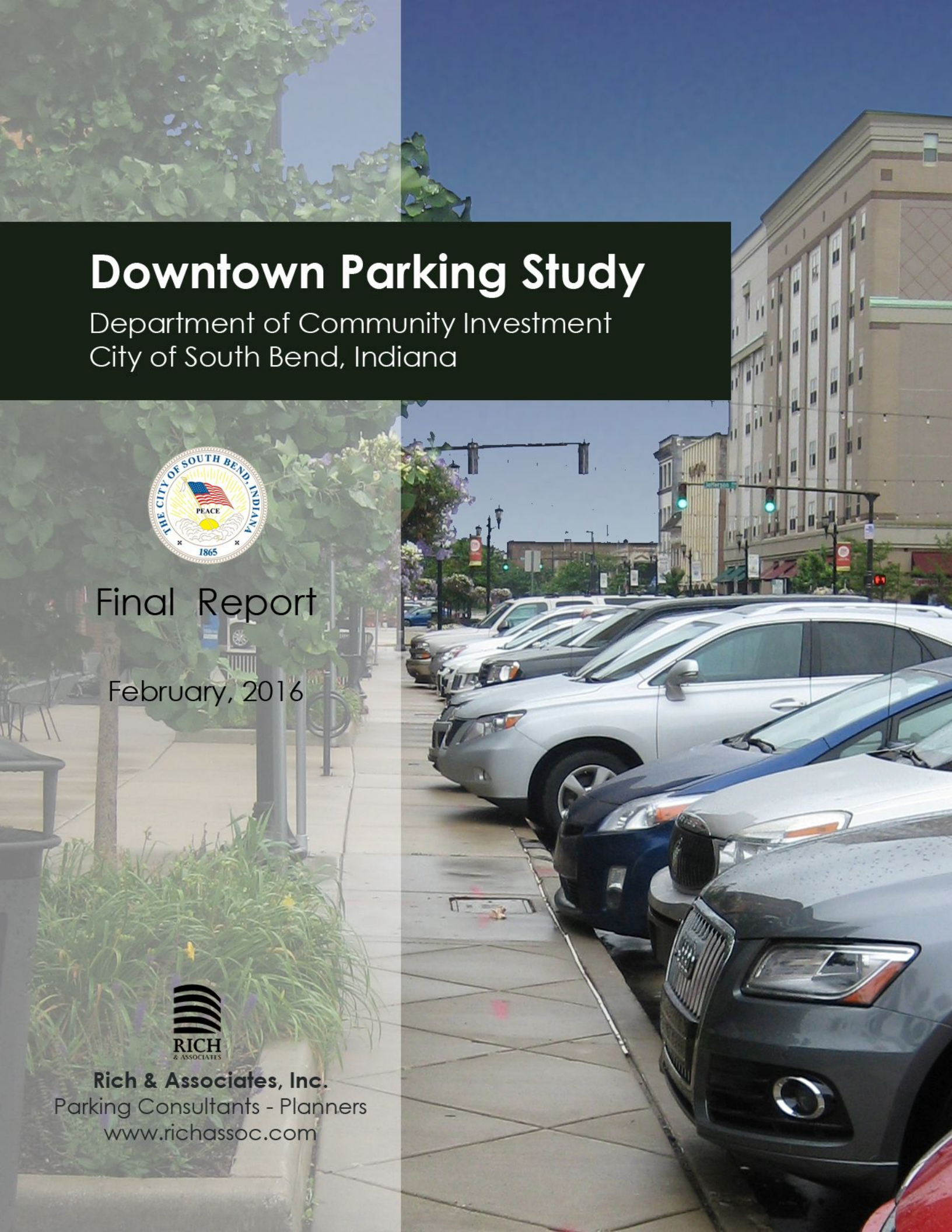
Downtown Parking Study

Department of Community Investment
City of South Bend, Indiana



Final Report

February, 2016

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Parking Consultants - Planners
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SECTION 1 – EXECUTIVE SUMMARY

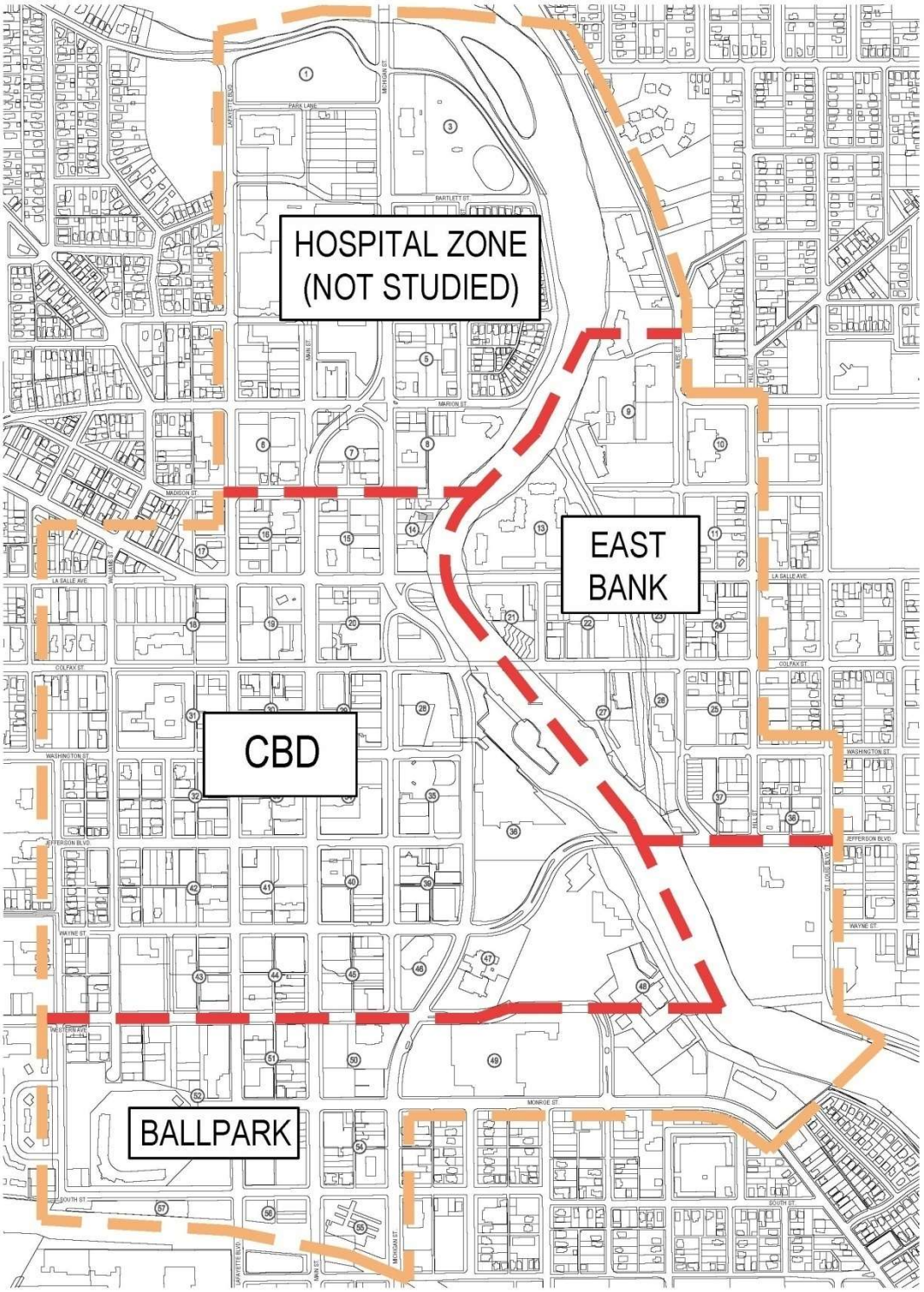
Introduction

Downtown South Bend is planning and undergoing several exciting changes that will bring new housing and retail developments both to the core CBD district (west of the River) as well as several housing and commercial projects planned for the East Bank District. The City also envisions additional opportunities in the area of Four Winds Field, which is the City's minor league ballpark. In order to understand the impact of the development projects on downtown parking and to address identified deficiencies, the City commissioned this comprehensive parking study. This study is to quantify and qualify all current and future parking supply within the study area as well as quantify and qualify existing and future parking needs. This information can then be used to help the City determine where additional parking should be located, and what may be the appropriate size of a new parking facility to replace one of the City's aging parking structures, which is expected to need replacement within the next five to ten years.

Results Summary

Study Area

The study area defined by the City extended from South Street as the southern boundary to north of Memorial Hospital and from just west of Lafayette Street as the western boundary to Hill Street east of the St Joseph River as the eastern boundary. This area has further been separated into four zones. The area from Marion Street on the north down to Western Avenue on the east and from Lafayette to the River is defined as the CBD Zone. The area between these northern and southern boundaries east of the river is the East Bank Zone. The small area around the ballpark (Ballpark Zone) has also been analyzed as part of this report. The Hospital zone (north of Marion) is not included in the assessment as Memorial Hospital controls virtually one hundred percent of the property that consist of hospital buildings and parking. Map 1 on the following page demonstrates the downtown study area and zones.


HOSPITAL ZONE
(NOT STUDIED)
EAST
BANK
CBD
BALLPARK
SOUTH BEND
PARKING STUDY
SOUTH BEND, INDIANA
RICH
& ASSOCIATES
Parking Consultants
Architects Engineers
Planners
07/15
BLOCK
NUMBER
LEGEND:
STUDY AREA
ZONE BOUNDARIES
BLOCK FACE KEY PLAN:
A
D
B
C
Sheet Title:
STUDY
AREA
MAP Number:
MAP 1

CENTRAL BUSINESS DISTRICT

Parking Supply

Within the CBD zone, there are more than 100 privately controlled (and restricted) off-street parking areas and 15 publicly available lots or parking structures. While the number of facilities is widely disproportionate, the total number of spaces that are publicly available is (on a percentage basis) only slightly less at 45 percent publicly available versus 55 percent privately controlled.

A best practice is for the City to have at least 50 percent of the spaces publicly available to foster a walkable community where patrons can park once and walk to multiple destinations. This equates to a current difference of 377± publicly available spaces short (from the 50/50 benchmark) when considering that there are just under 6,900 spaces (6,858) within the CBD. Too many private spaces limit the walkability, as private property owners generally intend that their parking areas are available to their customers and staff only while visiting that business and then are expected to move their vehicle to make way for the next customer.

Included in the 6,858± total spaces within the CBD, are 858 on-street spaces that are generally limited to one or two hours, but which is all free parking. The 858 spaces represent 28 percent of the public supply within the CBD but only 12 percent of the CBD total parking supply. Most publicly available off-street parking requires payment but two of the three City-owned parking structures offer the first two hours of parking free while the third offers the first 15-minutes free. After the free period, hourly rates begin to the maximum daily fee in all three structures of $5.00. In the City parking structures, payment is through automated equipment at the exit or in the case of several lots, honor boxes with pay by space. None of the City's parking facilities are attended.

Table 1 – Summary Parking Supply (Central Business District Zone)

Public Parking		Private Parking		TOTAL	
On-Street	**Off-Street**	**On-Street**	**Off-Street**	**On-Street**	**Off-Street**
858	2,194	0	3,806	858	6000
3,052		**3,806**		**6,858**	
44.5%		**55.5**		**100.0%**	

Parking Demand - Current

In order to quantify the parking demand, Rich collected the amount of building area dedicated to various types of land use (office, retail, food service, residential etc.) from the St. Joseph County Assessor's website. This data was quantified by block to which a parking generation rate (number of parking spaces

used per 1,000 square feet, residential dwelling unit, hotel room etc.) could be applied. This data was then compared to observed values as obtained during the turnover and occupancy study conducted by Rich adjusted to reflect anticipated peak day conditions. The total parking supply (6,858 spaces) compared to the 3,404,000 square feet of building area (excluding residential units and hotel rooms) calculated as 2.01 spaces per 1,000 square feet. Based on the collected data, approximately 2,797,000 square feet is occupied (leaving approximately 607,000 square feet currently unoccupied). Comparing the 6,858 parking spaces to 2,800,000 would result in the ratio of provided spaces increasing to 2.45 spaces per 1,000 square feet of occupied building area. Peak hour observations from the utilization study (adjusted for peak day) showed an expected occupancy of 4,834 spaces occupied. Using parking generation rates for the various types of land uses that were consistent with the observed conditions (adjusted for peak day) resulted in the calculated parking demand at peak time of 4,846 spaces, a figure very close (+12 spaces) to the adjusted observed values (4,834 spaces). The 4,846 spaces needed, as calculated at peak time, equates to 1.78 spaces occupied per 1,000 square feet of occupied building area and compared to the 6,858 spaces available equates to a parking occupancy rate of 71 percent.

Parking Demand – Future

Several redevelopment projects are currently underway including the conversion of the Hoffman and LaSalle Hotels to residential developments as well as the conversion of the JMS building to residential housing. Also planned is the proposed development of a hotel on the College Football Hall of Fame site. These projects combined will add significant parking demand (160 additional spaces) to the downtown parking requirements. The hotel on the Hall of Fame site will also eliminate a net 41± spaces.

A net additional 46± spaces will become available on block 20 within the current construction staging area for the renovation of the former LaSalle Hotel building and the adjacent Hoffman building, offset by additional parking demand created by the re-occupancy of these two buildings.

These changes will result in the calculated parking demand increasing from 4,846± space to 4,999± spaces (+153 spaces) and the parking supply increasing (by 255 spaces) to 7,113 spaces increasing the gross parking surplus from 2,012 spaces to 2,114 spaces (70% occupancy).

Additional significant demand will be created as the Chase Tower (315,000 square feet) is renovated into what is expected to be ground floor retail/restaurant, with upper floors as hotel rooms and residential units (with much of the resulting demand accommodated within the 250 spaces beneath this building) as well as other smaller locations of vacant space is reoccupied. Depending on the proportion of 98,000 square feet of vacant space re-occupied (after excluding the re-occupancy of the projects noted above and assuming the Chase Tower square footage allocated as hotel and residential space), the downtown ***gross*** parking surplus will be reduced up to 283± spaces assuming 90 percent of the existing vacant space is reoccupied as shown in **Table 2** below. The net surplus values discount surplus ***private*** spaces (since they typically are not available to the general public) to reflect the surplus of publicly available parking.

Table 2 - Projected Surplus with proposed development projects and alternative vacant space re-occupancy

			Percentage of 97,995 Vacant Square Feet Occupied								
	Current	Future*	10%	20%	30%	40%	50%	60%	70%	80%	90%
Total Demand	4,846	4,999	5,022	5,045	5,068	5,103	5,139	5,174	5,210	5,246	5,282
Total Supply	6,858	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113
Gross Surplus / (Deficit)	**2,012**	**2,114**	**2,091**	**2,068**	**2,045**	**2,010**	**1,974**	**1,939**	**1,903**	**1,867**	**1,831**
Effective Parking Occ	**71%**	**70%**	**71%**	**71%**	**71%**	**72%**	**72%**	**73%**	**73%**	**74%**	**74%**
Net Surplus / (Deficit)	**513**	**384**	**383**	**382**	**381**	**380**	**379**	**378**	**376**	**375**	**374**

EAST BANK ZONE

Parking Supply

The parking supply within the East Bank zone consists of 27 privately owned lots with a combined total of 993 spaces and just two lots with publicly available parking (Seitz Park and north of the Emporium) with a total of just 32 spaces. Seitz Park is not convenient to any of the commercial businesses within the zone. The total off-street supply equates to 1,025 spaces. There are also 290 on-street spaces that, unlike the CBD zone, none of the on-street spaces have time limits. The total parking supply in the East Bank is 1,315 spaces.

Parking Demand - Current

The parking demand for the East Bank was determined in a similar method as the CBD. The quantified building square footage by land use currently totals 377,000 square feet meaning there are nearly 3.5 parking spaces per 1,000 square feet of building area. From the assessor's data, virtually all (374,000) is currently occupied. Using data from the field observations, peak time appeared to be between 11:00 am and 12:00 noon. The adjusted observed peak parking utilization (correcting for peak day) would be 695± spaces occupied while the calculated parking demand for this time totals 716 spaces. The 716 spaces equate to 1.91 spaces occupied per 1,000 square feet of occupied building area.

Parking Demand – Future

As of the date of this report, several combined residential and retail developments are planned for the East Bank. These include:

- East Bank Flats on block 21 of the study area consisting of 18 residential units, assumed 2,000 sf of retail space plus 31 parking spaces.
- Colfax at Hill on block 24 consisting of 16 residential units, 4,800 sf of retail space plus 16 parking spaces.
- River Race Flats on block 37 consisting of 32 residential units and 8,000 sf of ground floor retail space and 9,000 sf of 2nd floor office space plus 30 parking spaces.

These developments will increase the parking demand within the East Bank by 73 parking spaces to 789 spaces needed at peak hour while adding 77 parking spaces to the supply (bringing it to a total of 1,392 spaces) resulting in a slight **increase** in the gross parking surplus for the East Bank from 599 spaces to 603 spaces.

BALL PARK ZONE

Parking Supply

Within the "Ballpark" zone just 15 percent of the off-street parking can be classified as "publicly available". There are approximately 90± spaces where the actual parking stalls are striped and intended for use by staff and patrons of the ballpark, with others unmarked but available on open grass lots during ballgames. The ballpark zone also includes spaces surrounding the Post Office on St. Joseph, which at some point will be repurposed. The off-street supply in the ballpark zone totals 573± spaces of which 486± spaces are classified as private parking. On-street parking on the included blocks adds an additional 207± spaces to the zone for a total supply of 780± spaces.

Parking Demand - Current

The total building square footage (exclusive of residential uses) is just under 400,000 gross square feet, not including the ballpark. Within the zone are approximately 40 residential units, most of which are associated with the Hope Rescue Mission. The calculated parking demand for the daytime hours in this zone totals 243± spaces, which occurs during the afternoon hours (3:00 pm – 4:00 pm) but a morning peak consistent to the peak periods in the CBD and East Bank zones (11:00 am) has a parking demand of 226± spaces which is very close to the later afternoon peak.

Parking Demand – Future

One potential project whose needs are undefined at this point could occur on the block directly north of the ballpark but it is anticipated to provide for all of its parking needs on-site. It is also expected that any existing parking needs displaced by the new development will be able to be accommodated on existing unused parking southeast of the ballpark.

Summary Conclusions

As a result of the analysis completed to date, Rich has reached some preliminary conclusions for the three zones studied, CBD, East Bank Zone and Ballpark Zone.

1. While the demand calculations for the CBD show a parking surplus, there are pockets where the parking is insufficient and which is consistent with patrons' perceptions. This is likely due to the high proportion of "reserved" spaces within the parking structures. Patrons indicated on the surveys that the average stay is in excess of three hours for which the two-hour time limited on street parking would be insufficient. These restrictions mean either moving their vehicle periodically or risking a parking citation. Because of the high proportion of reserved spaces, patrons may not feel that they will find a parking space in a convenient parking structure.

2. Re-occupancy of currently vacant space within the CBD coupled with redevelopment of several other properties will result in several more areas having apparent parking deficiencies or existing deficiencies will increase; and that will further enhance the perceptions of insufficient parking due to the number of reserved parking stalls.
3. The East Bank Zone has a current surplus. Additional known developments will increase the parking demand while at the same time adding to the parking supply with the result being a slight increase in the surplus rather than resulting in a decrease or having a deficit.
4. The Ballpark Zone has a current surplus approaching 300± spaces. However, more than 200,000 gross square feet of building area is currently vacant, including about 120,000 gross square feet in the former post office building (sorting facility). Re-occupancy of the existing vacant space at even modest parking generation rates (1.25) could virtually eliminate the existing Ballpark Zone surplus.
5. Patrons do not have a strong sense that the existing directional signage (to parking) is adequate.
6. Examination of the economic data for the parking system does not appear to indicate a system that can support the debt from constructing a new parking facility but which would require subsidy by the City. The system is currently generating a "surplus" of $300,000 per year but this does not account for any allocations to fund long-term maintenance needs or existing debt service on the garages.
7. Only about 50 percent of parking citations are collected. A more reasonable collection rate is between 60 percent and 80 percent. At these levels, this would generate additional income of between $25,000 and $82,000 per year.
8. The one-hour parking spaces in the CBD are inconsistent with the needs of many patrons. Two-hour parking is generally acceptable to encourage turnover, but there must be available alternatives for those patrons wishing to stay longer which does not appear to be the case in South Bend as many of the spaces in the three parking structures are reserved.
9. Business owners, employees and customers / visitors in general all seemed to agree that users should pay for parking (with many feeling that a combination of paid parking supported by the General Fund and taxes on businesses) would be acceptable.
10. Customer /Visitors and downtown employees expect to be able to park within approximately 1.7 blocks of their destination while business owners feel that the maximum their customers should have to walk as 1.25 blocks.
11. The current level of development in the East Bank can exist with the time limits for on-street parking unrestricted. This is because most private entities have off-street parking for their staff which means that they don't necessarily use on street spaces. This may change in the future if any existing parking lots become sites for expansion. In this case, employees may then try to use the on-street parking because it is unrestricted (and presumably more convenient) which could potentially create issues for some customers or visitors who may then be unable to find convenient on-street parking for themselves. Should such development occur, time limit restrictions may be necessary for on-street spaces in the East Bank zone.

SECTION 2 – ANALYSIS – CBD ZONE

Introduction

South Bend is experiencing renewed interest in its downtown leading to increasing levels of commercial activity and new developments. Several older buildings are in the process of renovation that will position them for higher levels of activity while proposed new development projects will bring more hotel guests and the associated levels of activity from conventions and other large gatherings. Using a proven methodology, Rich and Associates have calculated the parking needs for the Central Business District as one zone with the parking requirements for the East Bank District shown as a separate zone and discussion, as well as the area around Four Winds Field (ballpark zone) analyzed as a separate zone. The requirements in all three zones have been determined reflecting existing conditions as well as future parking needs considering the known developments taking place within each zone together with re-occupancy of existing vacant space within the Central Business District.

Methodology

In order to calculate the parking needs for the study area, Rich and Associates rely upon a proven methodology that has a series of data collection tasks and analyses. These steps include:

- A detailed inventory of the parking supply (public and private) both on street and off-street.
- A complete inventory of the available building square footage within the study area that generates the parking demand. This data came from the St. Joseph County Assessor's website that had the amount of square footage in each building dedicated to the various types of land uses (office, retail, theater, storage etc.).
- Observations of the actual utilization of the existing parking supply. As noted above, the overall study area has been separated into the CBD zone that includes the blocks between Western Avenue on the south to Marion Street on the north and from the west side of Lafayette to the River. The East Bank zone includes the area from the River to Hill Street between Jefferson and Madison while the Ballpark zone covers the area south of the CBD surrounding the ballpark.
- The parking needs have been calculated for each block within each of the three zones.
- The demand reflects existing (at the time of the fieldwork) and future conditions reflecting proposed new developments and occupancy of current vacant space within the CBD.
- Comparison of the parking demand and the parking supply on each block within each zone.

