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September 14, 2015

Mr. Craig Phillips
Planning Director
City of Michigan City
100 East Michigan Boulevard
Michigan City, Indiana 46360

Re: *Uptown Arts District Parking Master Plan*
Walker Project #: 13-3159.00
Michigan City, Indiana

Dear Mr. Phillips,

Walker is pleased to present the parking study for the Uptown Arts District. The attached report includes the Parking Supply/Demand; Alternatives; and Parking Management Plan.

We sincerely appreciate the opportunity to assist you and the City of Michigan City and remain available to assist.

Sincerely,

WALKER PARKING CONSULTANTS

Jon Martens, AICP, CAPP
Parking Consultant

JRM:jrm



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in creative parking solutions

PARKING MASTER PLAN

UPTOWN ARTS DISTRICT

MICHIGAN CITY, INDIANA

Prepared for:
THE CITY OF MICHIGAN CITY

SEPTEMBER 2015



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PROJECT NO. 13-3159.00

PARKING MASTER PLAN

**UPTOWN ARTS
DISTRICT**

MICHIGAN CITY, INDIANA

Prepared for:
THE CITY OF MICHIGAN CITY

SEPTEMBER 2015



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EXECUTIVE SUMMARY

The City of Michigan City, Indiana (the “City”) engaged Walker Parking Consultants (“Walker”) to prepare a comprehensive downtown parking analysis and master plan to address the continued and planned redevelopment activities within the Uptown Arts District (“District”). Parking plays a key role in continuing the redevelopment efforts and ensuring public parking is sufficient, easy to locate, and available for the appropriate users.

This report provides parking planning and operating strategies that embody the philosophy of managing public resources in a way that supports community well-being, community connection, and growing a sense of place. The following provide key summary points and the recommended action plan.

STUDY AREA

Current and future parking conditions are evaluated for the geographical area generally bound by Spring Street to the east, Marine Drive to the north, Wabash Street to the west, and Green Street to the south (map on page 2 of the full report). This 40-block area represents the defined study area determined by the City of Michigan to include the Uptown Arts District.

CURRENT PARKING CONDITIONS

- **3,583±** parking spaces are located within the 40-block study area¹
- **1,273±** parking spaces (**36%**) are located on-street
- **238±** parking spaces (**7%**) are available as public parking provided by the City
- **2,072±** parking spaces (**58%**) are privately owned

Parking Supply Allocation



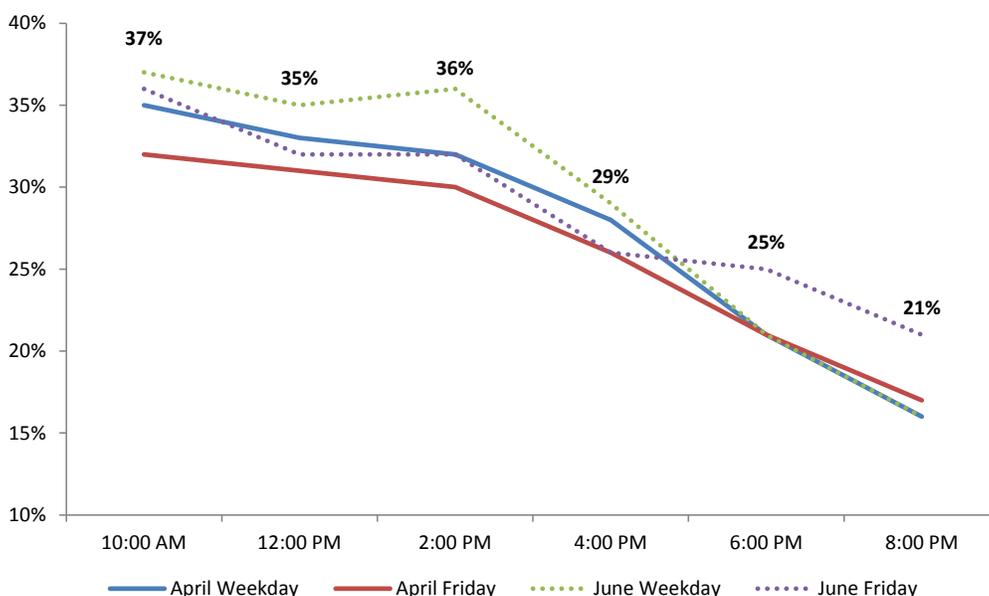
Source: Walker Parking Consultants June 2015

¹ Inventoried parking as of June 2015; Initial inventory in April 2015 was 3,613 spaces.

PARKING OBSERVATIONS

Overall parking occupancy was consistently observed during the 10:00 AM observation. Overall peak demand was slightly higher during the third week of June compared to the April observations. While overall parking occupancy is relatively low, there are some specific areas with high parking occupancy where parking was full or nearly full. Parking Heat maps detailing the peak observation periods are available in the full report (pages 16-20) that show parking occupancy by block-face and individual parking lots.

Percentage of Occupied Parking Spaces Summary



Source: Walker Parking Consultants 2015

CURRENT PARKING ADEQUACY

Overall occupancy levels indicate parking is adequate with a surplus as shown in the following table.

Current Parking Adequacy – Entire Study Area

Entire Study Area						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
On-Street	1,273	1,083	510	40%	763	573
Public Lot	238	216	86	36%	152	130
Private Lot	2,072	1,969	740	36%	1,332	1,229
Total	3,583	3,268	1,336	37%	2,247	1,932

Source: Walker Parking Consultants 2015

Parking adequacy along Franklin Street, from 11th to 4th Street has a surplus, although at a much lower level, as occupancy within this area was observed at 69%. The South Shore Station Lot was consistently observed with high occupancy. There is no current surplus for this lot.

Current Parking Adequacy – Franklin Street and South Shore Station Lot

Franklin Street (11th to 4th)						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
On-Street	172	146	119	69%	53	27

South Shore Station Lot						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
Private Lot	38	36	36	95%	2	-

Source: Walker Parking Consultants

FUTURE PARKING CONDITIONS

Future parking conditions incorporates assumptions with regard to future market conditions and several specific projects within the study area. Changes to parking demand and supply are presented for three scenarios over the next five and ten year periods as described below.

Future Parking Planning Scenarios

Scenario 1	Scenario 2	Scenario 3
<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Conditions (Observed Peak Demand) • No organic market growth <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall 	<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Condition (Observed Peak Demand) • Organic market growth 0.5% annual <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall 	<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Conditions (Observed Peak Demand) • Organic market growth 1.0% annual <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall

FUTURE PARKING ADEQUACY

While an overall parking surplus in the study area is projected for each parking scenario and time period, several blocks are projected to reach deficit levels over the next five years and some blocks are projected to have significant deficit levels of parking within ten years. Tables showing the parking adequacy by block are provided in the full report (pages 42 and 43).

The most significant projected deficits are associated with the South Shore Realignment project, which includes consolidating the Carroll Avenue station with the Pine Street Station. This assumes the need to add 600± spaces for commuter parking alone. Other factors generating high parking demand are event driven demand at the proposed Shoreline Brewery event space.

RECOMMENDED ACTION PLAN

The following key action items, broken down into three specific time periods for consideration. The suggested time frame is short-term (1 year), the mid-term (1 – 3 years), and the long-term (3 years or more). Like any good plan, it is considered flexible, understanding adjustments may be necessary and some items may need more or less time to implement based on priorities and implementation challenges.

SHORT-TERM (1 YEAR)

- Form a local Parking Advisory Group comprised of key stakeholders in the District to provide direct input and requests on public parking to the Board of Public Works and Safety and the Commission.
- Initial action for the Parking Advisory Group should be to write a specific mission statement/purpose statement for public parking within the District to guide and emphasize parking management goals and strategies.
- Develop and implement a uniform signage program to improve parking wayfinding. Include destination signage, to mark the locations of parking upon arrival, and directional parking signage, to mark where to go in order to find parking.
- Outline an overall parking marketing strategy, including the implementation of parking signage, the creation of a parking-specific web page, utilize free parking apps such as Parkopedia, and the development of a brochure that covers the fundamentals of parking within the City to get the word out to the public on where parking is available.
- Consider implementing time-limited on-street parking along Franklin Street between 4th and 11th Streets.



MID-TERM (1 – 3 YEARS)

- Continue to monitor parking conditions in and around the study area — especially near areas of planned and potential future developments, and along Franklin Street.
- Begin outreach by educating local business owners and residents on which off-street parking lots to use in order to avoid future parking inadequacies.
- Identify areas for potential new parking lots or expansions.
- Begin the acquisition process for obtaining land to accommodate future parking needs.
- Finalize implementation of parking time limits along Franklin Street.

LONG-TERM (3 YEARS OR LONGER)

- Focus heavily on the acquisition and preparation of land for use as new City parking. This applies especially to block 35 of the study area due to the anticipated need for parking generated by the rail realignment project.
- Continue to review parking demand and update the City's parking management strategies as needed.

INTRODUCTION



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PROJECT # 13-3159.00

INTRODUCTION

The City of Michigan City is actively planning and engaged in the redevelopment and revitalization of the Uptown Arts District ("District"). Interest in the Uptown Arts District is growing as evident by several planned and on-going redevelopment projects which include restaurants, residential, and mixed use developments. Parking plays a key role in continuing the redevelopment efforts and ensuring public parking is sufficient, easy to locate, and available for the appropriate users.

Walker Parking Consultant's ("Walker") was retained by the City to develop a parking master plan for the District considering current and future developments and industry best practices. Walker's scope of work includes an initial phase to complete a detailed parking study to quantify the current supply and demand and project future conditions based on projected redevelopment activities. During this initial phase of the project, observations and data collection was made to determine how the current system operates, as well as provide potential alternatives to enhance the parking supply to effectively meet the projected future parking demand. The second phase of work provides the parking management plan with specific recommendations for consideration to manage the public parking system as new developments result in increased parking demand.

This report contains two sections; section one quantifies the parking supply and demand findings and provides alternatives to improve the future parking supply, and section two provides a parking management plan for consideration and possible implementation by the District.

STUDY AREA

The study area generally includes the area bordered by Spring Street to the east, Marine Drive to the north, Wabash Street to the west, and Green Street to the south. Exhibit 1 on the following page, divides the study area into forty (40) uniquely numbered individual blocks for identification and analysis.

DEFINITION OF TERMS

Several terms used in this report have unique meanings when used in the parking industry. To help clarify these terms and enhance understanding by the reader, definitions for some of these terms are presented below.

- *Demand* – The number of spaces required to satisfy visitor, employee and resident needs on a given day.
- *Demand Generator* – Any building, structure, business, or attraction that brings individuals into the study area, thereby increasing parking demand and occupancy.
- *Effective Supply* – The actual inventory adjusted to provide the optimum number of parking spaces. By including a cushion in the parking inventory the chances for frustration caused by patrons searching for an available space is reduced. The cushion also allows for the dynamics of vehicles moving in and out of spaces and allows for spaces lost to poor or improper parking, derelict vehicles, and spaces lost for repair.

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Exhibit 1: Uptown Arts District Study Area



Michigan City Base Map

- Lot Numbers
 - Study Area
- NORTH
-

Source: City of Michigan City and Walker Parking Consultants

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- *Inventory* – The total number of parking spaces identified and counted during survey day observations. The intent of this study is to account for all parking within a defined geographical area of study.
- *Occupancy (Counts)* – The number of vehicles observed parked on a survey day.
- *Parking Adequacy* – The difference between the effective parking supply and demand.
- *Private Parking* – A parking space that is restricted from public access or reserved for private use, regardless of ownership.
- *Public Parking* – A parking space that is available for use by the general public on an hourly, daily and/or monthly basis. In this report, reference to a public parking space includes any space available for general public parking regardless of ownership.
- *Survey Day(s)* – The day(s) that the parking occupancy counts were conducted in the study area.

PARKING SYSTEM USERS

The District attracts a diverse group of users with varying parking needs and variations in the peak-hour parking demand. There is also a seasonality factor with increased demand during the summer months when tourists take advantage of warmer weather and the close proximity to Lake Michigan. The following provides a summary of the user types and their typical parking needs:

Employees – Parking for employees encompasses a broad range of users, include government, office, and commercial services employees. Employee parking is typically long-term parking and is recommended to be located in peripheral parking areas and not the most convenient spaces.

Government and Civil Attractions – City Hall, County Court House, main library, post office, and Police Headquarters (will be relocated) are all located within the District. These facilities tend to have peak occupancy during the weekday daytime hours. Parking for visitors is typically short-term and should be convenient while staff parking is long-term and may include official vehicles requiring overnight parking. There are times, such as during evening meetings at City Hall, when demand may extend into the evenings. Each of these land uses has dedicated parking to meet their individual needs.

Shoppers – Shoppers are typically short-term parkers and should be provided with the most convenient parking options. Generally, this is located within the on-street parking supply, although there are some areas with private parking lots for specific establishments. The City has some off-street parking lots that are available to the public that can assist in meeting the parking demand during peak demand periods.

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Restaurant Patrons – Like shoppers, restaurant patrons should be provided with convenient parking options. Some restaurants have dedicated parking while others rely on the surrounding on-street parking supply. In some cases private parking areas used during the day by employees can be used in the evening by restaurant patrons.

Commuter Rail and Event Demand – The South Shore Line operates commuter rail service between South Bend and Chicago with two stations located in Michigan City. Long term plans include consolidating both stations to the 11th and Pine station which is located in the study area. The limited parking at this station is consistently full during the weekday and requires significant additional parking before the two stations are consolidated. Event demand includes several annual events throughout the year and regular events such as First Fridays and a Farmer’s Market. Events also include public and private receptions at the Uptown Events Center.

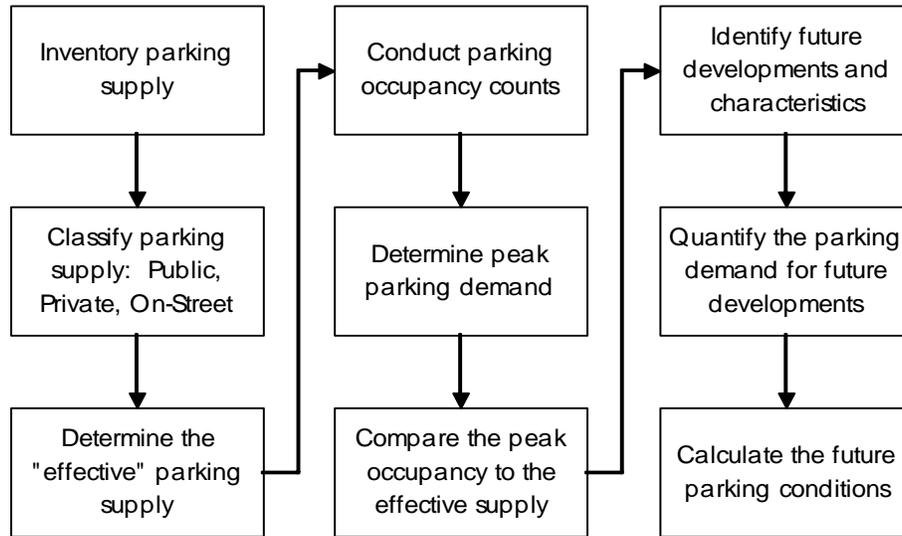
STUDY METHODOLOGY

Walker reviewed the inventory of parking spaces within the study area and adjusted the supply to the “effective” parking supply. The parking inventory was tabulated by block and categorized as on-street, off-street, public or private. Observations within the study area were made on a Tuesday and Friday in both April and June. The total number of parked vehicles were tabulated every two hours from 10:00 AM to 8:00 PM to determine parking patterns and establish the peak parking demand. The overall peak parking demand was used as the starting point for typical parking demand to plan for during non-event periods. Parking adequacy by block was determined by comparing the observed peak parking occupancy against the effective parking supply.

Future parking conditions are calculated using the land use data of proposed developments and input from key stakeholders to understand specific parking issues and concerns. We applied parking demand using the Urban Land Institute’s (ULI) recommended parking demand ratios and Walker’s experience to the type and size of the future land uses. The parking supply was reviewed and adjusted to account for known improvements and displaced parking within the study area.

This process adds or subtracts from the future supply and demand, considering both the block and development type and shows how the overall parking adequacy will be impacted in the future. The following flow chart summarizes the steps taken to project existing and future parking conditions in the study area.

Exhibit 2: Parking Conditions Flow Chart



Source: Walker Parking Consultants

The parking alternatives and management plan are based on our observations and evaluation of current and future parking conditions. These include general items and specific recommendations to implement.

SECTION 1: PARKING SUPPLY/DEMAND AND ALTERNATIVES



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CURRENT CONDITIONS

Walker conducted an inventory of available parking in the study area in April 2015 and updated the tabulation in June 2015. The supply consists of the following types of parking:

On-Street Parking: A majority of the on-street parking has no posted time-limits and is not metered. Angled spaces are generally marked with white painted lines, while parallel parking spaces tended to be unmarked.

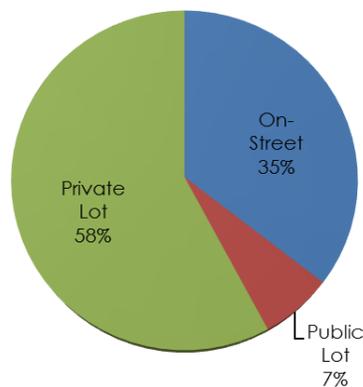
Private Surface Lots: There are a large number of surface lots available or reserved for specific users. These lots are generally limited to patrons or employees of a specific venue or business.

Public Surface Lots: There are a handful of parking lots available to the general public for parking with no or limited restrictions. These lots are owned or controlled by the City to allow use by the public for parking. In many cases these lots are not labeled or signed, so the general public does not necessarily know they can be used for public parking.

CURRENT SUPPLY

A total of 3,583 spaces were inventoried within the study area as of June 2015. Of these, 1,273 spaces are located on-street; 238 are located in public surface lots; and 2,072 are in private surface lots. The chart below shows the majority of the available parking is located in private lots. Given this fact, only a limited number of off-street public parking options are available to the general public and on-street parking affords the most convenient parking option.

Exhibit 3: Breakdown of Parking by Type



Source: Walker Parking Consultants

Exhibit 4 on the following page shows the parking inventory by type and block for the entire study area. A full inventory of all parking lots and block faces is included in Appendix A.

Note: Block 22 has an additional seven on-street spaces that are not included as they were blocked for construction along Franklin Street. Also on this block, 30 off-street public spaces were removed between the two observation periods to allow improvements to the lot.

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Exhibit 4: Parking Supply

Block	On-Street		Public Lot		Private Lot		Total
	Regular	ADA	Regular	ADA	Regular	ADA	
1	10	0	21	1	143	7	182
2	0	0	0	0	279	13	292
3	12	0	0	0	82	2	96
4	21	2	0	0	109	0	132
5	0	0	41	4	33	0	78
6	18	0	0	0	152	5	175
7	28	5	0	0	230	6	269
8	0	0	0	0	0	0	0
9	51	4	0	0	14	0	69
10	51	1	0	0	112	2	166
11	42	1	0	0	110	1	154
12	7	0	0	0	76	3	86
13	45	2	0	0	5	0	52
14	54	3	0	0	81	4	142
15	50	5	0	0	73	1	129
16	34	0	23	2	0	0	59
17	40	1	0	0	41	4	86
18	60	3	0	0	11	0	74
19	51	2	40	2	19	1	115
20	46	1	0	0	21	2	70
21	43	0	0	0	26	0	69
22	47	2	0	0	0	0	49
23	63	1	0	0	57	4	125
24	36	0	17	0	0	0	53
25	44	0	0	0	0	0	44
26	47	5	63	0	25	2	142
27	32	1	0	0	106	4	143
28	38	0	0	0	0	0	38
29	34	0	0	0	0	0	34
30	33	0	0	0	25	0	58
31	24	1	0	0	0	0	25
32	30	1	0	0	0	0	31
33	11	0	0	0	0	0	11
34	14	0	24	0	0	0	38
35	14	0	0	0	54	1	69
36	21	1	0	0	0	0	22
37	22	0	0	0	0	0	22
38	26	0	0	0	60	0	86
39	12	2	0	0	64	2	80
40	18	0	0	0	0	0	18
Total:	1,229	44	229	9	2,008	64	3,583

Source: Walker Parking Consultants

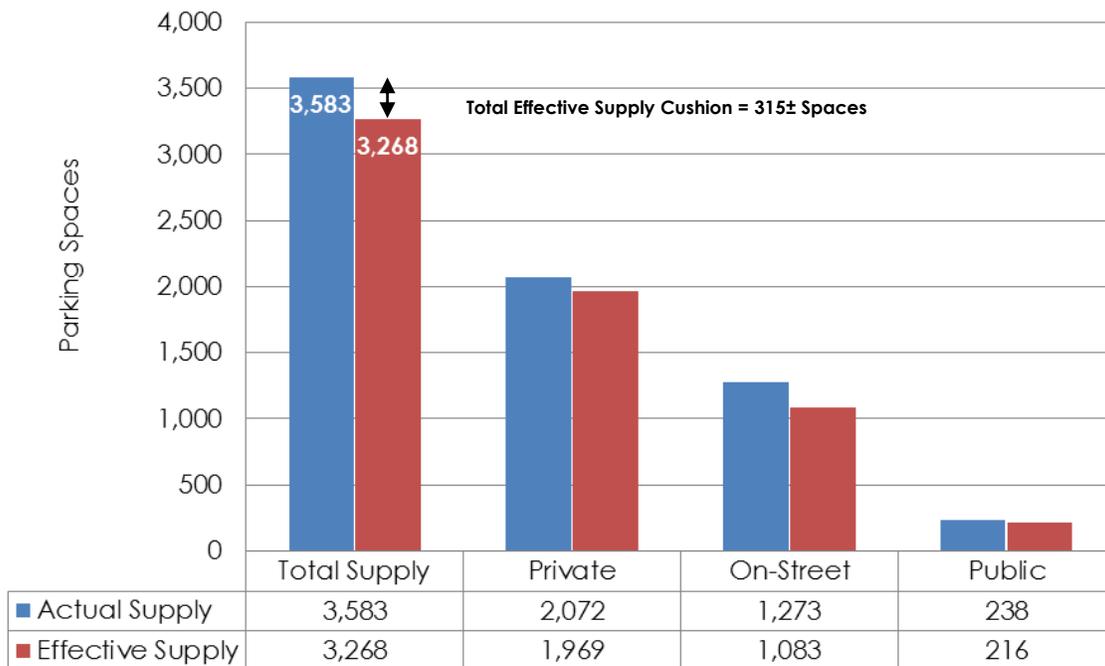
EFFECTIVE PARKING SUPPLY

When discussing utilization, it's important to consider the concept of *effective* supply. Effective supply is the maximum number of parking spaces that can realistically be used within a given system. An effective supply cushion helps protect against the inevitable loss of spaces that can result from temporary disturbances such as construction, incorrectly parked cars, snow removal, etc. This cushion also helps decrease traffic congestion by minimizing the amount of time visitors spend looking for an empty space.

For on-street parking, Walker generally recommends an effective supply equal to 85% of the total capacity. This allows a sizable cushion of spaces so that traffic does not back up on surface streets. Off-street parking requires less cushion, generally 90% to 95% of the actual supply, and is typically dependent upon the type of facility and the anticipated user group. Smaller cushions are calculated for long-term parking locations because long-term parkers (e.g. downtown employees) tend to be familiar with the facilities and spaces. These locations are not as subject to turn-over or parkers that are unfamiliar with the system.

The study area includes an actual total of 3,583± parking spaces before adjustments are made to account for an effective supply. After the effective supply factors are applied, the study area's effective supply is 3,268± spaces, as shown in the following exhibit.

Exhibit 5: Effective Parking Supply



Source: Walker Parking Consultants 2015
 Private (Off-Street) Effective Supply Factor = 95%
 On-Street Effective Supply Factor = 85%
 Public (Off-Street) Effective Supply Factor = 90%
 Weighted Average Effective Supply Factor = 91.2%
 Parking Supply/Demand and Alternatives Analysis

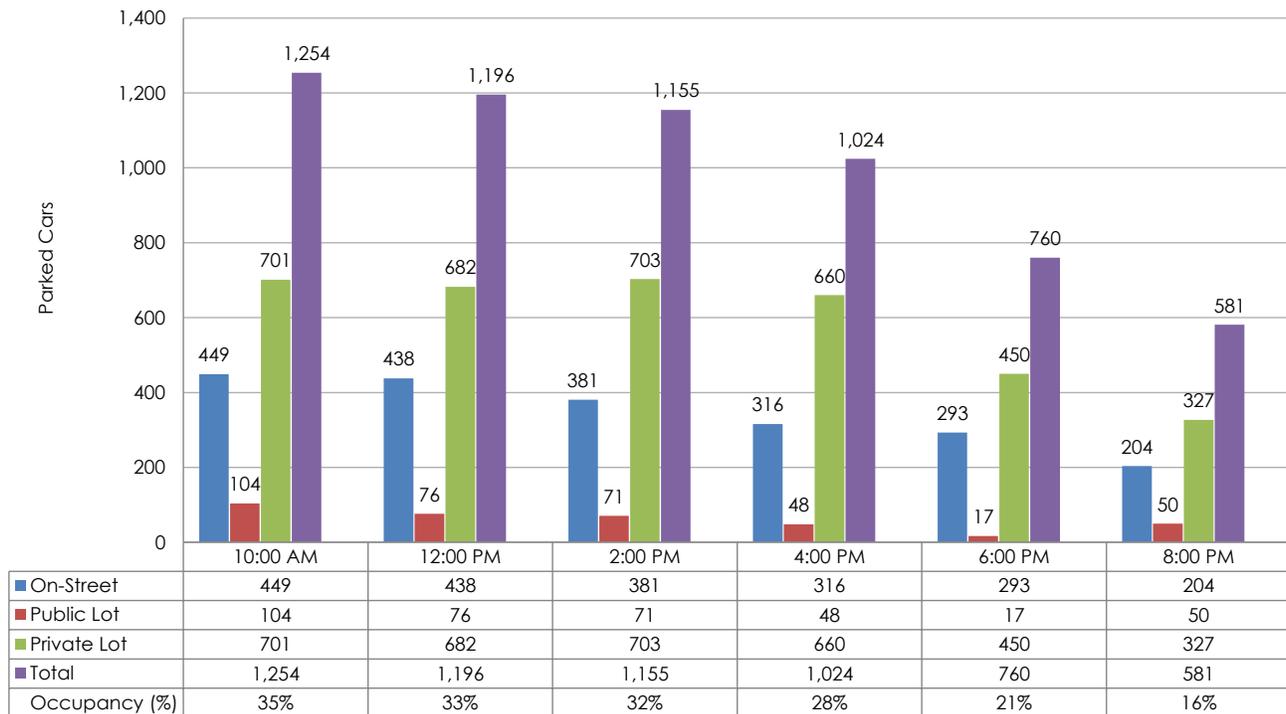
PARKING OCCUPANCY COUNTS

To gain an understanding of the seasonal parking patterns, two sets of counts were taken with assistance from the City. The initial count was taken during the off-season on a typical spring weekday and Friday (Tuesday April 7th and Friday April 10th). In-season counts were also taken on a weekday and Friday during the third week of June (Tuesday June 16th and Friday June 19th). The survey days were deemed representative of typical conditions for both the off and peak-seasons with no irregular weather or unique special events. On the count dates, occupancy counts were taken every two hours beginning at 10:00 AM through 8:00 PM. The following presents Walker's findings observed on each of the survey days.

OFF-SEASON - TUESDAY

Overall parking occupancy was at the highest level during the 10:00 AM hour when 35% of the spaces were occupied. Occupancy levels dropped in subsequent observation hours, reaching a low of 16% during the 8:00 PM observation.

Exhibit 6: Off-Season Tuesday Parking Occupancy

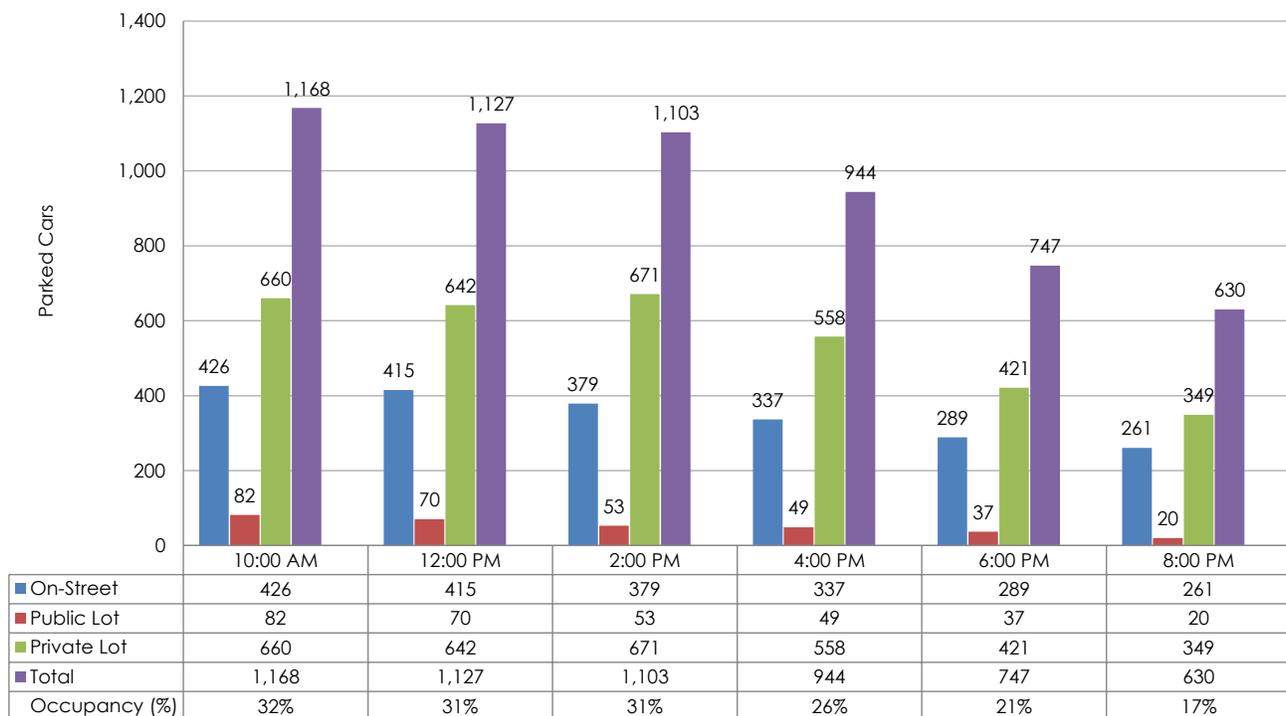


Source: Walker Parking Consultants

OFF-SEASON - FRIDAY

On Friday during the off season, peak occupancy once again was observed during the 10:00 AM observation with 33% of the spaces occupied, which was slightly lower than the off season Tuesday observation. Occupancy levels also dropped during subsequent hours, reaching a low of 17% during the 8:00 PM observation period.

Exhibit 7: Off-Season Friday Parking Occupancy



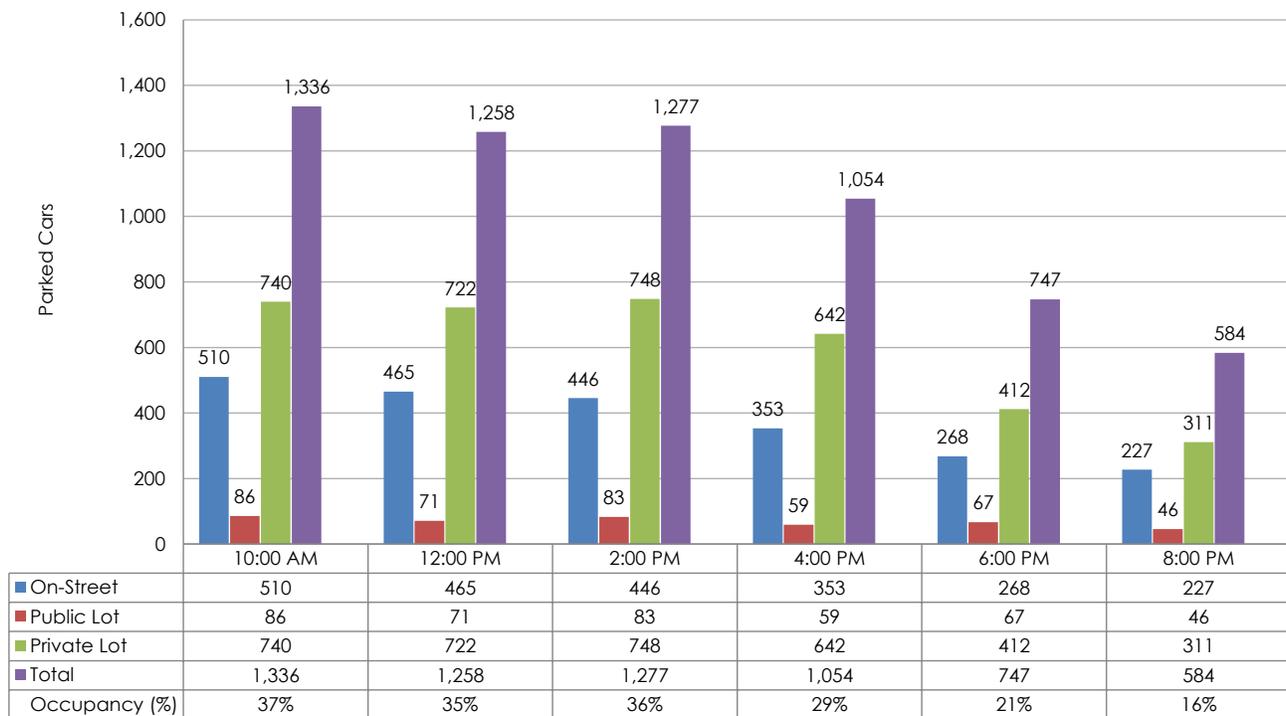
Source: Walker Parking Consultants

In an effort to depict parking demand during a historically busier period in Michigan City, additional observations were conducted within the study area during the 3rd week of June. The results of these observations are provided below and include the temporary closing of the gravel public parking lot in block 22 in the overall parking supply.

