



Daniel Island Waterfront Parking Data Report

August 2026

Executive Overview

The Daniel Island Town Association, Daniel Island Property Owners' Association, City of Charleston, The Daniel Island Company, East West Partners, the Daniel Island Community Fund, and Lowcountry Marina Holdings have partnered to create one of the most popular and highly utilized areas of Daniel Island – Daniel Island Waterfront Park. Their success in creating this active and thriving location has been greater than anticipated, bringing about the positive yet consequential issue of parking adequacy.

Parking at the Daniel Island Waterfront has become more of an immediate issue due to the impending development of TMS 2750000150, a 1.378 acre parcel owned by B/S Parcel R LLC that has been temporarily made available for public parking, pending its planned development by East West Partners. Residents have come to use this parking lot extensively for parking at the Waterfront Park.

In order to better understand the implications to overall Waterfront parking adequacy following the planned development of this privately owned parcel, Daniel Island Neighborhood Association conducted a parking data collection survey from May 22nd – July 9th 2026.

The data collected and analyzed leads to the conclusion that after the gravel lot parcel is developed, there is enough publicly available parking spots to fulfill current levels of demand during weekdays and weekends, but not enough to fulfill current levels of demand during the routine events that are hosted at the Waterfront Park. As the Daniel Island population grows, weekend evening parking will likely become problematic as well.

Detailed discussion follows, along with methodology, and all data collected and analyzed.

Discussion

Overview

The Daniel Island Waterfront Park and the immediate surrounding areas have become the de facto cultural hub for a burgeoning Daniel Island community that is growing increasingly interconnected. Residents enjoy the many green spaces, restaurants, trails, marina activity, ferry, parks, and the splashpad. Because of the number of residents that have recently arrived or will be arriving to Daniel Island, the Waterfront Park will almost certainly be increasingly active and thriving. A key ingredient in the success of the Waterfront has been available parking.

As of July 2026, there are 332 publicly available parking spots within a 0.25 mile radius from Waterfront Park. As part of The Waterfront development, East West Partners provided more than 200 parking spaces beyond zoning requirements to serve The Waterfront development while also incorporating nearly 100 publicly accessible parking spaces.

Lot TMS #2750000150 is a privately owned parcel that has long been designated for future development as part of the approved Waterfront master plan. Prior to construction, the site has been improved at private expense and has been made available for temporary public parking as a community benefit until development proceeds as originally planned.



Figure 1: Berkeley County GIS Map of Lot TMS# 2750000150 (Gravel Lot Parcel)

This gravel lot parcel is currently widely utilized for parking, with a maximum of 107 vehicles observed to park there at one time during this observation data set. Because of the availability of this parcel for parking, vehicles do not utilize official parking in as great of volume as would be used without it.

The intention of this data collection was to determine whether there was adequate parking in all circumstances following the planned development of this privately owned parcel.

For the purposes of the data collection, the 332 publicly available parking spots within approximately 0.25 miles of the Waterfront Park were divided into the following geographic locations (see figure 2 for survey key):

1. River Landing Drive West of Daniel's Landing (46 spots)
2. River Landing Drive East of Daniel's Landing (36 spots)
3. Large Parking Lot behind Vinea Courtyard Kitchen (136 spots)
4. Gravel Lot Parcel (0 official public parking spots, maximum of 107 observed)
5. Parking near Kingstide, the DIME, Yacht club (33 spots)
6. Longshore Street (15 spots)
7. Waterman Street (16 spots)
8. Spartina Lane (16 spots)
9. Helmsman Street (12 spots)
10. End of Helmsman Street (22 spots)