Results – Central Business District (CBD)

Parking Supply

The parking supply serving the visitors and workers to the Central Business District is a combination of surface lot parking, on-street parking and structured parking spaces. The off-street supply makes up nearly 90 percent of the total with the balance consisting of the on-street parking spaces, mainly one and two-hour time limited. About 45 percent of all on-street spaces have painted stall markings designating each space. Sixty percent of the one and two-hour spaces are individually designated. All on-street parking is free as well as the first two hours in the Main Street Garage and the Wayne Street Garage with the first 15 minutes free in the Leighton Garage. After the free period, all three City-owned garages have hourly rates to a daily maximum of $5.00 and monthly rates of $45.00. A reserved space in one of the three parking garages is just $55.00 per month (+$10.00). All three City garages are free after 6:00 pm and all day on weekends except for special events.

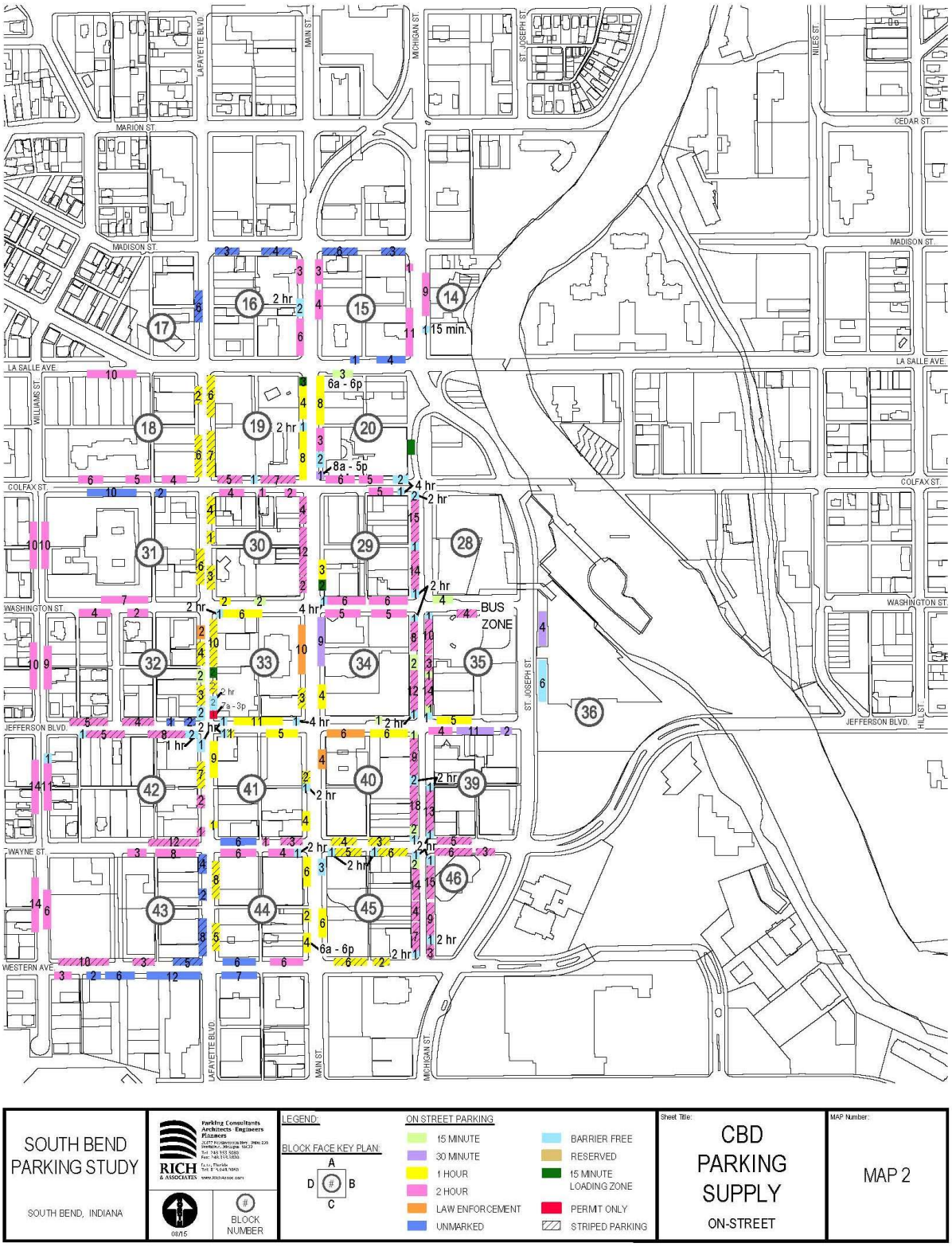
The parking supply within the Central Business District totals just under 6,900 spaces which is nearly evenly split to the best practice proportion of 50/50 public versus private supply. Forty-five percent is publicly provided meaning 55 percent of the parking spaces within the CBD are privately owned and restricted spaces. When the proportion of private parking exceeds fifty percent, it becomes more difficult for patrons to park once and walk to multiple destinations, since private property owners generally want patrons to move their vehicles when their business is concluded to make room for the next customer.

As **Table 3** below shows 3,052 spaces are "publicly" available while 3,806 are privately provided. It should be noted that "public parking" under Rich's definition means parking that can be used regardless of destination. Under this definition the Coyne Garage, which is privately owned, allows anyone to park there for a fee. Conversely, under this definition, the parking associated with the Library is considered "private" since it is only intended for use while someone is visiting the library.

Table 3 - Summary Parking Supply

Public Parking		**Private Parking**		**TOTAL**	
On-Street	**Off-Street**	**On-Street**	**Off-Street**	**On-Street**	**Off-Street**
858	2,194	0	3,806	858	6,000
3,052		**3,806**		**6,858**	
44.5%		**55.5%**		**100.0%**	

Map 2 on page 10 details the on-street parking supply while **Map 3** on page 11 shows the off-street parking spaces. Tables detailing the on street and off-street parking inventories are in the appendix of the report.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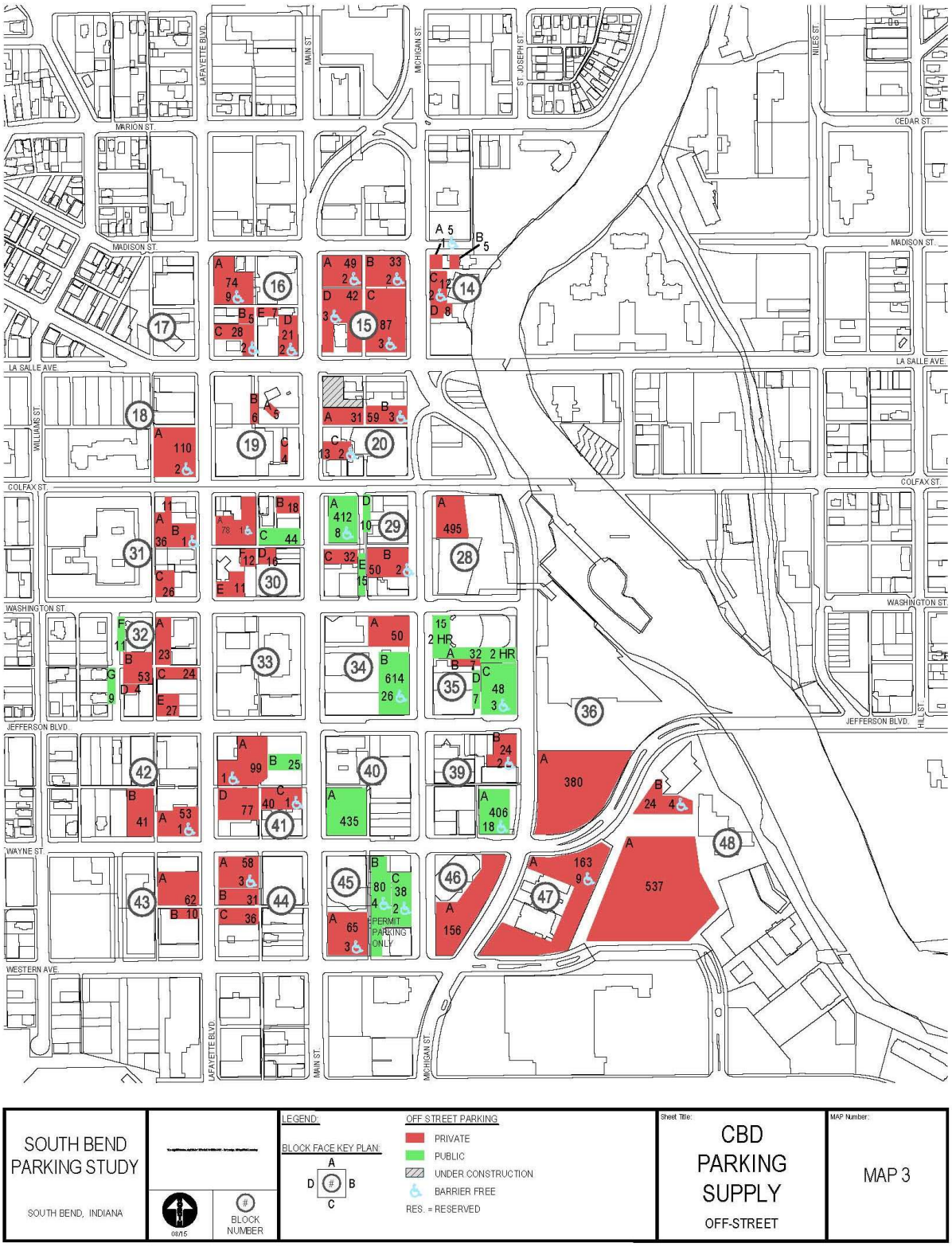
LA SALLE AVE.
COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
WAYNE ST.
WESTERN AVE.
LAFAYETTE BLVD.
MAIN ST.
MICHIGAN ST.
ST. JOSEPH ST.
NILES ST.
CEDAR ST.
WILLIAMS ST.
HILL ST.
BUS ZONE
15 min.
6a - 6p
8a - 5p
2a - 3p
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants
Architects Engineers
Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
B
C
ON STREET PARKING
15 MINUTE
30 MINUTE
1 HOUR
2 HOUR
LAW ENFORCEMENT
UNMARKED
BARRIER FREE
RESERVED
15 MINUTE LOADING ZONE
PERMIT ONLY
STRIPED PARKING
Sheet Title:
CBD PARKING SUPPLY
ON-STREET
MAP Number:
MAP 2


MARION ST.
MADISON ST.
LA SALLE AVE.
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WASHINGTON ST.
JEFFERSON BLVD.
WAYNE ST.
WESTERN AVE.
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MAIN ST.
MICHIGAN ST.
ST. JOSEPH ST.
NILES ST.
CEDAR ST.
WILLIAMS ST.
HILL ST.
PERMIT PARKING ONLY
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
08/15
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
OFF STREET PARKING
PRIVATE
PUBLIC
UNDER CONSTRUCTION
BARRIER FREE
RES. = RESERVED
Sheet Title:
CBD PARKING SUPPLY
OFF-STREET
MAP Number:
MAP 3

Land Use

Based on data found on the St. Joseph County Assessor's website, within the Central Business District, the total building square footage[1] totals 3,404,439 square feet of which nearly 2.8 million square feet is currently occupied equal to about 82 percent occupancy. Additionally, within the CBD zone, there are 189 residential units and 265 hotel rooms[2].

Table 4 - Land Use Summary

Land Use	Square Footage / Residential Units / Hotel Rooms[3]
General Office	1,969,592
General Retail	153,363
Basement (Office/Retail)	102,317
Bank	54,314
Auto Service	8,570
Light Warehouse/Manufacturing	72,680
Hospitality	24,255
Independent Office	74,533
Restaurant/Food Service	93,250
Medical Office	10,629
Special Use*	233,042
Sub-Total	**2,796,545**
Vacant	**607,894**
Total Square Footage	**3,404,439**
Residential Units	189
Hotel Rooms	265
** Special Use includes what the Assessor defines as "Theater" space (Large gathering) in churches and event centers where much of this is unused during "typical" daytime hours. Also included with "Special Use" is the Health Club at the Memorial Healthplex.*	

Ratio – Parking Supply to Land Use

Comparing the total parking supply within the CBD (6,858 spaces) to the total amount of building square footage (3,404,439) means that 2.01 parking spaces are available for every one thousand square feet of building area. (6,858 ÷ 3,404 = 2.01). When factored for just the occupied building space within the CBD per the table above, the ratio increases to 2.45 spaces provided for every one thousand square feet of **occupied** building area (2,796,545) (6,858 ÷ 2,796 = 2.45).

[1] *Excluding square footage associated with residential units and hotel rooms shown as individual dwelling units.*
[2] *256 rooms at Hilton's Doubletree and 9 rooms in a small bed and breakfast.*
[3] *Source: St. Joseph County Assessor Website*

Parking Utilization Analysis

A critical element of the parking demand determination is to have some means of validating the parking generation rates developed that reflect parking conditions in the CBD of South Bend. Simply assigning parking requirements to various land uses without some means of verifying their accuracy can easily result in parking requirements that are either too high (meaning additional parking supply is developed that frequently sits empty) or too low meaning that there is constant frustration with being able to find a convenient appropriately timed and available parking space. For this reason, a parking utilization analysis was conducted to provide a reasonable measure of assessing CBD parking needs.

In order to complete the parking utilization analysis, Rich and Associates defined a route that could be covered every two hours. Sixty-seven percent (4,577) of the 6,858 spaces were observed as part of the analysis[4].

On-Street Parking Utilization Analysis

Figure 1 below demonstrates the occupancy results for the 804 observed (of 858 total) on street spaces within the CBD. On the selected survey date, the graph shows that only about one-half of the observed on street spaces were occupied during the peak hour.

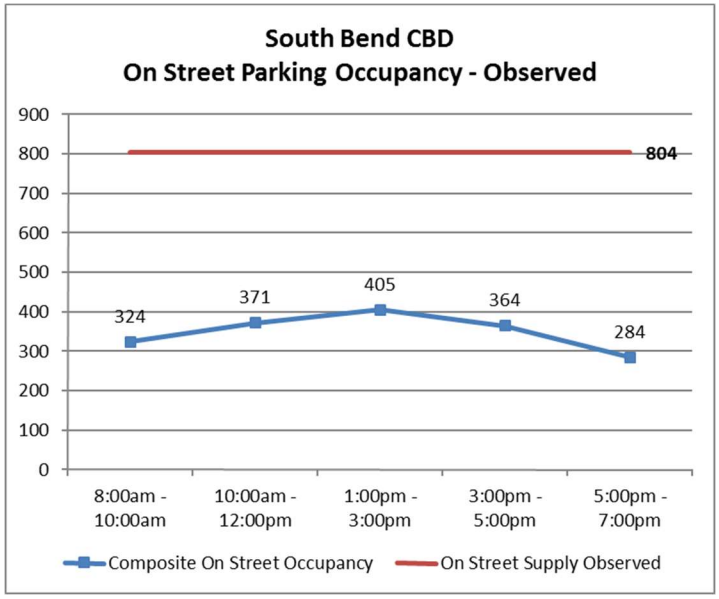


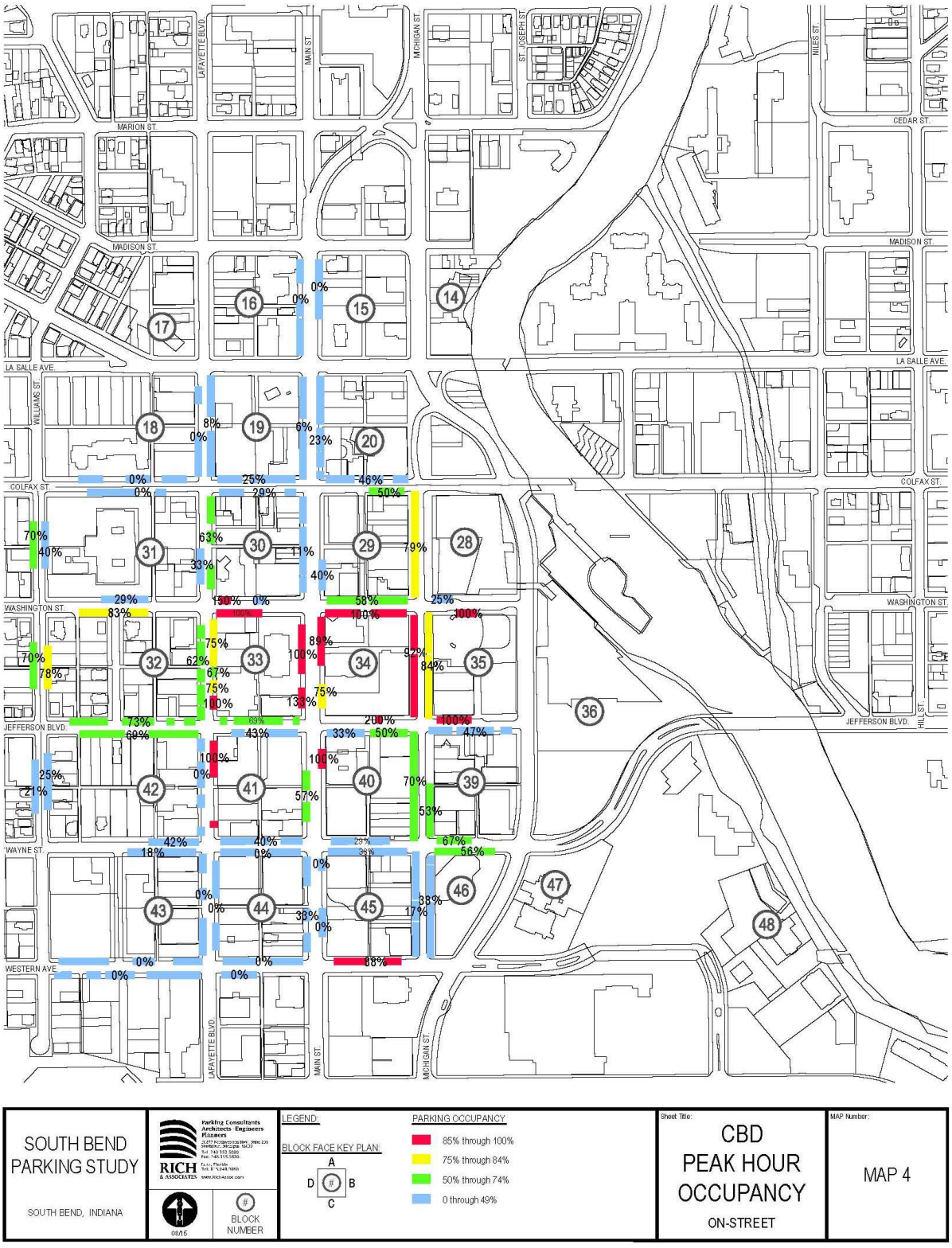
Figure 1 – On-Street Occupancy – CBD Observed

Table 5 on the following page details the on-street occupancy analysis results for the selected date. **Map 4** on page 15 shows the daytime peak hour (10:00 am – 12:00 noon) occupancy results. **Map 5** on page 16 shows the highest occupancy achieved on each observed block face regardless of what time it occurred. This is provided to demonstrate that there may be blocks that experience high occupancy that does not necessarily coincide with the overall peak hour observations.

[4] The utilization ratio includes the City owned parking garages which came from a report providing the occupancy for each hour throughout the day for the selected survey date.

Table 5- On-Street Occupancy Results

South Bend Occupancy June 4th													
Block #	Description	Lot ID	# of spaces	8:00am - 10:00am	% Occ	10:00am - 12:00pm	% Occ	1:00pm - 3:00pm	% Occ	3:00pm - 5:00pm	% Occ	5:00pm - 7:00pm	% Occ
15D	2 hr on-street		7	0	0%	0	0%	0	0%	0	0%	0	0%
16B	2 hr on-street		11	0	0%	0	0%	0	0%	0	0%	0	0%
18B	1 hr on-street		8	0	0%	0	0%	0	0%	0	0%	0	0%
18C	2 hr on-street		15	0	0%	0	0%	0	0%	0	0%	0	0%
19B	1 hr on-street		16	3	19%	1	6%	4	25%	3	19%	1	6%
19C	2 hr on-street		12	5	42%	3	25%	10	83%	5	42%	9	75%
19D	1 hr on-street		13	1	8%	1	8%	3	23%	1	8%	4	31%
20C	2 hr on-street		13	3	23%	6	46%	6	46%	6	46%	4	31%
20D	1 hr on-street		13	0	0%	3	23%	2	15%	2	15%	6	46%
28C	15 min on-street		4	0	0%	1	25%	1	25%	2	50%	2	50%
29A	2 hr on-street		6	3	50%	3	50%	4	67%	2	33%	3	50%
29B	2 hr on-street		33	29	88%	26	79%	29	88%	22	67%	21	64%
29C	2 hr on-street		12	6	50%	7	58%	6	50%	8	67%	8	67%
29D	1 hr/15 min on-street		5	0	0%	2	40%	8	160%	3	60%	5	100%
30A	2 hr on-street		7	2	29%	2	29%	1	14%	8	114%	3	43%
30B	2 hr on-street		18	2	11%	2	11%	4	22%	4	22%	6	33%
30C	1 hr on-street		2	2	100%	3	150%	1	50%	1	50%	1	50%
30C	15 min on-street		2	0	0%	0	0%	2	100%	3	150%	2	100%
30D	1 hr on-street		8	2	25%	5	63%	6	75%	2	25%	2	25%
31A	on-street unsigned		12	0	0%	0	0%	0	0%	0	0%	0	0%
31A-B	on-street		10	6	60%	7	70%	2	20%	6	60%	4	40%
31B	1 hr on-street		6	1	17%	2	33%	2	33%	1	17%	0	0%
31C	2 hr on-street		7	5	71%	2	29%	3	43%	3	43%	0	0%
31D	on-street		10	3	30%	4	40%	6	60%	9	90%	4	40%
32A	2 hr on-street		6	4	67%	5	83%	4	67%	2	33%	1	17%
32A-B	on-street		10	8	80%	7	70%	7	70%	6	60%	0	0%
32B	on-street combined		13	10	77%	8	62%	15	115%	12	92%	6	46%
32C	on-street combined		11	9	82%	8	73%	10	91%	8	73%	2	18%
32D	on-street		9	5	56%	7	78%	9	100%	4	44%	1	11%
33A	1 hr on-street		7	5	71%	7	100%	5	71%	5	71%	2	29%
33B	Police on-street		10	4	40%	10	100%	8	80%	6	60%	5	50%
33B	1 hr on-street		3	0	0%	4	133%	2	67%	3	100%	1	33%
33C	1 hr on-street		13	10	77%	9	69%	12	92%	8	62%	8	62%
33D	HC		2	2	100%	2	100%	1	50%	2	100%	2	100%
33D	LZ		3	15	500%	2	67%	2	67%	5	167%	3	100%
33D	1 hr on-street		12	8	67%	9	75%	8	67%	9	75%	3	25%
34A	2 hr on-street		10	7	70%	10	100%	5	50%	7	70%	8	80%
34B	2 hr on-street		24	22	92%	22	92%	24	100%	18	75%	22	92%
34C	15 min on-street		1	0	0%	2	200%	0	0%	3	300%	2	200%
34D	1/2 hr on-street		9	7	78%	8	89%	7	78%	7	78%	6	67%
34D	1 hr on-street		4	0	0%	3	75%	3	75%	3	75%	0	0%
35A	on-street unsigned		4	5	125%	4	100%	6	150%	3	75%	0	0%
35C	1 hr on-street		5	6	120%	5	100%	4	80%	4	80%	5	100%
35D	2 hr on-street		31	25	81%	26	84%	26	84%	27	87%	27	87%
39A	2 hr on-street		17	8	47%	8	47%	5	29%	6	35%	7	41%
39C	2 hr on-street		6	2	33%	4	67%	3	50%	3	50%	4	67%
39D	2 hr on-street		15	6	40%	8	53%	10	67%	8	53%	12	80%
40	Police on-street		4	3	75%	4	100%	4	100%	4	100%	0	0%
40A	US Marshall		6	2	33%	2	33%	2	33%	0	0%	0	0%
40A	1 hr on-street		6	0	0%	3	50%	3	50%	3	50%	5	83%
40B	2 hr on-street		33	17	52%	23	70%	21	64%	23	70%	31	94%
40C	1 hr on-street		7	2	29%	2	29%	3	43%	3	43%	3	43%
41A	1 hr on-street		7	5	71%	3	43%	7	100%	4	57%	3	43%
41B	1 hr on-street		7	0	0%	4	57%	2	29%	3	43%	1	14%
41C	2 hr on-street		10	1	10%	4	40%	4	40%	4	40%	0	0%
41D	1 hr on-street		10	10	100%	10	100%	10	100%	10	100%	3	30%
42A	2 hr on-street		16	9	56%	11	69%	13	81%	13	81%	2	13%
42B	1 hr/2 hr on-street		11	3	27%	0	0%	6	55%	6	55%	3	27%
42C	2 hr on-street		12	5	42%	5	42%	5	42%	5	42%	0	0%
42D	going N. Williams Wayn & Jefferson		12	7	58%	3	25%	4	33%	4	33%	0	0%
43A	on-street unsigned		11	1	9%	2	18%	0	0%	0	0%	1	9%
43B	on-street unsigned		14	0	0%	0	0%	0	0%	0	0%	0	0%
43C	on-street combined		18	0	0%	0	0%	0	0%	0	0%	0	0%
44A	on-street unsigned		11	0	0%	0	0%	2	18%	2	18%	0	0%
44B	1 hr on-street		12	0	0%	4	33%	2	17%	2	17%	3	25%
44C	on-street combined		12	0	0%	0	0%	0	0%	0	0%	0	0%
44D	1 hr on-street		13	2	15%	0	0%	2	15%	1	8%	0	0%
45D	HC on-street		3	0	0%	0	0%	1	33%	1	33%	1	33%
45D	1 hr on-street		6	0	0%	0	0%	1	17%	0	0%	4	67%
45A	1 hr on-street		13	0	0%	5	38%	1	8%	1	8%	1	8%
45B	2 hr on-street		29	2	7%	5	17%	11	38%	5	17%	5	17%
45C	1 hr on-street		8	6	75%	7	88%	7	88%	5	63%	4	50%
46A	2 hr on-street		9	1	11%	5	56%	5	56%	5	56%	1	11%
46D	2 hr on-street		29	7	24%	11	38%	13	45%	10	34%	1	3%
	Totals		**804**	**324**	**40%**	**371**	**46%**	**405**	**50%**	**364**	**45%**	**284**	**35%**