IN-SEASON - TUESDAY

Occupancy was observed at the highest level during the 10:00 AM observation hour when 37% of the spaces were occupied. On this date, the occupancy levels remained fairly steady through the 4:00 PM hour. Thereafter, parking demand slowly dropped, reaching a low of 16% for the 8:00 PM observation. When compared to the initial observations made in April, a slight increase in occupancy of about 2% is noted during the peak observation period.

Exhibit 8: In-Season Tuesday Parking Occupancy



Source: Walker Parking Consultants

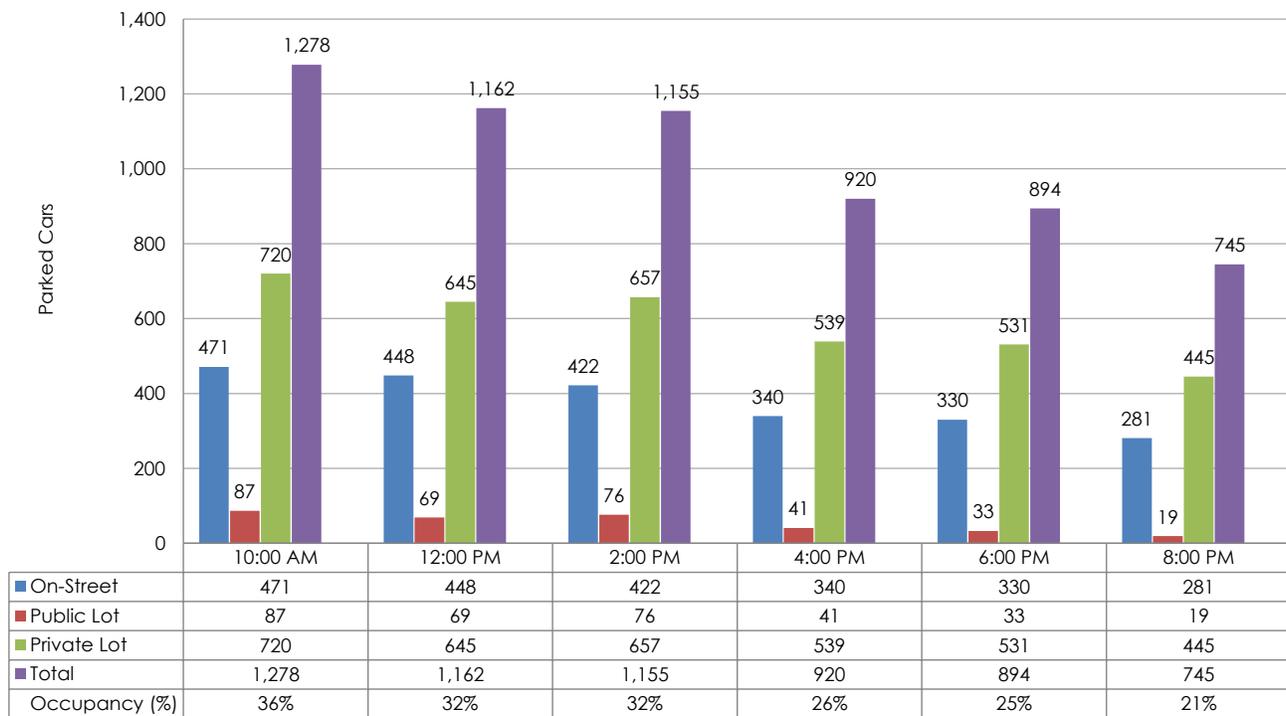
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IN-SEASON - FRIDAY

On Friday the peak demand was observed during the 10:00 AM hour when 36% of the spaces were observed as occupied. This is only slightly lower than the observed peak weekday demand noted on the Tuesday survey day. Similar to all other scenarios, occupancy levels dropped over time, reaching a low of 21% in the 8:00 PM hour. When the in season Friday evening demand is compared to the in season Tuesday demand, the Friday evening occupancy was about 5% higher than the demand observed on Tuesday.

Exhibit 9: In-Season Friday Parking Occupancy



Source: Walker Parking Consultants

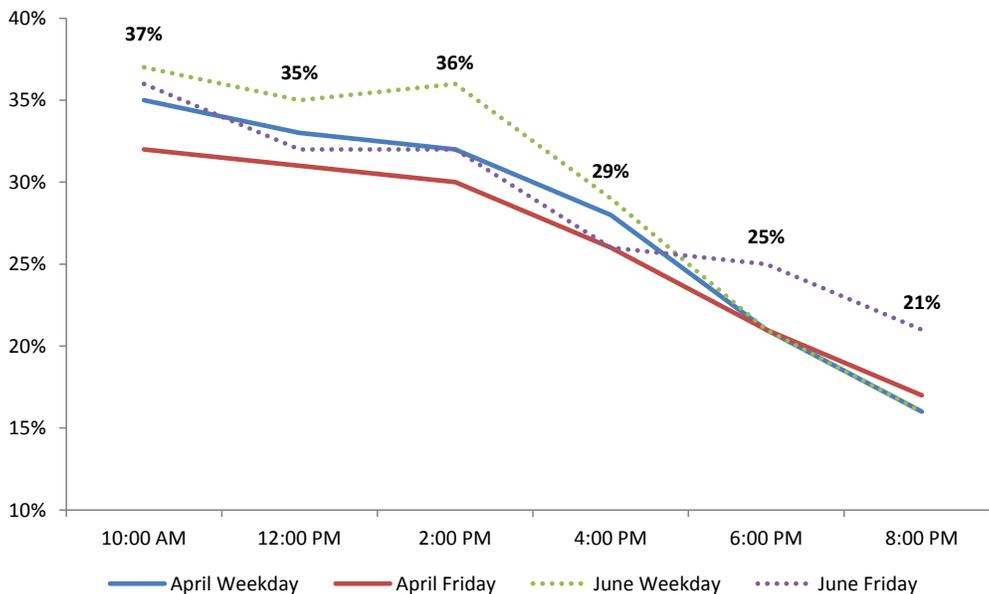
PARKING OCCUPANCY SUMMARY

The analysis of current parking conditions indicates off-season peak occupancy of 1,254± vehicles (35%) occurs near the hour of 10:00 AM on a typical weekday. Evening occupancy counts during the off-season were considerably lower, with an observed peak of 760± vehicles (21%) during the 6:00 PM weekday count. The observations on Friday were similar, but generally slightly lower compared when compared to the Tuesday observations.

Observations during the third week of June were generally higher by 2% for the weekday day observations, with occupancy of 1,336± vehicles (37%). The overall peak evening observation was 4% higher during the June Friday observation, with 894± vehicles parked (25%). Moreover, while not significantly higher, the in season demand observations differentiate the variances between the two periods. Given that the third week of June occurs early in the summer vacation season, it's likely the parking demand may reach a slightly higher level at some time later in the summer vacation season.

The following Exhibit provides a summary of the four observation dates and the corresponding peak occupancy percentages. In the figure, dotted lines represent the June observation dates, while the solid lines depict the April survey days.

Exhibit 10: Summary of Occupancy Observations



Source: Walker Parking Consultants



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Although the overall conditions indicate that an adequate parking supply exists, there are specific areas within the system that routinely exhibit more intense parking utilization patterns. Areas with more intense parking demand can shape the overall perceptions of parking adequacy for the entire study area. To show the recorded peak parking occupancy by area (all observed during the 10:00 AM hour), heat maps indicating the observed parking occupancy levels, by block face and lot, for each day and period are presented in the next four exhibits.

To show an evening observation, an exhibit showing the observed demand during the 6:00 PM observation hour during the Friday observation in June (in season) is also provided. This information is intended to help communicate local parking characteristics during typical peak non-event conditions within the study area, and are also beneficial in understanding where parking is most difficult to locate throughout the system.

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN

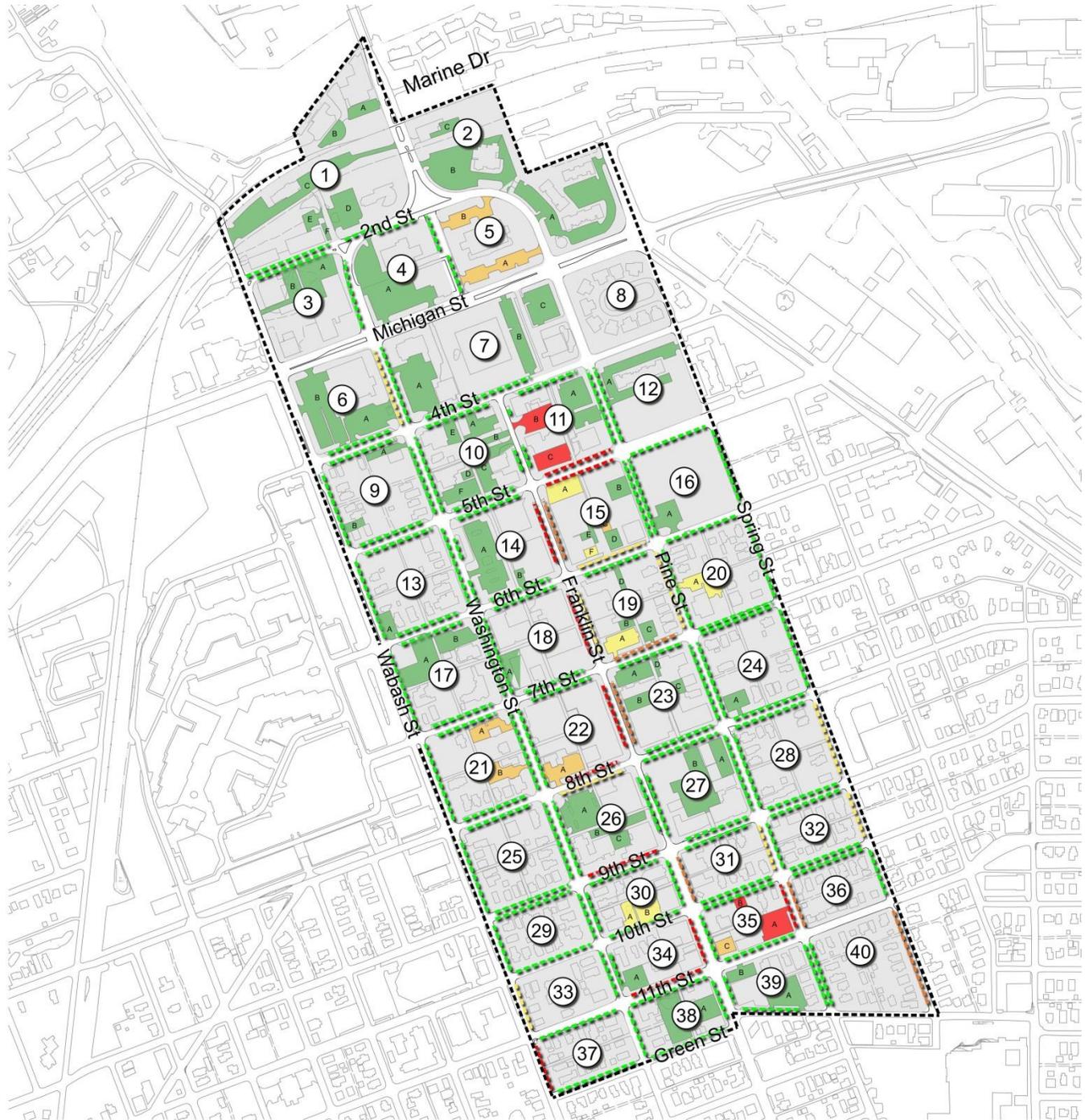


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Exhibit 11: Off-Season Peak-Hour Occupancy Map Tuesday



Michigan City Occupancy Map Tuesday April 7, 2015



Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN

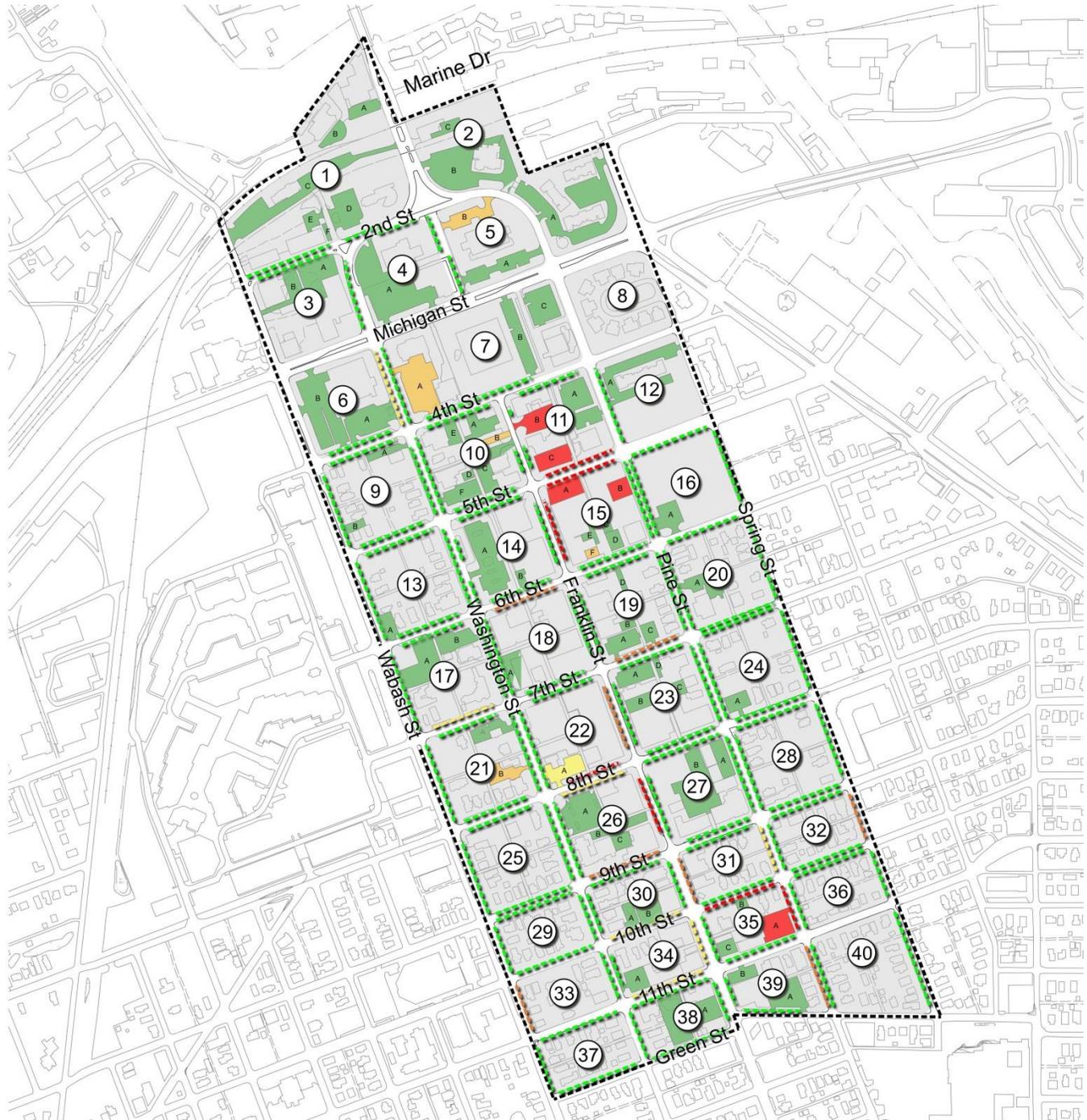


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Exhibit 12: Off-Season Peak Hour Occupancy Map Friday



Michigan City Occupancy Map Friday April 10, 2015



Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN



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Exhibit 13: In-Season Peak Hour Occupancy Map Tuesday



Michigan City Occupancy Map Tuesday June 16, 2015



Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN

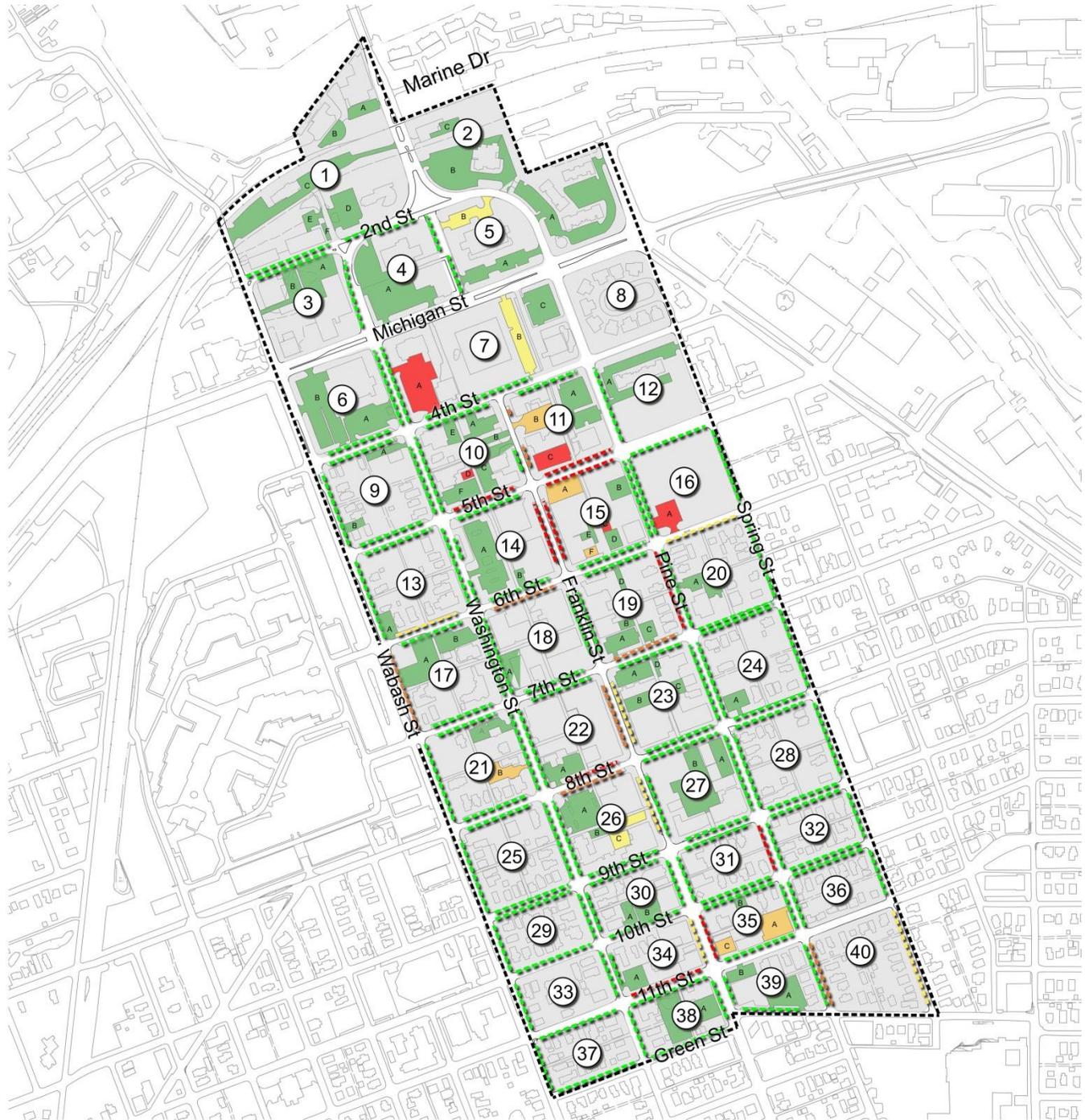


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Exhibit 14: In-Season Peak Hour Occupancy Map Friday



Michigan City Occupancy Map Friday June 19, 2015 10:00 AM



Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

UPTOWN ARTS DISTRICT

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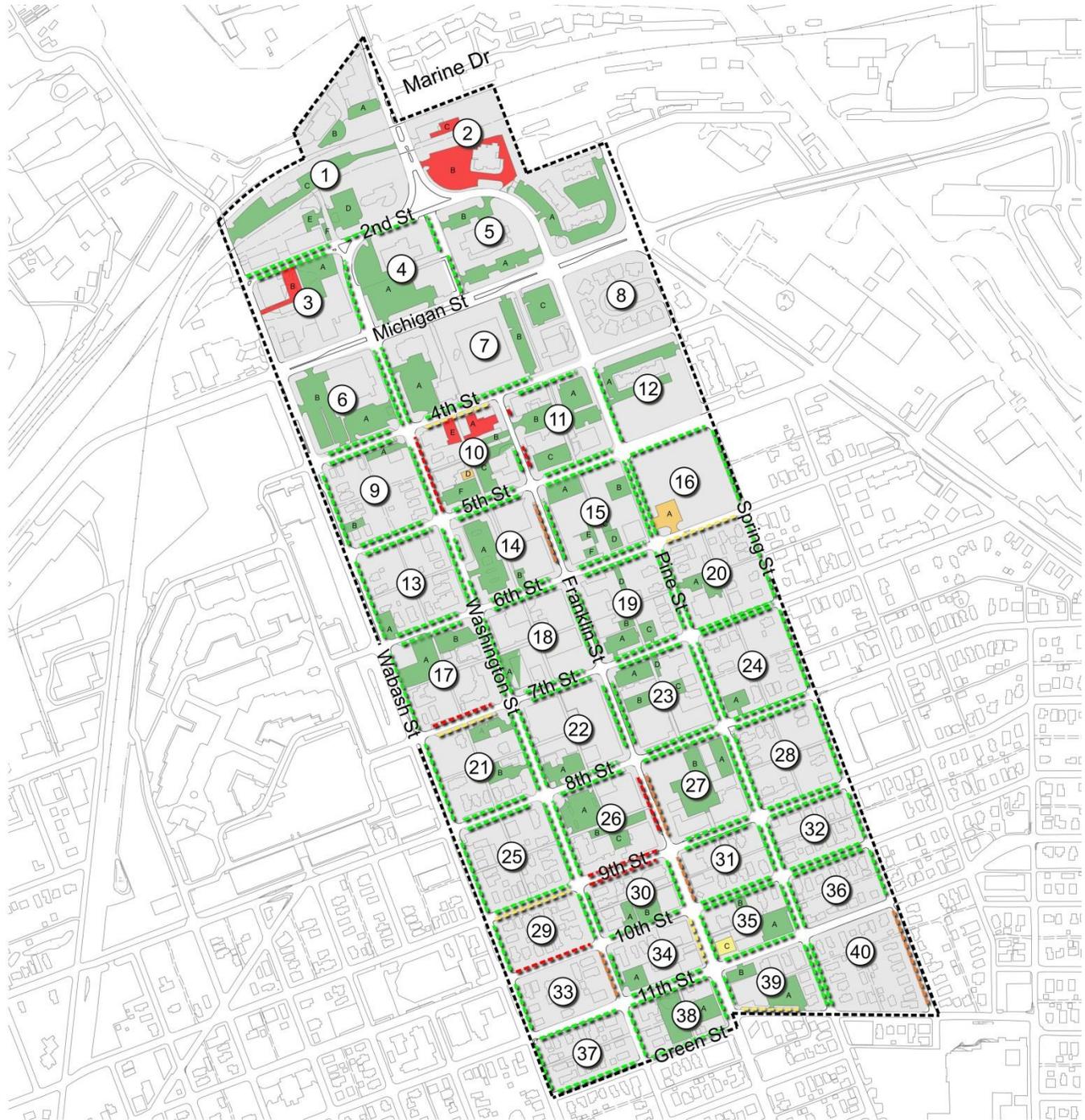


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Exhibit 15: In-Season Evening Occupancy Map Friday – 6:00 PM



Michigan City Occupancy Map Friday June 19, 2015 6:00 PM

- Lot Numbers
- Study Area
- Occupancy Percentage
- 00% - 59% 60% - 69% 70% - 84% 85% - 100%



Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

PARKING ADEQUACY

Parking adequacy is defined as the ability of the parking supply to accommodate the parking demand. Parking demand is estimated based on the peak-hour observed parking occupancy count. The peak-hour observed occupancy is subtracted from the effective supply to determine parking adequacy within the study area.

Taken as a whole, the current parking system has a surplus of 1,932 spaces when assuming the observed peak demand. Peak demand occurred during the 10:00 AM hour on the weekday in June. While the overall parking demand is adequate, areas within the system such as Franklin Street and the South Shore Station Lot, exhibited occupancy levels that exceed the effective parking supply.

Overall parking adequacy for the entire study area, as well as the individual peak conditions observed at Franklin Street and the South Shore Station Lot, are summarized in the following Exhibit. Note the peak demand occurred in June, thus the effective supply at that time is used, which accounts for the loss of a 30-space lot in Block 22 between the April and June observation dates.

Exhibit 16: Current Parking Adequacy

Entire Study Area						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
On-Street	1,273	1,083	510	40%	763	573
Public Lot	238	216	86	36%	152	130
Private Lot	2,072	1,969	740	36%	1,332	1,229
Total	3,583	3,268	1,336	37%	2,247	1,932

Franklin Street (11th to 4th)						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
On-Street	172	146	119	69%	53	27

South Shore Station Lot						
Type	Actual Supply	Effective Supply	10:00 AM	Occupancy (%)	Actual Surplus	Effective Surplus
Private Lot	38	36	36	95%	2	-

Source: Walker Parking Consultants

Adequacy by block is shown on the following page that combines the supply/demand for each type of space within the system for analysis.

UPTOWN ARTS DISTRICT

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Exhibit 17: Parking Adequacy by Block

Block #	On-Street			Public Lot			Private Lot		
	Effective Supply	Demand	Adequacy	Effective Supply	Demand	Adequacy	Effective Supply	Demand	Adequacy
1	9	1	8	20	-	20	143	35	108
2	-	-	-	-	-	-	277	50	227
3	10	-	10	-	-	-	80	8	72
4	20	6	14	-	-	-	104	63	41
5	-	-	-	41	20	21	31	24	7
6	15	4	11	-	-	-	149	40	109
7	28	3	25	-	-	-	224	123	101
8	-	-	-	-	-	-	-	-	-
9	47	6	41	-	-	-	13	7	6
10	44	28	16	-	-	-	108	31	77
11	37	31	6	-	-	-	105	68	37
12	6	-	6	-	-	-	75	31	44
13	40	20	20	-	-	-	5	-	5
14	48	35	13	-	-	-	81	51	30
15	47	35	12	-	-	-	70	39	31
16	29	-	29	23	20	3	-	-	-
17	35	21	14	-	-	-	43	14	29
18	54	34	20	-	-	-	10	3	7
19	45	31	14	38	22	16	19	5	14
20	40	10	30	-	-	-	22	15	7
21	37	18	19	-	-	-	25	17	8
22	42	38	4	-	-	-	-	-	-
23	54	26	28	-	-	-	58	17	41
24	31	4	27	15	1	14	-	-	-
25	37	8	29	-	-	-	-	-	-
26	44	32	12	57	17	40	26	14	12
27	28	12	16	-	-	-	105	14	91
28	32	11	21	-	-	-	-	-	-
29	29	6	23	-	-	-	-	-	-
30	28	19	9	-	-	-	24	17	7
31	21	11	10	-	-	-	-	-	-
32	26	12	14	-	-	-	-	-	-
33	9	4	5	-	-	-	-	-	-
34	12	3	9	22	6	16	-	-	-
35	12	4	8	-	-	-	52	42	10
36	19	8	11	-	-	-	-	-	-
37	19	5	14	-	-	-	-	-	-
38	22	7	15	-	-	-	57	6	51
39	12	8	4	-	-	-	63	6	57
40	15	9	6	-	-	-	-	-	-
Totals:	1,083	510	573	216	86	130	1,969	740	1,229

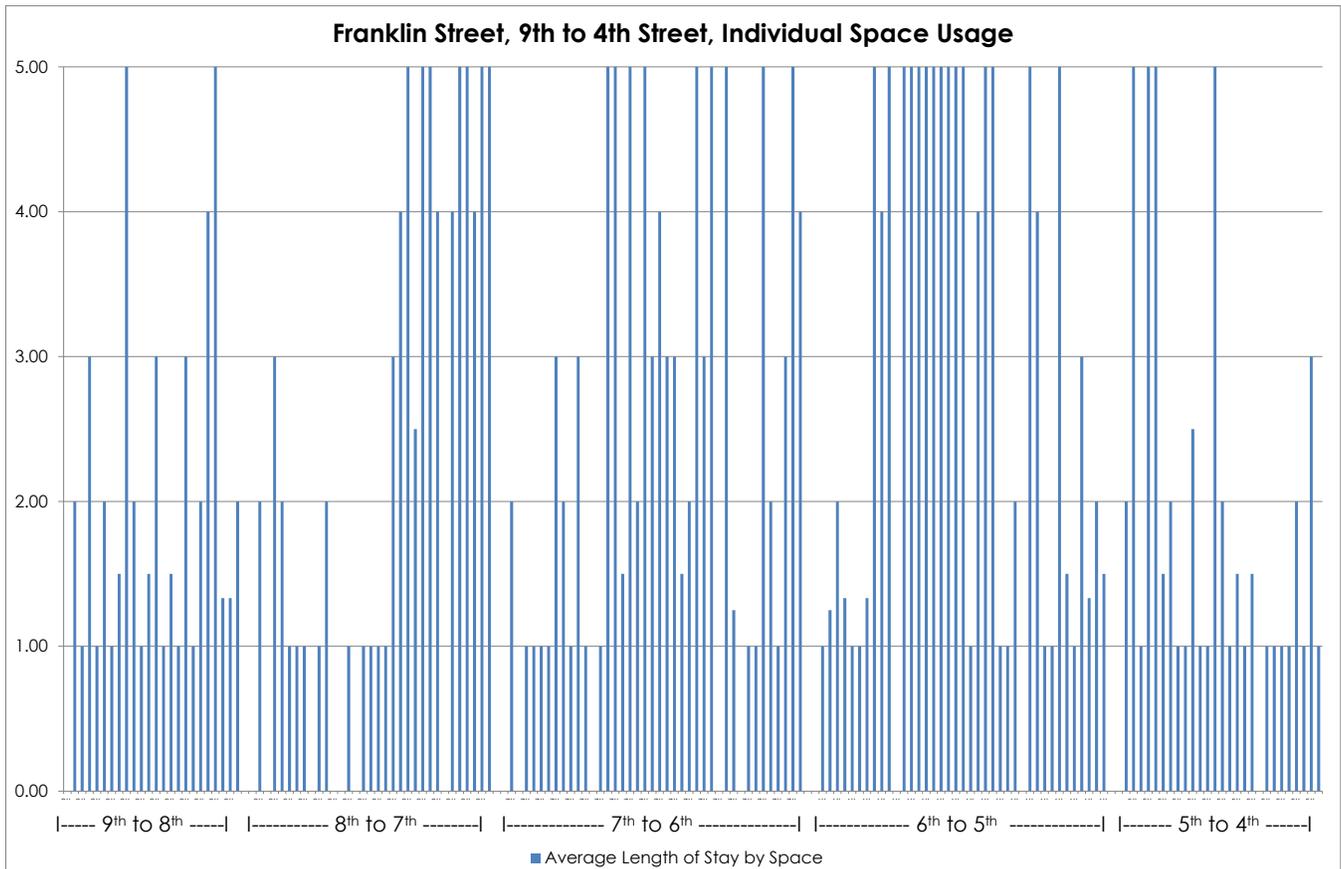
Source: Walker Parking Consultants

ON-STREET PARKING ACTIVITY DETAIL

How the parking supply is utilized is another important factor to consider when conducting a supply/demand study. To better understand on-street parking activity, a length of stay study was conducted for portions of Franklin Street and Fifth Street. Observations were made over a five-hour period on a weekday from 8:30 AM to 12:30 PM. Each space with a parked vehicle was noted with a portion of the vehicles license plate or empty status. A review of the data provides the average length of stay for the sample area as well as the occupancy level.

The following Exhibit illustrates graphically the average length of stay, by individual space, along Franklin Street from 9th to 4th Streets. The longer the bar, the longer an individual vehicle was parked in the space, thus turnover is lower in these areas.

Exhibit 18: Average Length of Stay - Franklin Street



Total Spaces:	162
Peak Occupancy:	124
Peak % Occupancy:	77%
Peak Hour:	12:30 PM
Average Length of Stay (hours):	2.45

Source: Walker Parking Consultants



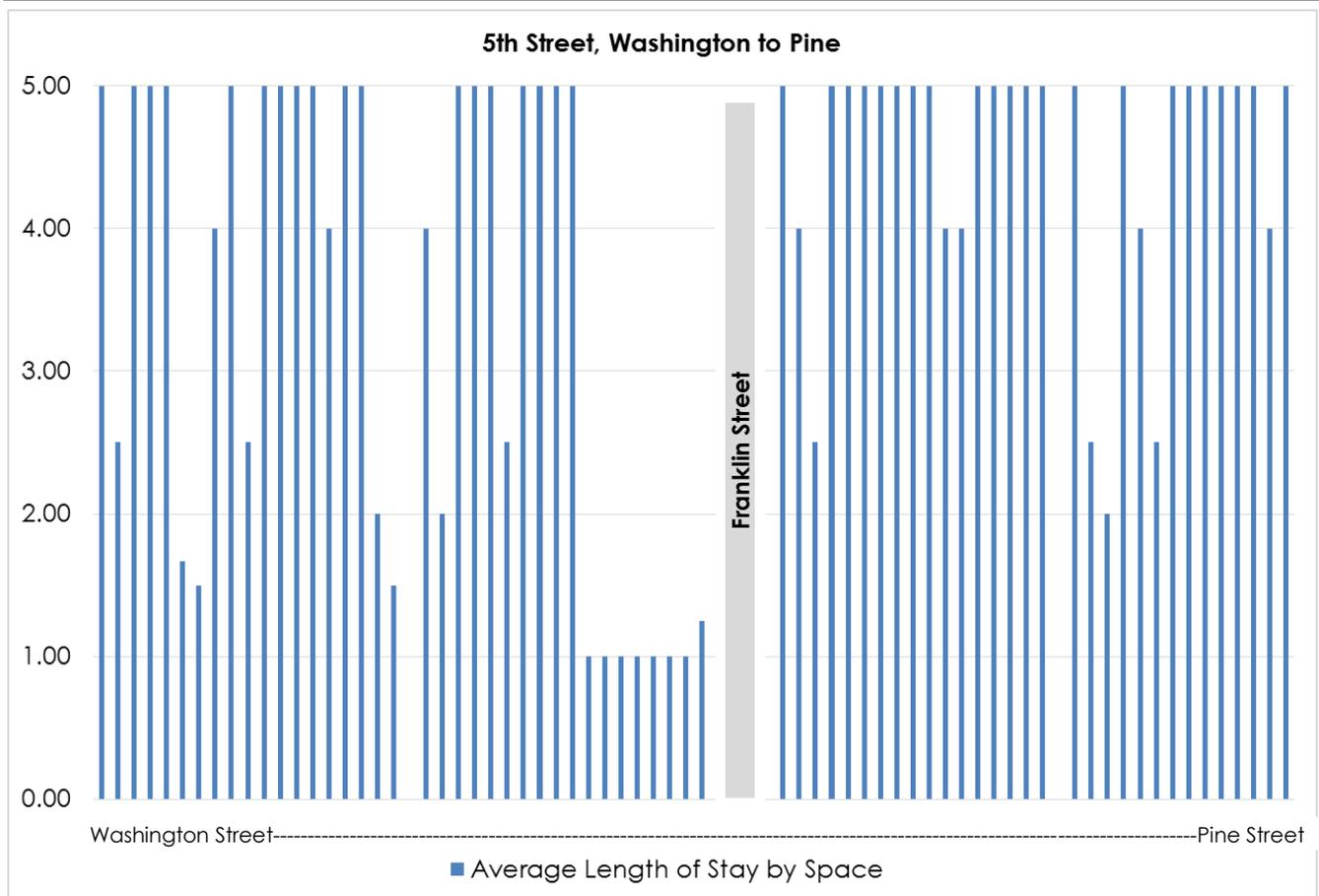
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While the average length of stay is 2.45 hours along Franklin Street, several vehicles did not move during the survey. A concentration of vehicles not moving is clearly evident between 6th and 5th Streets where the spaces are most likely used by employees or residents that live somewhere near or adjacent to the spaces.