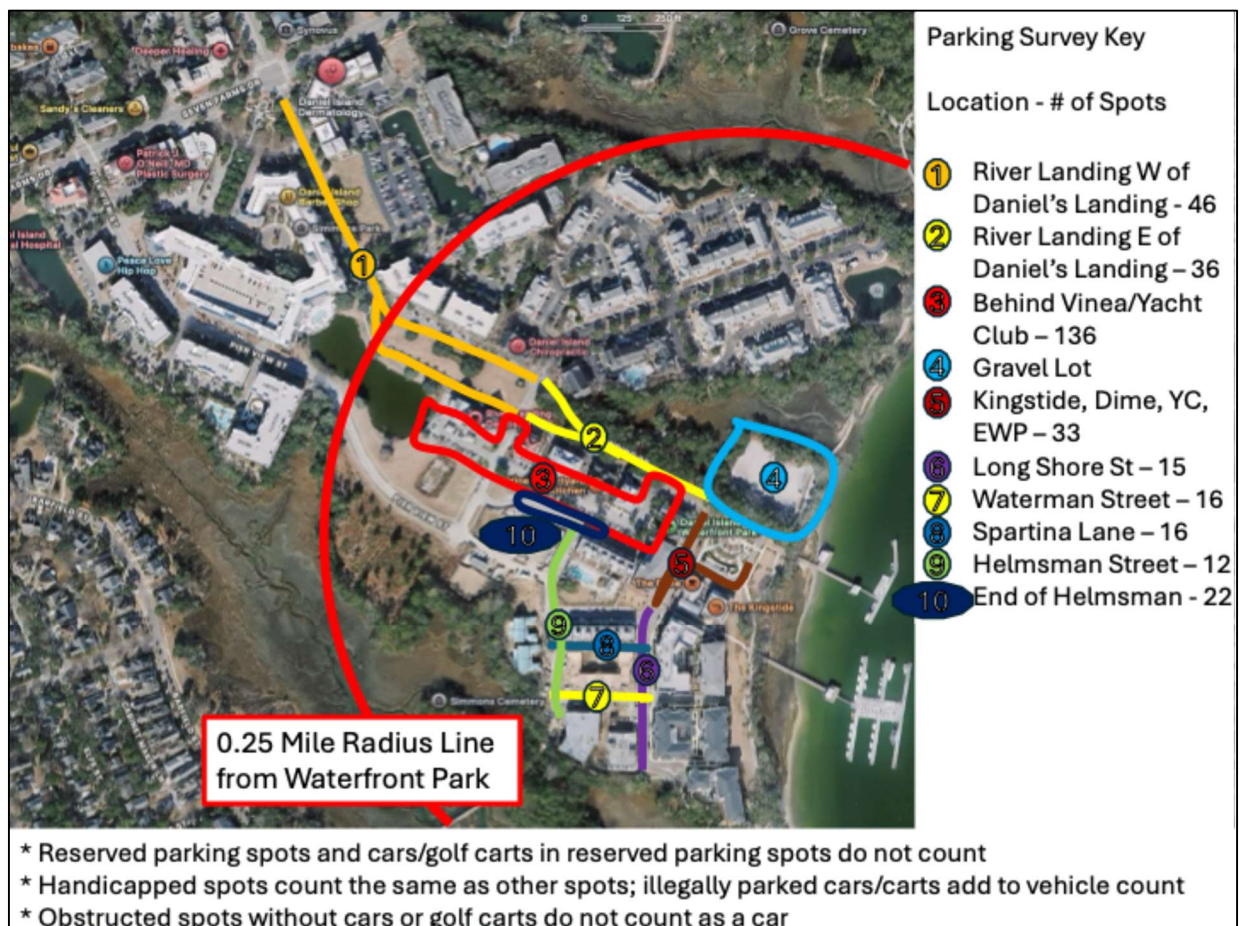


Figure 2: Waterfront Parking Data Collection Survey Key

Methodology

Thirty-one data collections were conducted, from May 22nd 2026 to July 9th 2026. These were taken during a variety of times and days throughout the week and included time periods when events were occurring.

During each data collection, all parked vehicles in each of the distinct areas were counted. Collections typically took approximately 15 minutes; reporting for each data collection event was rounded to the nearest hour.

Golf carts and automobiles were each counted as vehicles with no differentiation made between the two.

Handicapped parking spots were counted the same as unrestricted parking spots.

Reserved parking spots were not counted as part of the survey, as either parking spots or as having vehicles in them if they were present.

If vehicles were parked outside of normal parking spots (i.e. golf carts parked on the lawn), they were counted as a vehicle present in the area regardless of whether they were in an official parking spot.

If vehicles were generally transiting in an area, they were not counted.

Data Collection

All Observances are posted in Figure 3. Percent utilization was calculated using the total number of vehicles counted divided by the number of official publicly available parking spots (not gravel lot spots). This calculation gives us the most complete understanding available of what parking at the Waterfront would look like after the gravel lot is developed.