MARION ST.
MADISON ST.
LA SALLE AVE.
COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
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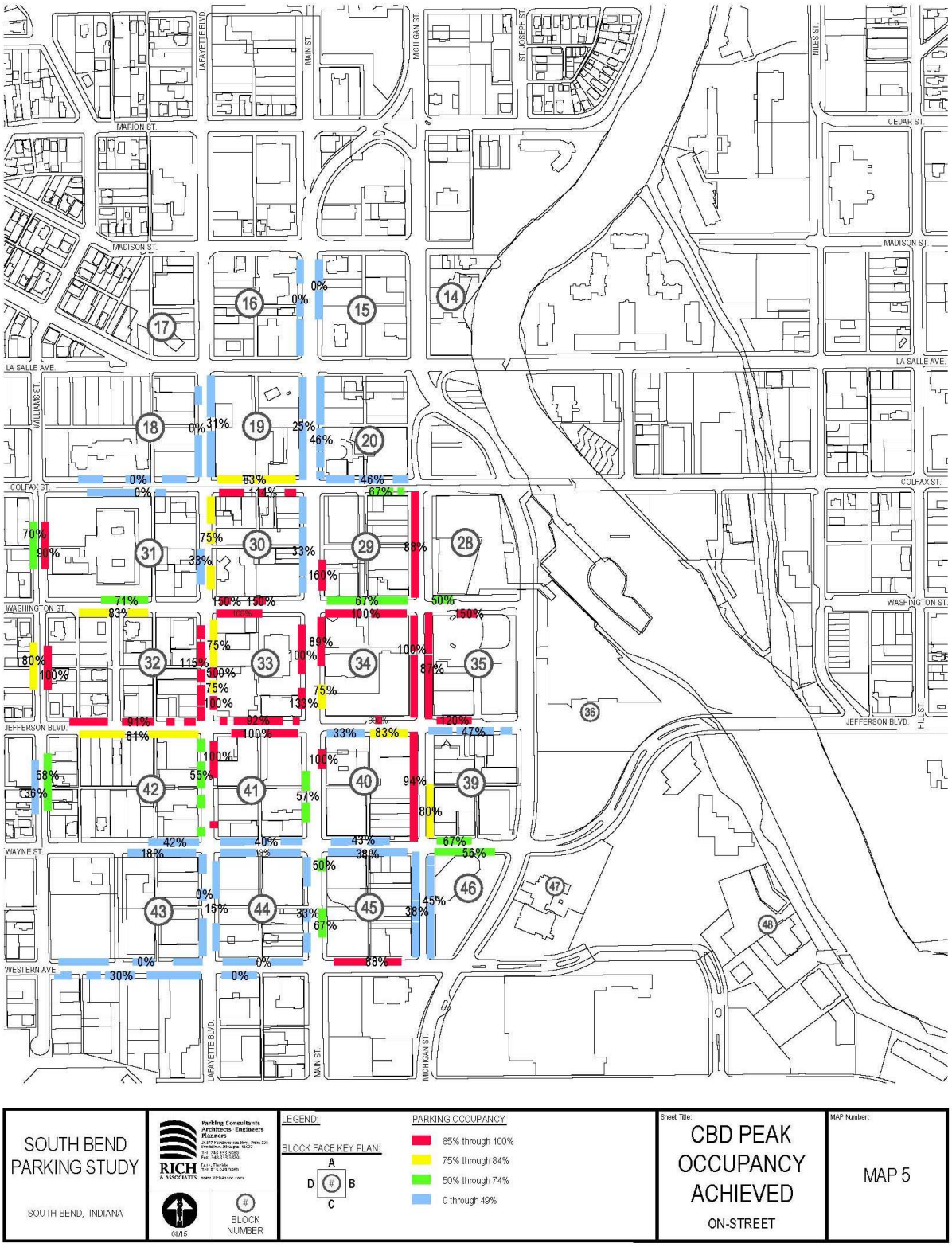
MICHIGAN ST.
ST. JOSEPH ST.
NILES ST.
CEDAR ST.
HILL ST.
WILLIAMS ST.
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants
Architects Engineers
Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
B
C
PARKING OCCUPANCY
85% through 100%
75% through 84%
50% through 74%
0 through 49%
Sheet Title:
CBD
PEAK HOUR
OCCUPANCY
ON-STREET
MAP Number:
MAP 4


MARION ST.
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HILL ST.
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
B
C
PARKING OCCUPANCY
85% through 100%
75% through 84%
50% through 74%
0 through 49%
Sheet Title:
CBD PEAK OCCUPANCY ACHIEVED
ON-STREET
MAP Number:
MAP 5

Off-Street Parking Utilization Analysis

Rich also observed the parking utilization in many off-street parking lots. In this case, 3,773 of the 6,000 total off-street spaces (63%) were observed as part of the analysis. **Figure 2** demonstrates the results for the off-street parking supply observed showing the parking occupancy peaking slightly earlier (10:00 am – 12:00 noon) compared to the on-street results. At peak time, about 58 percent of the observed spaces were occupied.

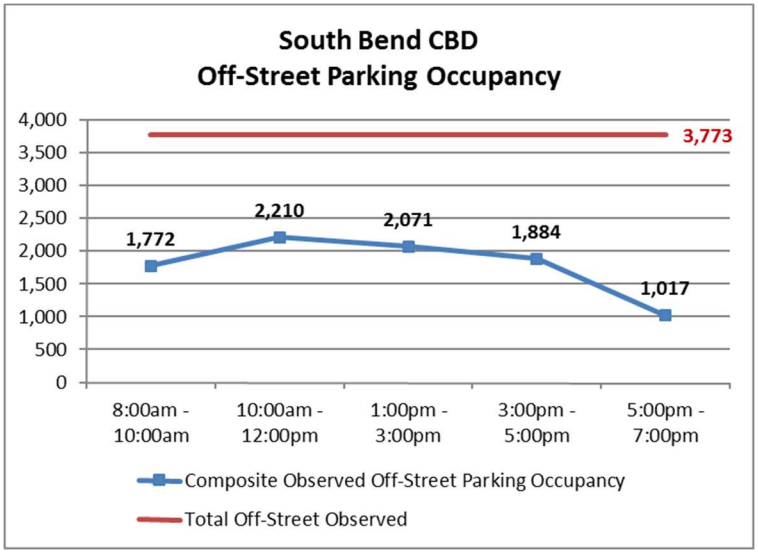


Figure 2 – Off-Street Parking Occupancy

Off-Street Public Parking

The off- street parking results were further separated into just the publicly available spaces where 1,705 spaces of the 2,194[5] total spaces (78%) were observed. The table and graph below show that at peak time about 78 percent of the observed public spaces were occupied.

Table 6 – Public Parking Occupancy

Block #	Description	Lot ID	# of spaces	8:00am - 10:00am	% Occ	10:00am - 12:00pm	% Occ	1:00pm - 3:00pm	% Occ	3:00pm - 5:00pm	% Occ	5:00pm - 7:00pm	% Occ
29	Main Street Garage	A-29	420	192	46%	233	55%	227	54%	195	46%	119	28%
29	Woodward Ct.	D/E-29	25	6	24%	18	72%	19	76%	19	76%	22	88%
30	ABM lot	C-30	44	12	27%	28	64%	30	68%	28	64%	19	43%
34	Leighton Garage	B-34	640	480	75%	593	93%	539	84%	469	73%	340	53%
35	DTSB Pay lot	C-35	51	34	67%	43	84%	39	76%	39	76%	11	22%
39	Wayne St. Garage	A-39	424	271	64%	336	79%	328	77%	305	72%	157	37%
41	DSB Public lot $3.25	B-41	25	20	80%	28	112%	28	112%	26	104%	8	32%
44	ABM Permit lot	C-44	36	26	72%	29	81%	25	69%	27	75%	3	8%
45	DTSB Hang tag lot	C-45	40	8	20%	18	45%	15	38%	12	30%	5	13%
	Totals		**1,705**	**1,049**	**62%**	**1,326**	**78%**	**1,250**	**73%**	**1,120**	**66%**	**684**	**40%**

[5] As noted in the Parking Supply Table

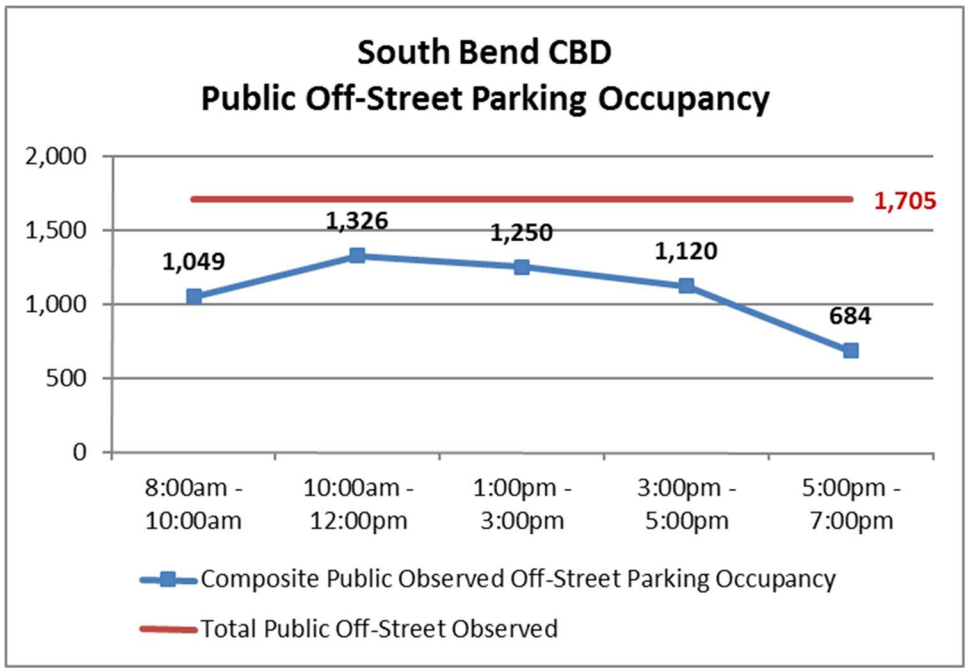


Figure 3 – Off-Street Public Parking Occupancy

Off-Street Private Parking

Similarly, many of the privately provided off-street parking spaces were observed for their utilization. These results showed that 884 spaces (42%) were occupied of the 2,068 spaces observed. There are 3,806 private off-street spaces in the CBD so the 2,068 spaces actually observed equals 54% of the total private supply. The private occupancy is shown by **Table 7** and **Figure 4.**

Table 7 – Private Lots - Parking Occupancy

South Bend Occupancy June 4th - Private Parking Only

Block #	Description	Lot ID	# of spaces	8:00am - 10:00am	% Occ	10:00am - 12:00pm	% Occ	1:00pm - 3:00pm	% Occ	3:00pm - 5:00pm	% Occ	5:00pm - 7:00pm	% Occ
15	NIPSCO lot	C/E -15	107	73	68%	70	65%	68	64%	61	57%	17	16%
16	5/3rd Bank lot	D-16	23	3	13%	11	48%	8	35%	8	35%	4	17%
16	First United Church	A-16	83	15	18%	31	37%	11	13%	11	13%	8	10%
20	Waterworks	A/C-20	46	18	39%	17	37%	22	48%	22	48%	17	37%
29	JMS lot	C-29	32	11	34%	26	81%	17	53%	13	41%	9	28%
29	Lake City Bank lot	B-29	52	33	63%	32	62%	33	63%	29	56%	22	42%
30	Sigan Grocery	B-30	18	0	0%	2	11%	3	17%	3	17%	5	28%
30	US Cellular lot	D-30	16	3	19%	4	25%	6	38%	7	44%	6	38%
30	PNC Bank lot	F-30	12	0	0%	6	50%	6	50%	6	50%	7	58%
30	Colfax Building lot	A-30	79	23	29%	51	65%	48	61%	42	53%	40	51%
30	PNC Bank lot	E-30	11	2	18%	5	45%	2	18%	2	18%	1	9%
34	TCU lot	A-34	50	22	44%	24	48%	27	54%	39	78%	15	30%
36	Century Center	A-36	380	51	13%	77	20%	57	15%	50	13%	17	4%
39	Key Bank	B-39	26	15	58%	16	62%	17	65%	17	65%	13	50%
41	Holiday Proberties/Edward Jones lot	C-41	41	24	59%	31	76%	32	78%	34	83%	16	39%
41	Paragon lot	D-41	77	17	22%	33	43%	27	35%	27	35%	11	14%
44	SBC AT&T lot	B-44	31	18	58%	25	81%	29	94%	23	74%	10	32%
44	AT&T gated lot	A-44	61	0	0%	0	0%	0	0%	0	0%	0	0%
45	Library lot	A-45	68	0	0%	24	35%	31	46%	23	34%	21	31%
46	Wells Fargo lot	A-46	118	87	74%	92	78%	89	75%	76	64%	20	17%
47	Fresenius	A-47	172	54	31%	46	27%	51	30%	51	30%	26	15%
48	Crowe Horwath	A-48	537	228	42%	237	44%	220	41%	203	38%	41	8%
48	Glass, Crowe Building lot	B-48	28	26	93%	24	86%	17	61%	17	61%	7	25%
	Totals		**2,068**	**723**	**35%**	**884**	**43%**	**821**	**40%**	**764**	**37%**	**333**	**16%**

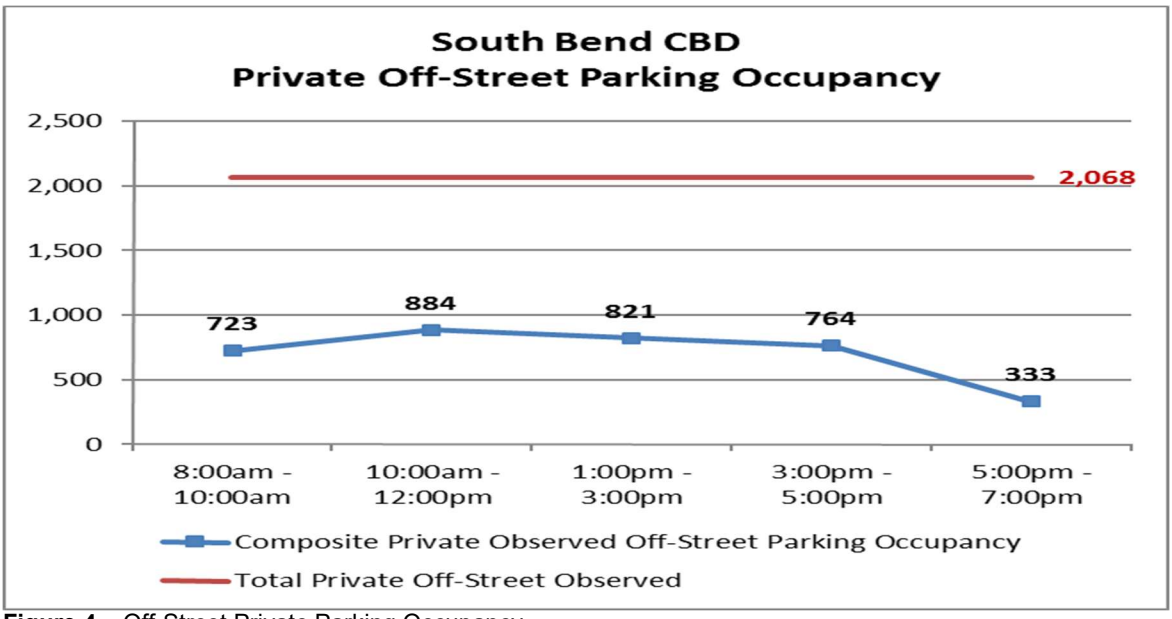


Figure 4 – Off-Street Private Parking Occupancy

Parking Garage Occupancy

The combined occupancy results for the three City-owned parking garages (Main Street Garage, Wayne Street Garage and Leighton Garage) are also detailed as shown by **Table 8**. These results show that of the 1,484 total spaces in the three garages, a maximum of 1,201 (81%) were occupied during the peak hour of 11:00 am until 12:00 noon on the occupancy count date of Thursday, June 4, 2015. Data provided by the City showed that as of May 1, 2015 both the Leighton and Wayne Garages were more than 100% reserved while the Main Garage was more than 90 percent reserved.

During the 11:00 am to 12:00 noon hour when all three garages individually experienced their highest occupancy, the Leighton Garage with 640 spaces and 641 reserved spaces was at 95% Occupancy (610 spaces). The Wayne Garage with 424 spaces and 435 reserved spaces was 82% occupied (346 occupied spaces). The Main Garage with 420 spaces of which 388 are reserved was at 58% occupancy (245 spaces occupied).