The area along 5th Street from Washington to Pine was also surveyed. This area was selected based on discussions with Horizon Bank that indicated the area is utilized by employees for parking. The following Exhibit illustrates graphically the average length of stay by individual space along 5th Street from Washington to Pine. As expected, a majority of the spaces were occupied during the entire survey period. The shorter bars in the middle just to the left of “Franklin Street” in the graph depict spaces that are located in front of the Horizon Bank for visitor parking.

Exhibit 19: Average Length of Stay – 5th Street



Total Spaces:	70
Peak Occupancy:	62
Peak % Occupancy:	89%
Peak Hour:	11:30 AM
Average Length of Stay (hours):	3.43

Source: Walker Parking Consultants

FUTURE PARKING CONDITIONS

The methodology for assessing future parking conditions within the Uptown Arts District incorporates assumptions with regard to future market conditions and local redevelopment plans. At the start of this study several redevelopment projects were under construction with several others in the planning stages. Parking plays a key part in the overall success of these new projects and the continued success of the District as a whole. These new projects will add to the overall parking demand within the area and understanding this impact is critical to developing an effective parking strategy moving forward.

In addition to the known development projects, there will be other redevelopment projects occurring within the District. Some of this potential demand was discussed in general during stakeholder meetings, including historical employee growth of 10 to 15 employees per year at Horizon Bank (impacting blocks 14 and 15), as well as continued residential conversions in unused second floor building space in the District. The Hyett Palma *Downtown Action Agenda 2013*, provides a list of potential land uses that includes a specialty grocery store, hotel, YMCA, and retail shops not available at the Lighthouse Outlets.

To account for this organic market growth Walker developed three growth scenarios. The scenarios include existing demand plus the known developments with no additional organic growth; a model with a 0.5% annual growth rate compared to the existing demand; and a model with 1.0% annual growth compared to the current demand. Each scenario encompasses a five and ten year period. A summary of the projected future conditions by scenario is provided in the following Exhibit.

Exhibit 20: Future Conditions Scenarios

Scenario 1	Scenario 2	Scenario 3
<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Conditions (Observed Peak Demand) • No organic market growth <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall 	<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Condition (Observed Peak Demand) • Organic market growth 0.5% annual <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall 	<p>Base Conditions</p> <ul style="list-style-type: none"> • Current Parking Conditions (Observed Peak Demand) • Organic market growth 1.0% annual <p>Potential Redevelopment</p> <ul style="list-style-type: none"> • Fiddlehead Restaurant • NIEF Development (Office/Residential) • Memorial Hospital site mixed use • Uptown Artist Lofts • Restaurants Hokkaido and Mucho Mas • South Shore Station mixed use project • Shoreline Brewery Beer Garden • South Shore Rail Realignment <p>Other Factors</p> <ul style="list-style-type: none"> • Relocation of Police Station • Relocation of City Hall

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FIDDLEHEAD RESTAURANT & NIEF MIXED-USE DEVELOPMENT

Fiddlehead is a new restaurant located on the east side of Franklin Street between Fourth and Fifth Streets. Limited food service commenced between our initial observations in April and the second counts taken in June. Full operations, including breakfast, lunch, dinner, and bar service commenced in July 2015. This development is located in Block 11 of the study area.



The Northern Indiana Education Foundation, or NIEF, is actively redeveloping the space above Fiddlehead for office space and residential units. The anticipated timeline for the complete renovation and occupancy is within the next five years, with work underway.

Exhibit 21: Block 11 Redevelopment Considerations

- Fine/Casual Restaurant: 7,000 – 8,000 sf
Seating for 100
Bar Area
Outdoor seating 20
- Office Space (Non-profit businesses) 15,000 sf
- Residential 4 units
- No New Parking
- No Displaced Parking
- Potential overflow parking impact to neighboring property owners



Source: Input from City and Stakeholders; Google Earth

ADDED PARKING DEMAND

The overall impact to parking demand assumes all the land uses have been redeveloped and are fully leased. To project the added parking demand and overlay on existing conditions, the weekday and weekend demand are projected for 10:00 AM and 7:00 PM. This method is used to account for variations in peak parking demand time of day and seasonality. Additional adjustments are made to account for how users arrive to the site (drive ratio adjustment) and for users already parked at the site (non-captive adjustment). The projections and adjustments were made using ULI's Shared Parking methodology.

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This provides an understanding of the projected demand for the new land uses on the block and allows the demand to be applied to the demand model by block. The following Exhibit provides the projected weekday and weekend parking demand.

Exhibit 22: Block 11 Added Parking Demand

Weekday Projected Demand

Land Use	Units	Weekday	Unadjusted Demand	Month Adjustment	Peak Hr		Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
		Demand Ratios			Adjustment 10:00 am	Drive Ratio Adjustment			
Residential - Residents	4 units	1.75 /unit	7	100%	75%	100%	100%	5	7
Guests		0.10	0	100%	20%	100%	100%	0	0
Restaurant w/bar Patrons	7,500 sf	15.25 /ksf GL	114	100%	15%	100%	70%	12	76
Employees		2.75	21	100%	75%	95%	100%	15	20
Office - Visitors	15,000 sf	0.30 /ksf GF	5	100%	90%	100%	80%	4	0
Employees		3.50	53	100%	100%	95%	100%	50	5
Total Projected Parking Demand:			200					86	108

Weekend Projected Demand

Land Use	Units	Weekend	Unadjusted Demand	Month Adjustment	Peak Hr		Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
		Demand Ratios			Adjustment 10:00 am	Drive Ratio Adjustment			
Residential - Residents	4 units	1.75 /unit	7	100%	80%	100%	100%	6	7
Guests		0.15	1	100%	50%	100%	100%	1	1
Restaurant w/bar Patrons	7,500 sf	17.00 /ksf GL	128	100%	15%	100%	70%	13	85
Employees		3.00	23	100%	75%	95%	100%	16	22
Office - Visitors	15,000 sf	0.03 /ksf GF	0	100%	90%	100%	80%	0	0
Employees		0.35	5	100%	100%	95%	100%	5	0
Total Projected Parking Demand:			164					41	115

Source: Walker Parking Consultants, Shared Parking Methodology

There are no changes to the existing parking supply as no parking has been added or displaced for this project.

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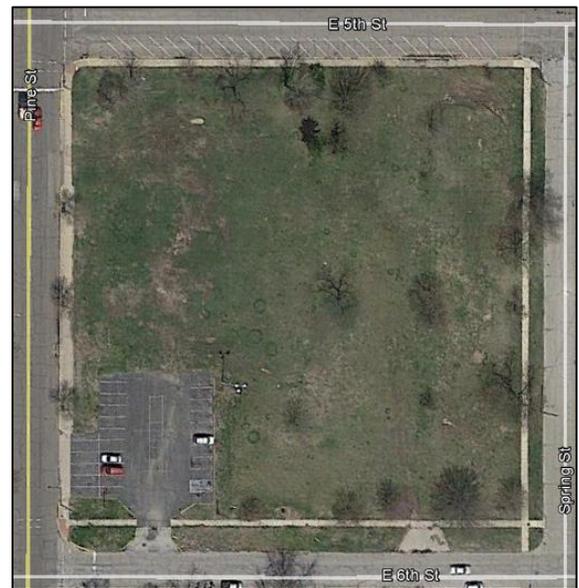
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MEMORIAL HOSPITAL SITE

The former Memorial Hospital Site, located in Block 16 of the study area, is primed for redevelopment. One potential project for the site is a mixed use project known as the Michigan City Apartments. This proposed development encompasses the entire block and is envisioned to include residential, retail, office, and restaurant space. Any proposed projects on this block would include improvements to on-street parking and take into account the impact of converting Pine Street from one-way to two-way traffic. For consideration and planning purposes, the following outlines one potential scenario based on initial review a proposed redevelopment plan in the following Exhibit.

Exhibit 23: Block 16 Redevelopment Considerations

- Residential Units 110 units
- Retail Space 11,000 sf
- Restaurant 5,000 sf
- Bank/Office 5,500 sf
- Parking (Includes on-street) 170 spaces
- Displaced Parking (Includes on-street) 59 spaces
- Redevelopment within the next five years



Source: Input from City and Stakeholders

ADDED PARKING DEMAND

The overall impact to parking demand, assuming the above land uses have been redeveloped and are fully leased, is projected for a Weekday and weekend demand for 10:00 AM and 7:00 PM using ULI Shared Parking methodology. Assumptions include a mix of one and two bedroom units and adjustments to account for variations in peak parking demand time of day, seasonality, drive ratio, and non-captive ratio. Parking demand ratios are split between patrons and employees, with adjustments made for each user group. The following Exhibit provides the projected weekday and weekend parking demand.

Exhibit 24: Block 16 Added Parking Demand

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	110 units	1.65 /unit	182	100%	75%	80%	100%	109	141
Guests		0.10	11	100%	20%	80%	100%	2	9
Retail - Patrons	11,000 sf	2.90 /ksf GL	32	100%	50%	80%	80%	10	16
Employees		0.70	8	100%	85%	95%	100%	6	7
Restaurant w/bar Patrons	5,000 sf	15.25 /ksf GL	76	100%	15%	90%	70%	7	45
Employees		2.75	14	100%	75%	95%	100%	10	13
Bank - Visitors	5,500 sf	3.00 /ksf GF	17	100%	75%	90%	80%	9	0
Employees		1.60	9	100%	100%	95%	100%	9	0
Total Projected Parking Demand:			349					162	231

Weekend Projected Demand

Land Use	Units	Weekend Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	110 units	1.65 /unit	182	100%	80%	80%	100%	116	141
Guests		0.15	17	100%	50%	80%	100%	7	14
Retail - Patrons	11,000 sf	2.90 /ksf GL	32	100%	50%	80%	80%	10	16
Employees		0.70	8	100%	85%	95%	100%	6	6
Restaurant w/bar Patrons	5,000 sf	17.00 /ksf GL	85	100%	15%	90%	70%	8	51
Employees		3.00	15	100%	75%	95%	100%	11	14
Bank - Visitors	5,500 sf	3.00 /ksf GF	17	100%	75%	90%	80%	9	0
Employees		1.60	9	100%	100%	95%	100%	9	0
Total Projected Parking Demand:			365					176	242

Source: Walker Parking Consultants, Shared Parking Methodology

CHANGES TO PARKING SUPPLY

Block 16 currently contains a City-owned public parking lot with 25 spaces and 34 on-street spaces. Since this development will take up the entire block and reconfigure on-street parking all existing parking is being displaced. The site plan Walker used as reference shows a total of 69 on-street parking spaces and 101 off-street parking spaces for a total of 170 spaces.

Based on the projected added parking demand, a deficit of parking is projected for this site of about 72 spaces during the peak hour, assuming all land uses are fully leased and developed as planned.

ARTSPACE: UPTOWN ARTIST LOFTS

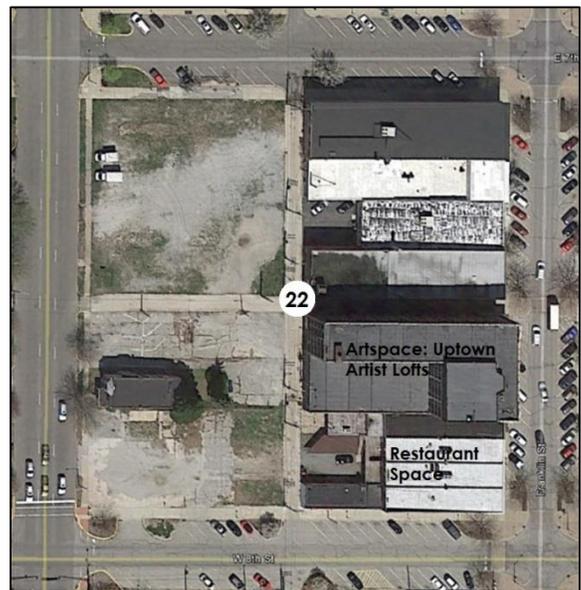
Block 22 of the study area sits on the west side of Franklin Street between Seventh and Eighth Streets. Of the developments occurring on this block, the most noticeable is the redevelopment of the Warren Building, which will house the Artspace: Uptown Artist Lofts. This development, illustrated on the right, will provide artists and their families with an affordable place to live, as well as commercial space to showcase some of their work.



Directly adjacent to the south are two new restaurants; Mucho Más, a Mexican restaurant and Hokkaido, a sushi restaurant. The project specifics considered in our analysis are detailed in the following Exhibit.

Exhibit 25: Block 22 Redevelopment Considerations

- Residential Units 44 units
Live/work units
Affordable housing
- Commercial Space 5,500 sf
- Restaurants 4,000 sf
(Food and bar area)
- Parking New surface lot in rear
- City Lot on southwest corner of site
- Construction underway
- Completion early 2016



Source: Input from City and Stakeholders

ADDED PARKING DEMAND

The overall impact to parking demand assumes all the land uses have been redeveloped and are fully leased. Weekday and weekend demand projections are provided for 10:00 AM and 7:00 PM using ULI Shared Parking methodology. Land use assumptions include a mix of studio, one and two bedroom units and new retail space at grade, along with two new restaurants with food and bar areas. Adjustments to account for variations in peak parking demand time of day, seasonality, drive ratio, and non-captive ratio are included. The following Exhibit provides the projected parking demand for both a weekday and weekend.

Exhibit 26: Block 22 Added Parking Demand

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	44 units	1.75 /unit	77	100%	75%	80%	100%	46	60
Guests		0.10	4	100%	20%	80%	100%	1	3
Retail - Patrons	5,500 sf	2.90 /ksf GL	16	100%	50%	80%	80%	5	8
Employees		0.70	4	100%	85%	95%	50%	2	2
Restaurant w/bar Patrons	4,000 sf	15.25 /ksf GL	61	100%	15%	90%	70%	6	37
Employees		2.75	11	100%	75%	90%	100%	7	10
Total Projected Parking Demand:			173					67	120

Weekend Projected Demand

Land Use	Units	Weekend Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	44 units	1.75 /unit	77	100%	80%	80%	100%	49	60
Guests		0.15	7	100%	50%	80%	100%	3	6
Retail - Patrons	5,500 sf	2.90 /ksf GL	16	100%	50%	80%	80%	5	8
Employees		0.70	4	100%	85%	95%	50%	2	2
Restaurant w/bar Patrons	4,000 sf	17.00 /ksf GL	68	100%	15%	90%	70%	6	41
Employees		3.00	12	100%	75%	90%	100%	8	11
Total Projected Parking Demand:			184					73	128

Source: Walker Parking Consultants, Shared Parking Methodology

CHANGES TO PARKING SUPPLY

New surface parking is planned for portions of the back half of the block and seven spaces blocked along Franklin Street will reopen. The City currently owns a portion of land in the back half of the block and will convert to a parking. Another portion has been made available for parking specific to the Artspace Lofts. Conceptually, if the entire half of the block is converted to parking, 170± spaces could be located at this sight.

SOUTH SHORE RAIL STATION MIXED-USE REDEVELOPMENT

The South Shore Station, located along 11th Street in Block 35 of the study area, once served as the Michigan City train station. While this is still an active train stop for the South Shore Line, with active commuter rail service to Chicago, the old station has been vacant for many years. Plans to redevelop the old station building as a mixed use project featuring restaurant and second floor residential units have been proposed. The project specifics considered in our analysis are detailed in the following Exhibit.

Exhibit 27: Block 35 Redevelopment Considerations

- Residential Units 4 units
- Restaurant (Food and bar area) 5,500 sf
- Restaurant (Deli) 2,500 sf
- Parking 26± new spaces
- Potential commuter rail lot for evening use.
- Completion 2016



Source: Input from City and Stakeholders

ADDED PARKING DEMAND

The overall impact to parking demand assumes all the land uses have been redeveloped and are fully leased. Weekday and weekend demand projections are provided for 10:00 AM and 7:00 PM using ULI Shared Parking methodology. The adjacent South Shore Line Lane commuter stop with existing surface lot provide a unique opportunity for the restaurants to gain customers already parked on the block either before beginning their trip or upon returning from their trip. Adjustments are included to account for this potential impact to parking demand as well as time of day and seasonality. A portion of land behind the building is planned as parking dedicated to this development. The following Exhibit provides the projected parking demand for both a weekday and weekend day.

Exhibit 28: Block 35 Added Parking Demand

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	4 units	1.75 /unit	7	100%	75%	80%	100%	4	5
Guests		0.10	0	100%	20%	80%	100%	0	0
Restaurant w/bar Patrons	5,500 sf	15.25 /ksf GL	84	100%	15%	80%	80%	8	51
Employees		2.75	15	100%	75%	90%	100%	10	14
Café/Fast Food - Patrons	2,500 sf	12.75 /ksf GL	32	100%	85%	70%	50%	10	9
Employees		2.25	6	100%	100%	95%	100%	6	5
Total Projected Parking Demand:			144					38	84

Weekend Projected Demand

Land Use	Units	Weekend Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Residential - Residents	4 units	1.75 /unit	7	100%	80%	80%	100%	4	5
Guests		0.15	1	100%	50%	80%	100%	0	1
Restaurant w/bar Patrons	5,500 sf	17.00 /ksf GL	94	100%	15%	80%	80%	9	57
Employees		3.00	17	100%	75%	90%	100%	11	15
Café/Fast Food - Patrons	2,500 sf	12.00 /ksf GL	30	100%	85%	70%	50%	9	9
Employees		2.00	5	100%	100%	95%	100%	5	4
Total Projected Parking Demand:			154					38	91

Source: Walker Parking Consultants, Shared Parking Methodology

CHANGES TO PARKING SUPPLY

A new surface parking is planned for portions of the property directly behind the building. A portion of this is currently used as parking and a portion is grass area. We estimate 26± spaces may be accommodated in the lot behind the building, while displacing 12± existing spaces. There may be opportunities to expand this area in the future. The current commuter rail lot experiences high demand during the weekday and on some weekends. Portions of this lot may be available for parking during the evening after commuters have returned from work. There are other existing surface parking areas on this lot that experienced low parking demand that could potentially share with this development as well as on-street parking.

SHORELINE BREWERY EXPANSION

Potential short-term development plans for the Shoreline Brewery, located within Block 3 of the study area, include the addition of a beer garden and expansion of brewing capacity within the adjacent buildings. Long-term plans include the potential renovation of the Oasis Ballroom as an event venue for large groups and live concerts. The project specifics considered in our analysis are detailed in the following Exhibit.

Exhibit 29: Block 3 Redevelopment Considerations

Short-Term (within 5 years)

- Beer Garden (Seating for 200) 4,000 sf
- Additional brewing capacity TBD

Long-Term (5 – 10 years)

- Entertainment Venue 600 seats
- Parking – pave existing gravel lot and expand parking in southwest parcel.



Source: Input from City and Stakeholders

ADDED PARKING DEMAND

Parking demand is calculated to cover five and ten year periods for a weekday and weekend. Projections are provided for 10:00 AM and 7:00 PM using ULI Shared Parking methodology. The initial increase in parking demand assumes the addition of the beer garden into a portion of the existing paved parking lot. Existing food production areas would accommodate demand from this area. The added brewing capacity is potentially planned for the unused warehouse building on the southwest corner of the block. Some additional staff parking demand is likely but not significant.

Looking beyond five years, we assume an event venue for large groups and live concerts will be added to the existing vacant buildings on the southwest portion of the block. These events are estimated with a 600 seat capacity. Adjustments have been made to account for variations in peak parking demand time of day, seasonality, drive ratio, and non-captive ratios. The following Exhibit provides the projected parking demand for both a weekday and weekend day for the short- and long-term projection periods.

Exhibit 30: Block 3 Added Parking Demand – Short-Term

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Restaurant w/bar Patrons	4,000 sf	15.25 /ksf GL	61	100%	15%	100%	100%	9	61
Employees		2.75	11	100%	75%	90%	100%	7	10
Total Projected Parking Demand:			72					16	71

Weekend Projected Demand

Land Use	Units	Weekend Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Restaurant w/bar Patrons	4,000 sf	17.00 /ksf GL	68	100%	15%	100%	100%	10	68
Employees		3.00	12	100%	75%	90%	100%	8	11
Total Projected Parking Demand:			80					18	79

Source: Walker Parking Consultants, Shared Parking Methodology

Long-term demand adds the event venue with seating for 600. Demand will vary depending on the use of the venue. The demand shown assumes an event during the evening hours.

Exhibit 31: Block 3 Added Parking Demand – Long-Term

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Restaurant w/bar Patrons	4,000 sf	15.25 /ksf GL	61	100%	15%	100%	100%	9	61
Employees		2.75	11	100%	75%	90%	100%	7	10
Event Center - Patrons	600 seats	0.30 /seat	180	100%	1%	100%	80%	1	144
Employees		0.03	18	100%	20%	95%	100%	3	17
Total Projected Parking Demand:			270					20	232

Weekend Projected Demand

Land Use	Units	Weekend Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Restaurant w/bar Patrons	4,000 sf	17.00 /ksf GL	68	100%	15%	100%	100%	10	68
Employees		3.00	12	100%	75%	90%	100%	8	11
Event Center - Patrons	600 seats	0.33 /seat	198	100%	1%	100%	80%	2	158
Employees		0.03	18	100%	20%	95%	100%	3	17
Total Projected Parking Demand:			296					23	254



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CHANGES TO PARKING SUPPLY

We assume the displacement of the existing paved parking (34± spaces) for the addition of the beer garden in the short-term. The adjacent gravel lot and unused portions of the block can be used as parking to off-set this reduction in supply. Another potential source of parking may come from the adjacent blocks, which include some open spaces as well as the soon to be vacated Police Headquarters. Options for expanding parking on this site are provided in the Alternatives Section of this report.

SOUTH SHORE RAIL REALIGNMENT

The *Michigan City/Northern Indiana Commuter Transportation District ("NICTD") Rail Realignment Study*, issued in October 2013, outlines significant impacts the existing Michigan City 11th Street train stop. The proposed plans include elevating tracks and adding a second set of tracks to improve performance and closing the nearby Carroll Avenue station. By improving the existing track facilities and closing the Carroll Avenue station, parking demand would increase significantly over the existing 37 space surface lot that is typically full. It would also greatly increase mobility options within the District for commuters and increase redevelopment activities within the surrounding area significantly.

The plans outline a total of 110,000 square feet of new commercial space within Walker's defined study area. For purposes of this parking study, we assumed that roughly 30% of some of the new commercial developments will be restaurant space.

According to www.NICTD.com, Parking for the South Shore Rail line is currently accommodated within the study area by 37 free parking spaces, primarily used by commuters, located on Block 35 just east of the currently unused station building. There is also a large commuter station located roughly one mile to the east that provides 201 parking spaces on-site, as well as an overflow lot nearby. Based on discussions with NICTD representatives, while a minimum of 500 spaces are needed per the study, an estimated 600± spaces should be provided at the new station to accommodate ridership and increased level of service offered by improvements. The project specifics considered in our analysis are detailed in the following Exhibit.

Exhibit 32: Rail Realignment Redevelopment Considerations

Block 34		
• Commercial Space	39,500 sf	
Block 35		
• Commercial Space	25,500 sf	
Block 37		
• Commercial Space	12,500 sf	
Block 38		
• Commercial Space	25,000 sf	
Block 39		
• Commercial	7,500 sf	
Commuter Parking Spaces Need	600 spaces	



Source: Michigan City/NICTD Rail Realignment Study and Walker Assumptions

ADDED PARKING DEMAND

The combined parking demand added within the five blocks is based on a combination of retail and restaurant land uses within the commercial land use description. Restaurant space is further split between Fine/Casual Dining and Café/Fast Food establishments. Actual demand will vary based on the actual redevelopment projects actually completed. In addition to the redevelopment demand, parking for commuters will need to be added. Projections are provided for 10:00 AM and 7:00 PM using ULI Shared Parking methodology. The following Exhibit provides the projected parking demand for both a weekday and weekend day. All redevelopment is assumed to be a long-term process, between 7 – 10 years out.

Exhibit 33: Rail Realignment Added Parking Demand

Weekday Projected Demand

Land Use	Units	Weekday Demand Ratios	Unadjusted Demand	Month Adjustment	Peak Hr Adjustment 10:00 am	Drive Ratio Adjustment	Non Captive Adjustment	Projected Demand 10:00 am	Projected Demand 7:00 pm
Retail - Patrons	75,500 sf	2.90 /ksf GL	219	100%	50%	80%	80%	70	112
Employees		0.70 /ksf GL	53	100%	85%	95%	50%	21	24
Restaurant w/bar Patrons	15,600 sf	15.25 /ksf GL	238	100%	15%	100%	100%	36	238
Employees		2.75 /ksf GL	43	100%	75%	90%	100%	29	39
Café/Fast Food - Patrons	18,900 sf	12.75 /ksf GL	241	100%	85%	70%	50%	72	67
Employees		2.25 /ksf GL	43	100%	100%	95%	100%	41	37
Commuter/Rail Demand			600					600	600
Total Projected Parking Demand:			1,437					869	1,117

Source: Walker Parking Consultants, Rail Realignment Study, and Stakeholder interviews

Given the large scale of potential redevelopment that the realignment study will encourage, but does not necessarily control, for planning purposes we assume the direct added demand for 600 spaces to accommodate the rail project with the understanding that it will likely spur additional unknown redevelopment of the surrounding Blocks. This redevelopment will most likely include more than commercial space, such as residential and perhaps a hotel.

IMPACT OF EVENTS

Special events bring additional activity and patrons to the District above typical conditions. While these events may be infrequent, it's important to understand their impact and consider the parking experience of the event patron. This may include providing temporary parking areas, shuttles, or coordinating additional parking from private owners with access capacity during the event period, such as the Lighthouse Mall. The following provides a list of the larger or regular events that occur within the District.

Exhibit 34: Special Event List for District

Event	Estimated Attendance	Month
Taste of Michigan City	8,000	August
Shelf Ice Brewfest	2,000	February
Great Lakes Grand Prix (Overflow parking in downtown)	50,000	August
Flame and Flair	1,200	October (Halloween)
Red, White and Brews (Shoreline Brewery)	1,000	July
Uptown Fashion Affair	500	April
Farmer's Market Saturday's 8 AM – 1 PM	100's attend	May - October
First Fridays	100's attend	All year – higher attendance in summer
Uptown Events Center	175 Average/ 250 Maximum	Varies – typically Friday and Saturday Evenings

Source: City of Michigan City and Walker Research

Of the events listed, all are once a year occurrences except the Farmer's Market, which occurs every Saturday from May through October; First Fridays, which occurs once a month on the first Friday of the month to showcase the local arts; and the Uptown Events Center, which varies based on bookings.

UPTOWN EVENTS CENTER

The Uptown Events Center is located on the southwest side of Franklin and Ninth Streets, specializing in weddings, corporate and charity events, and other special occasions and performances. Maximum seating/event capacity is 250, with a typical event size of about 175 persons. The location does not have dedicated parking other than one space for management. Parking for guests and staff is limited to public on-street parking and the closest public lot located at Washington and Eighth Streets. According to the venue, larger events typically provide off-site shuttle service for guests. Parking demand generation rates assumptions are provided in the following Exhibit.

Exhibit 35: Uptown Event Center Parking Demand Assumptions

- Average Event Size 175 persons
- Maximum Event Size 250 persons
- 2.5 persons per vehicle
- Parking Demand 70 – 100 spaces
- Peak demand:
 Friday and Saturday evenings
- No dedicated parking.



Source: Stakeholder interview and Google Earth Map

Peak demand is projected for a Friday or Saturday evening when most of the larger events take place. Coincidentally, this peak demand period is the same as fine/casual restaurants, of which three are planned to open within a block and half radius of the Uptown Event Center.

To illustrate the relationship of the projects outlined in our report, the following map is provided identifying the location of each of the redevelopment projects.

UPTOWN ARTS DISTRICT

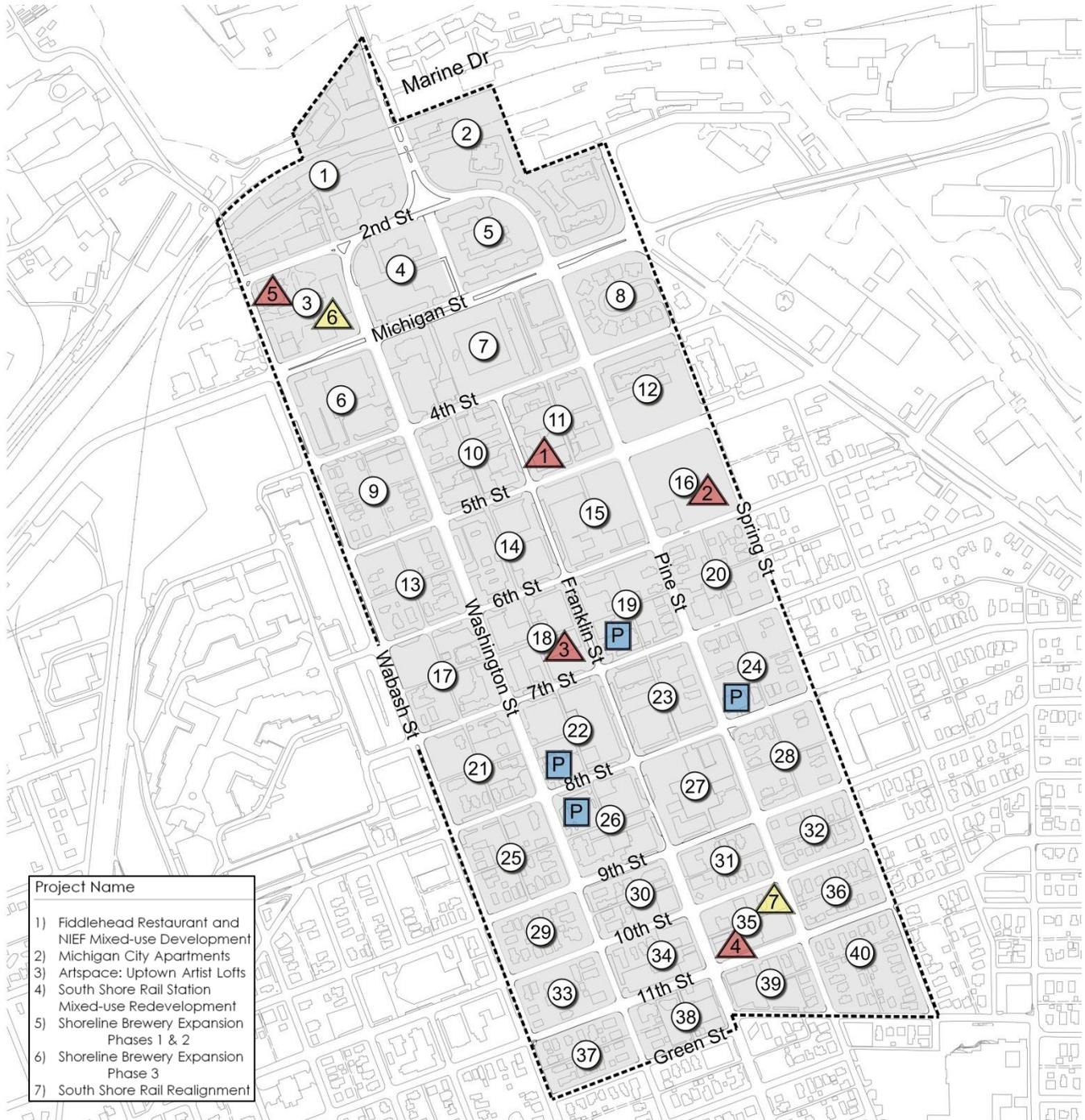
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Exhibit 36: Proposed Development Project Summary Map



Project Name
1) Fiddlehead Restaurant and NIEF Mixed-use Development
2) Michigan City Apartments
3) Artspace: Uptown Artist Lofts
4) South Shore Rail Station Mixed-use Redevelopment
5) Shoreline Brewery Expansion Phases 1 & 2
6) Shoreline Brewery Expansion Phase 3
7) South Shore Rail Realignment

Michigan City Proposed Developments

- 0 Lot Numbers
 P City owned Parking
Projected Developments (short-term / 5 years)
Projected Developments (long-term / 10 years)



Source: City, Stakeholders, and Walker Parking Consultants



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PROJECTED FUTURE PARKING ADEQUACY

Future parking adequacy is projected for five and ten year intervals using the known projects outlined above, plus the annual growth factor to existing peak parking demand observations to account for potential organic growth with the District. Annual organic growth rate scenarios as previously outlined are:

- No Growth;
- 0.5% Annual Growth; and
- 1.0% Annual Growth.