		River Landing West of Daniel's Landing	River Landing East of Daniel's Landing	Behind Vine	Gravel Lot	Kingstide, Dime, Yacht Club, EWP	Longshore St	Waterman St	Spartina Ln	Helmsman St	End of Helmsman	Total	Open Parking Spots		
Total Spots		46	36	136		0	33	15	16	16	12	22	332		
														Color Code	
All Observances															
Date	Day of Week	Time												Percent Utilization	
22-May-26	Friday	4am	30	0	6	4	1	5	2	7	0	7	92	270	75%
22-May-26	Friday	5am	32	0	6	4	1	5	2	7	0	7	64	268	75% - 90%
22-May-26	Friday	11am	24	17	50	37	27	12	9	11	5	9	201	131	90 - 95%
22-May-26	Friday	6pm	28	33	30	90	32	14	9	16	1	10	263	69	95%
23-May-26	Saturday	10am	30	12	10	68	33	13	7	15	1	7	196	136	
23-May-26	Saturday	8pm	24	29	43	68	28	10	6	12	2	11	233	99	
24-May-26	Sunday	9am	28	4	6	16	17	6	4	16	1	7	92	240	
24-May-26	Sunday	11am	30	13	8	55	33	12	2	10	1	6	170	162	
25-May-26	Monday	11am	35	16	15	91	37	13	2	8	1	6	224	108	
26-May-26	Tuesday	8am	39	5	25	10	14	7	8	4	2	8	122	210	
27-May-26	Wednesday	11am	38	26	92	30	32	6	11	8	1	7	251	81	
27-May-26	Wednesday	5pm	33	21	37	22	30	7	3	8	1	7	169	163	
27-May-26	Wednesday	8pm	31	11	17	21	24	5	2	8	0	7	126	206	
27-May-26	Wednesday	10pm	31	1	7	4	1	3	2	5	0	7	61	271	
28-May-26	Thursday	10am	39	19	70	24	31	9	9	8	4	8	221	111	
30-May-26	Saturday	10am	44	36	54	86	33	15	13	16	5	12	314	18	
30-May-26	Saturday	12pm	44	36	126	98	34	15	13	16	16	22	420	48	
30-May-26	Saturday	1pm	43	30	99	107	31	13	16	15	10	8	372	48	
2-Jun-26	Tuesday	4pm	40	28	76	22	32	11	8	8	1	9	236	97	
4-Jun-26	Thursday	5pm	34	29	60	76	35	12	3	10	3	9	271	61	
4-Jun-26	Thursday	6pm	33	33	75	100	39	15	10	16	4	10	244	8	
11-Jun-26	Thursday	5pm	38	31	63	57	34	12	7	16	1	3	262	70	
11-Jun-26	Thursday	6pm	33	34	77	105	36	15	11	16	5	5	317	5	
11-Jun-26	Thursday	7pm	32	33	76	95	36	11	14	16	5	8	326	6	
18-Jun-26	Thursday	6pm	31	24	21	60	33	12	7	15	3	1	207	125	
24-Jun-26	Wednesday	7am	28	0	18	3	9	6	3	4	0	2	73	258	
24-Jun-26	Wednesday	8am	33	3	37	9	23	6	3	7	1	3	126	207	
25-Jun-26	Thursday	5pm	33	31	41	82	37	10	2	16	6	1	219	73	
26-Jun-26	Friday	6pm	28	33	25	96	36	14	4	17	5	6	264	68	
7-Jul-26	Tuesday	11am	34	28	103	20	30	12	8	6	3	1	245	87	
9-Jul-26	Thursday	7pm	35	27	18	76	30	8	0	1	1	0	196	136	