Table 8 – Combined City Parking Garage

Observation Period	Occupied Spaces	Percentage Occupied
0:00 - 0:59	0	0%
1:00 - 1:59	0	0%
2:00 - 2:59	5	0%
3:00 - 3:59	15	1%
4:00 - 4:59	20	1%
5:00 - 5:59	89	6%
6:00 - 6:59	162	11%
7:00 - 7:59	518	35%
8:00 - 8:59	943	64%
9:00 - 9:59	1077	73%
10:00 - 10:59	1162	78%
11:00 - 11:59	**1201**	81%
12:00 - 12:59	1155	78%
13:00 - 13:59	1094	74%
14:00 - 14:59	1039	70%
15:00 - 15:59	969	65%
16:00 - 16:59	852	57%
17:00 - 17:59	616	42%
18:00 - 18:59	354	24%
19:00 - 19:59	254	17%
20:00 - 20:59	222	15%
21:00 - 21:59	187	13%
22:00 - 22:59	150	10%
23:00 - 23:59	128	9%

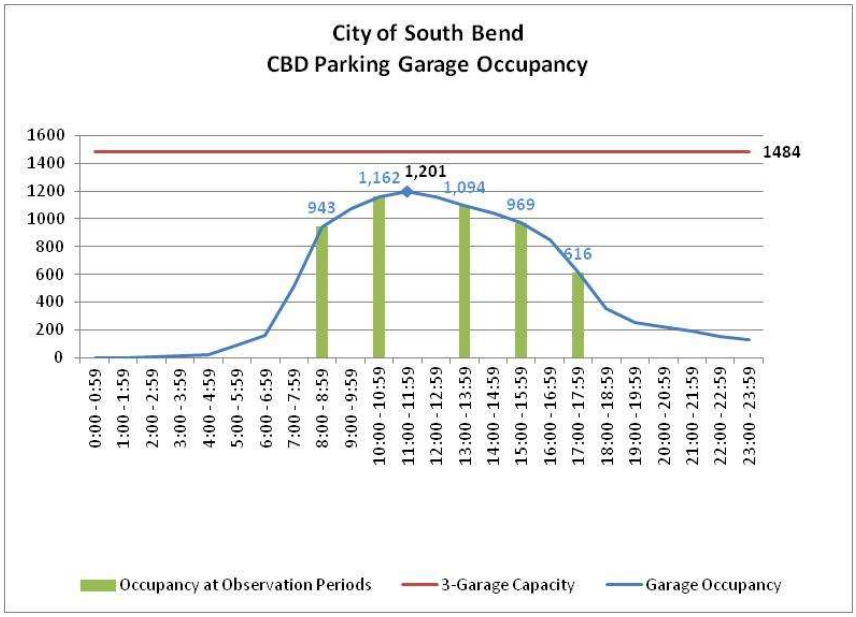


Figure 5 – Parking Garage Occupancy

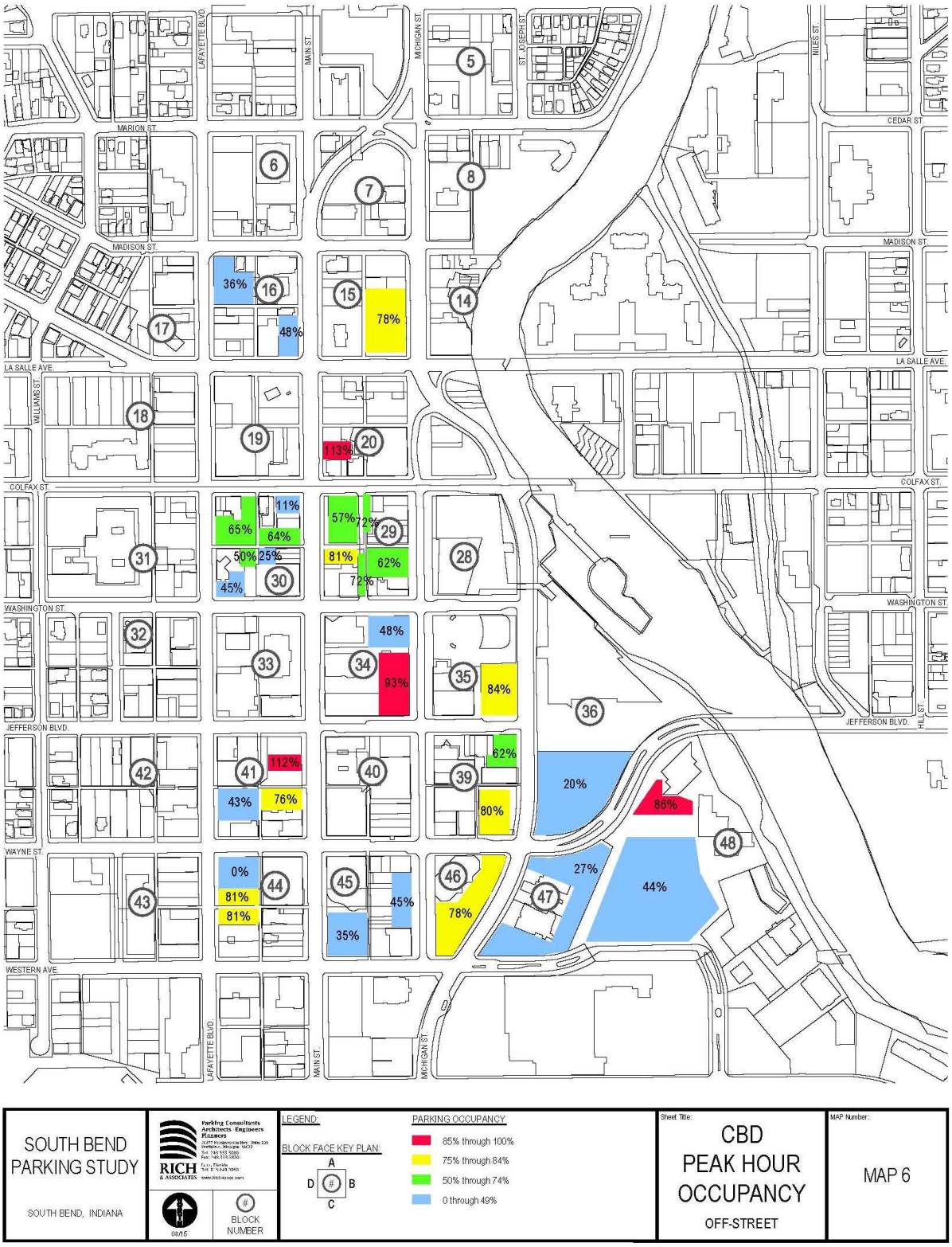
Table 9 - Summary Parking Garage Occupancy Results

South Bend Occupancy June 4th - City Garages Only													
Block #	Description	Lot ID	# of spaces	8:00am - 10:00am	% Occ	10:00am - 12:00pm	% Occ	1:00pm - 3:00pm	% Occ	3:00pm - 5:00pm	% Occ	5:00pm - 7:00pm	% Occ
29	Main Street Garage	A-29	420	192	46%	233	55%	227	54%	195	46%	119	28%
34	Leighton Garage	B-34	640	480	75%	593	93%	539	84%	469	73%	340	53%
39	Wayne St. Garage	A-39	424	271	64%	336	79%	328	77%	305	72%	157	37%
	Totals		**1,484**	**943**	**64%**	**1,162**	**78%**	**1,094**	**74%**	**969**	**65%**	**616**	**42%**

Peak Hour Occupancy Off Street Parking

Map 6 on page 21 demonstrates the occupancy of the off-street parking spaces during the 10:00 am to 12:00 noon peak hour observed. Within the CBD there are only a few locations where the parking occupancy exceeded 85% as shown by the Red values.

Map 7 on page 22 shows the highest occupancy achieved in each off-street parking location studied as part of the utilization study. Unlike the on-street parking map, the off-street parking does not exhibit the same degree of parking areas that will experience a higher occupancy other than the overall peak hour. Rather, the peak occupancy achieved in many off-street parking areas is very similar to the level of occupancy achieved during the peak hour with only a few exceptions. The on-street spaces on the other hand, had many block faces with higher occupancies at other times of the day than were observed during the overall peak hour. The significance of this are areas that had low occupancy throughout the day that may provide opportunities to direct patrons to these locations through partnerships with the landowners.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SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants
Architects Engineers
Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
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C
PARKING OCCUPANCY
85% through 100%
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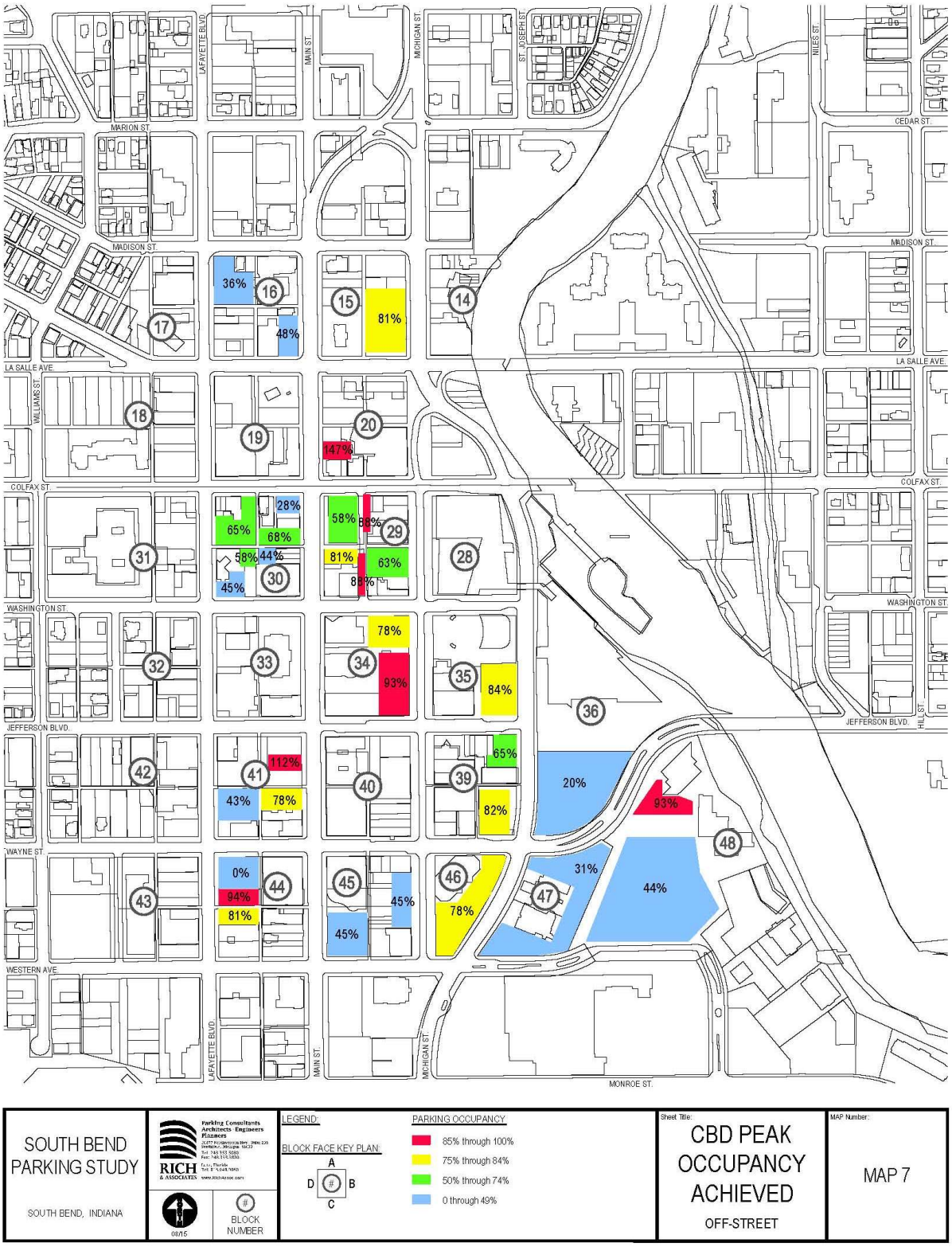
CBD PEAK HOUR OCCUPANCY
OFF-STREET
MAP Number:
MAP 6


MARION ST.
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WESTERN AVE.
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RICH & ASSOCIATES
Parking Consultants Architects Engineers Planners
08/16
BLOCK NUMBER
Sheet Title:
CBD PEAK OCCUPANCY ACHIEVED
OFF-STREET
MAP Number:
MAP 7

In order to adjust for the fact that just one day of counts were taken and thus there could be days with higher occupancy as well as the fact that not all spaces could be directly observed, Rich made an adjustment in the number of observed spaces occupied in order to try to demonstrate anticipated "peak" conditions. This adjustment had the total observed occupancy during each observation period increased by an assumed 25 percent. The observation schedule, results and the effect of these corrections are shown by **Table 10** below.

Table 10 - Parking Utilization Correction

Total Observed	Time of Observation	8:00 AM - 10:00 AM	10:00 AM - 12:00 Noon	1:00 PM - 3:00 PM	3:00 PM - 5:00 PM	5:00 PM - 7:00 PM
804	On-Street	324	371	405	364	284
3,773	Off-Street	1,772	2,210	2,071	1,884	1,017
4,577	Total	**2,096**	**2,581**	**2,476**	**2,248**	**1,301**
	Pct Occupied	**45.8%**	**56.4%**	**54.1%**	**49.1%**	**28.4%**
	Occupancy with 25% Correction	2,620	3,226	3,095	2,810	1,626
	Corrected Occupancy	57.2%	70.5%	67.6%	61.4%	35.5%
If Corrected Occupancy Percentage Applied to all 6,858 Spaces Available						
6,858		**3,926**	**4,834**	**4,637**	**4,210**	**2,436**
		57.2%	**70.5%**	**67.6%**	**61.4%**	**35.5%**

Using the corrected occupancy rate (70.5%), applied to the total parking supply (6,858) then on a peak day, approximately 4,834 spaces or just over 70 percent of the CBD parking supply is expected to be occupied rather than the 3,868 spaces (6,858 x 56.4% = 3,868 occupied) based on the observed 56.4 percent occupancy rate. Using the occupied building square footage (2,800,000 square feet) this higher parking utilization rate (4,834 occupied spaces) equates to a parking occupancy rate of 1.73 spaces per 1,000 square feet of building area.

The next step in the process is to calculate the parking requirements using the land use square footages as were shown in **Table 4**.

Calculated Parking Demand

Using the square footage values as shown on page 12, Rich applied Parking Generation Rates to each of the various types of land uses appropriate to a "Shared Use Model". What this means is that the parking demand rates will change throughout the day and therefore assume that the same parking spaces can be used by more than one use. The shared use concept assumes that, for example, offices and restaurants that have their peak parking needs occurring at different times of the day can both use many of the same parking spaces. This is because offices generally experience their highest demand during the daytime hours and restaurants in the evening after many office workers have left for the day.

The expected peak parking utilization as was shown above would be 4,834 spaces based on the higher corrected observation values. Using factored peak hour parking generation rates applied to the occupied square footage for each type of land use, Rich's model[6] calculates the peak hour parking needs as 4,846 spaces. This is very close (0.3%) to the expected peak time value of 4,834 spaces derived from the observations of parking utilization. The graph also shows how the higher corrected values (+25%) from the observations shown by the red points and bars correspond with the other calculated values from Rich's model shown by the blue line and data points.

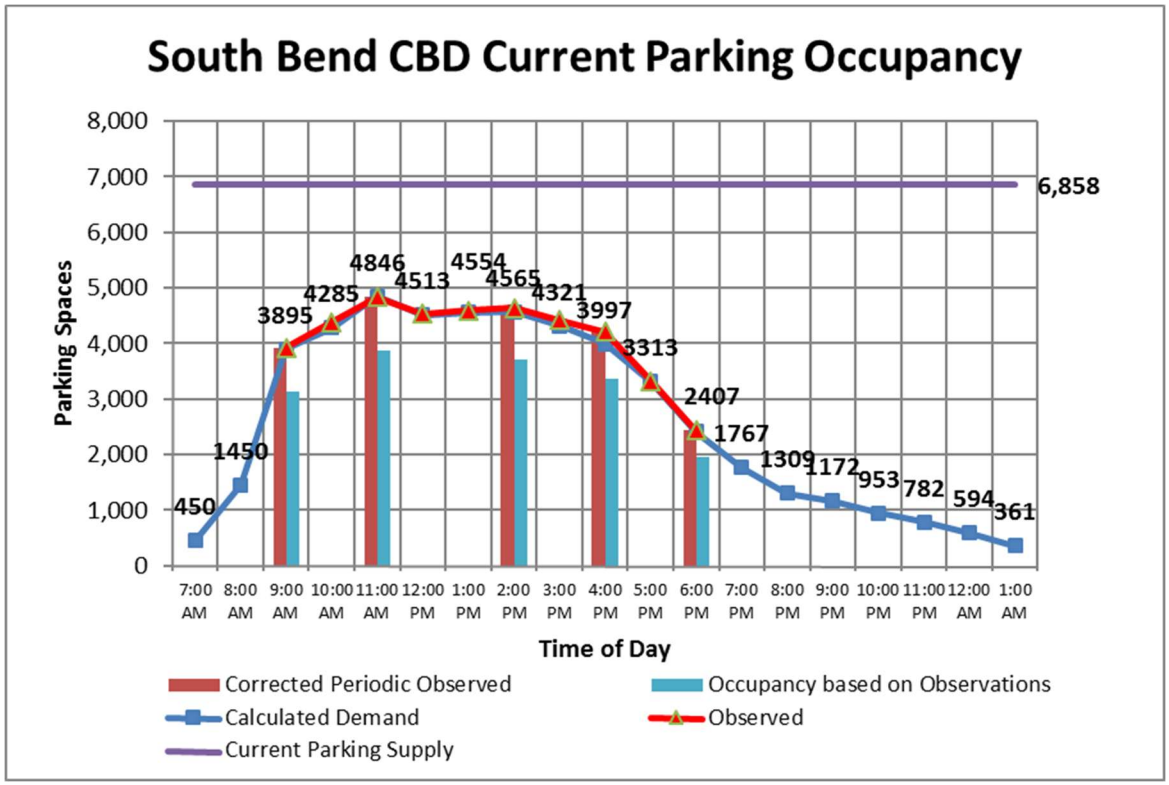


Figure 6 – Observed vs. calculated parking need

[6] The model uses periodic occupancy rates from the ITE (Institute of Transportation Engineers) *Shared Use Manual*

Current Parking Demand vs. Parking Supply

With calculated parking generation rates reasonably corresponding with observed conditions, the final step in the process is applying the parking generation rates by land use to the amount of each type of land use on each block to calculate the parking demand on each block within the study area. This calculated parking demand by block can then be compared to the parking supply on each block to determine where there are parking surpluses and deficiencies.

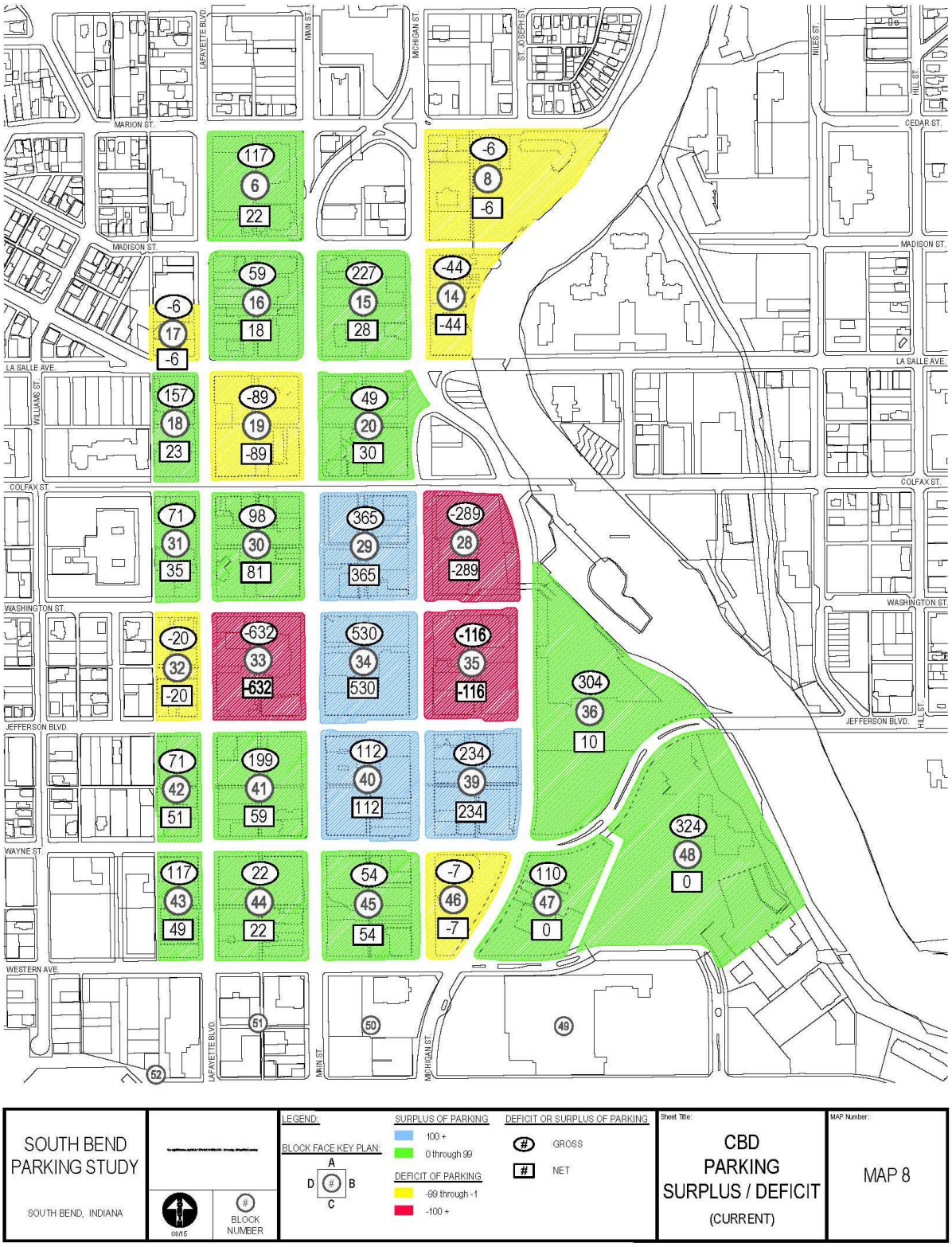
Two values are shown for the parking surplus / deficit calculation on each block. The initial value reflects the "Gross Surplus or Deficit" while the second value reflects the "Net Surplus or Deficit".

The Gross Surplus or Deficit simply subtracts the total calculated parking demand from the total parking supply for each block. The net surplus / deficit calculation seeks a more realistic assessment of parking demand versus parking supply. In order to calculate the net surplus or deficit, the demand is compared first against the private supply following the assumption that a privately owned lot associated with a business is likely to be more convenient to a destination and free, thus making it the first choice. If the demand exceeds the private supply, then the public supply is included. If the total parking demand on the block is less than the private supply, the surplus private spaces are "thrown out" and the surplus becomes just the public supply. This concept assumes the typical patrons experience that if there are "surplus" privately designated spaces (following Rich's definition as noted on **page 9** regarding public and private parking) that the surplus spaces are not available to anyone else. Although there may be spaces available in a private lot, signage (or other means) will prevent someone from using one of these spaces unless that business is their intended destination. This means that the net parking surplus or deficit calculation will be more in line with the patron's experience. This information is shown by **Table 11** on the following page and **Map 8** on page 27.

For the CBD zone the table shows that the Gross Surplus of 2,012 spaces becomes a more realistic 513 spaces using the Net Surplus / Deficit basis once the surplus private spaces are discounted from the calculation.

Table 11 - Current Surplus / (Deficit) Calculation by Block CBD

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street	Off-Street	On-Street
6	130	247	117	225	22	22	225	0	22
8	6	0	(6)	0	0	(6)	0	0	0
14	88	44	(44)	33	11	(44)	33	0	11
15	39	266	227	238	28	28	238	0	28
16	107	166	59	148	18	18	148	0	18
17	7	0	(7)	0	0	(7)	0	0	0
18	0	157	157	134	23	23	134	0	23
19	146	57	(89)	15	42	(89)	15	0	42
20	89	138	49	108	30	30	108	0	30
28	788	499	(289)	495	4	(289)	495	0	4
29	221	586	365	84	502	365	84	445	57
30	119	217	98	136	81	81	136	44	37
31	38	109	71	74	35	35	74	0	35
32	182	162	(20)	131	31	(20)	131	0	31
33	684	52	(632)	0	52	(632)	0	0	52
34	208	738	530	50	688	530	50	640	48
35	267	151	(116)	7	144	(116)	7	105	39
36	86	390	304	380	10	10	380	0	10
39	253	487	234	26	461	234	26	424	37
40	378	490	112	0	490	112	0	435	55
41	78	277	199	218	59	59	218	25	34
42	75	146	71	95	51	51	95	0	51
43	4	121	117	72	49	49	72	0	49
44	154	176	22	92	84	22	92	36	48
45	197	251	54	152	99	54	152	40	59
46	201	194	(7)	156	38	(7)	156	0	38
47	62	172	110	172	0	0	172	0	0
48	241	565	324	565	0	0	565	0	0
Total	4,846	6,858	2,012	3,806	3,052	513	3,806	2,194	858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-632 33 -632
530 34 530
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304 36 10
71 42 51
199 41 59
112 40 112
234 39 234
117 43 49
22 44 22
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-7 46 -7
110 47 0
324 48 0
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SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D # B
C
SURPLUS OF PARKING
100 +
0 through 99
DEFICIT OF PARKING
-99 through -1
-100 +
DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
CBD PARKING SURPLUS / DEFICIT
(CURRENT)
MAP Number:
MAP 8

Future Parking Needs – CBD

Introduction

Within both the CBD zone and the East Bank zone, new developments or building renovations are planned. Plans for future developments within the Ballpark zone are more speculative other than an anticipated development is likely to be able to provide for its needs on-site. In the case of the CBD and East Bank zones, future developments result in the parking supply increasing by more than the amount by which the future parking demand is increased. This results in the gross surplus increasing in both districts. The parking demand from these future developments were determined by applying the existing calculated parking generation rates to the amount of land use anticipated for each development. Any parking spaces expected to be added or lost in conjunction with the development are also factored into the surplus or deficit calculations for the future conditions.