Based type and size of the proposed developments, peak demand is generally projected to occur during the evening hours as opposed to the overall current observed peak demand at 10:00 AM. To account for this peak demand impacting later, we ran two models. The first model corresponds to the observed 10:00 AM demand period using the projected demand of the new developments during this hour. The second model considers the existing parking demand between 6:00 PM and 8:00 PM and adding the projected 7:00 PM demand for the proposed projects including an event at the Uptown Event Center. In both cases we adjusted the existing parking supply by the known changes to the parking supply.

The variance in current peak parking conditions between 10:00 AM and 7:00 PM allows some blocks with new development to experience an overall reduced projected deficit even though the proposed land use peaks later in the evening. This is due to current demand dropping off during the evening hours. Ideally, the daytime demand will leave open parking spaces for the proposed land uses that can use the spaces for parking.

Parking adequacy by block, for current conditions at 10:00 AM and 7:00 PM are compared to the 5- and 10- year growth scenarios for the same time periods in the following Exhibits. While several of the proposed developments indicate a shortage of parking, varying by time of day, it's important to remember that parking adequacy is based on an effective parking supply, which includes a small cushion of parking spaces. In addition, there is typically available parking within the adjacent blocks that can be used during peak parking demand periods.

In the Alternatives section of this report, we provide options for increasing the parking supply to address areas of concerns, either within the specific block or nearby block.

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN



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Exhibit 37: Projected 5-Year Adequacy by Time and Scenario

Block #	Current Conditions		5-Year Adequacy 10 AM			5-Year Adequacy 7 PM		
	Adequacy 10:00 am	Adequacy 7:00 pm	No Growth	0.5% Annual Growth	1.0% Annual Growth	No Growth	0.5% Annual Growth	1.0% Annual Growth
1	136	168	130	129	128	162	162	162
2	227	67	216	215	213	56	51	45
3	82	32	45	45	45	(68)	(69)	(71)
4	55	83	51	49	47	79	78	77
5	28	62	27	26	25	61	61	60
6	120	132	116	115	114	128	127	126
7	126	214	119	116	113	207	206	205
8	0	0	0	0	0	0	0	0
9	47	58	50	50	49	61	61	61
10	93	91	92	91	89	90	88	87
11	43	99	(45)	(47)	(50)	(18)	(19)	(20)
12	50	79	47	46	45	76	76	76
13	25	35	27	26	26	37	37	36
14	43	100	44	42	40	101	100	100
15	43	97	44	42	40	98	97	97
16	32	33	(27)	(28)	(28)	(106)	(106)	(107)
17	43	58	43	42	41	58	57	57
18	27	55	30	29	28	58	58	58
19	44	91	47	46	44	94	94	93
20	37	43	39	38	38	45	45	44
21	27	43	28	27	26	44	44	43
22	4	36	(39)	(40)	(41)	(62)	(62)	(62)
23	69	105	71	70	69	107	107	107
24	41	42	43	43	43	44	44	44
25	29	24	32	32	32	27	27	26
26	64	88	67	65	64	91	90	89
27	107	120	104	103	103	117	117	116
28	21	24	24	24	23	27	27	27
29	23	11	25	25	25	13	13	12
30	16	28	17	16	15	(56)	(57)	(57)
31	10	15	12	12	11	17	17	17
32	14	15	16	16	15	17	17	16
33	5	2	6	6	6	3	3	3
34	25	29	26	26	26	30	30	30
35	18	45	(8)	(9)	(10)	(34)	(34)	(35)
36	11	12	12	12	12	13	13	13
37	14	15	15	15	15	16	16	16
38	66	67	65	65	64	66	66	65
39	61	52	59	59	58	50	49	49
40	6	4	7	7	7	5	5	4
Totals:	1,932	2,374	1,677	1,643	1,609	1,754	1,731	1,708

Source: Walker Parking Consultants

Parking Supply/Demand and Alternatives Analysis

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN



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Exhibit 38: Projected 10-Year Adequacy by Time and Scenario

Block #	Current Conditions		10-Year Adequacy 10 AM			10-Year Adequacy 7 PM		
	Adequacy 10:00 am	Adequacy 7:00 pm	No Growth	0.5% Annual Growth	1.0% Annual Growth	No Growth	0.5% Annual Growth	1.0% Annual Growth
1	136	168	130	128	126	162	162	162
2	227	67	216	213	211	56	45	34
3	82	32	(193)	(193)	(194)	(243)	(246)	(249)
4	55	83	51	47	44	79	77	75
5	28	62	27	25	22	61	60	60
6	120	132	116	114	111	128	126	125
7	126	214	119	113	106	207	205	203
8	0	0	0	0	0	0	0	0
9	47	58	50	49	49	61	61	61
10	93	91	92	89	86	90	87	84
11	43	99	(74)	(79)	(84)	(18)	(20)	(22)
12	50	79	47	45	44	76	76	76
13	25	35	27	26	25	37	36	36
14	43	100	44	40	35	101	100	98
15	43	97	44	40	36	98	97	96
16	32	33	(107)	(108)	(109)	(106)	(107)	(108)
17	43	58	43	41	39	58	57	56
18	27	55	30	28	26	58	58	57
19	44	91	47	44	41	94	93	93
20	37	43	39	38	36	45	44	43
21	27	43	28	26	24	44	43	42
22	4	36	(94)	(96)	(98)	(62)	(62)	(63)
23	69	105	71	69	67	107	107	106
24	41	42	43	43	42	44	44	44
25	29	24	32	32	31	27	26	26
26	64	88	67	64	60	91	89	87
27	107	120	104	103	101	117	116	116
28	21	24	24	23	23	27	27	26
29	23	11	25	25	24	13	12	11
30	16	28	(68)	(70)	(72)	(56)	(57)	(59)
31	10	15	12	11	11	17	17	16
32	14	15	16	15	15	17	16	16
33	5	2	6	6	6	3	3	2
34	25	29	26	26	25	30	30	29
35	18	45	(661)	(663)	(666)	(634)	(635)	(636)
36	11	12	12	12	11	13	13	12
37	14	15	15	15	14	16	16	16
38	66	67	65	64	64	66	65	65
39	61	52	59	58	58	50	49	48
40	6	4	7	7	6	5	4	4
Totals:	1,932	2,374	537	469	397	979	933	885

Source: Walker Parking Consultants
 Parking Supply/Demand and Alternatives Analysis



FUTURE CONDITIONS CONCLUSION

The projected adequacy by block is based on the proposed redevelopment projects occurring within the next five and ten year periods. While overall a surplus of parking is projected, there are several blocks where parking is projected to reach deficit levels of some degree during the current peak-hour timeframe of 10:00 AM as well as later in the evening based on the parking generation characteristics of the proposed land uses.

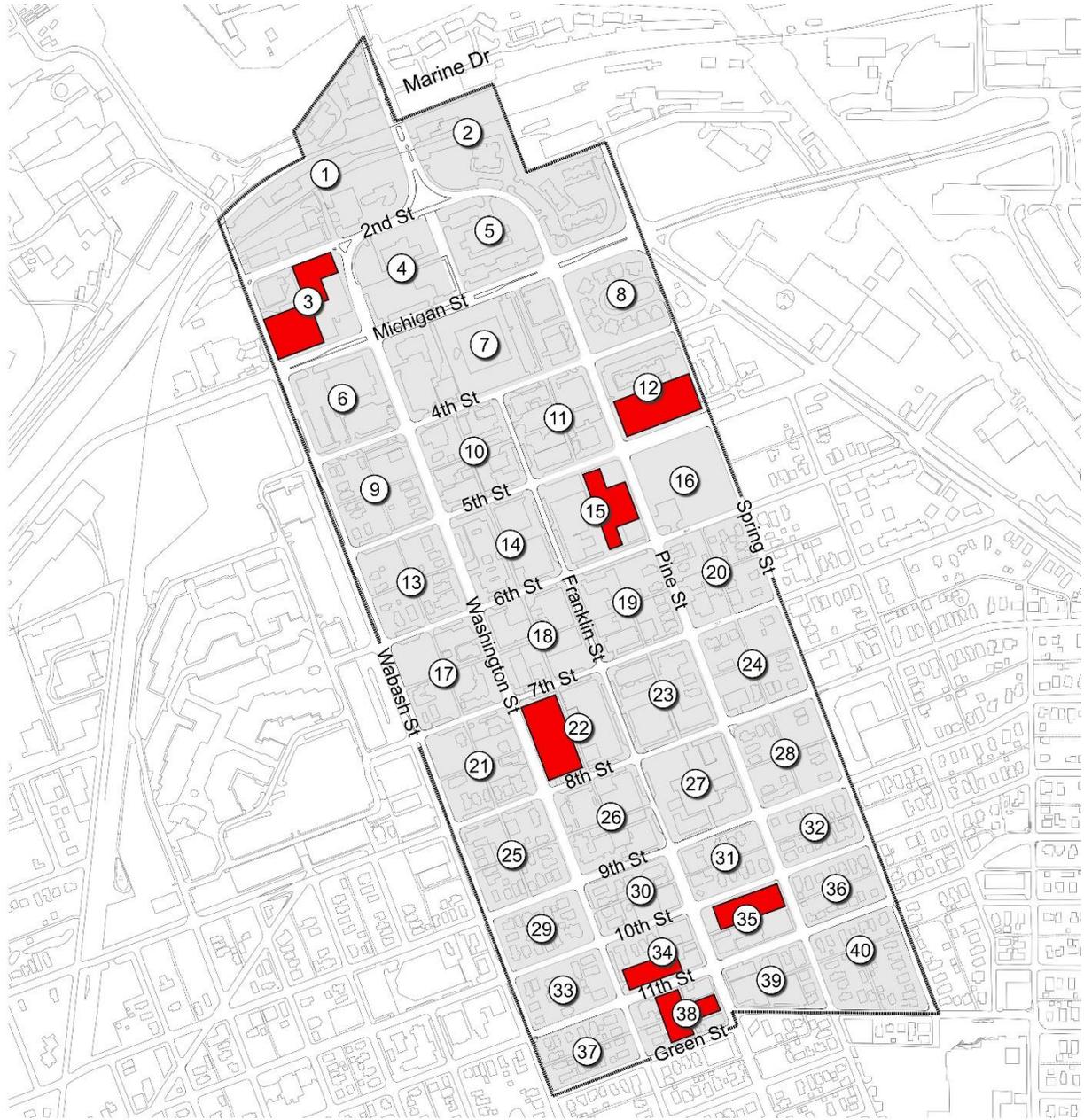
The largest projected deficits are associated with the relocation of the Shore Line Rail Station project, which assumes the need to add 600 spaces for commuter parking and event driven demand at the proposed Shoreline Brewery event space.

In the following section, we provide an alternatives analysis for potential improvements to the current parking supply to assist with off-setting the projected parking deficits.

ALTERNATIVE SITE ANALYSIS

Several options were considered for increasing the parking supply, including reconfiguring or adding new surface or structured parking within the study area. The following map provides an overview of the sites considered and detailed.

Exhibit 39: Alternative Sites for Increasing Parking



Michigan City Parking Options

- Lot Numbers
- Parking Site Options
- Study Area



SHORELINE BREWERY SITE (BLOCK 3)

The Shoreline Brewery is considering several potential growth opportunities that will impact both the existing parking supply and parking demand. The conceptual drawing below shows how the site can be improved by paving the northeast gravel lot and adding the southwest parcel as parking. Conceptually, this 144± space paved lot nets a gain of 94± spaces to the existing supply, assuming the displacement of the existing gravel parking area. The net gain is reduced to 60± spaces assuming the existing paved parking is displaced for the beer garden expansion.

Exhibit 40: Shoreline Brewery Site



Michigan City Parking Options Block 3



PARKING LOT OR STRUCTURE – BLOCK 12 (5TH AND PINE)

Adding a public parking lot or garage is an option for adding capacity to the overall area. This site is located in Block 12, which could be beneficial for the local area within reasonable walking distance. Conceptually, this site could add up to 470± spaces as a parking structure, assuming a four level structure as shown in the following figure. As a surface lot, a similar layout could add up to 175± spaces with limited landscaping. The only displaced parking will be a few on-street spaces to accommodate entry and exit lanes, as this site is located on vacant undeveloped land.

Exhibit 41: Conceptual Parking - Block 12 (5th and Pine)



Michigan City Parking Options Block 12



Source: Walker Parking Consultants



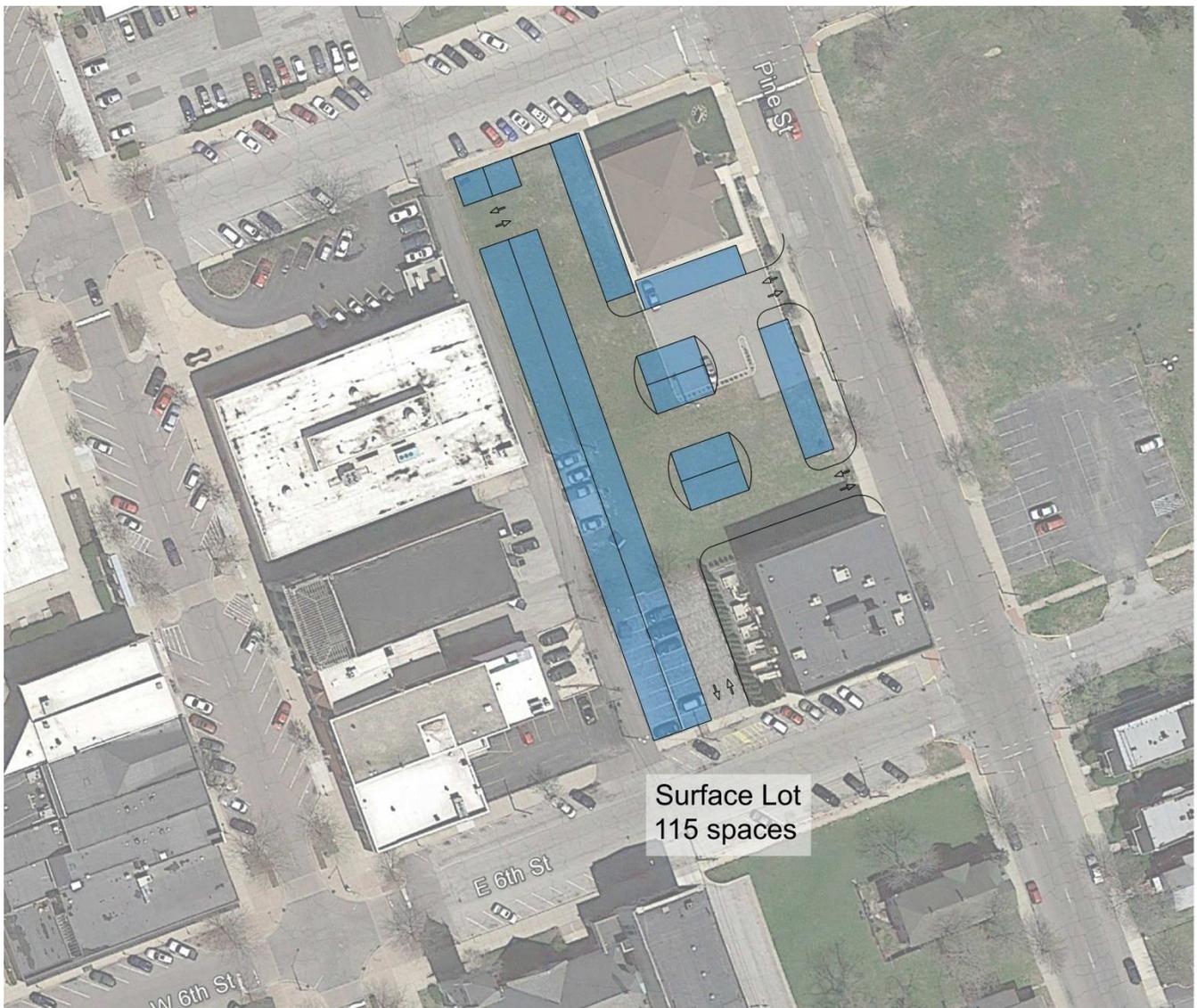
SEPTEMBER 14, 2015

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SURFACE LOT EXPANSION – BLOCK 15

The eastern half of Block 15 has limited surface parking that could be expanded to 115± spaces, as shown in the following Exhibit. The net gain will be 81± spaces as the existing parking would be displaced and incorporated into the new parking lot. This site is located directly west of the proposed Michigan City Apartments in Block 16.

Exhibit 42: Conceptual Expansion of Surface Parking Lot - Block 15



Michigan City Parking Options Block 15



Source: Walker Parking Consultants

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BLOCK 22 PARKING OPTIONS (UPTOWN ARTS BLOCK)

Block 22 is located in the heart of the District and contains the nearly completed Uptown Artist Lofts and two new restaurants with bar service. In addition to the two new surface parking planned for the western portion of the block, the grass area located in northwestern corner could add an additional 85± spaces as shown in the following Exhibit. This option does not displace any existing parking.

Exhibit 43: Conceptual Surface Lot on Block 22



Michigan City Parking Options Block 22 option A



UPTOWN ARTS DISTRICT

PARKING MASTER PLAN



SEPTEMBER 14, 2015

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The same site could be combined to allow the construction of a parking structure. Conceptually, a four level parking structure could provide 500± parking spaces, as shown in the Exhibit below. The actual added capacity would be about 300 – 400 spaces depending on the number of displaced spaces at the time the garage would be added.

Exhibit 44: Block 22 Conceptual Parking Garage



Michigan City Parking Options Block 22 option B



Source: Walker Parking Consultants

SEPTEMBER 14, 2015

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SOUTH SHORE STATION SITE (BLOCK 35)

Potential projects on Block 35 include a mixed-use redevelopment project within the South Shore Station and the impact of the South Shore Rail Realignment project with ten years. The northern portion of the block could be developed as either a surface lot or parking structure. As a surface lot, roughly 85± spaces could be added. A four level parking structure could conceptually provide 270± spaces, for a net gain is roughly 258± spaces, based on the displaced parking as shown in the following Exhibit. This is considerably less than the required 600± spaces needed to meet the projected commuter parking demand when the Carroll Avenue station is closed. Additional parking for commuters is needed within reasonable walking distance.

Exhibit 45: Conceptual Parking Block 35



Michigan City Parking Options Block 35



Source: Walker Parking Consultants



BLOCKS 34 AND 38 – CONCEPTUAL PARKING SITES (WEST OF SOUTH SHORE STATION)

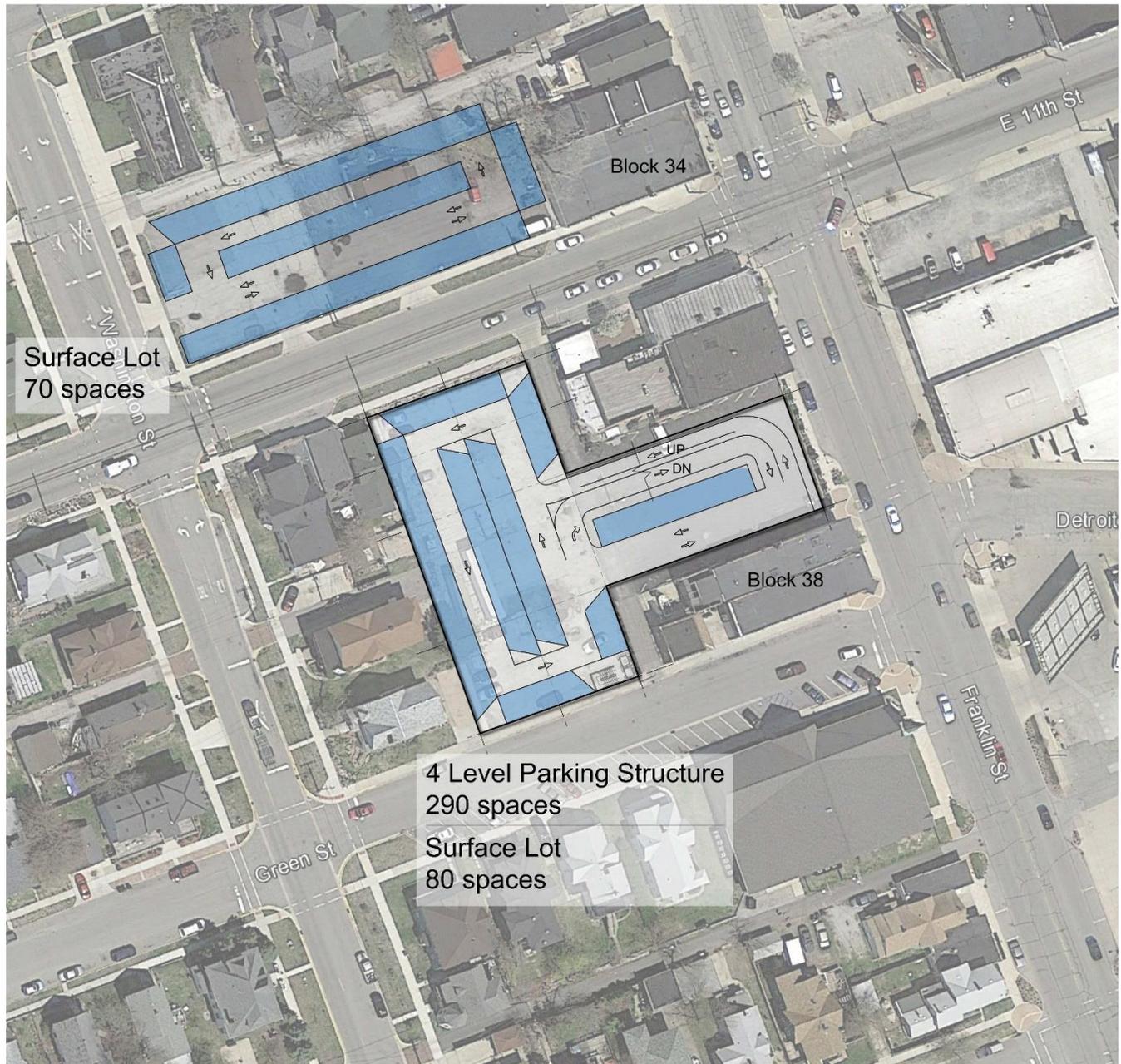
Block 34 is located one block to the west of the South Shore Station. The conceptual site includes some parcels owned by the City as well as a used car lot. Conceptually, this site could be used as a surface parking lot with 70± spaces. Any displaced spaces would be minimal due to its current configuration and use.

Block 38 is located one block south and west of the South Shore Station. The current surface lot has minimal use and is in poor condition with faded stripping, weeds, and lack of signage. This site could be used for additional commuter parking as an improved surface lot or as a parking structure.

Conceptually, a surface parking lot within these parcels could accommodate 80± spaces while a four-level parking structure could accommodate 290± spaces. The existing supply is tabulated at 60± spaces, although in its current condition, these spaces are not well suited for public parking. Considering the existing supply, the net gain for a parking structure is potentially up to 230± spaces. As a surface lot, for commuters, the net gain is 20± spaces.

Both of the blocks are identified as potential redevelopment areas within the Rail Realignment Study, which could further change the potential parking options. The conceptual parking areas considered for the two blocks are illustrated in the following Exhibit on the following page.

Exhibit 46: Conceptual Parking Sites - Blocks 34 and 38



Michigan City Parking Options Block 34 & 38



Source: Walker Parking Consultants

POTENTIAL COMMUTER PARKING AT MOOSE LODGE

Underused existing parking during weekday business hours that is within close proximity to the train station should be considered. The Moose Lodge has a large surface lot located directly to the south of the station with 55 paved spaces and potentially another 10 – 20 spaces in the gravel area located in the southwest corner of the block. A portion of these spaces could be leased for use during the weekday hours for commuter use.

Exhibit 47: Potential for Shared Parking



Source: Walker Parking Consultants

WALKING DISTANCE CONSIDERATIONS

A key consideration in determining whether or not the parking supply is sufficient for a particular area is to review walking distance from the parking area to the primary destination. The “acceptable” walking distance varies depending on the user group, such as a first-time visitor vs. a long-term employee. As a whole, the parking supply may be sufficient, but if the available parking supply is located too far from the destination it will not be accepted by the user, resulting in frustration for the patrons and complaints about the parking.

Factors impacting the acceptable walking distance that a typical person will consider reasonable include:

- Climate
- Perceived security
- Typical user
- Lighting
- Walking environment
- Terrain

To help estimate appropriate walking distances, Walker developed a Level of Service (“LOS”) rating system for evaluating appropriate walking distances based on specific criteria. LOS “A” is considered the best or ideal, LOS “B” is good, LOS “C” is average and LOS “D” is below average but minimally acceptable. A breakdown of the LOS conditions is provided in the following table. Because a majority of the walking in the area is outdoor and uncovered, that category is highlighted for reference.

Table 1: Walking Distance Level of Service Conditions

Level of Service Conditions	A	B	C	D
Climate Controlled	1,000 ft	2,400 ft	3,800 ft	5,200 ft
Outdoor/ Covered	500	1,000	1,500	2,000
Outdoor/ Uncovered	400	800	1,200	1,600
Through Surface Lot	350	700	1,050	1,400
Inside Parking Facility	300	600	900	1,200

Source: “How Far Should Parkers Have to Walk?” by Mary S. Smith and Thomas A. Butcher, *Parking* September 1994

Based on the characteristics of the area we recommend striving for LOS A walking distance for visitors and LOS A or B for residents and employees. Considering the typical block size in the District, this generally equates to about a block for LOS A and a block and half for LOS B.

The following maps illustrate the general distance from each site shown with a conceptual parking structure. This provides a general awareness to the scale of the District and how far each parking option generally serves.

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN

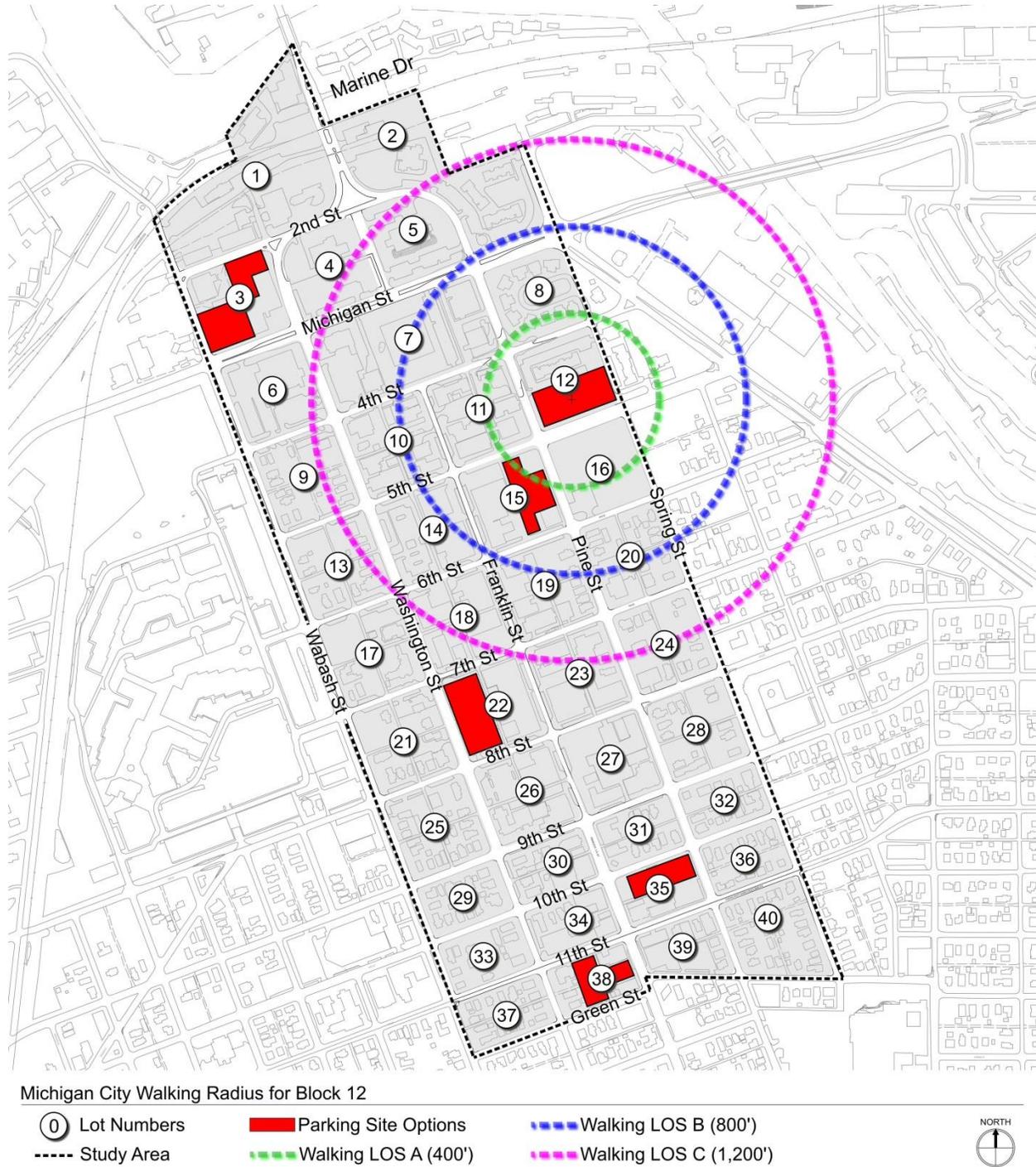


WALKER
PARKING CONSULTANTS

SEPTEMBER 14, 2015

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Exhibit 48: Walking Distance from Block 12



Source: Walker Parking Consultants

UPTOWN ARTS DISTRICT

PARKING MASTER PLAN

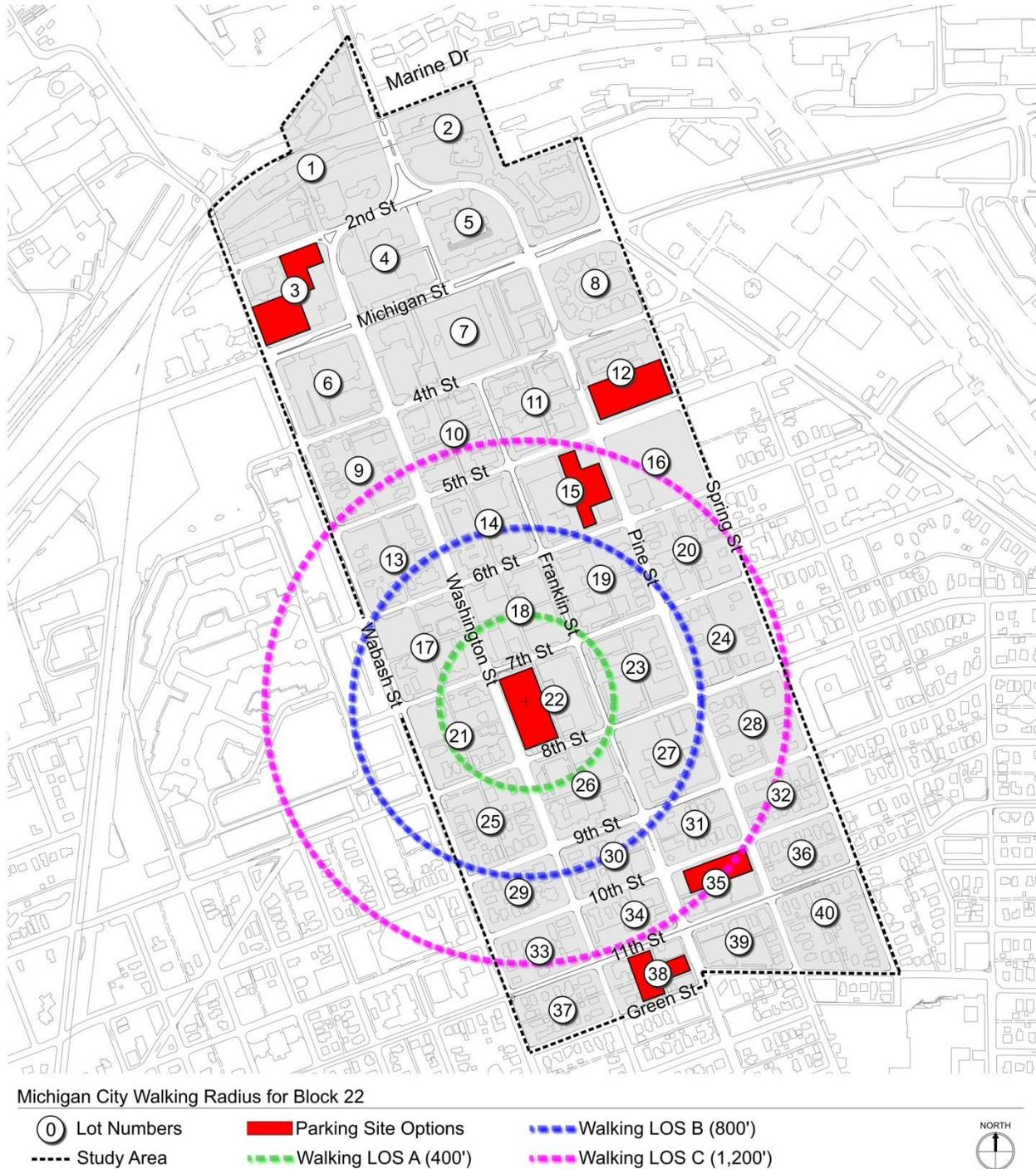


WALKER
PARKING CONSULTANTS

SEPTEMBER 14, 2015

PROJECT # 13-3159.00

Exhibit 49: Walking Distance from Block 22



Source: Walker Parking Consultants

UPTOWN ARTS DISTRICT

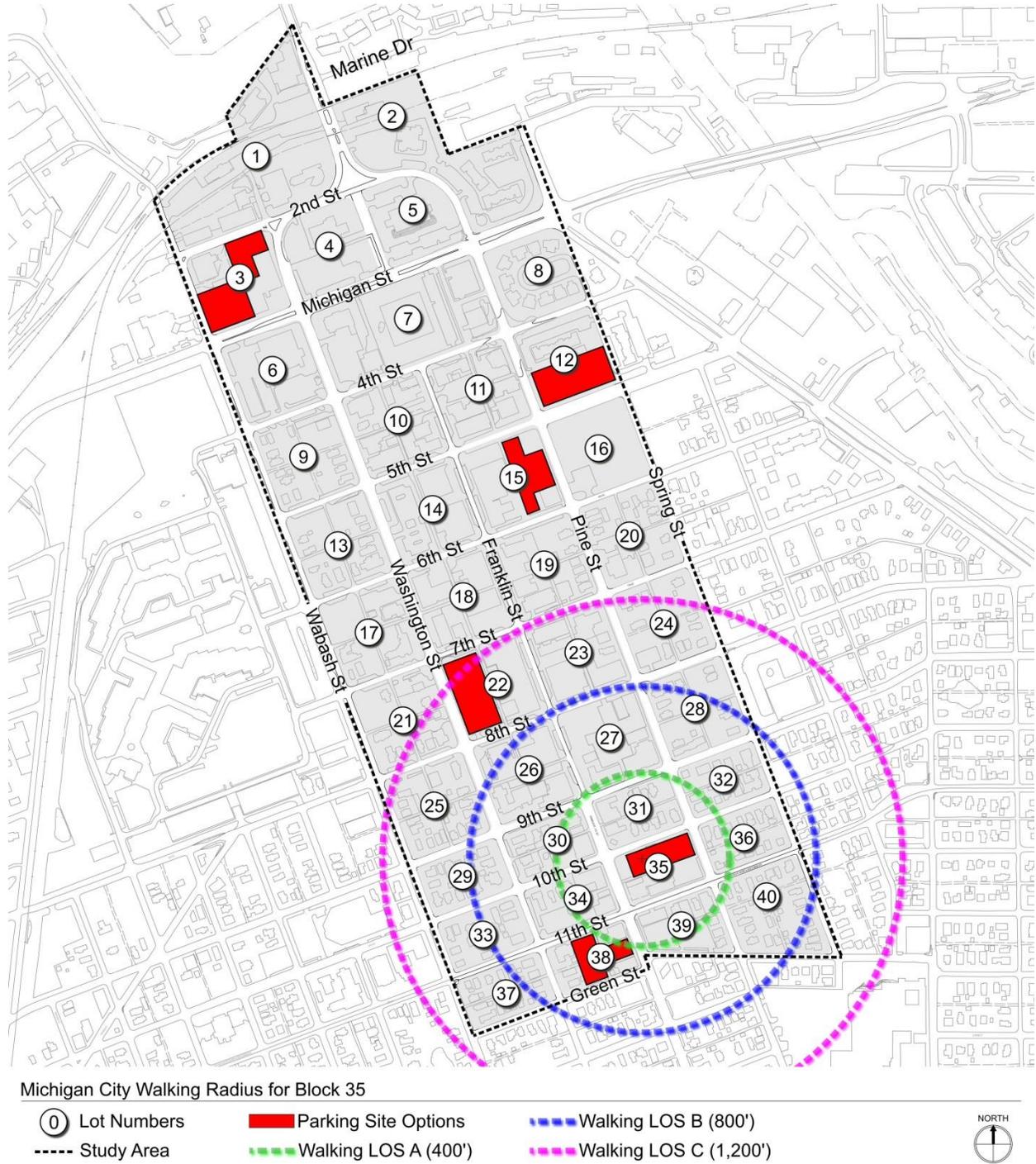
PARKING MASTER PLAN



SEPTEMBER 14, 2015

PROJECT # 13-3159.00

Exhibit 50: Walking Distance from Block 35



Source: Walker Parking Consultants



SEPTEMBER 14, 2015

PROJECT # 13-3159.00

COST OF ADDING PARKING

Our opinion of costs for adding parking is broken down into construction (hard costs) and design and non-construction costs (soft costs). Construction costs for a surface parking lot can range from \$2,000 to \$3,500 per space, assuming an efficient and clear site. This cost includes curbs, landscape islands, drainage, and lighting.