Figure 3: All Parking Data Collected

Data was subdivided into three categories: Weekdays, Weekends, and Events

		River Landing West of Daniel's Landing	River Landing East of Daniel's Landing	Behind Vine	Gravel Lot	Kingstide, Deme, Yacht Club, EWP	Longshore St	Waterman St	Spartina Ln	Helmsman St	End of Helmsman		Total		Open Parking Spots			
	Total Spots	46	36	136		0	33	15	16	16	12	22		332				Color Code
Workday Mornings (8am - 12pm)																		
22-May-26	Friday	11am	24	17	50	37	27	12	9	11	5	9		201		131		Percent Utilization
25-May-26	Monday	11am	35	16	15	91	37	13	2	8	1	6		224		108		75%
26-May-26	Tuesday	8am	39	5	25	10	14	7	8	4	2	8		122		210		75% - 90%
27-May-26	Wednesday	11am	38	26	92	30	32	6	11	8	1	7		251		81		90% - 95%
28-May-26	Thursday	10am	39	19	70	24	31	9	9	8	4	8		221		111		95%
24-Jun-26	Wednesday	8am	33	3	37	9	23	6	3	7	1	3		125		207		
7-Jul-26	Tuesday	11am	34	28	103	20	30	12	8	6	3	1		245		87		
Average		34.6	16.3	56.0	31.6	27.7	9.3	7.1	7.4	2.4	6.0		196.4		133.8			
Percent Utilization		75.2%	45.2%	41.2%	N/A	84.0%	61.9%	44.6%	46.4%	20.2%	27.3%		59.8%					
Workday Afternoons (12pm - 5pm)																		
27-May-26	Wednesday	5pm	33	21	37	22	30	7	3	8	1	7		169		163		
2-Jun-26	Tuesday	4pm	40	28	76	22	32	11	8	8	1	9		235		97		
Average		36.5	24.5	56.5	22	31	9	5.5	8	1	8		202		130			
Percent Utilization		79.3%	68.1%	41.5%	N/A	93.9%	60.0%	34.4%	50.0%	8.3%	36.4%		60.8%					
Workday Evenings (6pm - 10pm)																		
27-May-26	Wednesday	8pm	31	11	17	21	24	5	2	8	0	7		126		206		
27-May-26	Wednesday	10pm	31	1	7	4	1	3	2	5	0	7		61		271		
9-Jul-26	Thursday	7pm	35	27	18	76	30	8	0	1	1	0		196		136		
Average		32.3	13.0	14.0	33.7	18.3	5.3	1.3	4.7	0.3	4.7		127.7		204.3			
Percent Utilization		70.3%	36.1%	10.3%	N/A	55.6%	35.6%	8.3%	29.2%	2.8%	21.2%		38.9%					

Figure 4: Parking during Weekdays

		River Landing West of Daniel's Landing	River Landing East of Daniel's Landing	Behind Vine	Gravel Lot	Kingside, Dime, Yacht Club, EWP	Longshore St	Waterman St	Spartina Ln	Heimsman St	End of Heimsman		Total	Open Parking Spots		
	Total Spots	46	36	136	0	33	15	16	16	12	22		332			
Weekend Daytime (8am - 5pm)																Color Code
23-May-26 Saturday	10am	30	12	10	68	33	13	7	15	1	7		196	136		Percent Utilization
24-May-26 Sunday	9am	28	4	6	16	17	7	2	4	1	7		92	240		85.9%
24-May-26 Sunday	11am	30	13	8	55	33	12	2	10	1	6		179	162		75% - 90%
Average		29.3	9.7	8.0	46.3	27.7	10.7	3.7	9.7	1.0	6.7		152.7	179.3		80 - 95%
Percent Utilization		63.8%	26.9%	5.9%	N/A	83.8%	71.1%	22.9%	60.4%	8.3%	30.3%		45.0%			85%
Weekend Evenings (6pm - 10pm)																
22-May-26 Friday	6pm	28	33	30	90	32	14	9	16	1	10		263	60		
23-May-26 Saturday	6pm	24	29	43	68	28	10	6	12	2	11		233	99		
26-Jun-26 Friday	6pm	28	33	25	96	36	14	4	17	5	6		264	68		
Average		26.7	31.7	32.7	84.7	32.0	12.7	6.3	15.0	2.7	9.0		253.3	78.7		
Percent Utilization		58.0%	88.0%	24.0%	N/A	97.0%	84.4%	39.6%	93.8%	22.2%	40.9%		76.3%			

Figure 5: Parking during Weekends

		River Landing West of Daniel's Landing	River Landing East of Daniel's Landing	Behind Vine	Gravel Lot	Kingside, Dime, Yacht Club, EWP	Longshore St	Waterman St	Spartina Ln	Heimsman St	End of Heimsman		Total	Open Parking Spots		
	Total Spots	46	36	136	0	33	15	16	16	12	22		332			
Events																Color Code
30-May-26 Saturday	10am	44	36	54	86	33	15	13	16	5	12		314	18		Percent Utilization
30-May-26 Saturday	12pm	44	36	126	98	34	15	13	16	16	22		429	81		85.9%
30-May-26 Saturday	1pm	43	30	99	107	31	13	16	15	10	8		319	48		75% - 90%
4-Jun-26 Thursday	5pm	34	29	60	76	35	12	3	10	3	9		271	61		90 - 95%
4-Jun-26 Thursday	6pm	33	33	75	100	39	15	10	16	4	10		329	3		85%
11-Jun-26 Thursday	5pm	38	31	63	57	34	12	7	16	1	3		262	70		
11-Jun-26 Thursday	6pm	33	34	77	105	36	15	11	16	5	5		337	4		
11-Jun-26 Thursday	7pm	32	33	76	95	36	11	14	16	5	8		328	8		
Average		37.6	32.8	78.8	90.5	34.8	13.5	10.9	15.1	6.1	9.6		331.5	8.1		
Percent Utilization		81.8%	91.0%	57.9%	N/A	105.3%	90.0%	68.0%	94.5%	51.0%	43.8%		100.0%			

Figure 6: Parking during Events

Parking data collected during events included 10am, 12pm, and 1pm data collection during the Rotary Club of Daniel Island Charleston Charity Duck Race on May 30th 2026, and the Daniel Island Property Owners' Association sponsored Acoustic Guitar Series on June 4th and June 11th. An event hosted at the Daniel Island Yacht Club was not observed during the data collection.