Future Parking Demand – CBD

Three blocks within the CBD will have additional demand created beyond the current condition. These are noted below. The Hotel project associated with the Hall of Fame site will eliminate a net 41 existing spaces and thus result in both increased demand while decreasing the supply on that site. The conversion of the JMS building from office to residential use will actually decrease the parking demand on that block by 80 spaces from 221 spaces currently down to 141 spaces in the future after the conversion.

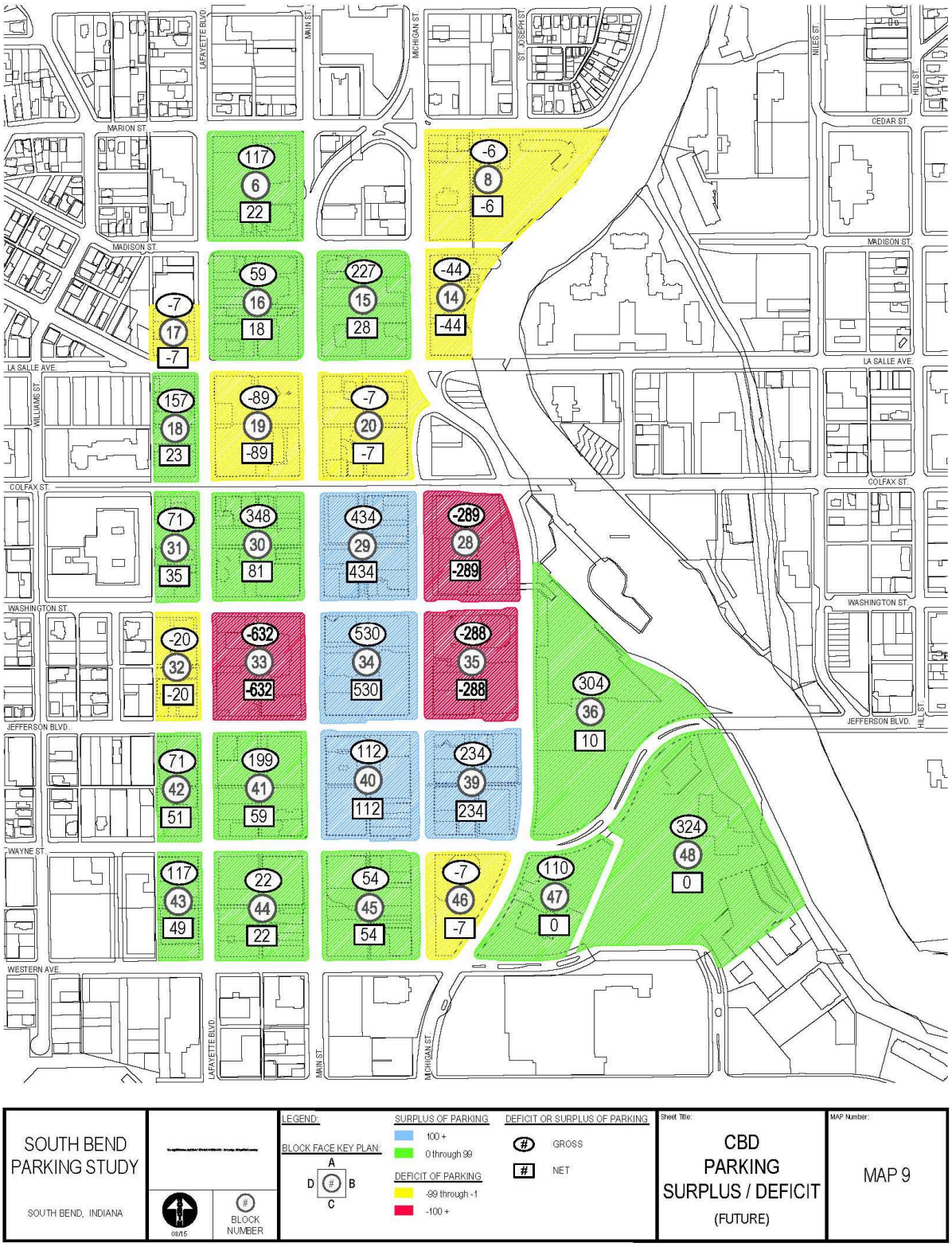
Block	Project Description
20	**Hoffman Hotel** *48 Residential Units* **LaSalle Hotel** *67 Residential Units + 11,450 sf of Retail* *Gain of 46 spaces from construction staging area for two buildings.*
29	**JMS Building** *56 Residential Units + 7,000 sf Ground Floor Retail*
30	**Chase Tower Garage** Gain of 250 spaces in garage
35	**Hall of Fame** – *120 Hotel Rooms + 56,000 sf in HOF as Hospitality Services plus net loss of 41 spaces (22 north of pay lot and net of 19 from pay lot based on 51 spaces lost but replaced with 32 hotel spaces)*

Surplus / Deficit – Future CBD

Application of the conditions noted above results in the total parking demand within the CBD increasing by 153 spaces. At the same time, the parking supply increases by 255 spaces once the new hotel is built, the area around the Hoffman and LaSalle Hotels is reclaimed and the parking associated with the Chase Tower becomes available in conjunction with the re-occupancy of that building. The Gross Surplus increases from 2,012 spaces to 2,114 while the “Net Surplus” decreases from 513 spaces currently to 384± spaces projected for the future. This information is detailed in **Table12** below and **Map 9** on page 30.

Table 12 – Future CBD Surplus / (Deficit) Summary by Block with New Developments

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street	Off-Street	On-Street
6	130	247	117	225	22	22	225	0	22
8	6	0	(6)	0	0	(6)	0	0	0
14	88	44	(44)	33	11	(44)	33	0	11
15	39	266	227	238	28	28	238	0	28
16	107	166	59	148	18	18	148	0	18
17	7	0	(7)	0	0	(7)	0	0	0
18	0	157	157	134	23	23	134	0	23
19	146	57	(89)	15	42	(89)	15	0	42
20	191	184	(7)	154	30	(7)	154	0	30
28	788	499	(289)	495	4	(289)	495	0	4
29	141	586	445	84	502	445	84	445	57
30	119	467	348	386	81	81	386	44	37
31	38	109	71	74	35	35	74	0	35
32	182	162	(20)	131	31	(20)	131	0	31
33	684	52	(632)	0	52	(632)	0	0	52
34	208	738	530	50	688	530	50	640	48
35	398	110	(288)	39	71	(288)	39	32	39
36	86	390	304	380	10	10	380	0	10
39	253	487	234	26	461	234	26	424	37
40	378	490	112	0	490	112	0	435	55
41	78	277	199	218	59	59	218	25	34
42	75	146	71	95	51	51	95	0	51
43	4	121	117	72	49	49	72	0	49
44	154	176	22	92	84	22	92	36	48
45	197	251	54	152	99	54	152	40	59
46	201	194	(7)	156	38	(7)	156	0	38
47	62	172	110	172	0	0	172	0	0
48	241	565	324	565	0	0	565	0	0
TOTAL	4,999	7,113	2,114	4,134	2,979	384	4,134	2,121	858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157 18 23
-89 19 -89
-7 20 -7
71 31 35
348 30 81
434 29 434
-289 28 -289
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-632 33 -632
530 34 530
-288 35 -288
304 36 10
71 42 51
199 41 59
112 40 112
234 39 234
117 43 49
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54 45 54
-7 46 -7
110 47 0
324 48 0
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
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-100 +
DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
CBD PARKING SURPLUS / DEFICIT
(FUTURE)
MAP Number:
MAP 9

These values do not include any additional demand from the renovation and re-occupancy of the Chase Tower Building nor the re-occupancy of any other vacant space within the downtown. Because it is unknown how fast this space may become re-occupied, a table has been prepared to demonstrate the parking conditions noted above as well as with various proportions of the vacant space downtown re-occupied.

Rich has calculated the anticipated additional demand for the vacant space (based on its anticipated use (office, retail, restaurant etc.) using the appropriate parking generation rates to derive **Table 13** below. The majority of the vacant space (315,000 sf) is in the Chase Tower Building. In determining the parking needs for the Chase Tower, most of the square footage value is not used. Hotel and Residential parking needs are calculated based on x number of spaces per hotel room or x number of spaces per residential dwelling unit. This building is anticipated to be renovated with ground floor restaurant and retail space (10,700 sf) plus 183 hotel rooms and 83 residential units on the upper floors. Table 13 shows that, for example, were 50 percent of the 98,000 square feet of vacant space within the CBD to be re-occupied plus about half of the Chase Tower residential units and hotel rooms occupied that the entire CBD would be at an effective parking occupancy of 72% with 379± likely public spaces still available.

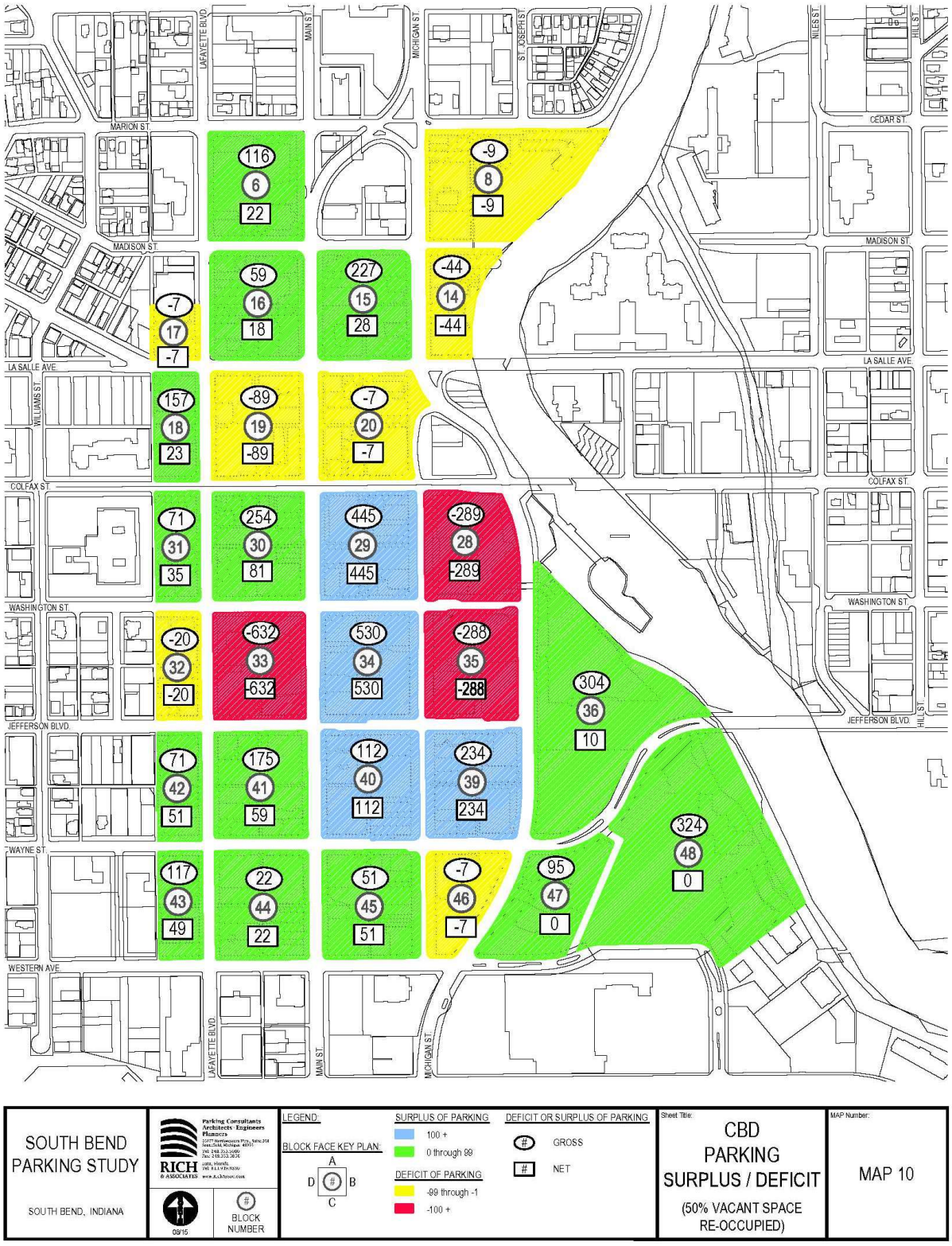
Table 13- Projected Surplus with proposed development projects and alternative vacant space re-occupancy

			Percentage of 97,995 Vacant Square Feet Occupied								
	Current	Future*	10%	20%	30%	40%	50%	60%	70%	80%	90%
Total Demand	4,846	4,999	5,022	5,045	5,068	5,103	5,139	5,174	5,210	5,246	5,282
Total Supply	6,858	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113	7,113
Gross Surplus / (Deficit)	**2,012**	**2,114**	**2,091**	**2,068**	**2,045**	**2,010**	**1,974**	**1,939**	**1,903**	**1,867**	**1,831**
Effective Parking Occ	**71%**	**70%**	**71%**	**71%**	**71%**	**72%**	**72%**	**73%**	**73%**	**74%**	**74%**
Net Surplus / (Deficit)	**513**	**384**	**383**	**382**	**381**	**380**	**379**	**378**	**376**	**375**	**374**

Table 13 above shows the overall surplus gross and net surplus for the CBD area with the various levels of vacant space re-occupied. The more important values are the blocks where there may be deficits that cannot be satisfied with available parking on other nearby or adjacent blocks. In order to demonstrate blocks with deficits due to the combination of new developments and nearby re-occupied space, additional tables and maps have been prepared to demonstrate the impact with 50 percent of the vacant space re-occupied (**Table 14** and **Map 10**) and with as much as 90 percent re-occupied (**Table 15** and **Map 11**).

Table 14 - CBD Surplus / (Deficit) by Block with 50% of Vacant Space Re-Occupied

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street	Off-Street	On-Street
6	131	247	116	225	22	22	225	0	22
8	9	0	(9)	0	0	(9)	0	0	0
14	88	44	(44)	33	11	(44)	33	0	11
15	39	266	227	238	28	28	238	0	28
16	107	166	59	148	18	18	148	0	18
17	7	0	(7)	0	0	(7)	0	0	0
18	0	157	157	134	23	23	134	0	23
19	146	57	(89)	15	42	(89)	15	0	42
20	191	184	(7)	154	30	(7)	154	0	30
28	788	499	(289)	495	4	(289)	495	0	4
29	141	586	445	84	502	445	84	445	57
30	213	467	254	386	81	81	386	44	37
31	38	109	71	74	35	35	74	0	35
32	182	162	(20)	131	31	(20)	131	0	31
33	684	52	(632)	0	52	(632)	0	0	52
34	208	738	530	50	688	530	50	640	48
35	398	110	(288)	39	71	(288)	39	32	39
36	86	390	304	380	10	10	380	0	10
39	253	487	234	26	461	234	26	424	37
40	378	490	112	0	490	112	0	435	55
41	102	277	175	218	59	59	218	25	34
42	75	146	71	95	51	51	95	0	51
43	4	121	117	72	49	49	72	0	49
44	154	176	22	92	84	22	92	36	48
45	200	251	51	152	99	51	152	40	59
46	201	194	(7)	156	38	(7)	156	0	38
47	77	172	95	172	0	0	172	0	0
48	241	565	324	565	0	0	565	0	0
TOTAL	5,139	7,113	1,974	4,134	2,979	379	4,134	2,121	858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227 15 28
-44 14 -44
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-89 19 -89
-7 20 -7
71 31 35
254 30 81
445 29 445
-289 28 -289
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530 34 530
-288 35 -288
304 36 10
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112 40 112
234 39 234
117 43 49
22 44 22
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SOUTH BEND
PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants
Architects · Engineers
Planners
09/15
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
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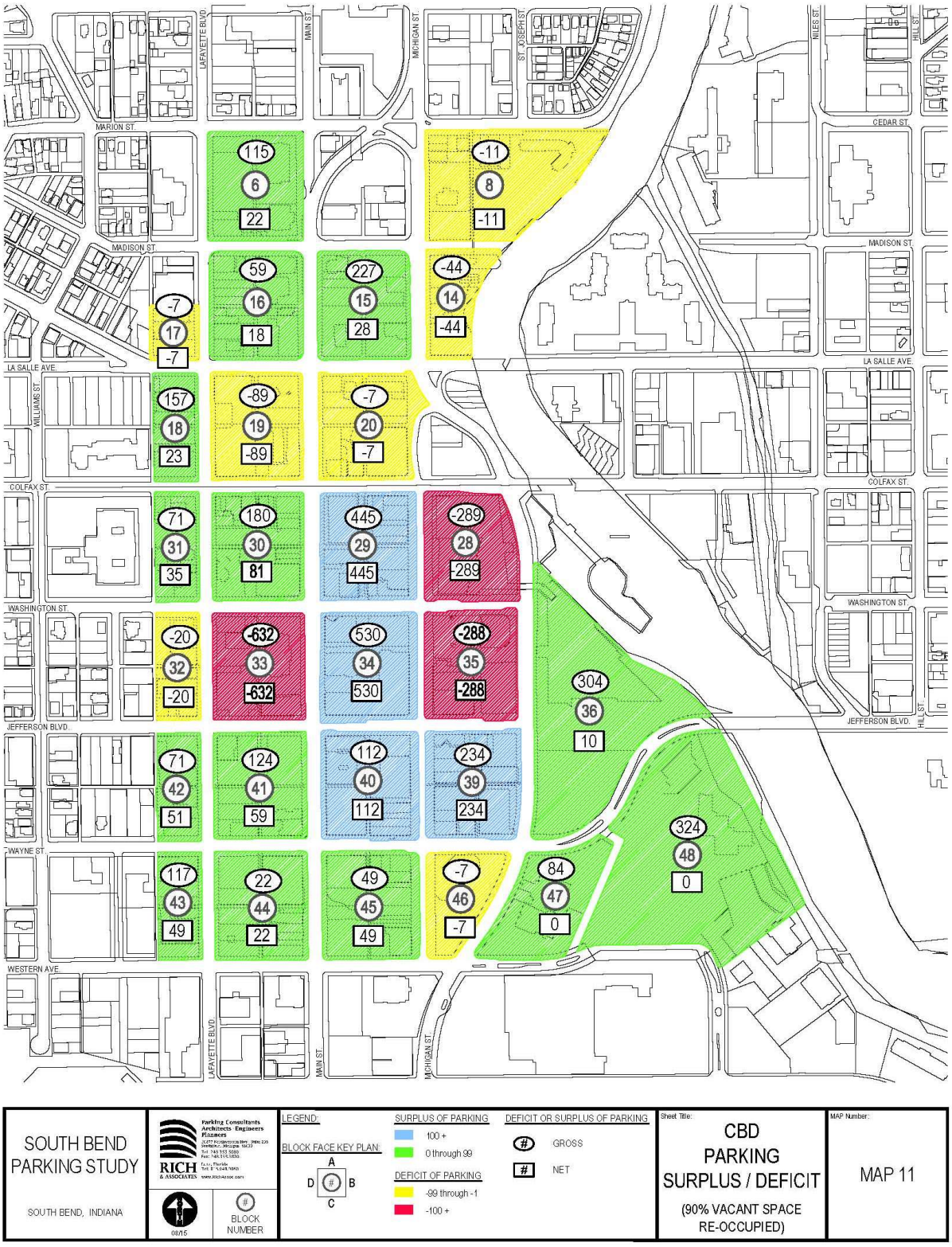
SURPLUS OF PARKING
100 +
0 through 99
DEFICIT OF PARKING
-99 through -1
-100 +
DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
CBD
PARKING
SURPLUS / DEFICIT
(50% VACANT SPACE
RE-OCCUPIED)
MAP Number:
MAP 10

Table 15 - CBD Surplus / (Deficit) by Block with 90% of Vacant Space Re-Occupied

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street	Off-Street	On-Street
6	132	247	115	225	22	22	225	0	22
8	11	0	(11)	0	0	(11)	0	0	0
14	88	44	(44)	33	11	(44)	33	0	11
15	39	266	227	238	28	28	238	0	28
16	107	166	59	148	18	18	148	0	18
17	7	0	(7)	0	0	(7)	0	0	0
18	0	157	157	134	23	23	134	0	23
19	146	57	(89)	15	42	(89)	15	0	42
20	191	184	(7)	154	30	(7)	154	0	30
28	788	499	(289)	495	4	(289)	495	0	4
29	141	586	445	84	502	445	84	445	57
30	287	467	180	386	81	81	386	44	37
31	38	109	71	74	35	35	74	0	35
32	182	162	(20)	131	31	(20)	131	0	31
33	684	52	(632)	0	52	(632)	0	0	52
34	208	738	530	50	688	530	50	640	48
35	398	110	(288)	39	71	(288)	39	32	39
36	86	390	304	380	10	10	380	0	10
39	253	487	234	26	461	234	26	424	37
40	378	490	112	0	490	112	0	435	55
41	153	277	124	218	59	59	218	25	34
42	75	146	71	95	51	51	95	0	51
43	4	121	117	72	49	49	72	0	49
44	154	176	22	92	84	22	92	36	48
45	202	251	49	152	99	49	152	40	59
46	201	194	(7)	156	38	(7)	156	0	38
47	88	172	84	172	0	0	172	0	0
48	241	565	324	565	0	0	565	0	0
TOTAL	5,282	7,113	1,831	4,134	2,979	374	4,134	2,121	858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112 40 112
234 39 234
324 48 0
117 43 49
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84 47 0
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
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DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
CBD PARKING SURPLUS / DEFICIT
(90% VACANT SPACE RE-OCCUPIED)
MAP Number:
MAP 11

Handicap (Barrier-Free) Parking Analysis

Another issue that the City asked to be investigated was the provision of handicap accessible (barrier-free) parking within the public parking areas. The American's with Disabilities Act (ADA) requires that handicap accessible spaces be provided per the following schedule.

Scoping [4.1.2(5)]
Accessible spaces are required for visitor and employee lots according to the number provided in each lot. On sites with multiple lots, this number is still calculated lot-by-lot, even where accessible spaces required for one lot are located in another. Standard spaces must have an access aisle at least 5 feet wide, while those that provide van access must have an access aisle at least 8 feet wide.

Table 16 – ADA Parking Requirements by Parking Area Size

Minimum Number of Accessible Parking Spaces

Lot Total	Standard Spaces	Van Spaces	Total Accessible
1 - 25	0	1	1
26 - 50	1	1	2
51- 75	2	1	3
76 - 100	3	1	4
101 - 150	4	1	5
151 - 200	5	1	6
201 - 300	6	1	7
301 - 400	7	1	8
401 - 500	7	2	9
501 - 550	9	2	11
551 - 600	10	2	12
601 - 650	11	2	13
651 - 700	12	2	14
701 - 750	13	2	15
751 - 800	14	2	16
801 - 850	14	3	17
851 - 900	15	3	18
901 - 950	16	3	19
951 - 1000	17	3	20
1001 - 1100	18	3	21
1101 - 1200	19	2	22
1201 - 1300	20	3	23
1301 - 1400	21	3	24
1401 - 1500	21	4	25

Note: Since spaces can share aisles, two van spaces can be provided instead of one without any space impact.

