing		3	3	0	33
38	Existing		4	2	0	33
39	Existing		4	3	0	34
40	Existing		2	3	0	34
55	Funded		10	4	11	15
57	Future		17			50
58	Future		6			52

## 2006 PARKING INVENTORY

Lot/Street ID	Parking Type	Acreage	Parking Supply	Weekday Demand	Weekend Demand	Block ID
59	Future		2			51
60	Future		2			51
61	Future		18			47
62	Future		7			47
63	Future		7			47
64	Existing		6			47
65	Future		8			46
66	Future		5			46
67	Future		7			46
69	Existing		7			5
70	Existing		7			6
72	Existing		5			1
73	Existing		6	3	0	51
74	Existing		1	3	1	51
75	Existing		1	3	0	51
76	Existing		3	2	0	51
77	Existing		2	2	9	33
78	Existing		4	3	0	33
79	Existing		2	4	0	33
80	Existing		6			54
81	Existing		3			
82	Existing		5			
83	Existing		1			37
84	Existing		1	0	0	30
85	Existing		1	1	0	30
86	Existing		4	1	2	30
87	Existing		1	1	0	30
88	Existing		6	8	10	31
89	Existing		4	7	5	31
90	Existing		3	9	6	31
91	Existing		8	2	9	32
92	Existing		12			39
93	Existing		10			38
94	Existing		6			38
95	Existing		8			14
2000	Existing		4	6	0	9
2001	Existing		5	6	0	8
2002	Existing		4	0	0	13
2003	Existing		4	11	0	15
2004	Existing		1	1	0	8
2005	Existing		1	1	0	9
2006	Existing		5	5	0	9
2007	Existing		1	4	0	13
2008	Existing		3	19	0	20
2010	Existing		8	5	0	21
2011	Existing		5	6	0	20