Results

There were several parking trends that were identified during the data collection, with the broad results being that under currently observed demand and when the gravel lot parcel is developed, there is currently adequate parking for weekdays and weekends, but inadequate parking during routine events such as the Acoustic Guitar Series as well as probable inadequate parking during weekend evenings after further development and population growth.

During weekdays, there was generally lower observed utilization than other time periods observed, with vehicles counted as slightly more than half of publicly available official parking spots. Utilization for weekday mornings was observed to be 59.8%; during the afternoon it was observed to be 60.8%; during the evenings it was observed to be much lower at 38.5% utilization.

During weekends, there was widely available parking during daytime with utilization rates of 46.0%. In the weekend evenings vehicle utilization rates climbed up to 76.3% during observations, but was never observed to exceed capacity despite the gravel lot parcel having substantial numbers of vehicles parked there.

As Daniel Island adds an additional 800 occupied units and 1,600 residents and the greater surrounding area adds thousands more residents, parking demand will increase. Potential local development expansion will further increase pressure on parking availability. With current observed event parking demand already above parking capacity, the most likely effect will be that weekend evening parking demand will probably exceed parking availability as well, though this extrapolation was not observed in this data collection set.

The large parking lot behind Vinea Courtyard Kitchen was utilized more during weekdays than weekends; the reverse was observed on weekends when parking was more heavily utilized at the gravel lot parcel during the weekends and less behind Vinea Courtyard Kitchen. This is likely a result of the public focus presence shifting from businesses along River Landing Drive on weekdays towards parks and Kingstide on the weekends.

During each of the events where parking data was collected, the total number of vehicles exceeded the total number of official parking spots available. There was a maximum observation of official parking spots exceeded by 88 spots during the large-scale Rotary Club of Daniel Island Charleston Charity Duck Race on May 30th 2026. Because these were spot data collections and not continuous observations, it is likely that there were peak times where vehicles present were higher than these observed numbers. Events hosted at the Daniel Island Yacht Club, which began offering to serve as a public event venue in 2025, will also pressure parking; however, none of these events were observed.

Data Collection Shortcomings

More data collection observations would have been preferable, and over a longer stretch of time. However, the data collected was likely adequate to verify the primary conclusions of this data collection report with additional observations at this time unlikely to alter results.

Weather became a significant factor driving parking rates down, with fewer people visiting the Waterfront Park as the weather became more hot and humid. This likely had an increasing effect on vehicles observed during the latter half of the May 22nd – July 9th observations. Parking utilization rates probably peak in the spring and fall, but this was not verified.

Not all parking spots are the same. A system that weighted individual parking spots by how far they are from the center of the Waterfront parking could have been utilized to demonstrate the value of closer proximity (especially for those with young families or those with difficulty walking); however, this type of weighting is beyond this analysis.

Longer term trends were not captured during this data collection period; for instance, it would have been useful to verify that vehicle parking was trending higher as residents have been added to Daniel Island so as to better predict parking utilization rates as the remaining Daniel Island units are filled over coming years.

Conclusion

The combined teamwork of the Daniel Island Town Association, Daniel Island Property Owners' Association, City of Charleston, The Daniel Island Company, East West Partners, the Daniel Island Community Fund, and Lowcountry Marina Holdings have led to us becoming victims of our own success regarding the creation of a widely popular Waterfront Park area. One of the key ingredients in this success has been the presence of adequate parking.

As the Daniel Island population increases over coming years and development at the Waterfront fills out, parking at the Daniel Island Waterfront will likely come under greater pressure.

Data collected leads to the conclusion that after the gravel lot parcel is developed, there is enough publicly available parking spots to fulfill current levels of demand during weekdays and weekends, but not enough publicly available parking for current levels of demand during the routine events that are hosted at the Waterfront Park. As the Daniel Island population grows, weekend evening parking will likely become more problematic as well.