The number of spaces provided in the various publicly available off-street parking areas is detailed by **Table 17** below. This table shows that while "overall" the number of handicap accessible spaces being provided exceeds the requirements, there are several locations where the number of handicap accessible spaces may be insufficient. However, because the law does allow the provision of spaces "along a more accessible path" the total number of spaces may be sufficient (see ***Location and Dispersion 4.6.2***) on following page. This argument may be acceptable for the locations where none of the required spaces are provided but in the Main Street Garage, the fact that most but not all the required spaces are located there, Rich is of the opinion that the City should add the additional required space.

The law also dictates that if spaces are provided for outpatients (such as the lower level of the Leighton Garage) that the requirement is 10 percent of the designated spaces unless the spaces are designated for those with mobility-related conditions[7] in which case the requirement is 20 percent. Data provided by Downtown South Bend, Inc. indicated that there are 220 spaces in the lower level of the garage. These spaces are used by the patients of the Memorial Healthplex Physical Therapy Services (and per them) shared with the office building across the corridor also located in the Healthplex. Therefore, it is unclear how many spaces are actually intended for patients as it is this number of which 20 percent of the designated spaces for these patients may be required to be barrier-free. Data provided by Downtown South Bend Inc. shows that 8 barrier-free spaces are provided in the lower level of the Leighton Garage while the total number provided in the garage is 26 spaces.

Table 17 – ADA Parking Requirements Parking Area

South Bend CBD - Off Street Parking

Block	Letter	Lot	Description	Pub/Pvt	Reg	Handicap	Total	Req	Provided	+ / -
29	A	**A-29**	Main Street Garage	PUB	412	8	**420**	9	8	**(1)**
29	D	**D-29**	Alley Lot (LZ until 12 Noon)	PUB	10		**10**	1	0	**(1)**
29	E	**E-29**	Alley Lot	PUB	15		**15**	1	0	**(1)**
30	C	**C-30**	City Lot (ABM - $4.00 Flat Rate)	PUB	44		**44**	2	0	**(2)**
34	B	**B-34**	City Leighton Garage	PUB	614	26	**640**	13	26	**13**
35	A	**A-35**	Parking surrounding HOF (2 Hrs)	PUB	47		**47**	2	0	**(2)**
35	C	**C-35**	City Lot ($5.00 pay by space_	PUB	48	3	**51**	3	3	**0**
39	A	**A-39**	Wayne Garage	PUB	406	18	**424**	9	18	**9**
40	A	**A-40**	Coyne Garage	PUB	435	?				
44	C	**C-44**	ABM Permit Lot	PUB	36		**36**	2	0	**(2)**
45	C	**C-45**	DTSB Hang Tag Lot	PUB	38	2	**40**	2	2	**0**
		-								
		-			**2,105**	**57**		**44**	**57**	**13**

Facilities Specializing in Services for Persons with Mobility Impairments[7]
The 20% scoping applies to facilities or units that specialize in providing services to people with "mobility impairments," which may include:

[7]https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/113-ada-standards/background/adaag/422-a-guide-to-adaag-provisions#Accessible

- *conditions requiring the use or assistance of a brace, cane, crutch, prosthetic device, wheelchair, or powered mobility aid*
- *arthritic, neurological, or orthopedic conditions that severely limit one's ability to walk*
- *respiratory diseases and other conditions which may require the use of portable oxygen*
- *cardiac conditions that impose significant functional limitations*

Examples include spinal cord injury treatment centers, prosthetic and orthotic retail establishments, and vocational rehabilitation centers for persons with mobility impairments. This provision does not apply to facilities that provide but do not specialize in these services, such as general rehabilitative counseling or physical therapy centers. In determining whether a facility is subject to this requirement, both the nature of the services or treatment provided and the population served should be considered.

Location [4.6.2] and Dispersion

Accessible spaces required for one lot can be located in another where equal or greater access is achieved. For example, spaces for an outlying lot can be placed in a lot closer to the building served since accessible spaces must be located on the shortest accessible route to an accessible facility entrance. Recommendation: Accessible routes that cross vehicular ways should be marked as a crossing. Since people who use wheelchairs may not be as visible from a vehicle, it is recommended that accessible routes be configured to prevent or minimize wheelchair travel behind parked vehicles.

Accessible parking must be dispersed at buildings with multiple accessible entrances (especially important at large facilities such as malls and airports) and should be dispersed among multiple buildings on the same site even where lots are shared. In the case of strip shopping centers, however, accessible spaces are not required at each tenancy entrance, but should be dispersed to minimize travel distances.

SECTION 3 – ANALYSIS – EAST BANK ZONE

Introduction

Rich conducted a separate analysis for the East Bank area of downtown South Bend. The included blocks for this area totals just 11 blocks and less than 400,000 square feet of building area. This section discusses the existing conditions as well as the anticipated future needs given several proposed residential and commercial developments planned for the East Bank.

Results – East Bank (EB)

Parking Supply - East Bank Zone

The parking supply serving the East Bank consists of several privately owned and operated surface lots and un-timed on-street parking. The only publicly available parking lots[8] in the East Bank is the lot associated with Seitz Park at the St. Joseph River and Washington Street and one half of the lot north of the Emporium. Together the two lots total just 32 public spaces.

On-Street parking within the East Bank, like the CBD, is also free but unlike the CBD there are no time limits (1 hour, 2 hours) like many on-street spaces in the CBD. This is likely due to the currently limited commercial activity in the East Bank. The supply of publicly available parking in the East Bank is just 25 percent and if the 6 spaces at Seitz Park are excluded because of their inconvenience to commercial uses, the percentage of public parking is just 24 percent. This will need to be increased as commercial activity increases in the East Bank in order to foster a walkable commercial area.

Table 18 – Summary Parking Supply- East Bank

Public Parking		Private Parking		TOTAL	
On-Street	**Off-Street**	**On-Street**	**Off-Street**	**On-Street**	**Off-Street**
290	32	0	993	290	1,025
322		**993**		**1,315**	
24.5%		**75.5%**		**100.0%**	

Map 12 shows the on and off-street parking supply for the East Bank. Tables detailing the on-street and off-street parking inventories are included in the Appendix of the report.

[8] Following Rich's definition of public parking as noted on page 9


NAVARRE ST.
MARION ST.
MADISON ST.
LA SALLE AVE.
COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
WAYNE ST.
WESTERN AVE
MICHIGAN ST.
ST. JOSEPH ST.
NILES ST.
HILL ST.
CEDAR ST.
ST. LOUIS BLVD.
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants
Architects · Engineers
Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D # B
C
ON STREET PARKING
30 MINUTE
UNMARKED
BARRIER FREE
RESERVED
STRIPED PARKING
OFF STREET PARKING
PRIVATE
PUBLIC
BARRIER FREE
RES. = RESERVED
Sheet Title:
EAST BANK PARKING SUPPLY
MAP Number:
MAP 12

Land Use

Based on data found on the St. Joseph County Assessor's website, within the East Bank District, the total building square footage totals just under 378,000 square feet, most of which is currently occupied. There are also 55 residential units (39 of which are in one development and 10 in another) in the East Bank.

Table 19 – Land Use Allocation – East Bank

Land Use	Square Footage / Residential Units
General Office	272,984
General Retail	32,724
Auto Service	5,301
Light Warehouse/Manufacturing	13,440
Restaurant/Food Service	20,527
Medical Office	26,695
Special Use*	2,400
Sub-Total	**374,071**
Vacant	**3,540**
Total Square Footage	**377,611**
Residential Units	55
** Special Use includes what the Assessor defines as "Theater" space (Large gathering) in event centers where much of this is unused during "typical" daytime hours*	

Ratio – Parking Supply to Land Use (East Bank)

The ratio of provided parking spaces to total building square footage is much higher in the East Bank (3.48 spaces per 1,000 square feet of building area) compared to the CBD (2.01)

Parking Utilization Analysis – East Bank

As part of the parking utilization analysis conducted for the CBD, part of the turnover and occupancy route included lots and on-street spaces in the East Bank. The utilization analysis was completed on Thursday June 4, 2015 between 8:00 am and 7:00 pm. Of the 1,315 on and off-street spaces in the East Bank, 749 spaces (57%) were analyzed. This included 524 of 1,025 off-street spaces and 225 of 290 on-street spaces.

At peak time in the East Bank district (1:00 pm to 3:00 pm), 42% (311 spaces) of the 749 observed spaces were occupied.

On-Street Parking Utilization Analysis

Figure 7 demonstrates the low utilization (33%) of the on-street spaces in the East Bank. With limited retail in the East Bank, the larger entities in the East Bank have private off-street parking intended to accommodate many of their staff and visitors.

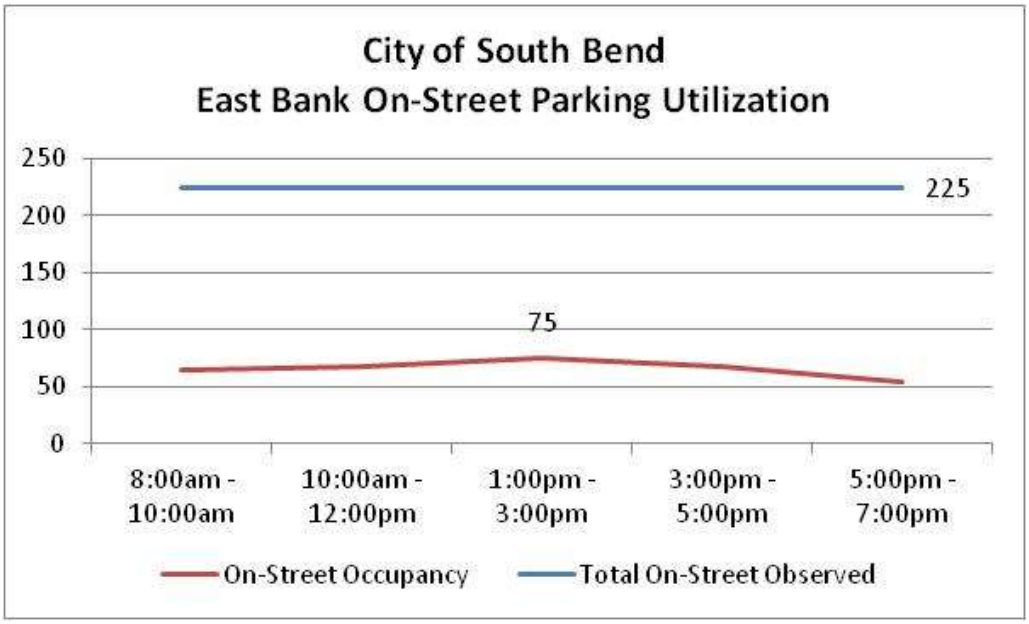


Figure 7 – On Street Parking Utilization (Observed)

Off-Street Parking Utilization – East Bank

Unlike the CBD, virtually all off-street parking is privately controlled, meaning it is only intended for use by the staff and/or visitors to a particular destination. The only publicly available parking is the parking at Seitz Park and the lot north of the Emporium. The Seitz Park Lot, due to its location, is likely to only be used by park visitors and not visitors to the commercial businesses in the East Bank district. This leaves the north half of lot north of the Emporium as the only off-street public parking in the East Bank.

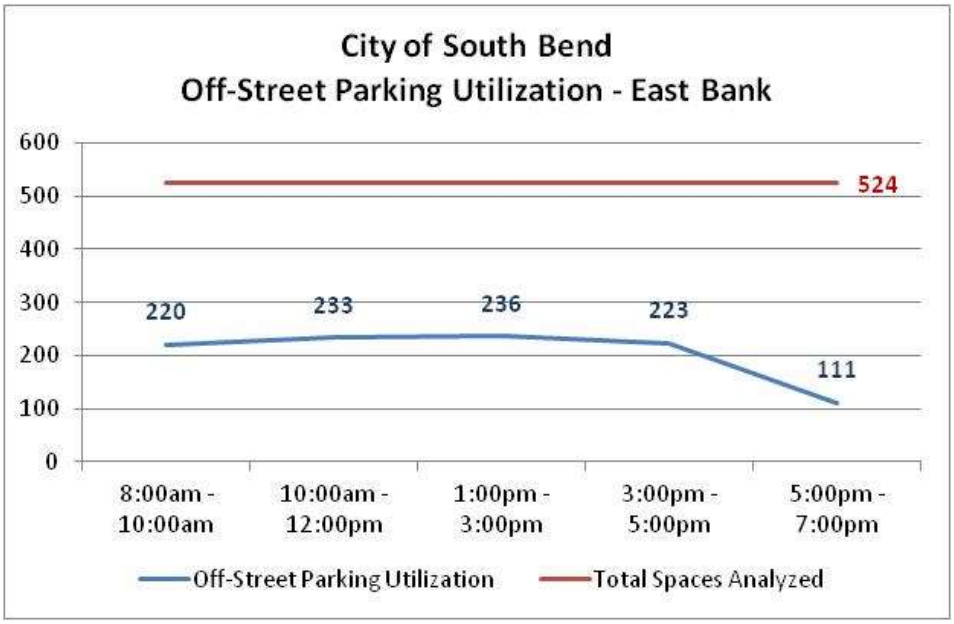
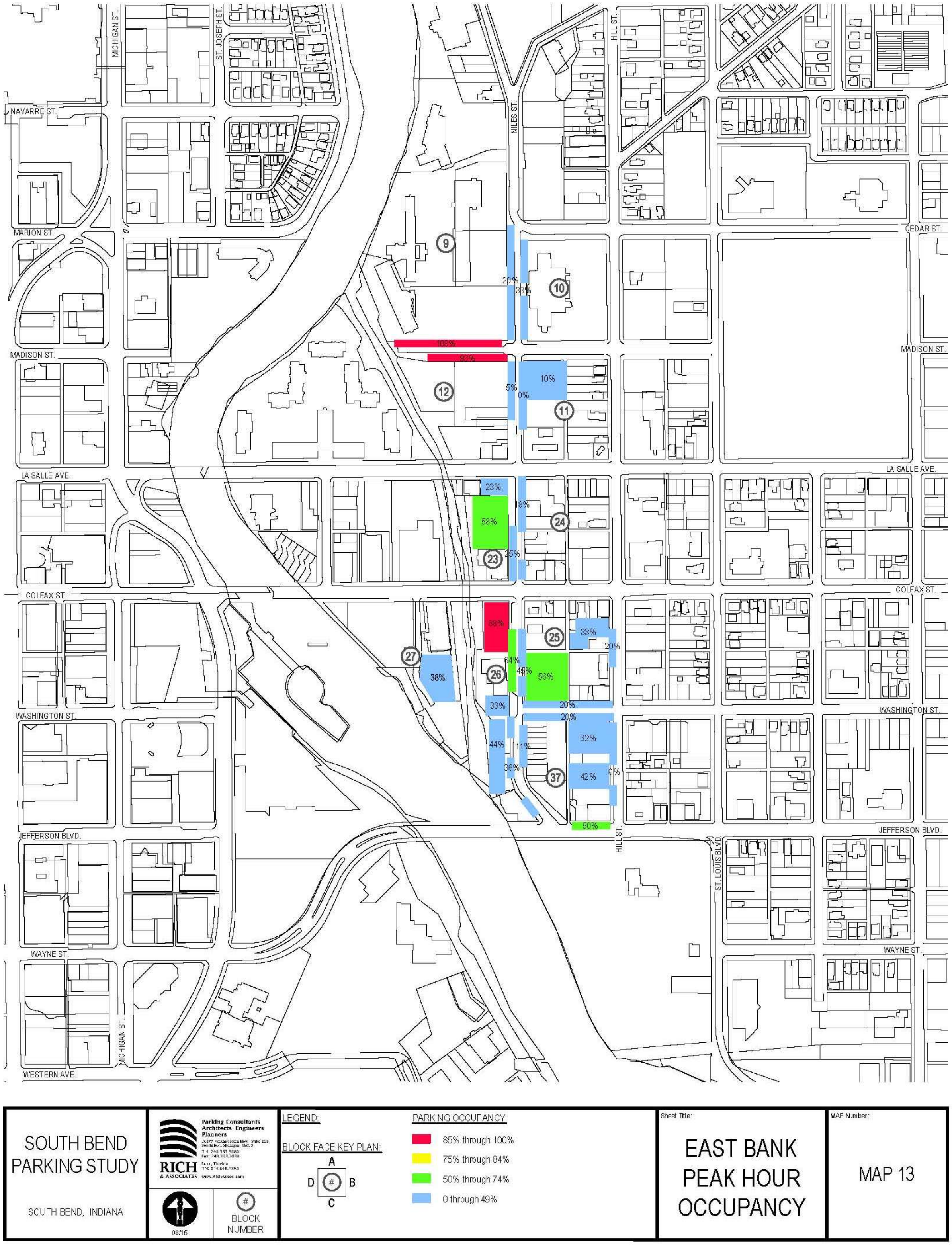


Figure 8 - Off Street Parking Utilization (observed)

The analysis of the off-street parking occupancy showed that at peak time just 45% (236) of the 524 analyzed spaces were occupied.

The results of the occupancy analysis are also demonstrated by the two maps on pages 44 and 45. **Map 13** demonstrates the peak hour occupancy for the East Bank zone while **Map 14** shows the highest occupancy achieved in each observed on-street or off-street parking area.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ST. JOSEPH ST.
NAVARRE ST.
NILES ST.
HILL ST.
MARION ST.
CEDAR ST.
MADISON ST.
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44%
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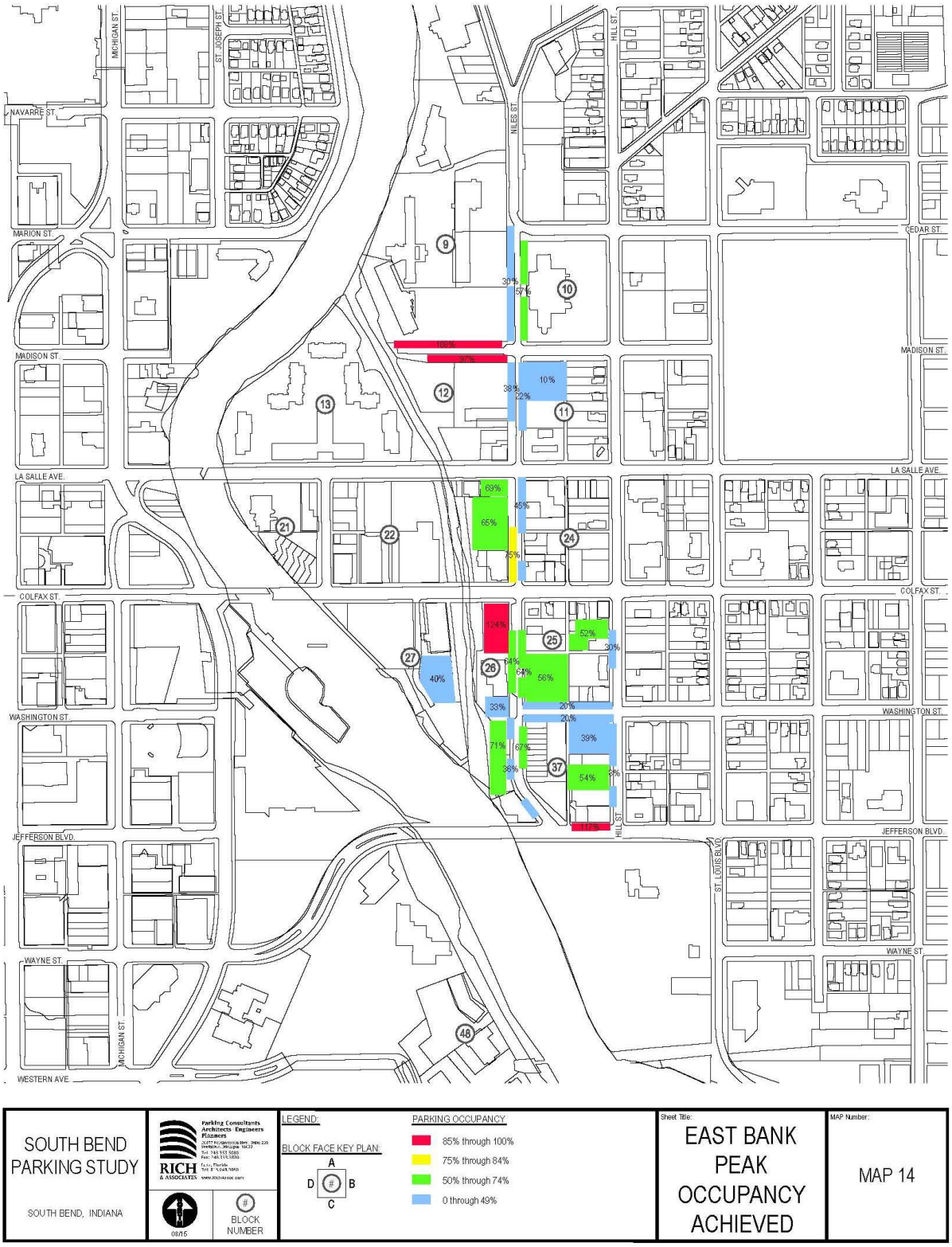
36%
42%
0%
50%
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
Parking Consultants
Architects · Engineers
Planners
RICH & ASSOCIATES
08/15
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
B
C
D
PARKING OCCUPANCY
85% through 100%
75% through 84%
50% through 74%
0 through 49%
Sheet Title:
EAST BANK PEAK HOUR OCCUPANCY
MAP Number:
MAP 13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67%
38%
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SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants Architects Engineers Planners
08/15
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
#
B
C
PARKING OCCUPANCY
85% through 100%
75% through 84%
50% through 74%
0 through 49%
Sheet Title:
EAST BANK PEAK OCCUPANCY ACHIEVED
MAP Number:
MAP 14

Just as with the assessment of the parking utilization for the CBD zone, it seems prudent to adjust the observed values. This is to account for just the one day of observations and incomplete analysis of all parking spaces within the East Bank zone. As before, an assumed adjustment of 25 percent of the observed utilization was added on during each observation period. The observation schedule, results and the effect of these corrections are shown by **Table 20** below.

Table 20 - Parking Utilization Correction

Total Observed	Time of Observation	8:00 AM – 10: AM	10:00 AM – 12:00 Noon	1:00 PM – 3:00 PM	3:00 PM – 5:00 PM	5:00 PM – 7:00 PM
225	On-Street	65	67	75	67	54
524	Off-Street	220	233	236	223	111
749	**Total**	**285**	**300**	**311**	**290**	**165**
	Pct Occupied	**38.05%**	**40.05%**	**41.52%**	**38.72%**	**22.03%**
	Occupancy with 25% Correction*	356	375	389	363	206
	Corrected Occupancy	47.53%	50.07%	51.94%	48.46%	27.50%
If Corrected Occupancy percentage applied to all 1,315 Spaces Available						
1,315	**Total Supply Expected Occupancy**	**625**	**658**	**683**	**637**	**362**
	Projected Occupancy Rate	**47.53%**	**50.07%**	**51.94%**	**48.46%**	**27.50%**

As can be seen, with this adjustment, the peak occupancy increases from 41.5 percent to 52 percent during the 1:00 pm to 3:00 pm time period.