Above grade parking structure costs typically range from \$12,000 to \$20,000 per space or more (construction only) depending on the site and design specifics. It is widely accepted within the parking industry that below grade parking structures cost 50 percent more per level when constructed below grade. Thus, if an above grade structure is estimated to cost \$12,000 a space, the first level of a below grade structure will cost \$18,000, while the second below grade level will cost \$24,000 a space.

Both opinions of cost ranges assume an efficient site for design and construction. Other costs associated with the construction of additional parking include:

- Land accusation;
- Demolition of existing structures;
- Any special soil preparation; and
- Soft costs (detailed below).

When these costs are included in the overall project costs, the cost per space is considerably more than base construction cost per space.

ADDITIONAL PARKING STRUCTURE COST CONSIDERATIONS

Parking Structure construction costs can quickly increase based on several factors beyond the number of spaces. Variations or upgrades to the façade treatment, elevator/stair tower design, and site dimensions, pre-cast vs. cast-in-place construction and whether the spaces are below grade or above grade are some of the more common influences on the overall cost of construction.

Our opinion of construction costs for a basic above grade structure in Michigan City is \$12,500 per space. This assumes an above grade structure with basic upgraded brick cladding façade treatment and an efficient layout. This cost does not include land, demolition of existing structures, or soft costs (which include financing costs).



SOFT COSTS

Soft costs vary for each project, but generally represent approximately 15 - 25 percent of total construction cost. An estimate of the typical soft costs follows below:

Architectural/Engineering Fees	5 - 8%
Client Administration	1%
Financing	3 - 5%
Survey & Geotechnical Report	1%
Testing (Soil, Concrete, etc.)	1%
Construction Contingency	4 - 9%

At this early planning stage, we recommend assuming 25 percent for soft costs. This is added to the construction cost per space and results in a cost per space of \$15,625 (not including the land or special site costs). This cost becomes clearer as the design is solidified and financing is finalized.

Assuming construction costs of \$3,000 per space for a surface lot, the cost including soft costs is \$3,750 per space (not including land) for adding a surface parking lot.

OPERATING COSTS FOR PARKING STRUCTURES

Beyond the high initial investment to design and construct new parking, there are on-going operating costs to consider. Typical on-going operating costs for a parking structure include staffing, maintenance, utilities, and security. Walker maintains a database of operating revenue and expense statements for over 200 separate parking facilities to project these expenses. Certain operating expenses are directly related to the type of operation of the facility. An example of this is revenue collection; staffed cashiered locations have far greater payroll expenses as compared to automated facilities. Other expenses, such as maintenance, are fairly predictable, although even these are influenced by the location of the facility and type of construction.

Using the median operating cost data for parking structures, typical annual operating costs are \$631 per space. The highest costs are associated with labor for revenue collection and security for the facility, which are directly impacted by the number of spaces and type of operation, thus further analysis of these costs are recommended based on how parking would be operated within the District.

Assuming a 300 to 400 space parking facility, minimal staffing for cleaning and no revenue collection or additional security presence, a more realistic annual cost per space for planning purposes is \$300 per space as detailed in the following Exhibit.

Exhibit 51: Median per Space Operating Expenses

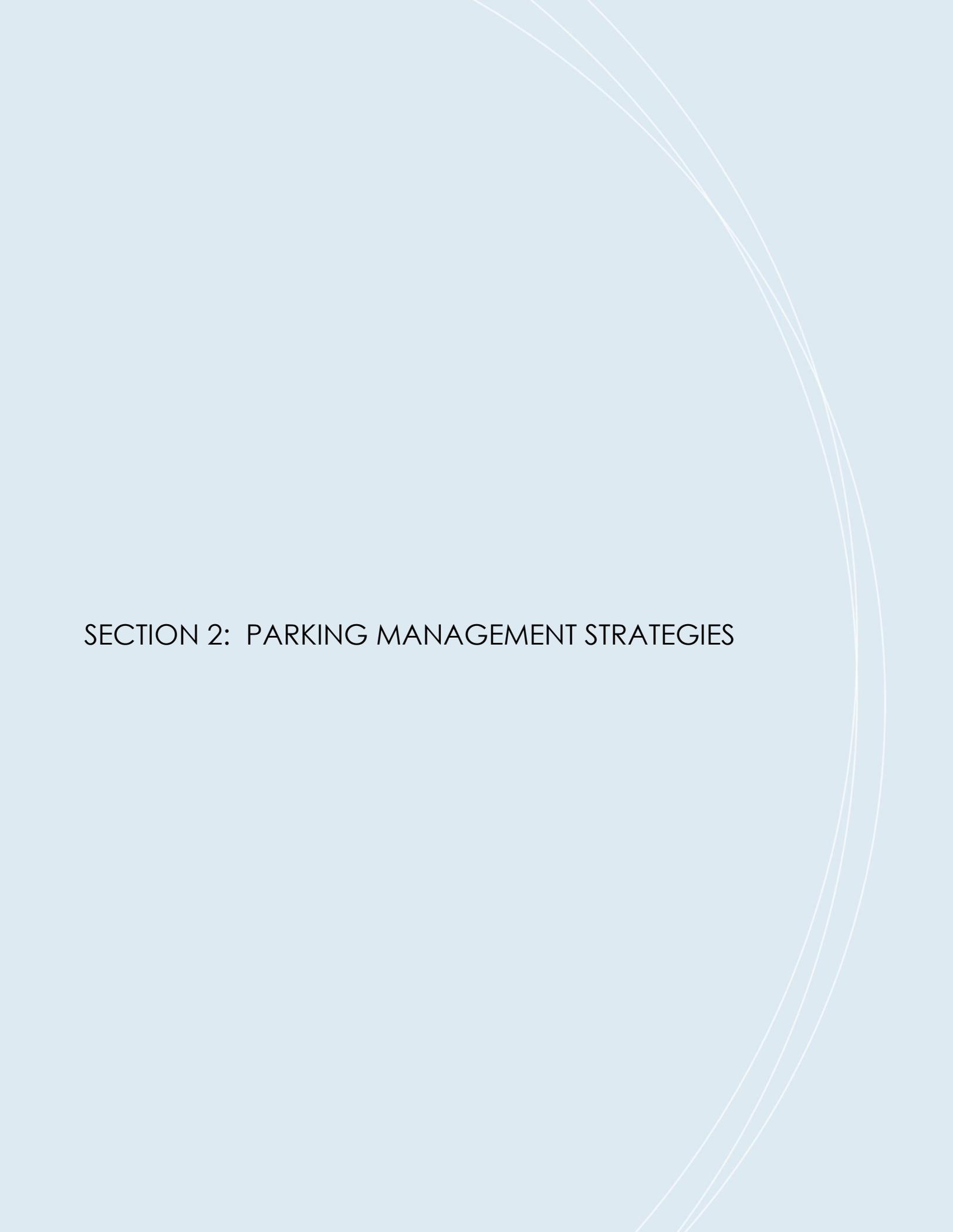
<i>Expense Category</i>	<i>Database</i>	<i>Uptown District</i>
Payroll & Benefits	\$ 313	\$ 160
Security	\$ 135	-
Management Fees	\$ 35	-
Supplies	\$ 7	\$ 5
Accounting/ Banking	\$ 6	-
Insurance	\$ 37	\$ 37
Utilities - All	\$ 57	\$ 57
Maintenance	\$ 36	\$ 36
Miscellaneous/Other	\$ 5	\$ 5
Annual Cost Per Space	\$ 631	\$ 300

Source: Walker Parking Consultants, Revenue and Expense Database

Note, these expense do not include debt service or capital improvements. We also recommend establishing a sinking fund for long-term structural maintenance and repairs. This is typically required when obtaining financing. This fund accumulates over the life of the structure and used as needed. At this level of planning \$50 - \$75 per space is recommended.

Operating costs for surface parking lots are considerably less, with maintenance, which includes snow removal, being the largest costs when revenue collection or security are not provided. Costs per space typically range about \$50 to \$75 per space for surface lots.

Given the high cost to build and operate structured parking it is imperative that the City considers these costs in the overall future planning efforts. At some point paid parking may be necessary to fund the parking improvements while simultaneously being used to improve parking turnover and move long-term parkers out of the most convenient spaces.



SECTION 2: PARKING MANAGEMENT STRATEGIES

PARKING MANAGEMENT STRATEGIES

Employing Effective parking management strategies are becoming a growing need for the Uptown District. Existing parking management strategies by the City include providing clearly marked on-street parking with defined on-street ADA parking spaces most areas along with providing several small public off-street parking lots. The future parking conditions section of this report indicate several projects that are in development or planned that will have a large impact in the area during peak parking demand periods. This section of the report provides parking management strategies that can be implemented to improve the current and future parking conditions.

CODE OF ORDINANCES OUTLINES PARKING

Michigan City, Indiana, Code of Ordinances, Chapter 94, Article V, outlines how the City regulates parking and breaks down the key roles and responsibilities. Per the Code, the Board of Public Works and Safety has overall responsibility for establishing parking regulations. The Traffic Secretary of the Police Department with the City Controller's office are given the administrative duties for collecting fines and penalties for parking violations.

The following Exhibit provides a general overview for understanding the current system per the code and as found on the City website:

Exhibit 52: Parking Related Ordinances

Reference	Duty	Per Code	Notes
Sec. 94-33	Coordination	Board of Public Works and Safety	Make recommendations to the common council and others
Sec. 94-31	Parking Enforcement and Fine Collection	Traffic Secretary (Police Department)	
Sec. 94-31	Assist in Fine Collections	City Controller's Office	City Attorney's office may send letters to assist
Sec. 94-191	Set Parking Time Limits	Board of Public Works and Safety	Establishes authority to set time limits for on-street parking
Sec. 94-71	Signage	Board of Public Works and Safety	Authorized to install traffic control devices and restrict parking
Sec. 94-195	Signage	Board of Public Works and Safety	Duty to erect appropriate traffic signs
Sec. 94-192	Designate streets to allow angle parking	Board of Public Works and Safety	
Sec. 94-32	Parking Violation Fines	Authorizes fines for violations	Sec. 50-483 sets fine amounts and payment process

Source: Municode, Michigan City, Indiana

VEHICLE PARKING OUTLINED ON WEBSITE

The City's website, www.emichigancity.com, provides limited information on parking under the *Citizen Resources* tab, under *Vehicle Parking*. While not focused solely on the District, information on this tab provides a summary of prohibited parking activities and parking restrictions during snow removal conditions. The resource contact is listed as the Police Department, Traffic Division.

PARKING PLANNING

There are areas within the Uptown District that temporarily experience high levels of demand that strain local parking supply, while nearby areas experience a substantial parking surplus. Even though available supply may exist within one or two blocks, these localized challenges form perceptions that parking is inadequate. The community can either address the parking challenges by building more supply or better managing the existing resources or a measured combination of both. Many communities are rethinking how best to address the challenges of parking and are pursuing management solutions before committing to a long-term capital investments. This course of action has proven to improve perceptions and increase access to available supply. The following exhibit provides an overview of how communities are starting to think about parking planning.

Exhibit 53: Community Approach to Parking Planning

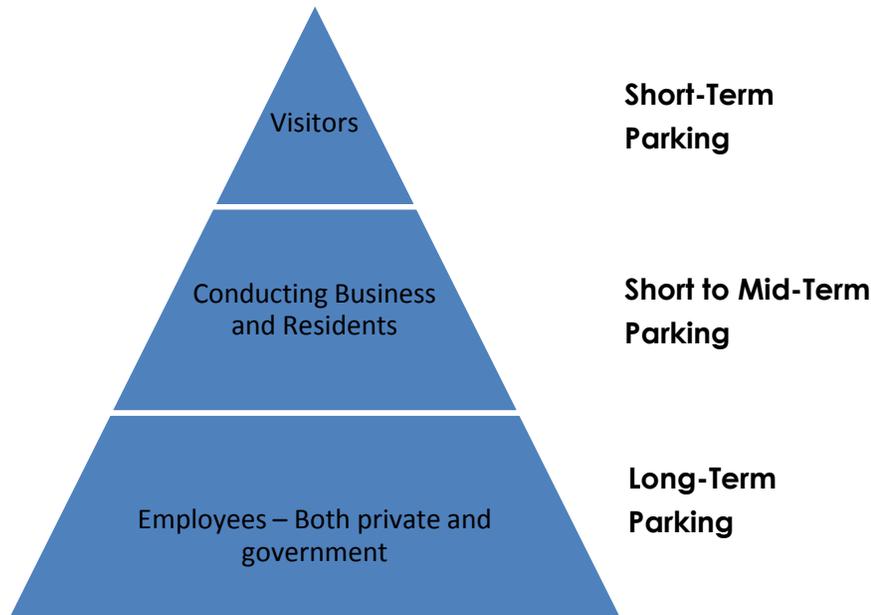
Old Parking Paradigm	New Parking Paradigm
<ul style="list-style-type: none"> • "Parking Problem" means inadequate parking supply. 	<ul style="list-style-type: none"> ✓ There are many types of parking problems (management, pricing, enforcement, etc.)
<ul style="list-style-type: none"> • Abundant parking supply is always desirable. 	<ul style="list-style-type: none"> ✓ Too much supply is as harmful as too little. Public resources should be maximized and sized appropriately.
<ul style="list-style-type: none"> • Parking should be provided free, funded indirectly, through rents and taxes. 	<ul style="list-style-type: none"> ✓ Users should pay directly for parking facilities. A coordinated pricing system should value price parking with on-street the highest.
<ul style="list-style-type: none"> • Innovation faces a high burden of proof and should only be applied if proven and widely accepted. 	<ul style="list-style-type: none"> ✓ Innovations should be encouraged. Even unsuccessful experiments often provide useful information.
<ul style="list-style-type: none"> • Parking management is a last resort, to be applied only if increasing supply is infeasible. 	<ul style="list-style-type: none"> ✓ Parking management programs should be applied to prevent parking problems.

PARKING MATTERS

Parking is typically the first and last experience patrons have when visiting the Uptown District, whether for work, business, or pleasure. If parking is difficult to locate or inconvenient, the user will likely be left with the impression that parking is a problem. This can become a big issue for first time visitors or patrons to a restaurant or retail establishment, who may think twice before returning to the area to avoid parking issues. This is less of an issue when a specific business has its own private parking area. In many cases this is not the case within a CBD area, such as along Franklin Street within the Uptown District. Even when private parking is provided, it may not always be the most convenient or sufficient to meet peak demand periods. This results in spillover to the surrounding parking areas available to the public.

The recommended hierarchy of parking needs is best determined by asking, “Where does each user need to park so that all users are provided with adequate parking?” Our recommendation and most common answer is illustrated in the following parking needs pyramid, which prioritizes downtown visitors who should be provided the most convenient parking, while regular employees of downtown should park in less convenient parking areas.

Exhibit 54: Parking Needs Pyramid



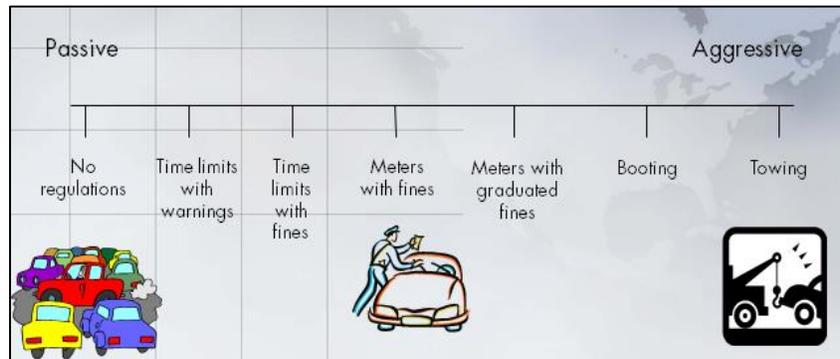
Source: Walker Parking Consultants

A majority of the businesses along Franklin Street and the surrounding side streets rely on the on-street parking supply to meet their visitor parking needs. In some cases it includes employees and residents, as they don't have any or only one or two spaces behind their building. The on-street spaces are used on a first come, first served basis with no posted limitations or restrictions. Our length of stay survey along Franklin and 5th Streets indicate many spaces are utilized during the weekday by long-term parkers.

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Our observations found a few areas on-street where occupancy levels exceeded the level when patrons can experience difficulty finding a space, although in most cases there is available parking within a block or around the corner. As redevelopment occurs this is projected to become more problematic, especially during high demand periods such as lunch and dinner in the areas where restaurants are located. Options to improve the availability of the prime on-street spaces generally include a variety of options that range from passive to aggressive as illustrated below.



Source: Walker Parking Consultants, On-Street Parking Presentation by Jon Martens

The range of options most likely to be considered as viable options for Michigan City include:

- Conducting public outreach to educate local businesses and residents where to park;
- Adding signage to limit parking to visitors;
- Posting parking time-limits in the most congested areas to encourage turnover;
- Implementing off-street residential and or employee parking permit areas; or
- A combination of items.

PUBLIC OUTREACH

As a first step, we recommend conducting an outreach program for local businesses and residents to explain the priority of parking and importance of keeping the most convenient parking available to visitors and short-term parkers. The program should include identifying long-term parking options. Signage along Franklin Street indicating “free visitor parking” can also be added to further enhance the message and let visitors know they have priority to the most convenient parking.

The City of Holland Michigan provides a clear message for where visitors, employees, and residents can park within the downtown area on their website.² The website provides a map with parking highlighted for three distinct user groups: Public, Residential, or Employee. As each user group is picked the map changes to provide a custom message of where the intended users can park. The site includes access for applying for a residential overnight parking permit as well as a printable PDF brochure that explains the available parking options. Screen shots of each of the main user groups parking areas are shown in the following Exhibit.

² www.downtownholland.com/parking
Parking Management Strategies

Exhibit 55: Holland MI, Website Screen Shots for Public, Residential, and Employee Parking



All parking is available to the public for parking.



Residential parking or overnight parking requires a permit and is only allowed in the highlighted lots. Note the lots that have been eliminated with an "X".



Parking for Employees is highlighted in red with more convenient lots marked out with an "X". While there are no specific tools to punish violators, this information provides a consistent message and educational tool. It also sends a clear message that all business owners win when they all play by the rules.

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PARKING ADVISORY GROUP

Many communities form a group of interested citizens to serve on a public parking council or advisory group. Ideally, this group is comprised of interested downtown business owners, residents, and City officials to guide and provide interaction between the parking plan and users. This advisory group should meet regularly to discuss public parking, establish goals, and monitor progress in of meeting specific action items.

In some communities the management of public parking falls under an existing downtown business association or similar board. An example of this is in the City of South Bend, Indiana, where public parking has been operated by Downtown South Bend Inc. ("DTSB") for several years. DTSB is a non-profit 501C organization committed to the continued growth and prosperity of Downtown South Bend Indiana. Parking management services, including staffing, cleaning, and enforcement, were competitively bid and awarded to DTSB after previously being outsourced to a national parking operator. DTSB has made service a key goal in their parking plan, including using on-street Ambassadors, in lieu of enforcement officers, to assist visitors, provide information, and perform basic cleaning duties along the public-way.

We recommend that Michigan City consider utilizing a similar approach to gather public input and outreach into the community. A parking advisory group or council can be established to discuss prevalent parking issues, review recommended solutions and assist in implementation and marketing. This group would assist the Board of Public Works and the Commission in specific parking related matters within the District.

TIME LIMIT OPTIONS

Enforced time limits can be considered for those areas where education and other options are found to be ineffective. A typical downtown commercial time limit is 2 to 3 hours during weekday business hours of 8:00 AM to 5:00 PM. It's critical that any time limits implemented are strictly enforced due to the fact that in central business districts where employees are creative, they will regularly move vehicles to comply with the legal time limits, which will generate false turnover within the system.

To eliminate this potential shortfall of simply implementing time limits, a more effective approach is to include the time-limit by zone and not just a single space. This limits parking within a larger area and makes intentional re-parking impractical. Time-limit parking by zone works by defining a specific area and specifying the length of time that any vehicle may park within that zone between specific days and times. By example, a three hour parking zone along Franklin Street, between Fourth and Tenth Street, allowing a maximum of three hours of continuous parking, Monday – Friday between 9:00 AM and 4:00 PM can be established. This will allow a vehicle to park along Franklin Street for up to three hours before having to relocate off of Franklin Street.

Another option for time limits is to establish shorter time limits based on the particular needs of the surrounding businesses. This can be implemented to benefit drop-off and pick-up service, bank visits, and non-general shopping visits to the area.



ENFORCING TIME LIMITS

To be effective, posted time limits must be monitored and enforced. Typical enforcement methods include physically chalking tires or electronically tracking vehicle license plate numbers and GPS coordinate at intervals relevant to the posted time limits. The latest technology for tracking length of stay is with a vehicle mounted License Plate Recognition (LPR) system. This type of system was recently implemented to monitor time-limit parking in Lafayette, Indiana.

Genetec and Tannery Creek Systems are two examples of firms that offer a vehicle mounted LPR system that includes special vehicle mounted cameras to capture the plate, vehicle location, and wheel stem location as the enforcement vehicle drives past parked vehicles. A computer mounted inside the vehicle records the data, GPS position, and checks the data to determine the length of stay based on the previous data inputs.



Parking enforcement vehicle with cameras highlighted

The total cost to implement the vehicle mounted LPR system in Lafayette is reported to be \$150,000, which includes a new uniquely branded Scion iQ.

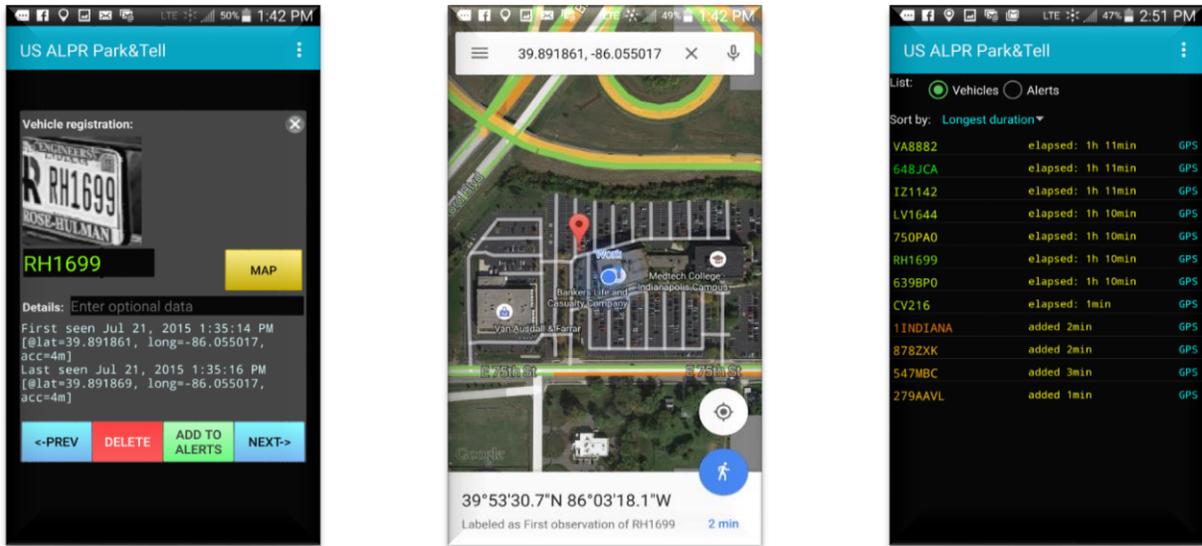
Our opinion of probable cost for one basic LPR camera equipped vehicle is \$30,000 - \$40,000, plus the cost of the vehicle. In addition to the initial cost, there are on-going fees for cloud based services and on-going support. Vehicle mounted systems are designed to cover large areas within a relatively short period of time. Based on the size and potential need in Michigan City, a more practical solution is a hand-held LPR system to track length of stay.

A handheld electronic device can be used to manually scan each plate, provide the plate data using optical recognition software, record the coordinates of the read using GPS, and provide an option to verify the plate number. Until recently, this type of hardware and software could only be provided as a unique solution designed specifically for parking enforcement.

Advances in technology now provide a solution for small scale use as an app for Android cell phones. This further lowers the initial investment for time-limit enforcement. Using a handheld device for tracking length has the added benefit of having a live person in public view to address other issues and provide assistance. Vendors providing hand-held LPR enforcement hardware and software include Omni Park and Gtechna.

The following screen shots were taken to show how hand-held technology can be used to monitor length of stay.

Exhibit 56: Sample Screen Shots Using Handheld LPR Enforcement App



Source: Walker Parking Consultants and US ALPR Park & Tell Android App (Beta Version)

The first sample shows how the image interpreted the plate number, with an option to edit if needed. The second screen shows the location of the read on a map. The final screen shot shows a sample report for all the plate reads. Each time the enforcement officer returns to the area and scans the plate the report is updated to track the length of stay based on the original scan. A stand-alone handheld system with hardware and software typically costs about \$5,000 per unit with printer, plus an on-going fee for cloud based services and software updates. Costs for using an off the shelf Android device and software only module could be considerably less.

TIME LIMIT RECOMMENDATIONS

We recommend time limits be considered along Franklin Street and potentially one block along the east/west streets that intersect Franklin Street based on the parking needs of the local businesses. High volume restaurants or quick drop-off and pick-up type businesses may need and prefer higher turnover to ensure the spaces are available for patrons and not used by employees or residents. Before enacting time limits it is critical to meet with and discuss with the local business owners and property owners, preferably by a newly established parking council or advisory committee. We further recommended that prior to establishing time limits, the City clearly sign and advertise the off-street public parking options that already exist in Downtown.

METERED PARKING

While metered parking adds a financial disincentive for regular parkers such as employees and residents to park within a particular area, we do not recommend parkers this option for Michigan City since the observed occupancy levels do not support this type of operating methodology.

COMPARABLE CITIES

The purpose of this section is to provide examples of common and effective parking practices based on information from comparable cities. Parking practices and regulations were compared for the following cities:

- Michigan City, IN www.emichigancity.com/citizen/parking
- Holland, MI www.downtownholland.com/parking
- Petoskey, MI www.petoskeydowntown.com
- Racine, WI <http://www.racinedowntown.com/parking.html>
- Traverse City, MI www.downtowntc.com/parking
- Kenosha, WI www.kenoshapolice.com/parking-ticket-information
- Valparaiso, IN <https://www.ci.valparaiso.in.us/index.aspx?NID=953>

Most of the cities reviewed have some charge for parking and offer permit parking. Rates ranged from as low as \$.25 for two hours to \$1.00 per hour. Basic parking violation rates ranged from \$5.00 to \$25.00, while ADA parking violations (typically the highest fine) ranged from as low as \$50.00 to as high as \$200.00. Where offered, permit parking is most often available on a monthly basis.

Enhanced customer payment options have become more common and are offered at the comparable cities. This includes electronic payment options for parking citations and permits for added convenience.

The following Exhibit provides a comparison of the marketing activities and parking management strategies employed.

Exhibit 57: Comparison of Marketing and Parking Strategies

City	Population	Marketing			Strategies			
		Website	Brochure	Parking Ambassadors	On-Street	Off-Street	Permits	Time Limits
Michigan City, IN	31,494	Limited	No	No	Free	Free	No	No
Holland, MI	33,481	Yes	Yes	No	Free	Free ¹	Yes	Limited ²
Petoskey, MI	5,756	Yes	Yes	Yes	Paid	Paid	Yes	Yes
Racine, WI	78,199	Yes	Yes	No	Paid	Paid	No	Yes
Traverse City, MI	15,018	Yes	Yes	Yes	Paid	Limited ³	Yes	Yes
Kenosha, WI	99,889	Yes	No	No	Paid	Paid	Yes	Yes
Valparaiso, IN	32,261	Yes	Yes	No	Free	Mix	Yes	Yes

¹ Some parking (overnight and deck parking) is paid

² Small number of 10 - 15 minute spaces, the rest is free or permit parking

³ Most is paid, but there is free parking available in one garage

Source: Walker Parking

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A comparison of basic parking fees and fines are provided in the following Exhibit for comparable cities.

Exhibit 58: Comparison of Basic Parking Fees and Fines

City	Parking Rates				
	Typical On-Street Hourly Rate	Off-Street	Free Parking Offered	Basic Fines	ADA Fines
Michigan City, IN	n/a	n/a	Yes	\$15.00	\$135.00
Holland, MI	n/a	\$120 annual overnight permit	Yes	\$15.00	\$175.00
Petoskey, MI	\$0.50 / 3-hr limit	\$20/ monthly permit	No	\$5.00	\$50.00
Racine, WI	\$0.75 / various time limits	\$2.00 all day	No	\$5.00 - \$75.00	\$75.00
Traverse City, MI	\$1.00 / various time limits	\$44 - \$55/ month permit	Limited	\$10.00 - \$15.00	\$100.00
Kenosha, WI	\$5 daily at Metra	\$25/ monthly permit	Limited	\$10.00 - \$25.00	\$200.00
Valparaiso, IN	Free with time limited zones	\$100 annual permit	Yes	\$15.00	\$75.00

Source: Walker Parking Consultants Research

ADA PARKING OBSERVATIONS

General observations were made regarding the number of ADA spaces during the parking inventory phase of this project. In addition to including the number of ADA spaces in the inventory, in some cases we noted issues with the location, signage, or design of the spaces.

During our observations several off-street surface lots we noted ADA spaces that were without required signage, less than conveniently located, incorrect sizing of parking spaces and access aisles. While these spaces were not necessarily located within City parking lots, it's important that property owners review and address compliance in their ADA parking spaces. Finally, Walker's observation should not be considered a full review of ADA compliance, rather potential issues related to ADA and parking that should be further reviewed by the City.

In addition to the existing ADA requirements, proposed guidelines for Public Right of Ways are issued for review and input. The latest version was issued in 2011, which include on-street parking and curb ramps. Section R309³.1 provides the guidelines for on-street parking, which includes the number of ADA spaces when marked or metered, signage, and location. The location of parallel spaces varies based on the width of the sidewalk. Design details from the publication are provided in the following Exhibit.

³ <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/>

Exhibit 59: Examples of On-Street Parking Space Design

Figure R309.2.1 Wide Sidewalks

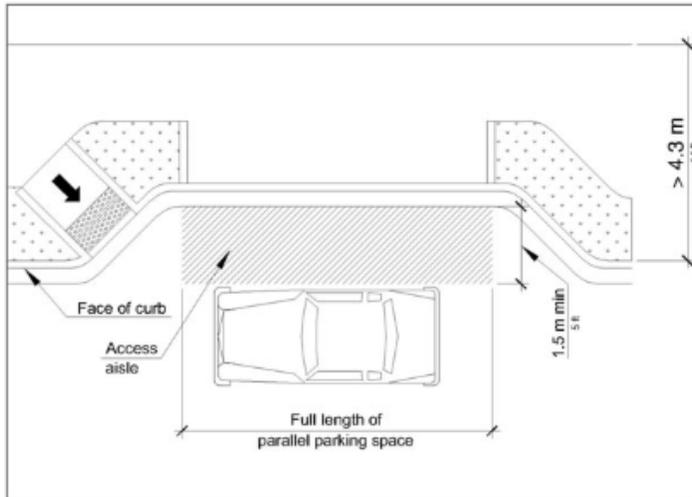


Figure R309.2.2 Narrow Sidewalks

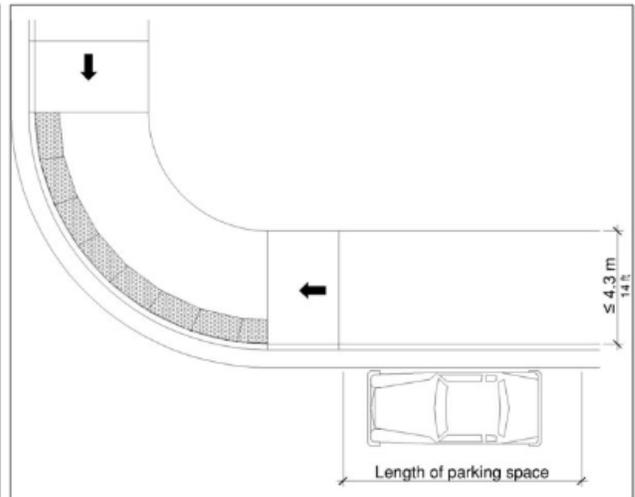
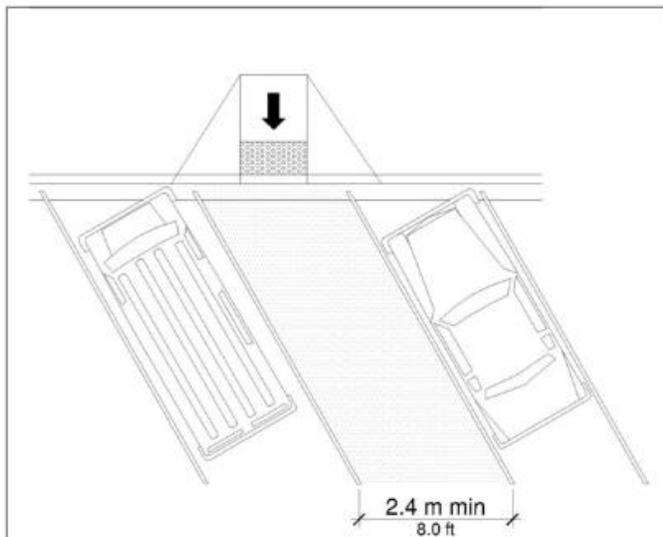


Figure R309.3 Perpendicular or Angled Parking Spaces



Wide sidewalks are defined as exceeding 14 feet. Sidewalks less than 14 feet wide are considered narrow and recommend ADA spaces located at the end of the block face to allow access to the sidewalk.

Source: Public Rights-of-Way Proposed Guidelines, Chapter R3: Technical Requirements

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PROMOTING PARKING

Public parking in the District should be actively communicated and marketed. Multiple communication outreach methods can be employed that include a brochure identifying public parking locations on a map, website pages dedicated to addressing public parking with information on District events, and consistent signage and banners directing customers to public parking areas.

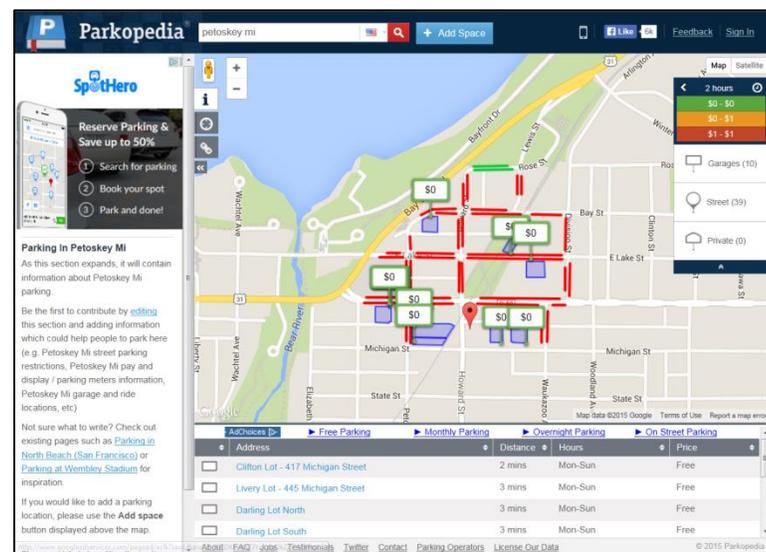
Many municipalities provide information on public parking on the City website. The information may include maps, mission statement, parking strategies and links to completed parking studies. In some cases other websites can link to the parking information to assist in getting the information out to the public.

Examples of how this has been implemented on public websites include:

- Downtown Petoskey Michigan <http://www.petoskeydowntown.com/parking>
- Downtown Holland Michigan <http://www.downtownholland.com/parking/>
- Downtown Traverse City Michigan <http://www.downtowntc.com/parking/>
- City of Naperville Illinois <http://www.naperville.il.us/downtownparking.aspx>

Another way to get the word out on where public parking is available in downtown Michigan City is to post the information into a parking database, such as Parkopedia. Parkopedia allows the posting of parking data and publishes the information via the web and app. Survey information on public parking can be entered by selecting the area and entering specific information about the parking, such as address, number of spaces, rates, and hours of operation. Even if the parking is available at no charge, it can be listed. As an example of how parking information can be displayed is shown in the following Exhibit, which depicts the results of a search for parking in Petoskey, Michigan using Parkopedia.

Exhibit 60: Web-based Parking Data Example



Address	Distance	Hours	Price
Clifton Lot - 417 Michigan Street	2 mins	Mon-Sun	Free
Livery Lot - 445 Michigan Street	3 mins	Mon-Sun	Free
Darling Lot North	3 mins	Mon-Sun	Free
Darling Lot South	3 mins	Mon-Sun	Free

The web-page of Petoskey, Michigan provides a map where on-street and off-street public parking is available. Red indicates paid parking and green indicates free parking.

Clicking on a location brings up details of the specific parking area.



PARKING WAYFINDING SIGNAGE

A key component used to market parking is to provide consistent signage identifying public parking areas within the District. While the City currently has several small parking lots available for public use, the lots are not signed for public parking and are likely to go unnoticed by visitors unfamiliar with the area. We strongly encourage developing and implementing a consistent sign package that identifies and communicates the presence of the public parking lots.

There are typically three levels of signage related to parking planning.

1. Vehicular Directional Signage - such as the existing wayfinding signage;
2. Public Parking Directional Signage – specific to finding public parking; and
3. Public Parking Arrival Signage – located at the lot itself.

While all three levels of signage play a key role in identifying public parking, without the destination or arrival signage, the system does not work.

DESTINATION SIGNAGE

The destination or arrival signage can be brief, precise, and appropriate, such as “Public Parking” or “Free Public Parking” and include a prominent “P” parking symbol, similar to the inset photo from Carmel, Indiana. A key to the signage plan is to develop a specific design and consistently use the design to identify public parking within the downtown area. This can include incorporating the logo of the District to further brand efforts beyond parking.



DIRECTIONAL SIGNAGE



Public parking directional signage is designed to guide patrons to public parking lots. This type of signage is useful when the public parking lots are not located along the main streets. The illustration to the left is also from Carmel, Indiana.

The directional parking sign features the same blue circle with the "P" along with a directional arrow. In this case the sign is mounted to an overall wayfinding sign

Another option is to provide a sign with just parking directional information. This would include just the diamond sign with directional arrows and possibly a message stating "Additional Parking".

VEHICULAR DIRECTIONAL SIGNAGE

Vehicular Directional Signage already exists within the District, although it does not include parking directions. Given the relatively small size of the individual City owned parking lots and lack of signage on the actual lots, could be done where appropriate by adding a small sign with directional arrows. The same colors and fonts should be used and further developed by the original sign designer.

COMMON DESIGN THEME

The overall design of the sign, including colors, font, and logo should be considered when adding parking destination and directional signage to add to the overall branding experience in the District.



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SIGNAGE WAYFINDING INFORMATION

Some business owners have private parking signs posted on their lots designating the desired end user. While the signs are helpful, they do not encourage the use the lots after hours or on holidays. The message seems to be that parking is reserved at all times and the public is not allowed to park on the lots.

Each parking area has its own set of wayfinding/signage requirements. These requirements present specific questions concerning the needs and concerns of the users to be answered during the design of the signs, including:

- What are the points at which information is needed?
- What information is needed?
- How should this information be presented?
- Will there be a high percentage of first time visitors, or is the parking supply used by the same people every day?
- Are there special sign requirements for accessible parking?

It's also important the following general rules for signage design and placement is followed when planning the streetscape improvements:

- All signage should have a general organizing principle consistently evident in the system;
- Directional signage for both pedestrians and vehicles must be continuous (i.e., repeated at each point of choice) until the destination is reached;
- Signs should be placed in consistent and therefore predictable locations;
- Signage is easy to understand and communicates the parking is open to the public, often including the universal "P" for parking;
- Signs should be placed perpendicular to the traffic for better visibility; and
- Section 94 of the City Code should be reviewed for signage requirements, which includes requiring conformance with state manual and specifications and uniformity (Sec. 94-72).

ELECTRIC VEHICLE CHARGING STATIONS

Several municipalities have added electric vehicle (“EV”) charging stations to enable and encourage patronage by EV owners. While the total number of EV’s on the road does not represent a significant percentage of the vehicles on the road today, the total number of EV’s is increasing. Adding a few charging stations can provide a potential marketing opportunity and way to differentiate from other communities.

Studies have shown that EV users tend to seek out and share information on where EV stations are available, be it through social media, parking apps, or other means. This information can be added to the recommended parking brochures and used to market to this unique group of vehicle owners. Planning for EV stations within the overall parking strategy, be it provided as a public service or within new development projects, can be an important aspect of the overall parking plan.

Walker’s research identified two level-2 charging stations in Michigan City at the Lighthouse Place Premium Outlet Mall. It may be beneficial to discuss the use of the stations with the Mall to understand how they might impact the District. The photo to the right was taken in downtown Toledo, Ohio, which offers three charging stations located along on-street parking spaces.





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RECOMMENDED ACTION PLAN

The Uptown Arts District Parking Plan outlines existing parking needs, as well as various planned and proposed developments that will impact parking in and around the study area. The alternatives section provides conceptual level parking improvements and considerations to address areas with projected parking adequacy issues. Specific management strategies to improve the overall public parking experience and address observed conditions provide several options to address. Walker provides the following key action items, broken down into three specific time periods for consideration. The suggested time frame is short-term (1 year), the mid-term (1 – 3 years), and the long-term (3 years or more). Like any good plan, it is considered flexible, understanding adjustments may be necessary and some items may need more or less time to implement based on priorities and implementation challenges.

SHORT-TERM (1 YEAR)

- Form a local Parking Advisory Group comprised of key stakeholders in the District to provide direct input and requests on public parking to the Board of Public Works and Safety and the Commission.
- Initial action for the Parking Advisory Group should be to write a specific mission statement/purpose statement for public parking within the District to guide and emphasize parking management goals and strategies.
- Develop and implement a uniform signage program to improve parking wayfinding. Include destination signage, to mark the locations of parking upon arrival, and directional parking signage, to mark where to go in order to find parking.
- Outline an overall parking marketing strategy, including the implementation of parking signage, the creation of a parking-specific web page, utilize free parking apps such as Parkopedia, and the development of a brochure that covers the fundamentals of parking within the City to get the word out to the public on where parking is available
- Consider implementing time-limited on-street parking along Franklin Street between 4th and 11th Streets.

MID-TERM (1 – 3 YEARS)

- Continue to monitor parking conditions in and around the study area — especially near areas of planned and potential future developments, and along Franklin Street.
- Begin outreach by educating local business owners and residents on which off-street parking lots to use in order to avoid future parking inadequacies.
- Identify areas for potential new parking lots or expansions.
- Begin the acquisition process for obtaining land to accommodate future parking needs.
- Finalize implementation of parking time limits along Franklin Street



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LONG-TERM (3 YEARS OR LONGER)

- Focus heavily on the acquisition and preparation of land for use as new City parking. This applies especially to block 35 of the study area due to the anticipated need for parking generated by the rail realignment project.
- Continue to review parking demand and update the City's parking management strategies as needed.

APPENDIX A: PARKING INVENTORY AND DEMAND DETAIL



WALKER
PARKING CONSULTANTS

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
1	A	Public Lot	Park Lot	21	1	22	2	4	5	0	0	0
1	B	Private Lot	DNR	11	1	12	7	6	6	3	1	1
1	C	Private Lot	Amtrak	76	4	80	4	4	4	4	4	2
1	D	Private Lot	Arts	38	2	40	17	11	22	18	1	0
1	E	Private Lot	Business	10		10	0	0	0	0	0	0
1	F	Private Lot	Along Street	8		8	4	3	3	2	1	0
1	South	On-Street	2nd Street	10		10	1	0	1	1	1	0
2	C	Private Lot	Bar/Grill	71	1	72	3	10	6	17	17	20
2	B	Private Lot	Steak House	93	3	96	0	0	4	30	82	66
2	A	Private Lot	Office Park	115	9	124	43	32	41	36	8	1
3	B	Private Lot	Shoreline Brewery	32	2	34	1	22	20	9	17	20
3	A	Private Lot	Gravel	50		50	7	13	9	12	12	10
3	North	On-Street	2nd Street	6		6	0	0	1	1	1	1
3	East	On-Street	Washington	6		6	0	0	0	0	0	0
4	A	Private Lot	Police Lot	109		109	56	50	53	50	40	36
4	North	On-Street	2nd Street	4	2	6	0	0	1	2	0	0
4	East	On-Street	Franklin	12		12	1	1	1	2	0	0
4	West	On-Street	Washington	5		5	0	0	0	0	0	0
5	A	Public Lot	City Hall Visitor	41	4	45	38	11	20	19	8	41
5	B	Private Lot	City Hall Employee	33		33	25	19	21	28	15	16
6	A	Private Lot	Post Office Visitors	47	2	49	17	13	13	16	1	0
6	B	Private Lot	Post Office Employee	105	3	108	34	36	35	33	33	32
6	East	On-Street	Washington	6		6	4	0	3	1	0	0
6	South	On-Street	4th Street	12		12	0	1	1	1	0	0
7	A	Private Lot	County Court House	107		107	63	76	64	10	7	7
7	B	Private Lot	Library	56	4	60	34	29	33	41	28	10

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
7	C	Private Lot	Bank	67	2	69	8	5	4	4	0	0
7	South	On-Street	4th Street	14	3	17	4	0	3	1	0	0
7	West	On-Street	Washington	14	2	16	5	0	4	3	3	1
9	A	Private Lot	Office	10		10	5	3	3	2	0	0
9	B	Private Lot	Coffee Shop	4		4	0	3	0	1	0	0
9	North	On-Street	4th Street	19	4	23	4	4	3	3	5	0
9	East	On-Street	Washington	8		8	0	1	0	1	1	0
9	South	On-Street	5th Street	17		17	3	5	3	1	1	0
9	West	On-Street	Wabash	7		7	0	1	0	1	0	0
10	A	Private Lot	NE of Alley	15		15	3	5	5	5	6	7
10	B	Private Lot	Gravel N of Alley	16		16	3	2	5	5	1	1
10	C	Private Lot	S and E of Alley	32		32	14	10	13	11	9	2
10	D	Private Lot	Private Funeral Home	4		4	1	0	3	2	2	2
10	E	Private Lot	West of Alley	14		14	3	9	4	11	8	7
10	F	Private Lot	Visitor Funeral Home	31	2	33	5	18	5	26	32	22
10	North	On-Street	4th Street	14		14	3	3	1	3	8	5
10	East	On-Street	Franklin	14	1	15	5	4	4	3	4	2
10	South	On-Street	5th Street	16		16	8	10	10	10	12	4
10	West	On-Street	Washington	7		7	1	8	3	3	2	0
11	A	Private Lot	Bank	61	1	62	27	21	25	23	3	1
11	B	Private Lot	Paper Lot	21		21	18	18	16	14	4	3
11	C	Private Lot	Bank	28		28	30	22	28	29	1	0
11	North	On-Street	4th Street	14		14	2	7	4	5	6	1
11	East	On-Street	Pine	3		3	0	0	0	0	0	0
11	South	On-Street	5th Street	14	1	15	14	11	13	13	2	0
11	West	On-Street	Franklin	11		11	5	4	4	3	4	2

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
12	A	Private Lot	Office Park	76	3	79	23	16	26	25	5	2
12	North	On-Street	4th Street	NP			-	-	-	-	-	-
12	South	On-Street	5th Street	NP			-	-	-	-	-	-
12	West	On-Street	Pine	7		7	0	0	0	0	0	0
13	A	Private Lot	Gravel Lot	5		5	0	0	0	0	0	0
13	North	On-Street	5th Street	20		20	7	6	1	1	0	0
13	East	On-Street	Washington	7		7	1	0	2	1	2	2
13	South	On-Street	6th Street	13	2	15	2	3	4	3	2	4
13	West	On-Street	Wabash	5		5	0	1	0	0	0	0
14	A	Private Lot	Bank	75	4	79	31	26	34	29	6	4
14	B	Private Lot	Alley Lot	6		6	1	1	1	1	0	0
14	North	On-Street	5th Street	18		18	7	9	8	8	12	4
14	East	On-Street	Franklin	14	2	16	14	13	12	9	9	7
14	South	On-Street	6th Street	17	1	18	8	9	11	7	2	2
14	West	On-Street	Washington	5		5	0	0	0	0	0	0
15	A	Private Lot	Bank	14		14	9	11	11	6	4	3
15	B	Private Lot	Office	12	1	13	3	2	4	2	0	0
15	C	Private Lot	Alley East	8		8	6	6	6	5	1	0
15	D	Private Lot	Office	14		14	7	9	9	12	3	2
15	E	Private Lot	Alley West	16		16	9	4	4	3	0	0
15	F	Private Lot	Office	9		9	6	3	6	3	0	0
15	North	On-Street	5th Street	11	1	12	11	11	11	9	0	0
15	East	On-Street	Pine	10		10	1	1	1	0	0	0
15	South	On-Street	6th Street	14	2	16	11	9	8	2	3	3
15	West	On-Street	Franklin	15	2	17	13	13	13	10	2	5
16	A	Public Lot	Park Lot	23	2	25	13	1	1	2	31	2

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
16	North	On-Street	5th Street	12		12	0	0	0	0	0	0
16	East	On-Street	Spring	12		12	0	0	0	0	0	0
16	South	On-Street	6th Street	NP			-	-	-	-	-	-
16	West	On-Street	Pine	10		10	0	0	0	0	0	0
17	A	Private Lot	Restaurant	25	2	27	10	13	4	0	0	0
17	B	Private Lot	Funeral Home (not marked)	16	2	18	0	0	0	0	0	0
17	North	On-Street	6th Street	12		12	4	2	2	2	1	1
17	East	On-Street	Washington	8		8	0	0	0	0	0	0
17	South	On-Street	7th Street	16	1	17	5	12	4	4	5	10
17	West	On-Street	Wabash	4		4	2	2	1	0	0	0
18	A	Private Lot	Retail	11		11	2	2	3	2	1	1
18	North	On-Street	6th Street	15		15	8	9	8	6	1	1
18	East	On-Street	Franklin	18	2	20	18	11	9	12	5	2
18	South	On-Street	7th Street	17	1	18	5	5	5	1	0	0
18	West	On-Street	Washington	10		10	1	0	0	0	0	0
19	A	Public Lot	Leased by City	26	2	28	19	18	19	14	3	3
19	B	Public Lot	Alley parking leased by City	14		14	5	5	6	5	0	3
19	C	Private Lot	Office	10	1	11	2	1	2	2	0	0
19	D	Private Lot	Alley - church parking	9		9	0	0	0	0	3	0
19	North	On-Street	6th Street	19		19	8	5	5	7	6	7
19	East	On-Street	Pine	6		6	4	3	2	0	2	2
19	South	On-Street	7th Street	8		8	6	6	6	6	2	0
19	West	On-Street	Franklin	18	2	20	13	18	8	5	2	2
20	A	Private Lot	SSA	21	2	23	14	13	10	6	0	0
20	North	On-Street	6th Street	11	1	12	6	2	3	3	7	4
20	East	On-Street	Spring	12		12	4	3	2	3	6	7

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
20	South	On-Street	7th Street	12		12	4	3	4	2	4	5
20	West	On-Street	Pine	11		11	1	1	1	0	4	4
21	A	Private Lot	Top Dog	12		12	5	5	1	1	3	1
21	B	Private Lot	Barber Lot	14		14	10	5	7	7	2	3
21	North	On-Street	7th Street	15		15	4	9	2	1	3	4
21	East	On-Street	Washington	5		5	2	0	8	0	0	0
21	South	On-Street	8th Street	15		15	4	2	3	2	4	3
21	West	On-Street	Wabash	8		8	0	0	0	0	0	0
22	A	Public Lot	Gravel Lot	30		30	24	23	10	4	1	0
22	North	On-Street	7th Street	17	1	18	7	9	2	0	0	0
22	East	On-Street	Franklin	11	1	12	11	8	9	7	2	1
22	South	On-Street	8th Street	10		10	9	9	6	5	12	7
22	West	On-Street	Washington	9		9	0	0	1	0	0	0
23	A	Private Lot	Pharmacy Lot	24	2	26	15	11	21	12	11	3
23	B	Private Lot	Alley - Gravel	24		24	2	1	3	3	0	0
23	C	Private Lot	Church	2	2	4	0	1	1	1	3	0
23	D	Private Lot	Alley	7		7	0	0	1	1	1	1
23	North	On-Street	7th Street	16		16	6	6	7	2	5	1
23	East	On-Street	Pine	6		6	3	3	2	1	0	0
23	South	On-Street	8th Street	22		22	6	6	7	7	5	2
23	West	On-Street	Franklin	19	1	20	16	15	13	16	8	0
24	A	Public Lot	Corner Lot	17		17	0	0	2	0	1	1
24	North	On-Street	7th Street	11		11	1	1	0	0	2	2
24	East	On-Street	Spring	12		12	0	0	0	0	0	0
24	South	On-Street	8th Street	7		7	1	3	2	2	3	1
24	West	On-Street	Pine	6		6	2	1	1	0	0	0

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
25	North	On-Street	8th Street	17		17	2	1	1	3	2	3
25	East	On-Street	Wabash	8		8	1	2	1	1	1	1
25	South	On-Street	9th Street	12		12	5	4	3	2	3	6
25	West	On-Street	Washington	7		7	1	1	0	1	1	0
26	A	Public Lot	Farmers Market Lot	63		63	6	7	1	0	1	0
26	B	Private Lot	Church	7	1	8	2	1	0	1	3	0
26	C	Private Lot	East of Alley	18	1	19	8	8	11	6	4	2
26	North	On-Street	8th Street	19	1	20	12	10	7	5	6	2
26	East	On-Street	Franklin	15	1	16	9	9	9	11	2	2
26	South	On-Street	9th Street	1	3	4	4	2	1	2	2	1
26	West	On-Street	Washington	12		12	0	0	0	0	0	0
27	A	Private Lot	Office	38		38	17	13	13	13	9	4
27	B	Private Lot	Church	68	4	72	10	2	2	2	0	0
27	North	On-Street	8th Street	15		15	8	8	5	5	6	1
27	East	On-Street	Pine	5		5	2	2	2	2	2	1
27	South	On-Street	9th Street	5		5	0	0	0	0	0	0
27	West	On-Street	Franklin	7	1	8	1	4	2	0	6	0
28	North	On-Street	8th Street	9		9	1	2	2	3	5	1
28	East	On-Street	Spring	10		10	6	4	4	2	5	3
28	South	On-Street	9th Street	9		9	0	0	1	0	0	1
28	West	On-Street	Pine	10		10	3	2	2	3	2	2
29	North	On-Street	9th Street	12		12	2	2	2	6	9	10
29	East	On-Street	Washington	6		6	1	1	1	1	1	1
29	South	On-Street	10th Street	9		9	5	4	5	7	7	6
29	West	On-Street	Wabash	7		7	3	2	2	2	2	0
30	A	Private Lot	Apts	10		10	6	3	6	5	4	3

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
30	B	Private Lot	Apts - Gravel	15		15	9	10	9	9	5	3
30	North	On-Street	9th Street	11		11	3	2	4	2	1	1
30	East	On-Street	Franklin	6		6	3	5	0	0	0	3
30	South	On-Street	10th Street	11		11	4	5	4	2	0	0
30	West	On-Street	Washington	5		5	2	2	2	1	1	1
31	North	On-Street	9th Street	10	1	11	3	1	2	2	3	1
31	East	On-Street	Pine	3		3	2	2	0	0	0	0
31	South	On-Street	10th Street	7		7	3	5	1	2	4	2
31	West	On-Street	Franklin	4		4	3	5	3	2	3	0
32	North	On-Street	9th Street	11		11	2	3	3	3	2	3
32	East	On-Street	Spring	5		5	3	2	2	1	1	1
32	South	On-Street	10th Street	11		11	4	5	6	4	4	3
32	West	On-Street	Pine	3	1	4	1	0	0	0	0	0
33	North	On-Street	10th Street	NP		-	-	-	-	-	-	-
33	East	On-Street	Wabash	5		5	2	2	0	2	2	2
33	South	On-Street	11th Street	NP		-	-	-	-	-	-	-
33	West	On-Street	Washington	6		6	4	4	3	4	4	3
34	A	Public Lot	Portion of car lot	24		24	10	8	8	6	3	2
34	North	On-Street	10th Street	NP		-	-	-	-	-	-	-
34	East	On-Street	Franklin	6		6	7	6	3	0	0	0
34	South	On-Street	11th Street	3		3	3	2	3	0	0	0
34	West	On-Street	Washington	5		5	1	2	3	2	0	0
35	A	Private Lot	South Shore commuter lot	37	1	38	38	38	36	34	27	16
35	B	Private Lot	South Shore back lot	12		12	11	12	10	9	6	5
35	C	Private Lot	11th and Franklin lot	5		5	4	5	4	3	3	2
35	North	On-Street	10th Street	1		1	0	1	0	0	0	0

**Off-Season
Tuesday Peak Occupancy**

Block	Code	Type	Description	Reg	Spaces		Parked Vehicles					
					ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
35	East	On-Street	Pine	2		2	2	2	2	1	0	0
35	South	On-Street	11th Street	10		10	0	0	0	0	0	0
35	West	On-Street	Franklin	1		1	0	0	0	0	0	0
36	North	On-Street	10th Street	12		12	6	6	5	4	5	6
36	East	On-Street	Spring	6		6	2	2	3	3	5	4
36	South	On-Street	11th Street	NP		-	-	-	-	-	-	-
36	West	On-Street	Pine	3	1	4	3	2	3	3	3	4
37	North	On-Street	11th Street	9		9	2	2	2	1	1	0
37	East	On-Street	Wabash	NP		-	-	-	-	-	-	-
37	South	On-Street	Green Street	12		12	3	3	3	3	4	4
37	West	On-Street	Washington	1		1	1	0	0	0	0	0
38	A	Private Lot	T shaped lot	60		60	6	3	2	3	6	2
38	North	On-Street	11th Street	6		6	1	0	2	2	2	2
38	East	On-Street	Washington	4		4	1	0	0	0	0	0
38	South	On-Street	Green Street	11		11	4	5	5	5	5	5
38	West	On-Street	Franklin	5		5	0	0	1	1	1	1
39	A	Private Lot	Moose Lodge	55		55	3	13	9	10	7	4
39	B	Private Lot	Retail	9	2	11	0	4	2	2	0	0
39	North	On-Street	11th Street	NP		-	-	-	-	-	-	-
39	East	On-Street	Pine	6		6	0	1	1	0	1	0
39	South	On-Street	Green Street	3	2	5	1	1	2	1	1	1
39	West	On-Street	Franklin	3		3	1	1	0	0	0	0
40	North	On-Street	11th Street	NP		-	-	-	-	-	-	-
40	East	On-Street	Spring	14		14	10	10	9	7	7	6
40	South	On-Street	Green Street	NP		-	-	-	-	-	-	-
40	West	On-Street	Pine	4		4	0	0	0	0	0	1

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
1	A	Public Lot	Park Lot	21	1	22	0	0	1	1	1	1
1	B	Private Lot	DNR	11	1	12	6	5	5	2	0	0
1	C	Private Lot	Amtrak	76	4	80	2	2	2	2	2	2
1	D	Private Lot	Arts	38	2	40	5	8	7	7	0	0
1	E	Private Lot	Business	10		10	2	0	0	0	0	0
1	F	Private Lot	Along Street	8		8	0	2	2	0	0	0
1	South	On-Street	2nd Street	10		10	0	2	2	2	0	0
2	C	Private Lot	Bar/Grill	71	1	72	4	14	12	15	32	30
2	B	Private Lot	Steak House	93	3	96	3	0	4	14	64	68
2	A	Private Lot	Office Park	115	9	124	42	31	35	19	8	1
3	B	Private Lot	Shoreline Brewery	32	2	34	4	30	27	22	29	27
3	A	Private Lot	Gravel	50		50	6	12	13	11	13	12
3	North	On-Street	2nd Street	6		6	0	4	1	2	3	2
3	East	On-Street	Washington	6		6	2	0	0	0	0	0
4	A	Private Lot	Police Lot	109		109	62	55	61	46	42	43
4	North	On-Street	2nd Street	4	2	6	3	1	1	0	0	0
4	East	On-Street	Franklin	12		12	1	1	0	1	0	0
4	West	On-Street	Washington	5		5	0	0	0	0	0	0
5	A	Public Lot	City Hall Visitor	41	4	45	19	13	15	17	15	0
5	B	Private Lot	City Hall Employee	33		33	25	20	21	25	14	11
6	A	Private Lot	Post Office Visitors	47	2	49	21	14	6	8	0	0
6	B	Private Lot	Post Office Employee	105	3	108	33	30	34	33	33	31
6	East	On-Street	Washington	6		6	4	1	2	2	0	0
6	South	On-Street	4th Street	12		12	0	2	1	1	0	0
7	A	Private Lot	County Court House	107		107	75	53	57	8	4	3
7	B	Private Lot	Library	56	4	60	29	26	32	27	0	0

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
7	C	Private Lot	Bank	67	2	69	9	8	8	7	0	0
7	South	On-Street	4th Street	14	3	17	5	3	5	6	1	2
7	West	On-Street	Washington	14	2	16	2	0	0	0	0	0
9	A	Private Lot	Office	10		10	2	2	5	1	0	0
9	B	Private Lot	Coffee Shop	4		4	2	2	2	1	1	1
9	North	On-Street	4th Street	19	4	23	6	4	4	3	1	0
9	East	On-Street	Washington	8		8	0	0	0	0	0	0
9	South	On-Street	5th Street	17		17	5	5	3	4	0	0
9	West	On-Street	Wabash	7		7	3	2	2	0	1	0
10	A	Private Lot	NE of Alley	15		15	3	4	3	8	17	13
10	B	Private Lot	Gravel N of Alley	16		16	13	4	4	4	1	1
10	C	Private Lot	S and E of Alley	32		32	6	4	9	11	1	0
10	D	Private Lot	Private Funeral Home	4		4	2	0	4	3	1	1
10	E	Private Lot	West of Alley	14		14	5	4	1	8	10	8
10	F	Private Lot	Visitor Funeral Home	31	2	33	3	5	2	3	0	0
10	North	On-Street	4th Street	14		14	4	2	9	9	9	10
10	East	On-Street	Franklin	14	1	15	1	1	3	3	6	0
10	South	On-Street	5th Street	16		16	9	10	8	9	0	0
10	West	On-Street	Washington	7		7	0	4	0	0	0	3
11	A	Private Lot	Bank	61	1	62	25	19	25	16	2	0
11	B	Private Lot	Paper Lot	21		21	19	18	15	13	6	4
11	C	Private Lot	Bank	28		28	26	23	25	25	2	0
11	North	On-Street	4th Street	14		14	3	4	5	2	3	1
11	East	On-Street	Pine	3		3	NP	NP	NP	NP	NP	NP
11	South	On-Street	5th Street	14	1	15	13	6	9	9	1	0
11	West	On-Street	Franklin	11		11	6	5	4	9	4	0