Using the adjusted observed values as a benchmark, Rich then applied parking generation rates for each type of land use using the Shared Use Model that resulted in values approximating the projected occupancy rates. The results of this task are demonstrated by **Figure 9** on the following page. Using the model, the peak calculated need was 714± spaces between about 11:00 am and 12:00 noon, which compares to the extrapolated observed need of 696 spaces (obtained by smoothing the line between observations). The 714± spaces needed as calculated equates to 1.89 spaces occupied per 1,000 square feet of building area within the East Bank. As with the CBD model, there is a reasonably good correlation between the calculated values and the extrapolated observed values.

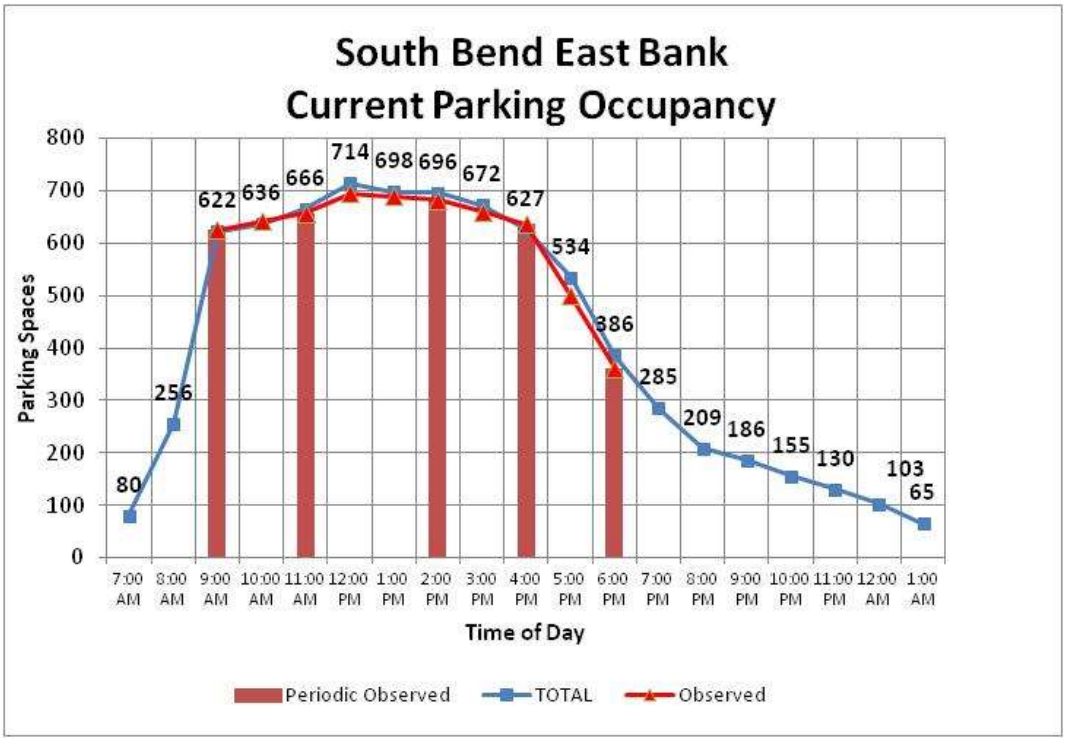

Figure 9 – Observed vs. Calculated Need (East Bank)

Current Parking Demand vs. Parking Supply

With the parking generation rates reasonably established these were applied to the land use square footage on each block and the parking demand by block determined. Just as in the CBD, the gross and net surplus or deficit of parking was determined by calculating the parking demand against the private supply initially on each block. The Gross Surplus / Deficit calculated the total demand against the total parking supply. For the Net Surplus Basis, as before, if the private supply exceeded the calculated parking demand, the surplus would be just the publicly available spaces when calculating the net deficit. **Table 21**, on the following page, shows that currently, the East Bank zone has Gross Surplus of 599± spaces with two blocks having minor deficits. This information is also demonstrated by **Map 15** on page 49. The net surplus is reduced to 258± spaces after eliminating the surplus private spaces, which are only available if that business is your destination. This reflects a more realistic assessment of the parking needs.

Table 21 - East Bank Surplus / Deficit by Block (Current Condition)

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street Parking	On-Street Parking	Off-Street Parking
11	4	103	99	68	35	35	68	35	0
12	27	116	89	65	51	51	65	51	0
21	38	79	41	66	13	13	66	13	0
22	257	248	(9)	238	10	(9)	238	10	0
23	54	114	60	106	8	8	106	8	0
24	31	58	27	39	19	19	39	19	0
25	35	158	123	109	49	49	109	49	0
26	106	123	17	98	25	17	98	25	0
27	28	62	34	10	52	34	10	0	52
37	32	163	131	109	54	54	109	54	0
38	103	91	(12)	65	26	(12)	65	26	0
	716	1,315	599	973	342	258	973	290	52


MICHIGAN ST.
ST. JOSEPH HILL ST.
NAVARRE ST.
MARION ST.
MADISON ST.
LA SALLE AVE.
COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
WAYNE ST.
WESTERN AVE.
NILES ST.
HILL ST.
ST. LOUIS BLVD.
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-12
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants Architects Engineers Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D # B
C
SURPLUS OF PARKING
100 +
0 through 99
DEFICIT OF PARKING
-99 through -1
-100 +
DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
EAST BANK PARKING SURPLUS / DEFICIT
(CURRENT)
MAP Number:
MAP 15

Future Parking Demand – East Bank

As of the date of this report, there are three known projects planned for the East Bank that will be a combination of residential and commercial space. All three developments include a parking component (likely for residents) which will minimize the impact on the parking on other nearby blocks from resident parking.

The three proposed developments include:

Table 22 - Known East Bank Development Projects

East Bank Flats (Block 21) - 18 Residential Units + 2,000 sf (Assumed) of Retail Space Plus 31 Parking Spaces

Colfax at Hill - (Block 24) - 16 Residential Units + 4,800 sf of Retail Space Plus 16 Parking Spaces

River Race Flats (Block 37) - 32 Residential Units + 8,000 sf of Retail Space & 9,000 sf of 2nd Floor Office Space Plus 30 Parking Spaces

Because of the impact of the additional parking spaces added, the gross surplus increases from 599± spaces to 603± spaces. This is because although the total parking demand within the East Bank zone increases from a calculated peak hour need of 716 for the current condition to 789 spaces needed (+73 spaces) during the peak hour in the future as a result of the new developments, the parking supply is anticipated to increase by 77 spaces.

Table 23 - East Bank Surplus / Deficit by Block (Future Condition)

Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Private	Public	
							Off-Street Parking	On-Street Parking	Off-Street Parking
11	4	103	99	68	35	35	68	35	0
12	26	116	90	65	51	51	65	51	0
21	53	110	57	97	13	13	97	13	0
22	257	248	(9)	238	10	(9)	238	10	0
23	54	114	60	106	8	8	106	8	0
24	48	74	26	55	19	19	55	19	0
25	35	158	123	109	49	49	109	49	0
26	106	123	17	98	25	17	98	25	0
27	28	62	34	10	52	34	10	0	52
37	74	193	119	139	54	54	139	54	0
38	103	91	(12)	65	26	(12)	65	26	0
Total	789	1,392	603	1,050	342	258	1,050	290	52


MICHIGAN ST.
ST. JOSEPH ST.
NAVARRE ST.
MARION ST.
MADISON ST.
LA SALLE AVE.
COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
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MAIN ST.
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123
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49
119
37
54
-12
38
-12
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
Parking Consultants Architects Engineers Planners
08/16
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
D
B
C
SURPLUS OF PARKING
100 +
0 through 99
DEFICIT OF PARKING
-99 through -1
-100 +
DEFICIT OR SURPLUS OF PARKING
GROSS
NET
Sheet Title:
EAST BANK PARKING SURPLUS / DEFICIT
(FUTURE)
MAP Number:
MAP 16

SECTION 4 – BALLPARK ZONE

Introduction

As with the CBD and East Bank districts, Rich conducted a separate analysis for the Ballpark area of downtown South Bend. While the area appears much less dense compared to the CBD, the ratio of parking spaces to building area is virtually identical to the CBD at 1.96 parking spaces provided per 1,000 square feet of building area (excluding the ballpark) compared to 2.01 in the CBD. However, more than 50 percent of the existing building area (excluding the ballpark) is vacant. When the number of parking spaces is compared against the "occupied building area" the ratio of parking spaces to building area increases significantly to 4.01 spaces provided per 1,000 square feet of building area.

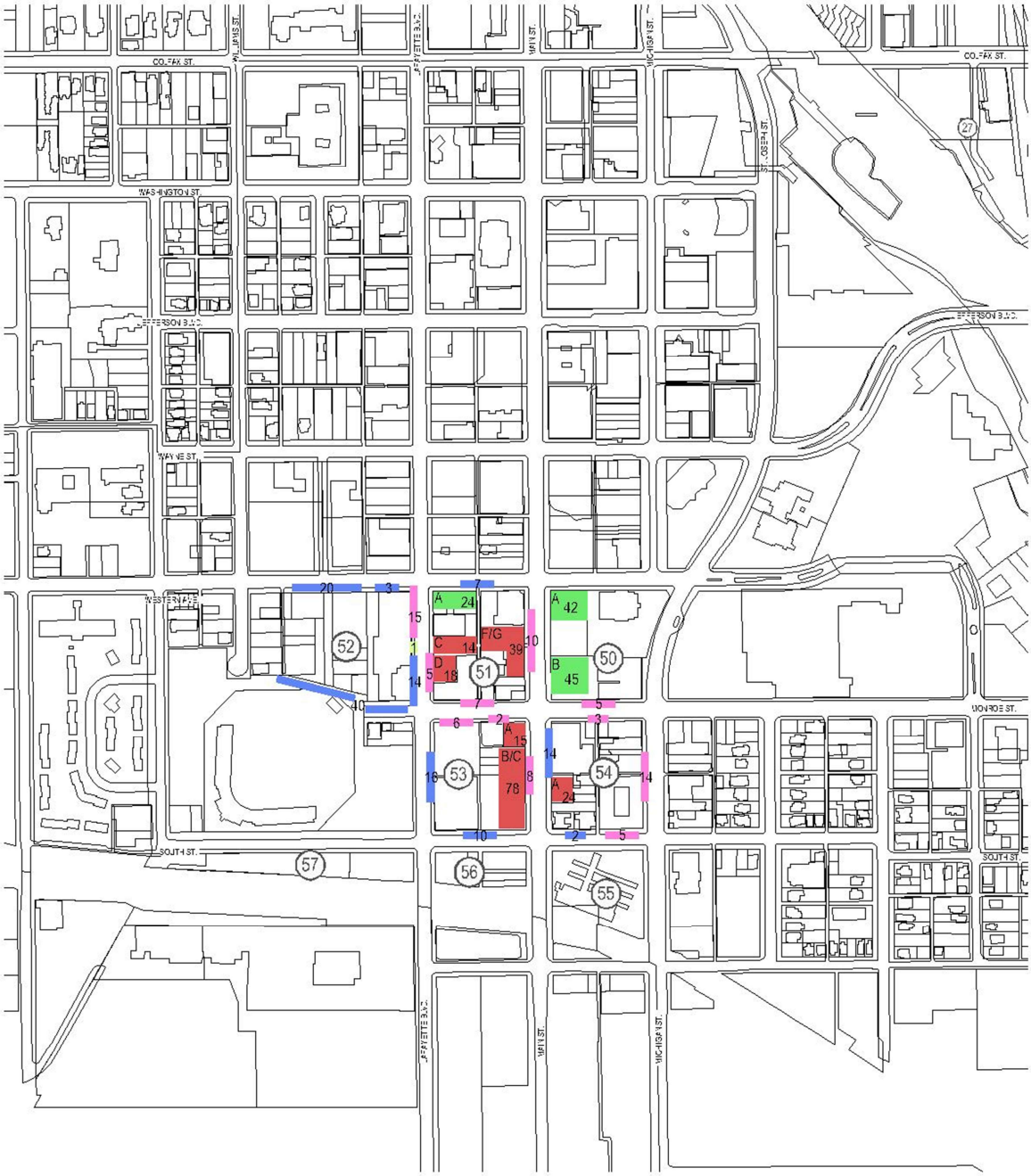
Results – Ballpark (BP)

Parking Supply - Ballpark Zone

The off-street parking supply serving the Ballpark zone consists of just two publicly available parking lots (totaling just 87 spaces) and 486± privately controlled spaces. In addition, there are 207± on-street spaces. Just 81± of these have a two-hour time limit with the balance carrying no time restriction. **Table 24** summarizes the Ballpark zone parking supply. The table shows that the majority of parking within the Ballpark zone is privately controlled (62%). **Map 17** shows the parking supply for the ballpark area. The detailed on and off-street parking supply for the Ballpark zone is shown in the Appendix of the report.

Table 24 - Parking Supply Summary (Ballpark Zone)

Public Parking		Private Parking		TOTAL	
On-Street	**Off-Street**	**On-Street**	**Off-Street**	**On-Street**	**Off-Street**
207	87	0	486	207	573
294		**486**		**780**	
38.0%		**62.0%**		**100.0%**	



SOUTH BEND PARKING STUDY SOUTH BEND, INDIANA	Parking Consultants Architects - Engineers Planners RICH & ASSOCIATES BLOCK NUMBER	LEGEND: BLOCK FACE KEY PLAN: A D B C	ON STREET PARKING 2 HOUR UNMARKED 15 MINUTE BARRIER FREE	OFF STREET PARKING PRIVATE PUBLIC BARRIER FREE RES. = RESERVED	Sheet Title BALLPARK ZONE PARKING SUPPLY	Map Number MAP 17

Land Use

Based on data found on the St. Joseph County Assessor's website, within the Ballpark area, the total building square footage totals just under 400,000 square feet, approximately 195,000 gross square feet of which is currently occupied. Included in the vacant space is office and light warehouse space from the Post Office mail processing facility (although the post office portion is still showed as occupied).

Table 25 – Land Use Allocation – Ballpark Zone

Land Use	Square Footage / Residential Units
General Office	93,227
General Retail	43,096
General Retail (Basement)	10,886
Auto Service	9,612
Light Warehouse/Manufacturing	0
Restaurant/Food Service	2,244
Special Use*	35,410
Sub-Total	**194,475**
Vacant	**202,941**
Total Square Footage	**397,416**
Residential Units	38
** Special Use includes what the Assessor defines as "Theater" space (Large gathering) in event centers where much of this is unused during "typical" daytime hours*	

Parking Utilization Analysis – Ballpark Area

Blocks near the ballpark were also included in the utilization analysis conducted on June 4, 2015. Approximately one-half (52%) or 299 of 573 off-street parking spaces were included in the occupancy analysis. A slightly higher proportion (59%) 123 of 207 on-street spaces were also analyzed.

Peak occupancy for both on-street and off-street parking within this area occurred relatively late in the day. The off-street peak occurred between 3:00 and 5:00 pm at just 30 percent while the on-street parking peak occurred during the final circuit after 5:00 pm when 34 percent of the observed spaces were occupied. Early arriving patrons or employees of the ballpark may influence these values as there was a ballgame scheduled for the evening on the selected date. The results of the on-street and off-street occupancy analysis are demonstrated by **Figure 10** and **Figure 11** on the following page.

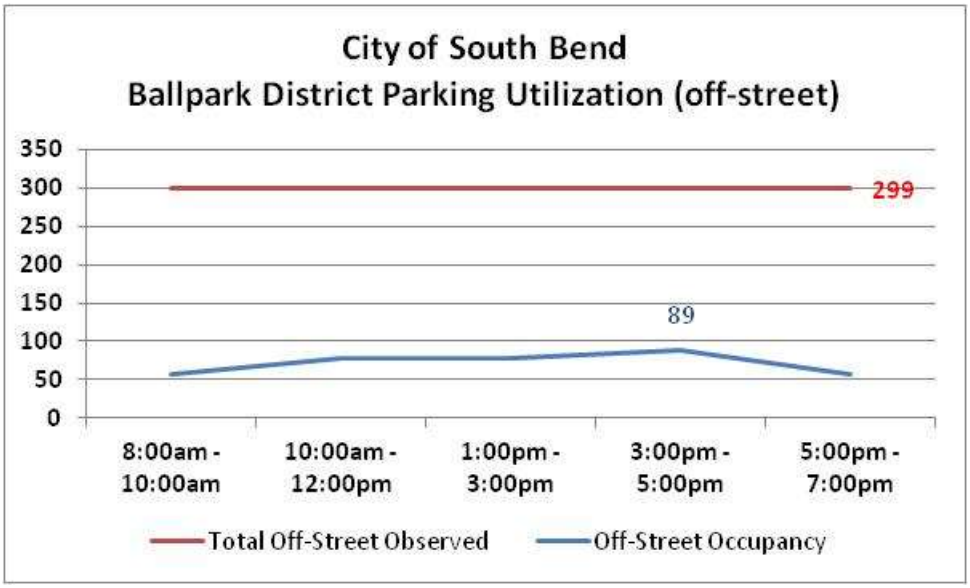


Figure 10 – Off-street Parking Utilization (observed)

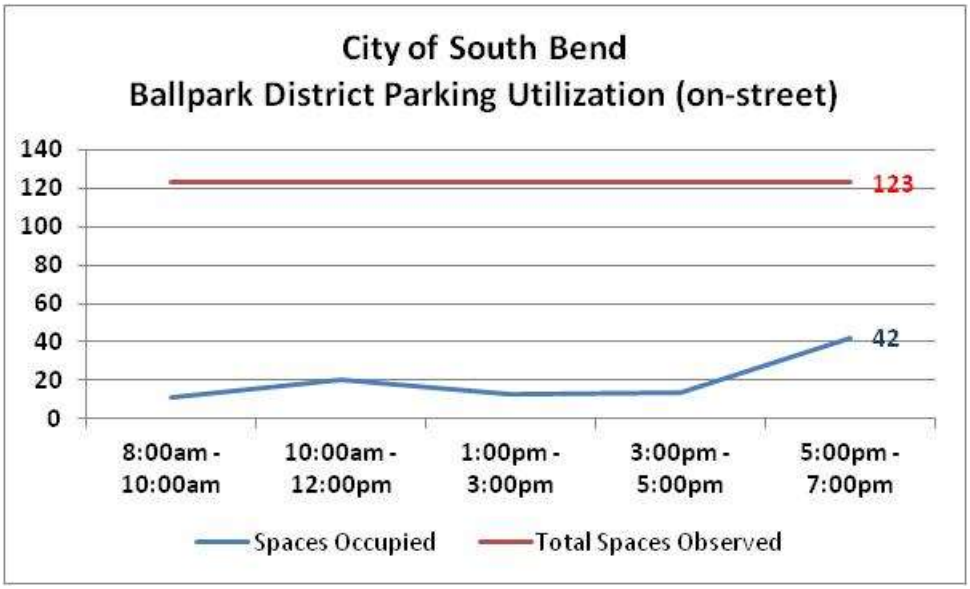


Figure 11 – On-Street Parking Utilization (observed)

Map 18 on the following page shows the parking utilization for the combined on and off-street parking supply in the vicinity of the ballpark.


COLFAX ST.
WASHINGTON ST.
JEFFERSON BLVD.
WAYNE ST.
WESTERN AVE
MONROE ST.
SOUTH ST.
LAFAYETTE BLVD.
MAIN ST.
MICHIGAN ST.
ST. JOSEPH ST.
0%
0%
13%
33%
10%
64%
59%
0%
83%
11%
83%
27%
38%
6%
0%
6%
46%
0%
52
51
50
53
54
57
56
55
27
SOUTH BEND PARKING STUDY
SOUTH BEND, INDIANA
RICH & ASSOCIATES
BLOCK NUMBER
LEGEND:
BLOCK FACE KEY PLAN:
A
B
C
D
PARKING OCCUPANCY
85% through 100%
75% through 84%
50% through 74%
0 through 49%
BALLPARK ZONE PEAK HOUR OCCUPANCY
MAP 18

As was performed for both the CBD and East Bank Districts, in order to begin to assess the appropriate level of parking demand, it is necessary to adjust the observed occupancy to allow for both peak day observations and correct for those spaces that were not directly observed. As **Table 26** demonstrates, overall peak occupancy occurred during the 3:00 pm to 5:00 pm circuit in the ballpark area when 24 percent (103) of the 422 observed spaces were occupied. Following the assumption applied in both the CBD and East Bank areas that the adjusted occupancy to account for "peak day" values should have the observed results increased by about 25 percent would result in an expected occupancy of nearly 31 percent or 129 of the 422 observed spaces. Applying this percentage occupancy to all 780 spaces in the ballpark zone, would result in peak hour occupancy of 238 spaces. Similar adjustments during the other observation periods (8:00 – 10:00, 10:00 – Noon,1:00 – 3:00 etc.) result in adjusted values ranging from 155 occupied spaces to 227 occupied spaces expected.

Table 26 - Parking Utilization Correction

Total Observed	Time of Observation	8:00 AM - 10:00 AM	10:00 AM - 12:00 Noon	1:00 PM - 3:00 PM	3:00 PM - 5:00 PM	5:00 PM - 7:00 PM
123	On-Street	11	20	13	14	42
299	Off-Street	56	78	77	89	56
422	Total	**67**	**98**	**90**	**103**	**98**
	Pct Occupied	**15.9%**	**23.2%**	**21.3%**	**24.4%**	**23.2%**
	Occupancy with 25% Correction	84	123	113	129	123
	Corrected Occupancy	19.9%	29.1%	26.8%	30.6%	29.1%
If Corrected Occupancy Percentage Applied to all 780 Spaces Available						
780		**155**	**227**	**209**	**238**	**227**
		19.9%	**29.1%**	**26.8%**	**30.5%**	**29.1%**

With the "expected" occupancy values established, the next step in the process is to calculate the parking needs using the building square footage in the ballpark zone and determine the appropriate parking generation rates that reflect this level of activity, similar to the process in both the CBD and East Bank District. As **Figure 12** on the following page demonstrates, after adjusting the observed occupancy to the expected occupancy and then applying the shared use parking demand model, calculated values can be quantified that correlate very well with the observed conditions as adjusted.