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
12	A	Private Lot	Office Park	76	3	79	6	11	9	8	3	1
12	North	On-Street	4th Street	NP			0	0	0	0	0	0
12	South	On-Street	5th Street	NP		NP	0	0	0	0	0	0
12	West	On-Street	Pine	7		7	0	0	0	0	0	0
13	A	Private Lot	Gravel Lot	5		5	0	0	0	0	0	0
13	North	On-Street	5th Street	20		20	4	1	1	3	0	0
13	East	On-Street	Washington	7		7	2	4	3	3	2	3
13	South	On-Street	6th Street	13	2	15	2	1	4	3	5	6
13	West	On-Street	Wabash	5		5	0	1	1	0	0	0
14	A	Private Lot	Bank	75	4	79	29	27	32	34	9	8
14	B	Private Lot	Alley Lot	6		6	0	0	0	0	1	1
14	North	On-Street	5th Street	18		18	5	7	6	2	0	0
14	East	On-Street	Franklin	14	2	16	9	14	10	15	8	7
14	South	On-Street	6th Street	17	1	18	7	7	9	8	1	0
14	West	On-Street	Washington	5		5	0	0	0	0	0	0
15	A	Private Lot	Bank	14		14	12	12	14	9	4	3
15	B	Private Lot	Office	12	1	13	3	6	6	1	0	0
15	C	Private Lot	Alley East	8		8	7	4	2	3	0	0
15	D	Private Lot	Office	14		14	6	5	4	1	0	0
15	E	Private Lot	Alley West	16		16	1	5	3	2	0	0
15	F	Private Lot	Office	9		9	7	4	5	2	0	0
15	North	On-Street	5th Street	11	1	12	11	6	10	6	0	0
15	East	On-Street	Pine	10		10	1	0	0	0	0	0
15	South	On-Street	6th Street	14	2	16	7	6	5	5	5	3
15	West	On-Street	Franklin	15	2	17	16	12	13	15	8	5
16	Public Lot	Public Lot	Park Lot	23	2	25	6	1	1	3	6	4

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy			Spaces			Parked Vehicles						
Block	Code	Type	Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM	
16	North	On-Street	5th Street	12		12	1	0	0	0	0	0
16	East	On-Street	Spring	12		12	0	0	0	0	2	0
16	South	On-Street	6th Street	NP		NP	NP	NP	NP	NP	NP	NP
16	West	On-Street	Pine	10		10	0	0	0	0	0	0
17	A	Private Lot	Restaurant	25	2	27	13	17	6	4	2	2
17	B	Private Lot	Funeral Home (not marked)	16	2	18	0	2	5	17	12	0
17	North	On-Street	6th Street	12		12	3	4	3	2	3	1
17	East	On-Street	Washington	8		8	2	0	0	0	0	0
17	South	On-Street	7th Street	16	1	17	11	14	9	8	3	10
17	West	On-Street	Wabash	4		4	2	4	2	2	2	2
18	A	Private Lot	Retail	11		11	3	4	5	3	2	2
18	North	On-Street	6th Street	15		15	12	10	9	5	4	1
18	East	On-Street	Franklin	18	2	20	10	13	16	10	5	6
18	South	On-Street	7th Street	17	1	18	6	8	7	1	3	0
18	West	On-Street	Washington	10		10	0	0	0	0	0	0
19	A	Public Lot	Leased by City	26	2	28	16	16	13	8	1	2
19	B	Public Lot	Alley parking leased by City	14		14	3	9	9	8	4	4
19	C	Private Lot	Office	10	1	11	2	2	1	1	0	0
19	D	Private Lot	Alley - church parking	9		9	0	0	0	0	0	0
19	North	On-Street	6th Street	19		19	2	5	6	5	5	3
19	East	On-Street	Pine	6		6	3	2	2	2	1	1
19	South	On-Street	7th Street	8		8	6	4	6	2	0	0
19	West	On-Street	Franklin	18	2	20	7	8	11	9	0	0
20	A	Private Lot	SSA	21	2	23	13	12	11	4	0	0
20	North	On-Street	6th Street	11	1	12	4	2	2	3	5	3
20	East	On-Street	Spring	12		12	3	3	3	2	5	5

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
20	South	On-Street	7th Street	12		12	3	4	4	2	1	6
20	West	On-Street	Pine	11		11	0	1	0	3	3	3
21	A	Private Lot	Top Dog	12		12	4	6	7	2	1	1
21	B	Private Lot	Barber Lot	14		14	10	5	7	8	1	1
21	North	On-Street	7th Street	15		15	3	10	5	6	2	1
21	East	On-Street	Washington	5		5	0	1	0	0	0	0
21	South	On-Street	8th Street	15		15	5	1	5	2	3	0
21	West	On-Street	Wabash	8		8	0	0	0	0	0	0
22	A	Public Lot	Gravel Lot	30		30	19	16	2	0	0	0
22	North	On-Street	7th Street	17	1	18	7	6	2	0	1	0
22	East	On-Street	Franklin	11	1	12	9	4	7	7	1	1
22	South	On-Street	8th Street	10		10	11	10	12	10	9	
22	West	On-Street	Washington	9		9	0	0	0	0	0	0
23	A	Private Lot	Pharmacy Lot	24	2	26	11	14	19	9	5	4
23	B	Private Lot	Alley - Gravel	24		24	2	3	4	1	0	0
23	C	Private Lot	Church	2	2	4	1	1	1	1	0	0
23	D	Private Lot	Alley	7		7	0	1	1	0	0	0
23	North	On-Street	7th Street	16		16	3	6	4	2	0	0
23	East	On-Street	Pine	6		6	1	2	1	0	0	2
23	South	On-Street	8th Street	22		22	5	8	4	6	2	1
23	West	On-Street	Franklin	19	1	20	7	12	13	9	0	0
24	A	Public Lot	Corner Lot	17		17	0	0	0	0	1	1
24	North	On-Street	7th Street	11		11	1	1	0	0	0	2
24	East	On-Street	Spring	12		12	0	0	0	0	0	0
24	South	On-Street	8th Street	7		7	4	2	2	2	3	3
24	West	On-Street	Pine	6		6	0	0	0	0	0	6

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season				Spaces			Parked Vehicles					
Friday Peak Occupancy				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
Block	Code	Type										
25	North	On-Street	8th Street	17		17	3	3	3	2	2	1
25	East	On-Street	Wabash	8		8	0	0	0	1	1	1
25	South	On-Street	9th Street	12		12	5	5	4	4	4	7
25	West	On-Street	Washington	7		7	3	2	2	2	3	5
26	A	Public Lot	Farmers Market Lot	63		63	14	10	8	8	9	8
26	B	Private Lot	Church	7	1	8	4	3	1	2	2	4
26	C	Private Lot	East of Alley	18	1	19	4	10	8	8	17	7
26	North	On-Street	8th Street	19	1	20	12	9	5	11	4	2
26	East	On-Street	Franklin	15	1	16	15	11	7	9	14	8
26	South	On-Street	9th Street	1	3	4	3	6	2	1	6	5
26	West	On-Street	Washington	12		12	4	4	1	2	8	5
27	A	Private Lot	Office	38		38	11	13	14	14	3	1
27	B	Private Lot	Church	68	4	72	1	0	0	6	4	4
27	North	On-Street	8th Street	15		15	7	6	5	5	3	2
27	East	On-Street	Pine	5		5	2	2	1	3	4	4
27	South	On-Street	9th Street	5		5	1	3	0	1	1	3
27	West	On-Street	Franklin	7	1	8	4	4	1	2	8	5
28	North	On-Street	8th Street	9		9	5	4	3	4	3	3
28	East	On-Street	Spring	10		10	1	1	1	0	1	1
28	South	On-Street	9th Street	9		9	0	1	0	0	0	1
28	West	On-Street	Pine	10		10	2	3	3	3	2	3
29	North	On-Street	9th Street	12		12	3	3	2	4	6	9
29	East	On-Street	Washington	6		6	1	0	0	0	0	0
29	South	On-Street	10th Street	9		9	5	6	4	5	4	7
29	West	On-Street	Wabash	7		7	2	2	2	0	2	1
30	A	Private Lot	Apts	10		10	4	8	4	4	3	3

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
30	B	Private Lot	Apts - Gravel	15		15	8	4	7	9	9	6
30	North	On-Street	9th Street	11		11	3	5	4	3	7	7
30	East	On-Street	Franklin	6		6	2	2	1	0	5	6
30	South	On-Street	10th Street	11		11	7	5	4	1	3	2
30	West	On-Street	Washington	5		5	2	3	1	0	0	2
31	North	On-Street	9th Street	10	1	11	3	4	2	2	3	4
31	East	On-Street	Pine	3		3	2	2	2	1	1	1
31	South	On-Street	10th Street	7		7	3	3	3	3	2	2
31	West	On-Street	Franklin	4		4	3	2	2	1	5	5
32	North	On-Street	9th Street	11		11	2	2	2	1	2	3
32	East	On-Street	Spring	5		5	4	4	4	4	1	2
32	South	On-Street	10th Street	11		11	6	7	5	2	6	6
32	West	On-Street	Pine	3	1	4	0	1	0	0	0	0
33	North	On-Street	10th Street	NP		NP	NP	NP	NP	NP	NP	NP
33	East	On-Street	Wabash	5		5	1	0	0	0	1	1
33	South	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
33	West	On-Street	Washington	6		6	5	4	6	5	1	2
34	A	Public Lot	Portion of car lot	24		24	5	5	4	4	0	0
34	North	On-Street	10th Street	NP		NP	NP	NP	NP	NP	NP	NP
34	East	On-Street	Franklin	6		6	4	3	3	0	0	0
34	South	On-Street	11th Street	3		3	2	3	3	1	0	0
34	West	On-Street	Washington	5		5	2	0	0	0	0	0
35	A	Private Lot	South Shore commuter lot	37	1	38	37	37	34	32	23	18
35	B	Private Lot	South Shore back lot	12		12	6	11	11	11	10	9
35	C	Private Lot	11th and Franklin lot	5		5	1	3	4	0	3	0
35	North	On-Street	10th Street	1		1	1	0	1	0	5	0

Detailed Parking Inventory and Demand
10 April 15 - Friday



Off-Season				Spaces			Parked Vehicles					
Friday Peak Occupancy				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
Block	Code	Type										
35	East	On-Street	Pine	2		2	2	2	2	2	1	0
35	South	On-Street	11th Street	10		10	1	0	1	1	5	0
35	West	On-Street	Franklin	1		1	0	0	0	0	0	0
36	North	On-Street	10th Street	12		12	3	3	4	4	9	8
36	East	On-Street	Spring	6		6	1	1	1	2	3	3
36	South	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
36	West	On-Street	Pine	3	1	4	0	0	0	1	1	2
37	North	On-Street	11th Street	9		9	3	3	3	2	1	2
37	East	On-Street	Wabash	NP		NP	NP	NP	NP	NP	NP	NP
37	South	On-Street	Green Street	12		12	1	3	2	2	7	4
37	West	On-Street	Washington	1		1	0	0	0	0	2	1
38	A	Private Lot	T shaped lot	60		60	4	5	7	5	3	11
38	North	On-Street	11th Street	6		6	2	3	3	1	2	3
38	East	On-Street	Washington	4		4	1	1	0	1	2	3
38	South	On-Street	Green Street	11		11	4	4	4	3	4	4
38	West	On-Street	Franklin	5		5	0	0	1	1	2	2
39	A	Private Lot	Moose Lodge	55		55	14	9	17	15	22	5
39	B	Private Lot	Retail	9	2	11	2	3	1	3	0	2
39	North	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
39	East	On-Street	Pine	6		6	5	4	5	1	0	3
39	South	On-Street	Green Street	3	2	5	2	1	1	1	2	2
39	West	On-Street	Franklin	3		3	1	1	0	0	0	0
40	North	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
40	East	On-Street	Spring	14		14	8	3	7	10	8	8
40	South	On-Street	Green Street	NP		NP	NP	NP	NP	NP	NP	NP
40	West	On-Street	Pine	4		4	0	0	0	0	1	1

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
1	A	Public Lot	Park Lot	21	1	22	0	0	0	0	2	0
1	B	Private Lot	DNR	11	1	12	4	4	4	1	1	1
1	C	Private Lot	Amtrak	76	4	80	1	1	3	0	1	1
1	D	Private Lot	Arts	38	2	40	25	14	15	11	9	8
1	E	Private Lot	Business	10		10	1	1	1	1	0	0
1	F	Private Lot	Along Street	8		8	4	3	3	1	0	0
1	South	On-Street	2nd Street	10		10	1	2	2	0	0	0
2	C	Private Lot	Bar/Grill	71	1	72	4	13	17	24	34	30
2	B	Private Lot	Steak House	93	3	96	4	5	6	63	94	77
2	A	Private Lot	Office Park	115	9	124	42	31	32	22	9	4
3	B	Private Lot	Shoreline Brewery	32	2	34	3	25	9	11	24	13
3	A	Private Lot	Gravel	50		50	5	9	8	9	8	5
3	North	On-Street	2nd Street	6		6	0	1	0	0	0	0
3	East	On-Street	Washington	6		6	0	0	0	0	0	0
4	A	Private Lot	Police Lot	109		109	63	63	66	49	40	39
4	North	On-Street	2nd Street	4	2	6	0	1	0	0	0	0
4	East	On-Street	Franklin	12		12	6	5	5	3	4	5
4	West	On-Street	Washington	5		5	0	0	0	0	0	0
5	A	Public Lot	City Hall Visitor	41	4	45	20	15	26	26	43	33
5	B	Private Lot	City Hall Employee	33		33	24	26	28	11	17	18
6	A	Private Lot	Post Office Visitors	47	2	49	6	10	8	20	0	0
6	B	Private Lot	Post Office Employee	105	3	108	34	34	33	37	33	29
6	East	On-Street	Washington	6		6	3	2	4	2	0	0
6	South	On-Street	4th Street	12		12	1	0	0	0	0	0
7	A	Private Lot	County Court House	107		107	87	66	79	18	7	8
7	B	Private Lot	Library	56	4	60	30	36	37	35	14	0

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
7	C	Private Lot	Bank	67	2	69	6	11	12	10	0	0
7	South	On-Street	4th Street	14	3	17	3	5	2	2	3	0
7	West	On-Street	Washington	14	2	16	0	0	1	2	0	0
9	A	Private Lot	Office	10		10	4	2	6	3	0	0
9	B	Private Lot	Coffee Shop	4		4	3	2	5	1	0	0
9	North	On-Street	4th Street	19	4	23	2	3	5	6	0	0
9	East	On-Street	Washington	8		8	0	1	0	0	0	0
9	South	On-Street	5th Street	17		17	4	1	1	3	0	0
9	West	On-Street	Wabash	7		7	0	1	0	0	0	0
10	A	Private Lot	NE of Alley	15		15	3	5	1	3	8	7
10	B	Private Lot	Gravel N of Alley	16		16	7	6	7	5	0	0
10	C	Private Lot	S and E of Alley	32		32	10	9	13	12	1	0
10	D	Private Lot	Private Funeral Home	4		4	3	3	3	5	4	4
10	E	Private Lot	West of Alley	14		14	5	7	8	10	11	11
10	F	Private Lot	Visitor Funeral Home	31	2	33	3	4	3	2	0	0
10	North	On-Street	4th Street	14		14	2	5	3	1	7	5
10	East	On-Street	Franklin	14	1	15	7	1	8	10	3	3
10	South	On-Street	5th Street	16		16	18	15	16	14	0	0
10	West	On-Street	Washington	7		7	1	1	1	0	0	0
11	A	Private Lot	Bank	61	1	62	26	18	30	35	4	2
11	B	Private Lot	Paper Lot	21		21	14	14	16	12	1	2
11	C	Private Lot	Bank	28		28	28	19	28	27	0	0
11	North	On-Street	4th Street	14		14	6	4	4	1	2	2
11	East	On-Street	Pine	3		3	0	0	0	0	2	0
11	South	On-Street	5th Street	14	1	15	17	14	16	13	0	0
11	West	On-Street	Franklin	11		11	8	1	9	7	2	4

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
12	A	Private Lot	Office Park	76	3	79	31	32	27	25	4	3
12	North	On-Street	4th Street	NP			0	0	0	0	0	0
12	South	On-Street	5th Street	NP			0	0	0	0	0	0
12	West	On-Street	Pine	7		7	0	0	0	0	0	0
13	A	Private Lot	Gravel Lot	5		5	0	0	0	0	0	0
13	North	On-Street	5th Street	20		20	9	4	7	4	2	1
13	East	On-Street	Washington	7		7	0	0	0	2	4	1
13	South	On-Street	6th Street	13	2	15	11	4	6	3	3	4
13	West	On-Street	Wabash	5		5	0	0	0	0	0	0
14	A	Private Lot	Bank	75	4	79	47	50	49	46	7	5
14	B	Private Lot	Alley Lot	6		6	4	2	1	2	1	0
14	North	On-Street	5th Street	18		18	13	11	6	8	0	0
14	East	On-Street	Franklin	14	2	16	16	13	13	15	9	4
14	South	On-Street	6th Street	17	1	18	6	11	12	11	4	4
14	West	On-Street	Washington	5		5	0	0	0	0	0	0
15	A	Private Lot	Bank	14		14	10	10	12	11	3	2
15	B	Private Lot	Office	12	1	13	4	2	3	4	1	0
15	C	Private Lot	Alley East	8		8	7	5	6	5	0	1
15	D	Private Lot	Office	14		14	6	6	3	2	1	1
15	E	Private Lot	Alley West	16		16	6	4	1	3	0	0
15	F	Private Lot	Office	9		9	6	3	6	1	0	0
15	North	On-Street	5th Street	11	1	12	15	11	15	8	0	0
15	East	On-Street	Pine	10		10	1	1	0	0	0	0
15	South	On-Street	6th Street	14	2	16	6	6	9	5	3	2
15	West	On-Street	Franklin	15	2	17	13	14	16	14	10	3
16	A	Public Lot	Park Lot	23	2	25	20	5	5	10	7	6

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
16	North	On-Street	5th Street	12		12	0	0	0	0	0	0
16	East	On-Street	Spring	12		12	0	0	0	0	0	0
16	South	On-Street	6th Street	NP			-	-	-	-	-	-
16	West	On-Street	Pine	10		10	0	0	0	0	0	0
17	A	Private Lot	Restaurant	25	2	27	11	10	4	3	1	0
17	B	Private Lot	Funeral Home (not marked)	16	2	18	3	2	3	8	12	0
17	North	On-Street	6th Street	12		12	5	4	4	1	2	1
17	East	On-Street	Washington	8		8	1	0	0	0	0	0
17	South	On-Street	7th Street	16	1	17	11	11	5	4	11	3
17	West	On-Street	Wabash	4		4	4	3	2	0	1	2
18	A	Private Lot	Retail	11		11	3	5	5	2	2	2
18	North	On-Street	6th Street	15		15	11	11	11	7	0	0
18	East	On-Street	Franklin	18	2	20	16	15	16	10	4	4
18	South	On-Street	7th Street	17	1	18	7	4	5	0	2	0
18	West	On-Street	Washington	10		10	0	0	0	0	0	0
19	A	Public Lot	Leased by City	26	2	28	14	20	19	10	4	0
19	B	Public Lot	Alley parking leased by City	14		14	8	10	12	8	4	3
19	C	Private Lot	Office	10	1	11	3	2	2	1	1	0
19	D	Private Lot	Alley - church parking	9		9	2	1	0	0	0	0
19	North	On-Street	6th Street	19		19	10	9	9	5	2	6
19	East	On-Street	Pine	6		6	4	3	5	6	6	7
19	South	On-Street	7th Street	8		8	5	7	7	5	6	0
19	West	On-Street	Franklin	18	2	20	12	14	9	6	2	1
20	A	Private Lot	SSA	21	2	23	15	18	13	3	0	0
20	North	On-Street	6th Street	11	1	12	3	3	3	8	6	5
20	East	On-Street	Spring	12		12	3	2	3	4	6	7

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
20	South	On-Street	7th Street	12		12	2	2	1	1	1	5
20	West	On-Street	Pine	11		11	2	1	0	3	3	4
21	A	Private Lot	Top Dog	12		12	6	3	2	0	0	0
21	B	Private Lot	Barber Lot	14		14	11	8	5	1	1	1
21	North	On-Street	7th Street	15		15	12	7	5	3	4	1
21	East	On-Street	Washington	5		5	1	3	4	0	0	0
21	South	On-Street	8th Street	15		15	5	5	6	5	4	4
21	West	On-Street	Wabash	8		8	0	0	0	0	0	0
22	A	Public Lot	Gravel Lot			0						
22	North	On-Street	7th Street	17	1	18	12	7	2	0	0	0
22	East	On-Street	Franklin	11	1	12	11	11	9	3	4	0
22	South	On-Street	8th Street	10		10	14	14	6	7	4	0
22	West	On-Street	Washington	9		9	1	2	0	0	0	0
23	A	Private Lot	Pharmacy Lot	24	2	26	14	13	22	8	7	4
23	B	Private Lot	Alley - Gravel	24		24	2	3	2	0	0	0
23	C	Private Lot	Church	2	2	4	1	1	1	0	0	0
23	D	Private Lot	Alley	7		7	0	0	0	1	1	0
23	North	On-Street	7th Street	16		16	5	6	7	5	5	2
23	East	On-Street	Pine	6		6	4	6	4	2	2	2
23	South	On-Street	8th Street	22		22	6	4	4	1	1	1
23	West	On-Street	Franklin	19	1	20	11	6	15	7	3	1
24	A	Public Lot	Corner Lot	17		17	1	1	1	1	2	2
24	North	On-Street	7th Street	11		11	1	1	2	1	1	1
24	East	On-Street	Spring	12		12	0	0	0	0	0	0
24	South	On-Street	8th Street	7		7	3	3	2	2	2	2
24	West	On-Street	Pine	6		6	0	0	1	0	0	0

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
25	North	On-Street	8th Street	17		17	5	4	2	4	5	4
25	East	On-Street	Wabash	8		8	1	3	0	0	0	1
25	South	On-Street	9th Street	12		12	2	3	6	6	6	9
25	West	On-Street	Washington	7		7	0	0	0	0	0	1
26	A	Public Lot	Farmers Market Lot	63		63	17	16	14	3	4	1
26	B	Private Lot	Church	7	1	8	4	4	2	1	1	0
26	C	Private Lot	East of Alley	18	1	19	10	9	18	1	1	1
26	North	On-Street	8th Street	19	1	20	16	14	8	4	2	0
26	East	On-Street	Franklin	15	1	16	12	12	13	7	1	7
26	South	On-Street	9th Street	1	3	4	4	5	1	3	4	1
26	West	On-Street	Washington	12		12	0	0	0	0	0	0
27	A	Private Lot	Office	38		38	10	14	12	3	1	0
27	B	Private Lot	Church	68	4	72	4	5	5	14	14	2
27	North	On-Street	8th Street	15		15	5	6	4	2	0	0
27	East	On-Street	Pine	5		5	2	2	1	1	1	0
27	South	On-Street	9th Street	5		5	1	2	0	0	0	0
27	West	On-Street	Franklin	7	1	8	4	6	3	3	2	2
28	North	On-Street	8th Street	9		9	1	2	3	3	3	4
28	East	On-Street	Spring	10		10	5	3	3	4	4	5
28	South	On-Street	9th Street	9		9	2	2	1	2	2	1
28	West	On-Street	Pine	10		10	3	3	2	2	2	3
29	North	On-Street	9th Street	12		12	3	3	3	6	8	12
29	East	On-Street	Washington	6		6	0	1	1	2	4	1
29	South	On-Street	10th Street	9		9	2	4	6	7	9	6
29	West	On-Street	Wabash	7		7	1	2	3	4	4	4
30	A	Private Lot	Apts	10		10	8	7	3	5	4	4

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
30	B	Private Lot	Apts - Gravel	15		15	9	6	7	2	2	2
30	North	On-Street	9th Street	11		11	5	7	2	2	2	2
30	East	On-Street	Franklin	6		6	3	3	4	2	1	1
30	South	On-Street	10th Street	11		11	8	6	5	1	0	0
30	West	On-Street	Washington	5		5	3	1	1	1	1	1
31	North	On-Street	9th Street	10	1	11	6	5	8	6	5	2
31	East	On-Street	Pine	3		3	0	0	0	0	1	1
31	South	On-Street	10th Street	7		7	1	1	0	2	4	2
31	West	On-Street	Franklin	4		4	4	3	0	0	1	0
32	North	On-Street	9th Street	11		11	5	3	3	3	4	5
32	East	On-Street	Spring	5		5	3	2	5	3	3	3
32	South	On-Street	10th Street	11		11	4	4	5	5	5	6
32	West	On-Street	Pine	3	1	4	0	2	1	1	1	1
33	North	On-Street	10th Street	NP		-	-	-	-	-	-	-
33	East	On-Street	Wabash	5		5	1	2	1	2	3	3
33	South	On-Street	11th Street	NP		-	-	-	-	-	-	-
33	West	On-Street	Washington	6		6	3	4	4	2	2	1
34	A	Public Lot	Portion of car lot	24		24	6	4	6	1	1	1
34	North	On-Street	10th Street	NP		-	-	-	-	-	-	-
34	East	On-Street	Franklin	6		6	1	4	2	0	0	0
34	South	On-Street	11th Street	3		3	2	2	2	1	0	0
34	West	On-Street	Washington	5		5	0	2	1	0	0	0
35	A	Private Lot	South Shore commuter lot	37	1	38	36	35	35	35	11	11
35	B	Private Lot	South Shore back lot	12		12	1	2	2	2	2	1
35	C	Private Lot	11th and Franklin lot	5		5	5	3	4	3	3	3
35	North	On-Street	10th Street	1		1	0	0	0	0	0	0

**In Season
Tuesday Peak Occupancy**

Block	Code	Type		Spaces			Parked Vehicles					
				Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
35	East	On-Street	Pine	2		2	2	2	2	1	0	0
35	South	On-Street	11th Street	10		10	1	0	0	0	0	0
35	West	On-Street	Franklin	1		1	1	1	1	0	0	0
36	North	On-Street	10th Street	12		12	3	2	2	3	5	5
36	East	On-Street	Spring	6		6	2	1	3	3	5	5
36	South	On-Street	11th Street	NP		-	-	-	-	-	-	-
36	West	On-Street	Pine	3	1	4	3	4	2	3	3	1
37	North	On-Street	11th Street	9		9	2	2	2	1	1	1
37	East	On-Street	Wabash	NP		-	-	-	-	-	-	-
37	South	On-Street	Green Street	12		12	3	4	3	4	6	8
37	West	On-Street	Washington	1		1	0	0	0	0	1	1
38	A	Private Lot	T shaped lot	60		60	6	7	3	3	2	3
38	North	On-Street	11th Street	6		6	2	1	2	2	1	2
38	East	On-Street	Washington	4		4	1	0	1	1	1	2
38	South	On-Street	Green Street	11		11	4	4	4	2	2	4
38	West	On-Street	Franklin	5		5	0	0	0	0	0	1
39	A	Private Lot	Moose Lodge	55		55	5	7	8	8	8	5
39	B	Private Lot	Retail	9	2	11	1	2	1	1	1	1
39	North	On-Street	11th Street	NP			-	-	-	-	-	-
39	East	On-Street	Pine	6		6	5	3	3	2	1	1
39	South	On-Street	Green Street	3	2	5	1	1	1	2	2	1
39	West	On-Street	Franklin	3		3	2	1	0	0	0	0
40	North	On-Street	11th Street	NP			-	-	-	-	-	-
40	East	On-Street	Spring	14		14	8	8	7	8	10	9
40	South	On-Street	Green Street	NP			-	-	-	-	-	-
40	West	On-Street	Pine	4		4	1	1	1	0	0	0

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
1	A	Public Lot	Park Lot	21	1	22	2	2	4	3	0	0
1	B	Private Lot	DNR	11	1	12	7	7	7	1	0	1
1	C	Private Lot	Amtrack	76	4	80	0	0	0	2	0	0
1	D	Private Lot	Arts	38	2	40	17	13	13	9	0	0
1	E	Private Lot	Business	10		10	0	0	0	0	0	0
1	F	Private Lot	Along Street	8		8	3	2	3	2	0	0
1	South	On-Street	2nd Street	10		10	2	1	3	0	4	4
2	C	Private Lot	Bar/Grill	71	1	72	3	20	22	17	88	78
2	B	Private Lot	Steak House	93	3	96	3	3	4	20	118	93
2	A	Private Lot	Office Park	115	9	124	46	28	33	18	4	3
3	B	Private Lot	Shoreline Brewery	32	2	34	5	31	22	18	30	27
3	A	Private Lot	Gravel	50		50	5	13	10	13	28	20
3	North	On-Street	2nd Street	6		6	0	0	0	2	0	1
3	East	On-Street	Washington	6		6	0	0	0	0	0	0
4	A	Private Lot	Police Lot	109		109	51	54	54	44	41	44
4	North	On-Street	2nd Street	4	2	6	3	1	1	1	0	0
4	East	On-Street	Franklin	12		12	3	3	5	2	0	0
4	West	On-Street	Washington	5		5	0	0	0	0	0	0
5	A	Public Lot	City Hall Visitor	41	4	45	16	13	21	10	0	0
5	B	Private Lot	City Hall Employee	33		33	22	21	19	20	10	10
6	A	Private Lot	Post Office Visitors	47	2	49	11	11	8	10	1	0
6	B	Private Lot	Post Office Employee	105	3	108	35	36	37	34	31	29
6	East	On-Street	Washington	6		6	3	2	2	2	0	0
6	South	On-Street	4th Street	12		12	1	1	2	1	0	0
7	A	Private Lot	County Court House	107		107	103	59	70	15	7	8
7	B	Private Lot	Library	56	4	60	36	28	34	28	23	2

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
7	C	Private Lot	Bank	67	2	69	8	8	11	12	2	1
7	South	On-Street	4th Street	14	3	17	4	3	4	2	6	2
7	West	On-Street	Washington	14	2	16	3	0	1	0	0	0
9	A	Private Lot	Office	10		10	2	2	3	0	0	0
9	B	Private Lot	Coffee Shop	4		4	2	3	3	2	1	0
9	North	On-Street	4th Street	19	4	23	5	3	2	5	0	1
9	East	On-Street	Washington	8		8	0	0	1	0	0	0
9	South	On-Street	5th Street	17		17	1	1	3	4	1	0
9	West	On-Street	Wabash	7		7	0	0	2	0	0	0
10	A	Private Lot	NE of Alley	15		15	5	7	4	8	16	13
10	B	Private Lot	Gravel N of Alley	16		16	2	4	4	3	0	1
10	C	Private Lot	S and E of Alley	32		32	6	8	9	7	2	0
10	D	Private Lot	Private Funeral Home	4		4	5	3	4	5	3	4
10	E	Private Lot	West of Alley	14		14	5	7	7	12	15	10
10	F	Private Lot	Visitor Funeral Home	31	2	33	7	2	4	5	0	0
10	North	On-Street	4th Street	14		14	0	4	5	6	9	5
10	East	On-Street	Franklin	14	1	15	3	8	6	5	16	6
10	South	On-Street	5th Street	16		16	15	10	11	6	0	0
10	West	On-Street	Washington	7		7	1	1	1	1	0	0
11	A	Private Lot	Bank	61	1	62	32	23	25	24	10	6
11	B	Private Lot	Paper Lot	21		21	17	16	18	11	12	6
11	C	Private Lot	Bank	28		28	28	19	25	26	2	0
11	North	On-Street	4th Street	14		14	6	5	5	3	7	3
11	East	On-Street	Pine	3		3	NP	NP	NP	NP	NP	NP
11	South	On-Street	5th Street	14	1	15	15	12	11	8	1	0
11	West	On-Street	Franklin	11		11	8	6	5	9	11	9

Detailed Parking Inventory and Demand
19 June 15 - Friday



In Season Friday Peak Occupancy				Spaces			Parked Vehicles					
Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
12	A	Private Lot	Office Park	76	3	79	28	19	15	13	2	2
12	North	On-Street	4th Street	NP			0	0	0	0	0	0
12	South	On-Street	5th Street	NP		NP	0	0	0	0	0	0
12	West	On-Street	Pine	7		7	0	0	0	0	0	0
13	A	Private Lot	Gravel Lot	5		5	0	0	0	0	0	0
13	North	On-Street	5th Street	20		20	6	2	3	4	4	1
13	East	On-Street	Washington	7		7	0	0	0	0	1	3
13	South	On-Street	6th Street	13	2	15	10	9	6	4	4	3
13	West	On-Street	Wabash	5		5	2	1	1	1	1	1
14	A	Private Lot	Bank	75	4	79	41	36	36	44	11	16
14	B	Private Lot	Alley Lot	6		6	0	1	1	1	2	1
14	North	On-Street	5th Street	18		18	9	9	8	6	1	0
14	East	On-Street	Franklin	14	2	16	19	15	10	13	12	9
14	South	On-Street	6th Street	17	1	18	8	8	6	5	3	2
14	West	On-Street	Washington	5		5	0	0	0	0	0	0
15	A	Private Lot	Bank	14		14	11	11	12	8	4	3
15	B	Private Lot	Office	12	1	13	3	2	3	5	1	0
15	C	Private Lot	Alley East	8		8	8	6	6	4	0	0
15	D	Private Lot	Office	14		14	2	3	3	2	0	0
15	E	Private Lot	Alley West	16		16	2	1	0	0	2	0
15	F	Private Lot	Office	9		9	7	3	8	1	0	0
15	North	On-Street	5th Street	11	1	12	13	10	13	11	0	0
15	East	On-Street	Pine	10		10	1	1	1	0	0	0
15	South	On-Street	6th Street	14	2	16	6	10	8	5	3	2
15	West	On-Street	Franklin	15	2	17	18	19	13	13	10	9
16	Public Lot	Public Lot	Park Lot	23	2	25	23	6	5	5	19	6

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
16	North	On-Street	5th Street	12		12	0	0	0	0	0	0
16	East	On-Street	Spring	12		12	0	0	0	0	0	0
16	South	On-Street	6th Street	NP		NP	NP	NP	NP	NP	NP	NP
16	West	On-Street	Pine	10		10	0	0	0	0	0	0
17	A	Private Lot	Restaurant	25	2	27	9	19	5	9	2	0
17	B	Private Lot	Funeral Home (not marked)	16	2	18	0	3	0	0	0	0
17	North	On-Street	6th Street	12		12	4	5	2	1	1	1
17	East	On-Street	Washington	8		8	1	0	0	0	0	0
17	South	On-Street	7th Street	16	1	17	8	10	5	14	15	8
17	West	On-Street	Wabash	4		4	3	3	2	4	2	2
18	A	Private Lot	Retail	11		11	4	4	7	2	3	3
18	North	On-Street	6th Street	15		15	11	9	7	7	3	1
18	East	On-Street	Franklin	18	2	20	9	6	14	3	3	3
18	South	On-Street	7th Street	17	1	18	10	11	6	0	0	0
18	West	On-Street	Washington	10		10	0	0	0	1	0	0
19	A	Public Lot	Leased by City	26	2	28	15	15	15	7	0	0
19	B	Public Lot	Alley parking leased by City	14		14	8	9	10	9	5	3
19	C	Private Lot	Office	10	1	11	2	1	1	1	0	0
19	D	Private Lot	Alley - church parking	9		9	1	1	1	0	0	0
19	North	On-Street	6th Street	19		19	7	6	6	1	1	3
19	East	On-Street	Pine	6		6	6	4	6	3	3	3
19	South	On-Street	7th Street	8		8	6	6	6	1	0	0
19	West	On-Street	Franklin	18	2	20	8	9	8	5	2	1
20	A	Private Lot	SSA	21	2	23	13	11	12	0	0	0
20	North	On-Street	6th Street	11	1	12	8	3	3	3	8	4
20	East	On-Street	Spring	12		12	4	4	4	2	3	5

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
20	South	On-Street	7th Street	12		12	2	3	2	3	4	6
20	West	On-Street	Pine	11		11	1	4	2	4	4	3
21	A	Private Lot	Top Dog	12		12	3	6	3	1	0	0
21	B	Private Lot	Barber Lot	14		14	11	7	9	4	2	1
21	North	On-Street	7th Street	15		15	6	10	6	10	10	4
21	East	On-Street	Washington	5		5	1	3	3	1	2	1
21	South	On-Street	8th Street	15		15	5	10	4	5	5	7
21	West	On-Street	Wabash	8		8	0	0	1	0	0	0
22	A	Public Lot	Gravel Lot			0						
22	North	On-Street	7th Street	17	1	18	8	8	4	0	0	0
22	East	On-Street	Franklin	11	1	12	10	12	11	7	3	3
22	South	On-Street	8th Street	10		10	12	15	9	7	3	5
22	West	On-Street	Washington	9		9	2	1	0	0	0	0
23	A	Private Lot	Pharmacy Lot	24	2	26	14	11	12	8	1	3
23	B	Private Lot	Alley - Gravel	24		24	3	2	3	2	0	0
23	C	Private Lot	Church	2	2	4	1	1	1	0	0	0
23	D	Private Lot	Alley	7		7	0	0	0	0	0	0
23	North	On-Street	7th Street	16		16	6	2	1	0	0	0
23	East	On-Street	Pine	6		6	3	3	3	2	2	2
23	South	On-Street	8th Street	22		22	6	4	4	4	1	3
23	West	On-Street	Franklin	19	1	20	12	6	14	10	3	3
24	A	Public Lot	Corner Lot	17		17	1	2	2	1	1	2
24	North	On-Street	7th Street	11		11	1	0	0	0	1	1
24	East	On-Street	Spring	12		12	0	0	0	0	0	0
24	South	On-Street	8th Street	7		7	1	1	0	1	2	3
24	West	On-Street	Pine	6		6	0	0	0	0	0	0

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
25	North	On-Street	8th Street	17		17	9	11	8	8	3	2
25	East	On-Street	Wabash	8		8	4	1	2	0	1	0
25	South	On-Street	9th Street	12		12	5	5	6	4	7	8
25	West	On-Street	Washington	7		7	2	1	1	2	2	2
26	A	Public Lot	Farmers Market Lot	63		63	16	17	14	5	7	7
26	B	Private Lot	Church	7	1	8	1	1	0	0	0	0
26	C	Private Lot	East of Alley	18	1	19	12	9	10	7	5	14
26	North	On-Street	8th Street	19	1	20	15	11	6	5	4	4
26	East	On-Street	Franklin	15	1	16	11	10	13	11	16	15
26	South	On-Street	9th Street	1	3	4	2	6	6	1	7	4
26	West	On-Street	Washington	12		12	0	0	0	0	0	0
27	A	Private Lot	Office	38		38	12	1	0	0	0	0
27	B	Private Lot	Church	68	4	72	9	0	0	1	3	4
27	North	On-Street	8th Street	15		15	2	2	1	1	1	5
27	East	On-Street	Pine	5		5	0	5	1	0	1	2
27	South	On-Street	9th Street	5		5	0	1	1	1	2	1
27	West	On-Street	Franklin	7	1	8	2	4	4	4	6	8
28	North	On-Street	8th Street	9		9	1	1	3	1	2	3
28	East	On-Street	Spring	10		10	5	2	6	3	2	2
28	South	On-Street	9th Street	9		9	2	1	2	1	1	1
28	West	On-Street	Pine	10		10	2	2	1	3	3	3
29	North	On-Street	9th Street	12		12	4	4	4	6	8	10
29	East	On-Street	Washington	6		6	2	0	0	0	0	0
29	South	On-Street	10th Street	9		9	4	5	5	5	8	6
29	West	On-Street	Wabash	7		7	0	2	3	2	2	0
30	A	Private Lot	Apts	10		10	4	4	2	3	3	3

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
30	B	Private Lot	Apts - Gravel	15		15	6	7	8	5	4	4
30	North	On-Street	9th Street	11		11	2	8	5	5	11	0
30	East	On-Street	Franklin	6		6	3	3	6	0	3	1
30	South	On-Street	10th Street	11		11	2	4	4	1	2	0
30	West	On-Street	Washington	5		5	1	0	0	0	1	0
31	North	On-Street	9th Street	10	1	11	2	3	2	2	3	2
31	East	On-Street	Pine	3		3	3	2	2	2	0	0
31	South	On-Street	10th Street	7		7	1	3	2	2	0	6
31	West	On-Street	Franklin	4		4	1	2	3	2	3	0
32	North	On-Street	9th Street	11		11	3	3	1	2	1	5
32	East	On-Street	Spring	5		5	2	2	2	1	2	2
32	South	On-Street	10th Street	11		11	5	5	3	6	6	6
32	West	On-Street	Pine	3	1	4	0	1	1	0	2	1
33	North	On-Street	10th Street	NP		NP	NP	NP	NP	NP	NP	NP
33	East	On-Street	Wabash	5		5	2	1	2	3	4	2
33	South	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
33	West	On-Street	Washington	6		6	2	2	3	3	3	1
34	A	Public Lot	Portion of car lot	24		24	6	5	5	1	1	1
34	North	On-Street	10th Street	NP		NP	NP	NP	NP	NP	NP	NP
34	East	On-Street	Franklin	6		6	4	3	5	2	4	2
34	South	On-Street	11th Street	3		3	3	2	2	0	0	0
34	West	On-Street	Washington	5		5	1	0	0	0	0	0
35	A	Private Lot	South Shore commuter lot	37	1	38	28	29	30	34	15	11
35	B	Private Lot	South Shore back lot	12		12	1	0	0	0	0	0
35	C	Private Lot	11th and Franklin lot	5		5	4	3	4	2	3	3
35	North	On-Street	10th Street	1		1	0	0	0	0	0	0

Detailed Parking Inventory and Demand
19 June 15 - Friday



**In Season
Friday Peak Occupancy**

Spaces

Parked Vehicles

Block	Code	Type		Reg	ADA	Total	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
35	East	On-Street	Pine	2		2	1	1	1	1	1	1
35	South	On-Street	11th Street	10		10	0	3	2	0	0	0
35	West	On-Street	Franklin	1		1	2	0	0	0	0	0
36	North	On-Street	10th Street	12		12	7	4	5	7	5	6
36	East	On-Street	Spring	6		6	1	1	1	0	1	2
36	South	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
36	West	On-Street	Pine	3	1	4	0	1	1	2	1	2
37	North	On-Street	11th Street	9		9	0	0	0	1	1	1
37	East	On-Street	Wabash	NP		NP	NP	NP	NP	NP	NP	NP
37	South	On-Street	Green Street	12		12	2	1	2	4	3	6
37	West	On-Street	Washington	1		1	0	0	0	0	0	0
38	A	Private Lot	T shaped lot	60		60	5	3	2	3	4	9
38	North	On-Street	11th Street	6		6	2	1	1	0	2	4
38	East	On-Street	Washington	4		4	1	2	1	3	2	6
38	South	On-Street	Green Street	11		11	5	3	4	4	4	4
38	West	On-Street	Franklin	5		5	0	0	2	0	0	0
39	A	Private Lot	Moose Lodge	55		55	6	9	7	8	18	7
39	B	Private Lot	Retail	9	2	11	3	3	3	5	2	5
39	North	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
39	East	On-Street	Pine	6		6	2	3	6	2	0	0
39	South	On-Street	Green Street	3	2	5	1	1	1	1	3	2
39	West	On-Street	Franklin	3		3	0	0	0	0	0	3
40	North	On-Street	11th Street	NP		NP	NP	NP	NP	NP	NP	NP
40	East	On-Street	Spring	14		14	9	6	7	7	10	7
40	South	On-Street	Green Street	NP		NP	NP	NP	NP	NP	NP	NP
40	West	On-Street	Pine	4		4	3	0	0	1	1	0

APPENDIX B: SAMPLE PARKING BROCHURES AND MAPS



WALKER
PARKING CONSULTANTS

holland michigan downtown residential Parking System

Parking in Downtown Holland

This brochure contains information on Downtown Holland's residential parking system. The detailed map shows available parking areas for overnight residential parking.

This system is designed to accommodate all users, and your adherence to these policies is necessary to ensure a parking system that functions optimally. Please review this information and contact the Downtown Development Authority office with any questions or comments.

THANK YOU!

Downtown's Parking System At-A-Glance

Downtown's parking system is managed by the Downtown Development Authority (DDA). The system's annual budget is received from property assessments within the C-3 district. The parking budget is used for maintenance items (such as lot striping, paving, lighting, and landscaping), rental payments to lot owners, and other land improvements related to parking.

The DDA's Downtown Parking Board meets monthly to consider parking requests and set policy for recommendations to the DDA Board and City Council.

Residential Parking Policies

Welcome Downtown overnight parker! Our goal is to make Downtown overnight parking convenient and easy.

Designated Lots and Spaces

The Downtown Parking Map indicates overnight lot designations. Overnight permit holders are allowed to park in any designated overnight lots within the Downtown area. The difference between long-term and short-term designations are:

Long-term: Overnight permit holders may park their vehicles in the designated spaces within these lots for a 24 hour period. On-street parking prohibited.

Short-term: Overnight permit holders may park their vehicles in these lots between the hours of 8:00pm and 9:30am only, Monday-Saturday, and all day on Sunday. On-street parking prohibited.

Overnight Parking Registration

1. All Downtown overnight parking registration is done through the DDA office or online at: <http://www.downtownholland.com/parking/#>
2. Overnight parking applicants must show proof of vehicle registration when applying for an overnight permit, or permit will be denied.
3. A permit is valid only for the vehicle and license plate number noted on the permit application. Any changes must be approved by the DDA and the City Public Safety Department.
4. The permit (sticker) shall be displayed and affixed in the lower left-hand corner (driver's side) of your vehicle's rear windshield.
5. Signing the permit application verifies that you have received this brochure and understand fully the contents therein.

Ordinances

1. Permits may be revoked by the DDA for non-compliance with any of the provisions of the Ordinance Code of the City of Holland. Any permit fees paid prior to revocation of the permit shall be non-refundable.
2. The City Treasurer is authorized to deny renewal of a permit to an applicant for non-compliance with the provisions of the Ordinance Code of the City of Holland.*
3. Any motor vehicle remaining in a parking space continuously for more than a three (3) day period shall be presumptively deemed abandoned and subject to impoundment pursuant to the Ordinance Code of the City of Holland.

Fees, Fines, and Enforcement

The fees for Overnight Parking are as follows:

ANNUAL	\$120
3-6 MONTHS	\$80
1-3 MONTHS	\$40
WEEKLY	\$10

The fees for Deck Leases are as follows:**

3 MONTHS	\$100
ANNUAL	\$350

Fees will not be pro-rated. Fees subject to change. Permit replacements are charged the same rate as original permits.

Fines: Failure to comply with the rules and regulations stated in this brochure will result in a fine of \$15.00 or more.

Enforcement: The Holland Public Safety Department is responsible for enforcing these rules and regulations. All citation inquiries must be directed to the Holland Public Safety Department.



PERMIT GOES ON LOWER LEFT-HAND CORNER (DRIVER'S SIDE) OF YOUR VEHICLE'S REAR WINDSHIELD.

* This brochure is written in accordance with City of Holland Ordinance Code. Details and actual wording may be found at City Hall, or at the City's website.

** The 7th St. Parking Deck offers 24/7 covered parking year round. Please contact DDA office for details.

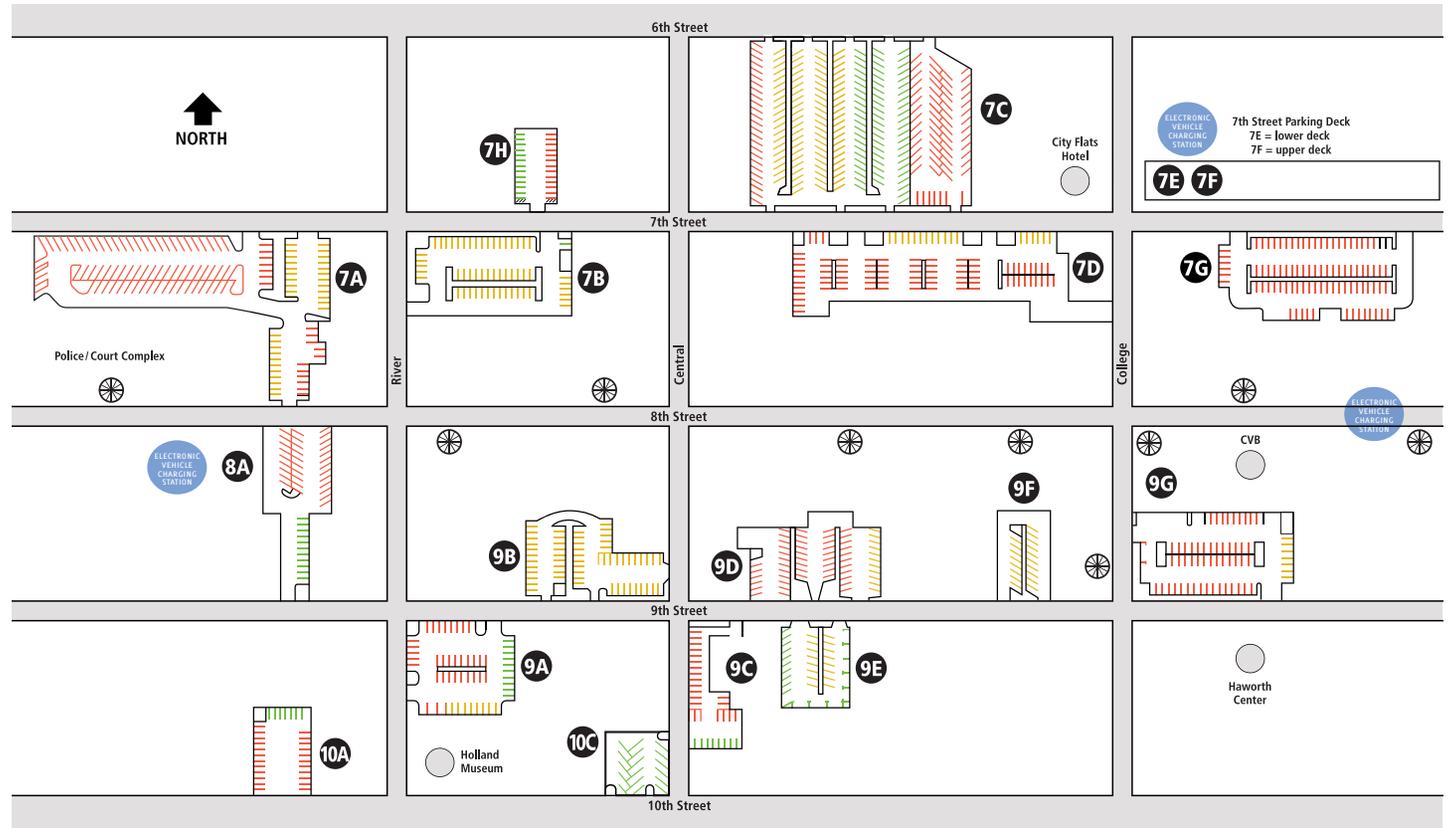
Available Residential Parking

LOT #	LOT NAME	AVAILABLE SPACES
7A	Police/Court	33
7B	Model Drug	57
7C	North 7th	147
7D	Outpost	19
7E+F	7th St Parking Deck	256
7G	Plaza Center	0
7H	West 7th	13
8A	Reader's World	11
9A	Holland Museum	19
9B	8th Street Grille	50
9C	ManPower	9
9D	Teerman's	10
9E	Fifth Third	31
9F	Lemonjellos	17
9G	New Holland Brew Pub	6
10A	Methodist Church	6
10C	Centennial Park Place	14
TOTAL:		698

Residents PLEASE PARK IN DESIGNATED SPACES ONLY

- █ **Long-term overnight parking**
Daytime parking allowed
24 HOUR PARKING
- █ **Short-Term overnight parking**
No daytime parking allowed
MON - SAT: 8PM-9:30AM PARKING ONLY
ALL DAY SUNDAY
- █ **No parking anytime**

Downtown Parking Lot Designations



= Public Bike Racks

2013-2015
 City of Holland Downtown Development Authority
 44 West 9th Street, Holland, MI 49423
 Phone: 616 355 1050 Fax: 616 355 1051
 downtownholland.com

DOWNTOWN Petoskey



TREASURES FROM THE SHORES TO THE STORES

Parking is Easy! When You're in Downtown Petoskey!

*It's a short walk from a convenient parking lot to
Downtown shopping, dining, and lodging*

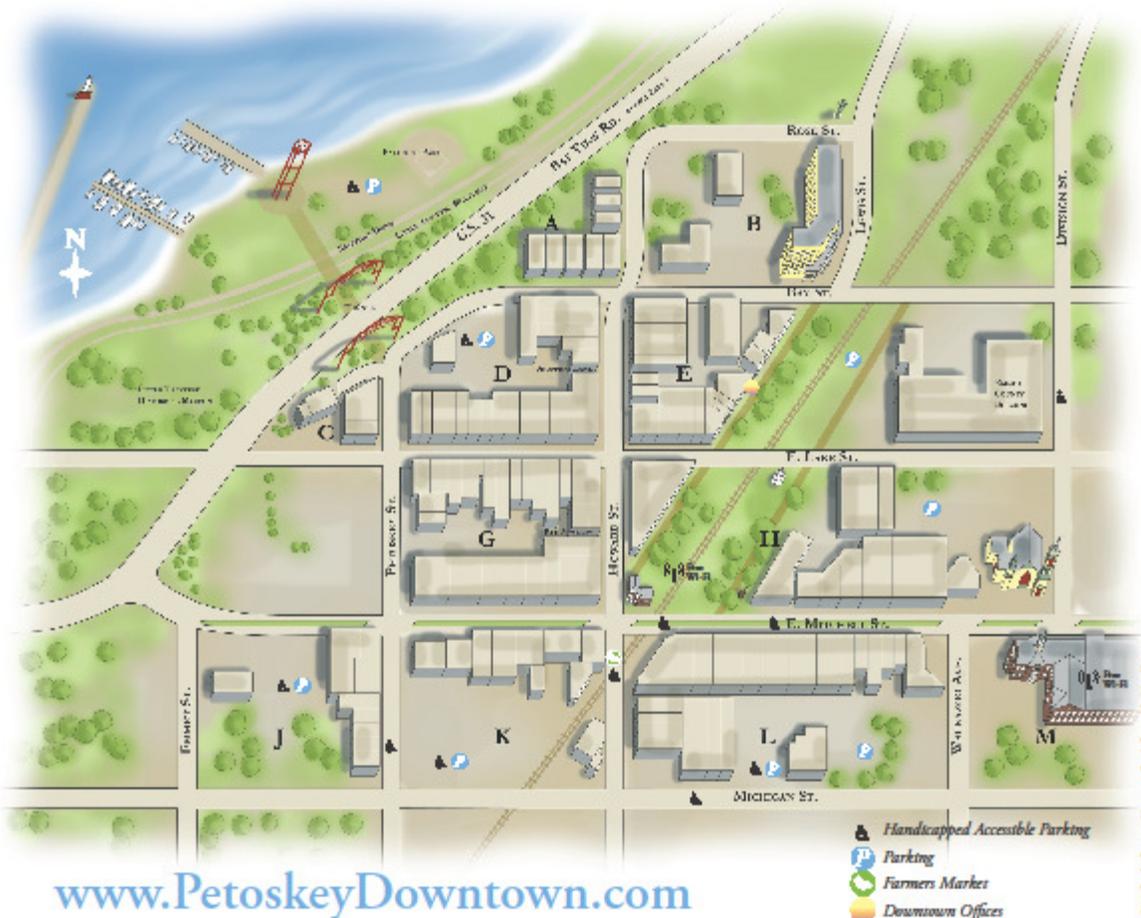
Downtown Parking Office 231.439.9124

Parking meters are enforced Monday through Saturday, 9 a.m. to 5 p.m. to assure an adequate turn-over of spaces for your convenience.

Handicapped parking is **FREE** in any legal Downtown parking space if a handicap placard or plate is visible on your vehicle.

Street meters have a three-hour time limit and meters in parking lots offer three to ten hour limits.

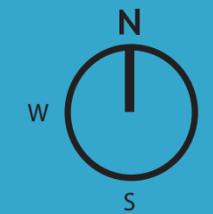
Parking is **FREE** on Sundays and major holidays



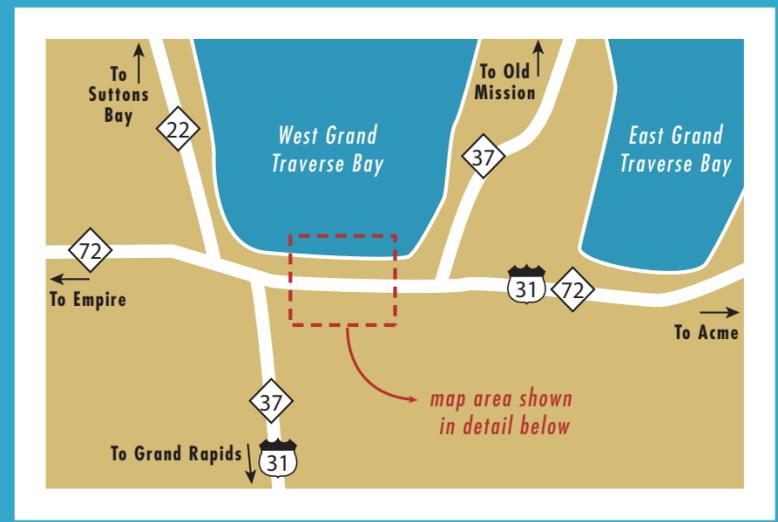
www.PetoskeyDowntown.com

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West Grand Traverse Bay



TRAVERSE CITY PUBLIC PARKING GUIDE



- ← One-way Traffic
- Parking Decks
- 10-Hour Metered Parking
- 2-Hour Metered Parking
- Free Public Parking
- Parks
- TART (Traverse Area Recreational Trail)
- River Walk & Pedestrian Walkways
- ♿ Public Restrooms (hours vary)
- ? Information
- \$ ATM

On-street 2 hour parking available throughout downtown.

A bike parking map is available online at www.downtowntc.com/parking/bikeparking.html



Downtown Valparaiso. So many opportunities...

Parking in Downtown has never been easier! Convenient options include on-street parking, parking lots, and a parking garage. Parking is monitored from 8am-5pm Monday-Friday. Enjoy free parking during evenings, weekends, and holidays.

ON-STREET PARKING

On-Street parking is provided in three zones: 2-hour parking in Red Zone A on Lincolnway and Courthouse Square, 3-hour parking in Green Zone B west of the courthouse and 3-hour parking in Blue Zone C east of the courthouse. Free parking is available in all other areas unless posted. Feel free to move between zones during the day, but don't park in one zone for more than 3 hours per day.



PUBLIC PARKING LOTS

Public lots of various types are available, including 3-hour parking per day per lot, permit parking, metered lots, and free parking. Signage tells what type of parking is available in each lot.

PORTER COUNTY PARKING GARAGE

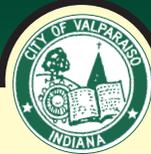
A public garage owned and operated by Porter County Government is located on the south side of the County Administration Building. Enter the garage off Napoleon Street and pay 50 cents upon exit. Pedestrian access is available through the Administration Building or the SW corner of the garage. Please note - elevator access is available 8:30am-4:30pm Monday-Friday.

CITY HALL PARKING LOT

A 2-hour lot located on the east side of City Hall is provided for guests of City Hall and surrounding businesses.

HANDICAPPED-ACCESSIBLE PARKING

Handicapped-accessible parking spaces are located throughout Downtown. Handicapped-accessible parking is enforced at all times. Valid identification (hang tag or license plate) must be displayed at any time when parked in a handicapped-accessible parking space.



PUBLIC PARKING PERMITS

Annual permits are available for \$100.00 from the office of the Clerk Treasurer in City Hall. Cash or check made payable to the City of Valparaiso is accepted. Permits allow parking in any of several permit lots throughout downtown for an unlimited time per day.

PARKING VIOLATIONS

Parking violations are regulated by City Code Chapters 72 and 74. Fines for violation are payable at the Valparaiso Police Department and are as follows:

2-hour, 3-hour, meter, restricted parking, or "city permit only" violation - **\$15**

No parking, alley parking, double parking, and yellow zone violation - **\$30**

Illegal handicapped-accessible parking, fire hydrant blocking, fire zone, and fire lane violation - **\$75**

Please note - All fines not paid within 14 days of issuance are doubled. A second ticket on the same day results in a fine double the amount of the first ticket. A third parking ticket on the same day carries a fine triple the amount of the first ticket.

ADA ACCESSIBILITY

For more information or concerns regarding ADA accessibility, or to request this document in an alternate/accessible format, contact City Administrator/ADA Coordinator Bill Oeding as listed below or email boeding@valpo.us.

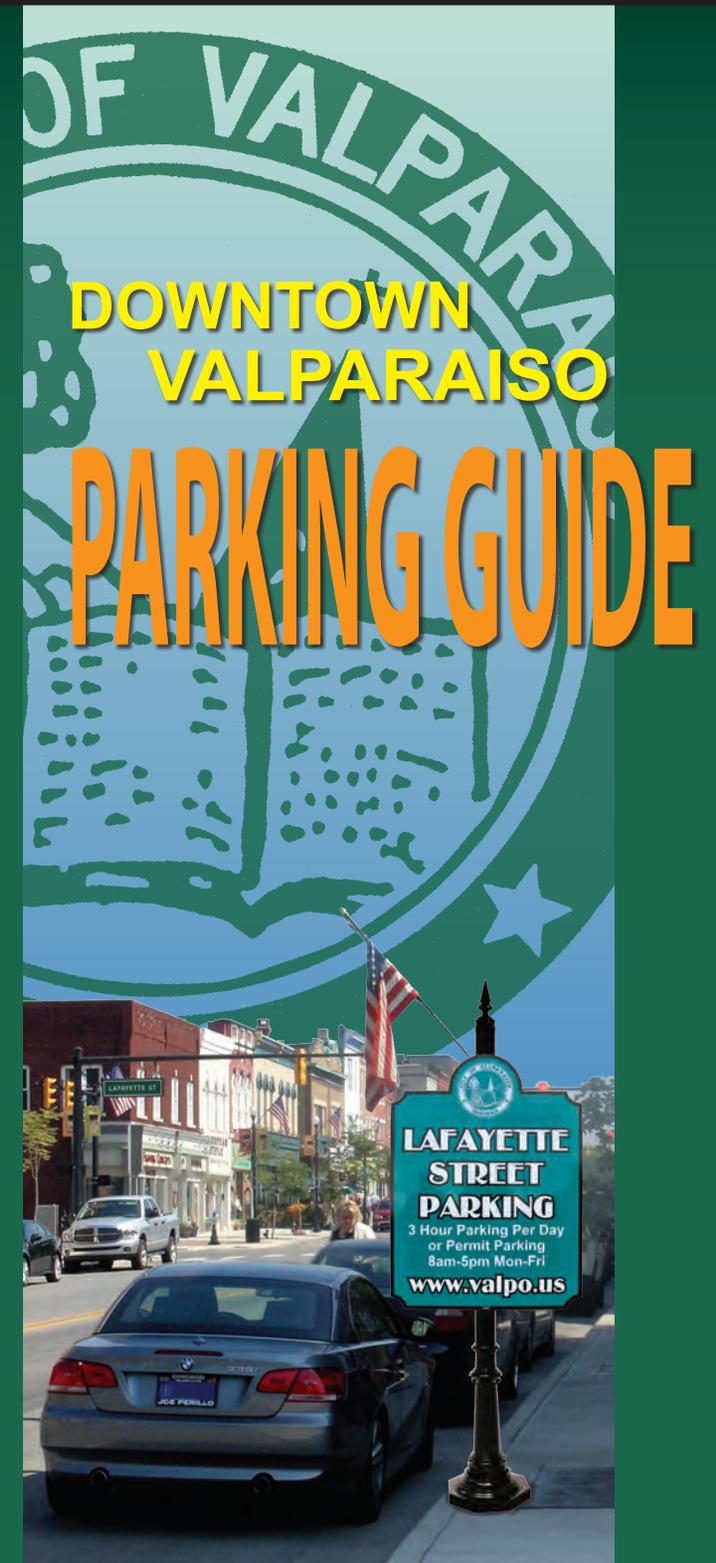
For information on permits or city codes contact City of Valparaiso

Clerk Treasurer's Office

166 Lincolnway, Valparaiso, IN 46383
Phone 219-462-1161 • Fax 219-464-4273
www.valpo.us • www.twitter.com/valpocity
Find us on Facebook via "Valparaiso Now"

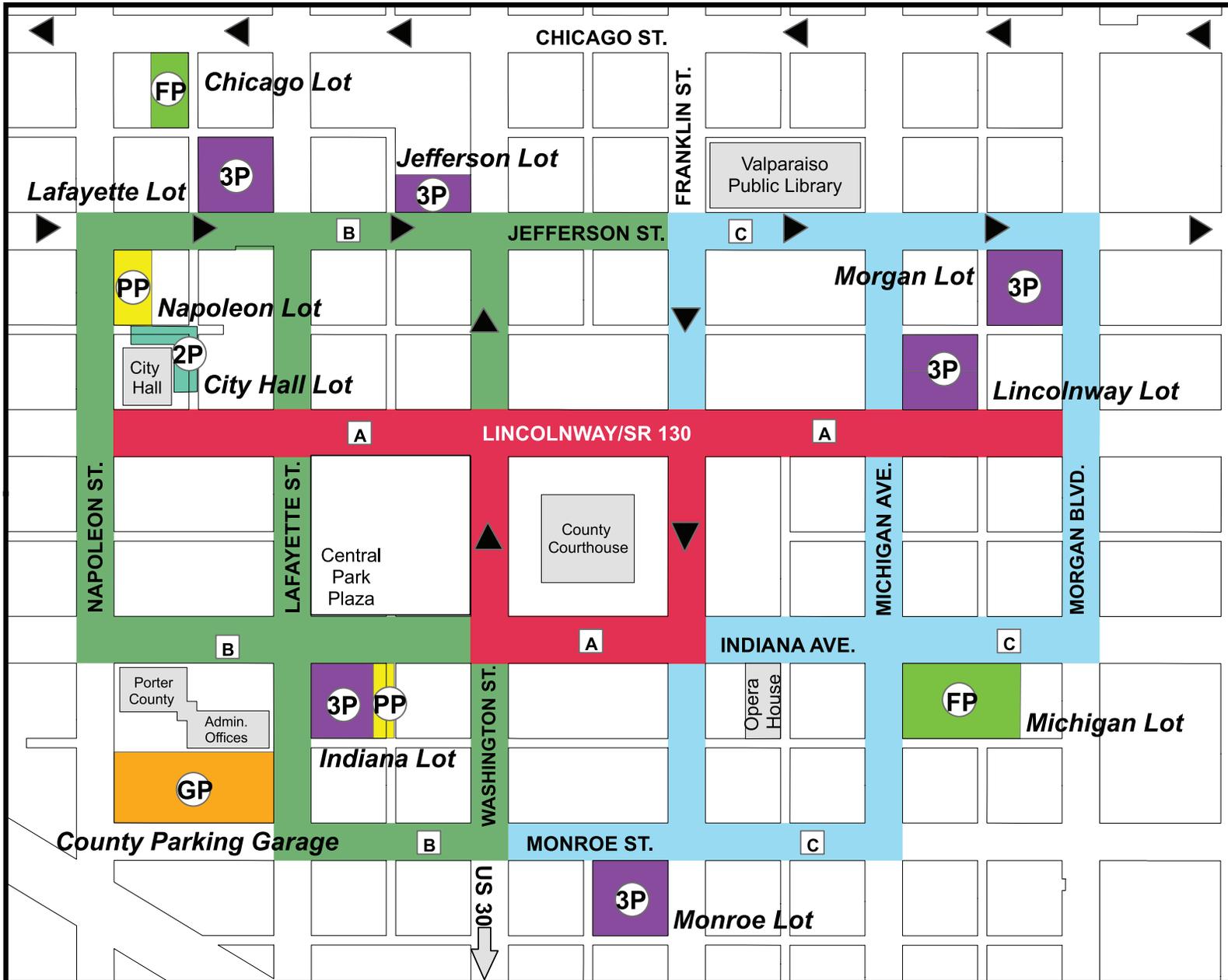
For information on violations or enforcement contact

the Valparaiso Police Department
355 S. Washington St., Valparaiso, IN 46383
Phone: 219-462-2135 • FAX: 219-477-4767
www.valparaisopolice.org



Downtown Valparaiso Parking Map

December 2010



Off-Street Parking Lots

-  Free
-  Free 2hr
-  3hr/Meter/Permit
-  Pay - Garage
-  Permit

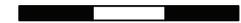
On-Street Parking Zones

-  Zone A (2 Hour)
-  Zone B (3 Hour)
-  Zone C (3 Hour)

-  Free Parking
-  One-Way Street



0 100 200 300



Feet