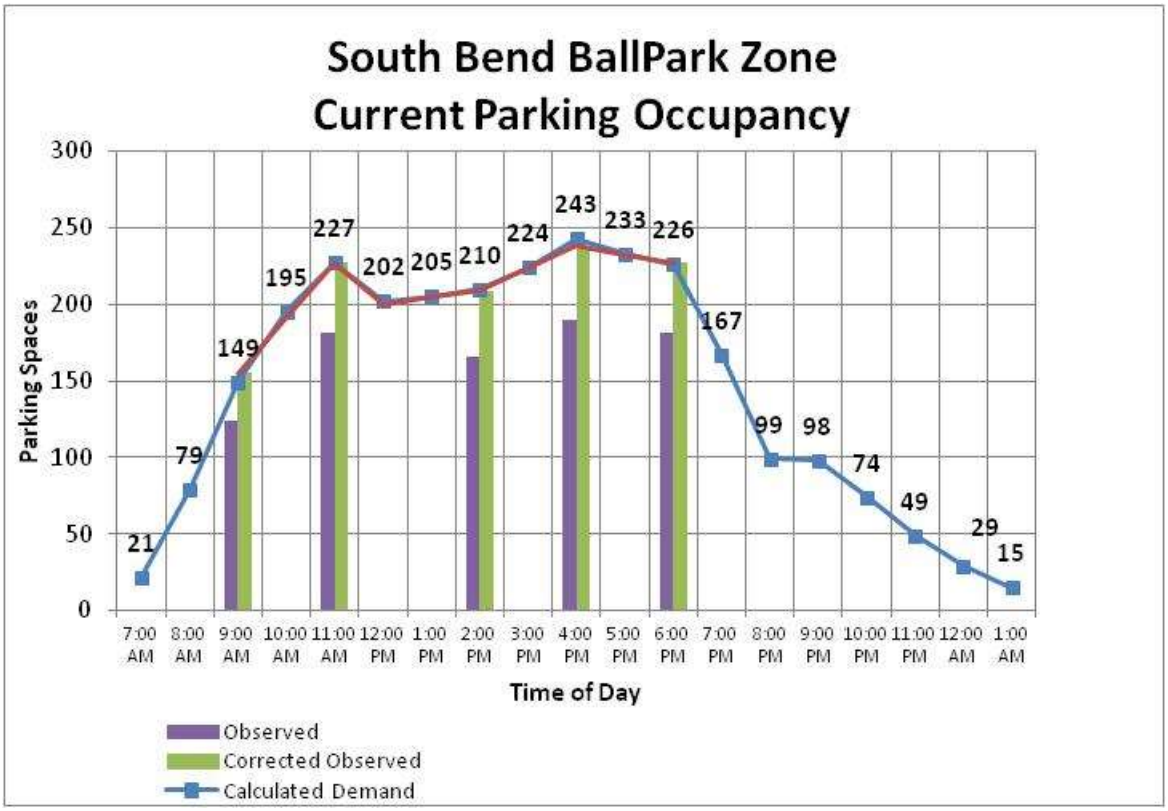


Figure 12 – Observed vs. Calculated Needs (Ballpark Zone)

Current Parking Demand vs. Parking Supply

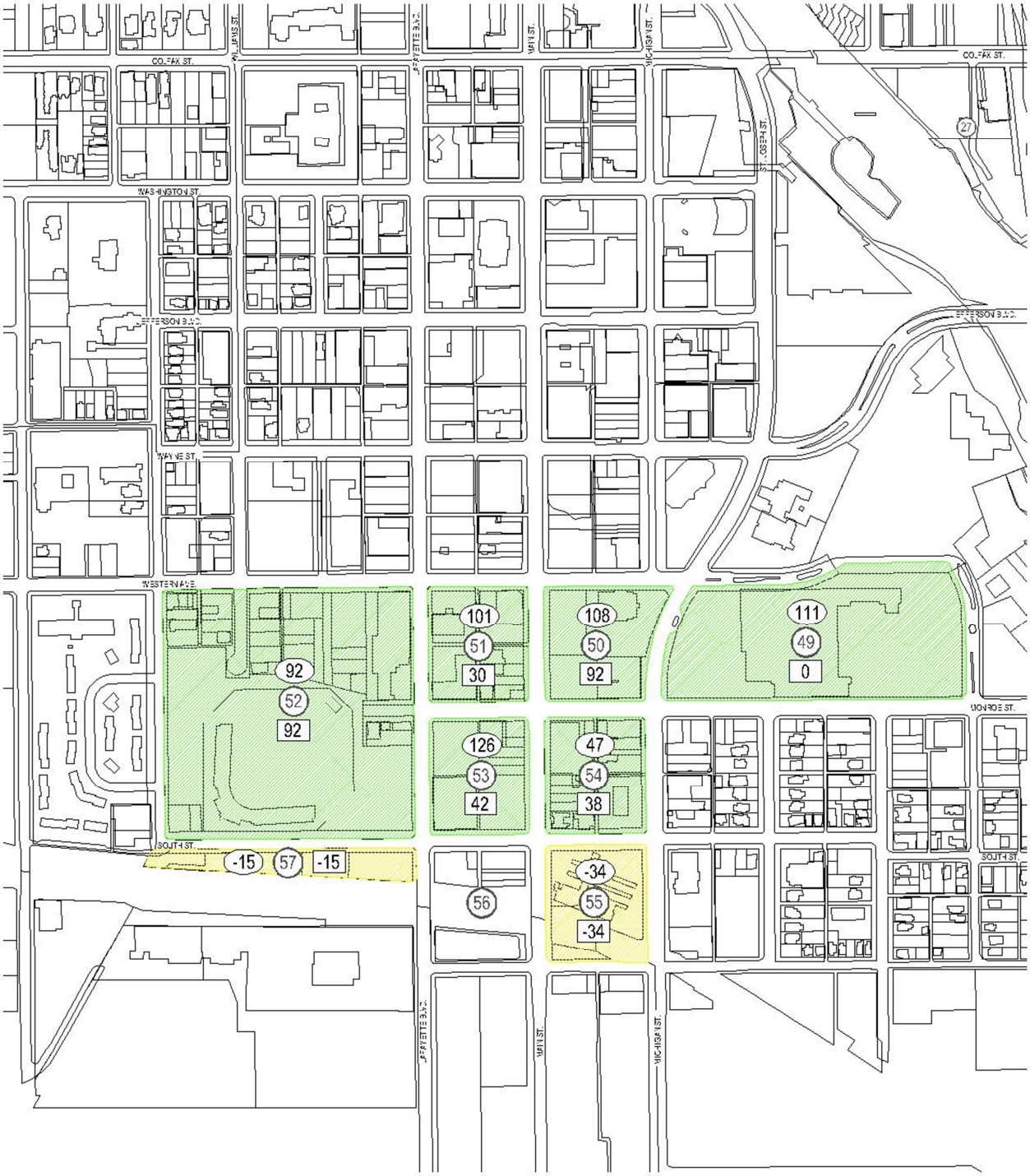
As Figure 12 above shows, parking generation rates applied to the building square footage as quantified for the ballpark zone results in a parking demand model that corresponds very well with the observed conditions. This graph also shows that peak demand occurs at around 4:00 pm, with a peak nearly approaching this at 11:00 am. Using the shared use parking generation rates at 4:00 pm shows that the peak parking demand is 243± spaces. Comparing this peak parking demand against the public and private parking supply by block allows for the determination of gross and net surpluses and deficit both by block and on total basis. **Table 27,** on the following page, shows that two blocks (blocks 55 & 57) have small deficits on both the gross and net basis[9]. This information is also shown by **Map 19** on page 60

Overall, the ballpark zone has a current net surplus of nearly 300± spaces given the level of vacant square footage in the area.

[9] Refer to page 25 for discussion of Gross and Net surplus/deficit.

Table 27 – Current Surplus / Deficit by Block (Ballpark Zone)

							Private	Public	
Block	TOTAL Demand	Total Supply	Gross Surplus / (Deficit)	Private Supply	Public Supply	Net Surplus / (Deficit)	Off-Street Parking	On-Street Parking	Off-Street Parking
49	5	116	111	116	0	0	116	0	0
50	48	156	108	64	92	92	64	5	87
51	72	173	101	143	30	30	143	30	0
52	0	92	92	0	92	92	0	92	0
53	9	135	126	93	42	42	93	42	0
54	61	108	47	70	38	38	70	38	0
55	34	0	(34)	0	0	(34)	0	0	0
57	15	0	(15)	0	0	(15)	0	0	0
TOTAL	244	780	536	486	294	294	486	207	87



SOUTH BEND PARKING STUDY SOUTH BEND, INDIANA	Parking Consultants Architects · Engineers Planners RICH & ASSOCIATES BLOCK NUMBER	LEGEND: BLOCK FACE KEY PLAN: A, B, C, D	SURPLUS OF PARKING 100 + 0 through 99 DEFICIT OF PARKING -99 through -1 -100 +	DEFICIT OR SURPLUS OF PARKING (#) GROSS [#] NET	Sheet Title BALLPARK ZONE PARKING SURPLUS / DEFICIT (CURRENT)	MAP Number MAP 19

Future Parking Demand vs. Parking Supply

The only development known at this point anticipated to occur within the Ballpark Zone, would be on land north of the ballpark. However, it is also expected that this development will be able to provide for its parking needs on site without negatively impacting nearby properties. Additionally, re-occupancy of the more than 200,000 gross square feet of vacant space (much of which is contained with the Post Office Site with nearly 120,000 gross square feet) at the average parking generation rate (1.25) could mean an additional 250 spaces required within the Ballpark Zone, which would almost entirely eliminate the existing net surplus (294) for the zone.

SECTION 5 – ECONOMIC ANALYSIS

Rich also asked for information on the parking system financial condition going back over the past three years. This information is shown by **Table 28** on the following page. Rich analyzed both revenue and expense data after factoring out extraordinary one-time income data (such as the Rebate Program in 2013 and the Energy Reimbursement rebate in 2014) as well as appropriately factoring for "typical annual expenses" (again factoring out extraordinary expenses). With this, the table shows that the parking system generated more than $500 per space per year in revenue and incurred about $350.00 per space per year in expenses. This means that the parking system is producing net income averaging more than $300,000 per year or about $180.00 per space, excluding debt service payments on the garages. At this point, the annual "surplus" income is sufficient to pay the remaining annual debt service on the Leighton Garage ($100,000 due in December 2015) and the $200,000 due for the next five years on the Main and Colfax Garage (Main Street Garage) at which point all three garages will be paid off.

The expenses do not include any allocations or set-asides for long-term maintenance that presumably should there be a need for such cost would have to be paid out of existing income, deferred or paid by the City's General Fund. At current rates, existing income is sufficient to just cover existing operating expenses and the debt service remaining on the two garages. As expenses rise, income will likely be insufficient to cover the operating expenses.

Revenue increases for the period 2012 through 2014 show that revenues have increased on average 1.8% during this period while expenses have increased, on average 2.1%. This further suggests the need to periodically increase parking rates in order to maintain a sustainable parking system.

Having surplus income is necessary to invest in additional parking as well as to provide for future replacement of existing facilities such as the Main Street Garage, which is expected to require replacement within 10 years. A stable, financially viable parking system is critical to the long-term success of the downtown by ensuring that sufficient parking can be provided to meet the needs of staff and visitors to the area.

Table 28 – Summary Revenues / Expenses (2012-2014)

	2012	2013	2014	3 Yr Avg
Consolidated	**Annual Receipts / Expenditures**	**Annual Receipts / Expenditures**	**Annual Receipts / Expenditures**	**Annual Receipts / Expenditures**
Handicap Parking	$225	$675	$1,485	$795
Fines and Fees	$107,108	$96,704	$76,881	$93,564
Interest on Investments	$4,124	$2,985	$3,407	$3,505
Daily Parking	$33,942	$44,384	$47,205	$41,844
Monthly Parking	$714,338	$716,919	$767,024	$732,760
Rebate Program		**$0**		
Validations	$7,559	$5,993	$12,141	$8,564
Special Events	$47,457	$64,848	$41,416	$51,240
Miscellaneous Revenues	$595	$10	$588	$398
Reimbursement Energy Rebate			**$0**	
Key Card Income	$8,618	$8,630	$6,420	$7,889
Total Revenue	**$923,966**	**$941,148**	**$956,567**	**$940,560**
Spaces	**1,757**	**1,757**	**1,757**	**1,757**
Revenue/Space	**$526**	**$536**	**$544**	**$535**
Professional Services (1)	$49,304	$48,904	$50,830	$49,679
Liability	$2,988	$2,964	$7,560	$4,504
Capital Improvements / Building	$26,048	$26,048	$26,048	$26,048
Credit Card Charges	$1,344	$3,430	$3,196	$2,657
Capital Equipment Purchase	$0			
Building Maintenance (2)	$114,260	$133,979	$125,258	$124,499
Equipment Maintenance (3)	$42,755	$45,738	$88,063	$58,852
Utilities (4)	$151,198	$145,198	$101,694	$132,697
Property Services (5)	$197,912	$211,675	$200,515	$203,367
Bad Debt / Uncollect NSF Check	$208		$5	
Adminstration Fee Allocations	$17,772	$20,736	$26,221	$21,576
Total Expenses	**$603,789**	**$638,672**	**$629,390**	**$623,950**
Spaces	**1,757**	**1,757**	**1,757**	**1,757**
Expenses/Space	**$344**	**$364**	**$358**	**$355**
Net Income	**$320,177**	**$302,476**	**$327,177**	**$316,610**
Net Income / Space	**$182**	**$172**	**$186**	**$180**

Notes:

1 - **Professional Services:** Management Fee, Insurance, Licenses, Studies
2 - **Building Maintenance:** Electrical, Restriping, Plumbing, Ventilation, Doors, Stairwells, etc.
3 - **Equipment Maintenance:** Elevators, Parking Equipment/Gates/Controls, Vehicles
4 - **Utilities:** Electrical, Water, Phone, Internet
5 - **Property Services:** Cleaning, Security, Snow Removal, Landscaping

Parking Rates

Currently all on-street parking in South Bend is free but is limited to one or two hours. Patrons are charged to park in the parking structures but with the first two hours free in both the Main and Wayne Street Garages. The first 15-minutes are free in the Leighton Garage. Several other parking lots owned by the City and managed by Downtown South Bend are also paid (at $5.00 per day) as well as several other privately owned lots managed by Ampco Parking System.

Within the parking structure, patrons have the option of purchasing a reserved or non-reserved space. Current rates are $45.00 for a non-reserved space in any of the three garages and $55.00 for a reserved space. As of May 1, 2015, the Leighton and Wayne Street garages were both more than 100 percent reserved while the Main Street Garage was about 90 percent reserved.

At the current rates, a reserved parking space is only generating $2.50 per day ($55.00 ÷ 22 days / month) whether it is occupied or not. Because the space is reserved to be available for use by the permit holder(s) at virtually any time during a weekday, it cannot be sold to a transient parking patron. A non-reserved stall can be sold to both a monthly patron and transient patron. A non-reserved space generates a minimum of $2.05 per day ($45.00 ÷ 22 days / month) plus any transient revenue earned. This is because if not occupied by a monthly patron, it can be occupied by a transient patron. If each vehicle using this space stays less than the free-parking period, it generates no additional income. However, if a vehicle stays beyond the free-parking period, it generates additional revenue of at least several dollars per day exceeding what a reserved space generates. For this reason, a reserved stall should have a fee amount that at least equals if not exceeds the potential revenue that can be generated by a non-reserved space because of the lost opportunity for additional income generation. The actual reserved space premium is dependent on the utilization of the non-reserved spaces (how many transient patrons staying beyond the free-parking period will use the facility), how long they stay and thus the ticket average and the potential oversell of the non-reserved spaces.

This concept is demonstrated by **Table 29** on the following page. This shows, for example, that if 30 percent of the spaces in the Main Street Garage (126 spaces) were non-reserved and priced at the current rate of $45.00, these spaces would generate $68,000 in annual income. Because they are not reserved, there is the potential for a transient patron to use these spaces if not occupied all day by monthly permit holders. This example assumes that 25 percent of these spaces will be available at some time during the day and used by, in this example, 32 patrons who stay beyond the free two-hour period, generating a ticket average of $3.00. This generates an additional $25,000 per year equivalent to each non-reserved space earning $61.76 per month (at a 1.00 oversell rate). Therefore, a reserved space priced at just $55.00 per month is earning less than it should compared to a non-reserved stall and should be priced at least $61.76 per month assuming current rates. If the number of transient uses was increased such that 50 patrons per day were using available spaces, the equivalent cost for a reserved stall would increase to $71.00

If the price for a non-reserved space was increased to $55.00 then the price for a reserved space would increase to at least $71.76 assuming 32 additional transient patrons per day to as much as $81.00 assuming 50 transient patrons per day.

Table 29 – Non-Reserved vs. Reserved Space Pricing Model

Main Street Garage									
		Non-Reserved Spaces				Reserved Spaces			
Monthly	**Garage Capacity**	**420**	**420**	**420**	**420**	420	420	420	420
	Pct Allocated (Non-Rsv/Rsv)	**30%**	**30%**	**30%**	**30%**	70%	70%	70%	70%
	Number of Spaces	126	126	126	126	294	294	294	294
	Oversell	**1.00**	**1.05**	**1.10**	**1.15**	**1.00**	**1.00**	**1.00**	**1.00**
	Number of Permits	126	132	139	145	294	294	294	294
	Rate	**$45.00**	**$45.00**	**$45.00**	**$45.00**	**$61.76**	**$63.90**	**$66.40**	**$68.55**
	Monthly Revenue / Permit	$5,670	$5,940	$6,255	$6,525	$18,157	$18,787	$19,522	$20,154
	Months	12	12	12	12	12	12	12	12
	Annual Revenue Monthlies	$68,040	$71,280	$75,060	$78,300	$217,889	$225,439	$234,259	$241,844
Transients									
	+Spaces	126	126	126	126				
	Turnover	**0.25**	**0.25**	**0.25**	**0.25**				
	Cars / Day	32	32	32	32				
	Transient Ticket Average	**$3.00**	**$3.00**	**$3.00**	**$3.00**				
	Transient $ / Day	$96.00	$96.00	$96.00	$96.00				
	Weekdays / Month	22	22	22	22				
	Revenue / Month	$2,112	$2,112	$2,112	$2,112				
	Months	12	12	12	12				
	Annual Revenue	$25,344	$25,344	$25,344	$25,344				
Combined									
	Total Revenue	$93,384	$96,624	$100,404	$103,644				
	Spaces	126	126	126	126				
	Annual Revenue / Space	$741.14	$766.86	$796.86	$822.57				
	Months	12	12	12	12				
	Revenue / Space / Month	**$61.76**	**$63.90**	**$66.40**	**$68.55**				

Parking Rates Other Cities

As part of the analysis, parking rates in other cities and towns have been investigated for comparison purposes.

Table 30 – Parking Rates Other Cities

		Garage Rates			
City	**Lots**	**Non-Reserved**	**Note**	**Reserved**	**Note**
Bloomington, IN.	NA.	$67.00	1	$76.00	1
Lafayette, IN.	NA.	$63.00		$125.00 $95.00	2 3
Fort Wayne, IN.	$30.00 - $72.00	$60.00 - $117.00	4		

Notes

1 24 Hrs / Day - 7 Days / WK
2 With signage of choosing
3 Space Identified by Number
4 All Non-Reserved Depending on Location

Rates for garage parking in Bloomington (for both non-reserved and reserved spaces) are generally higher than current rates in South Bend. In the case of Lafayette, even an unreserved space is significantly more expensive than the rates presently charged in South Bend.

Even in a larger city like Ft. Wayne, the monthly rates in the parking garages are comparable to Bloomington and Lafayette which again places them higher than current South Bend monthly rates.

Parking Citations

Part of the utilization analysis conducted on June 4, 2015, Rich and Associates recorded partial license plate information for the blocks along Michigan Street between Western and Colfax. This was to collect average stay and violation information. Along each block face, the number of different vehicles was obtained from the data and how long vehicles were staying. With a two-hour limit and circuits conducted every two hours, a vehicle should not be observed more than once in any parking space, which for the most part was the condition. As shown in **Table 31**, only 6% of vehicles appeared to be violating the general two-hour limit of these spaces. An overtime violation rate not exceeding five percent is generally considered acceptable. This totaled about 35 vehicles which is consistent with the average number of citations written per day as averaged from **Figure 13** below (720 citations per month on average ÷ 22 days per month = 33 citations per day.

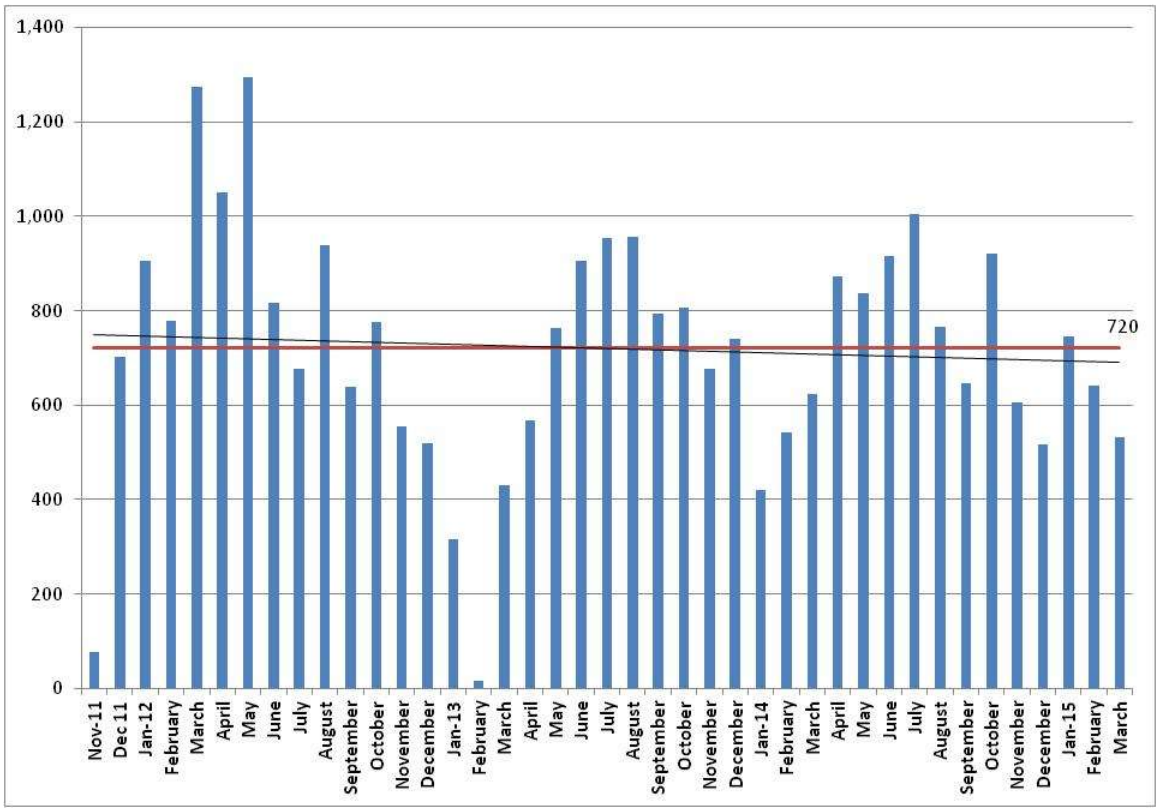


Figure 13 - Number of Parking Citations by Month (Nov 2011 – March 2015)

Table 31 – On-Street Violation Rate (Michigan Street)

						Number of Times Same Car Observed in Same Space				
							Violation			
Turnover	Block Face	Spaces	Cars Counted	Violations	% Violations (Cars)	1X	2X	3X	4X	5X
3.81	**29B**	31	118	10	8.5%	108	9	1	0	0
4.30	**34B**	23	99	5	5.1%	94	5			
3.15	**40B**	33	104	11	10.6%	93	11			
0.83	**45B**	29	24	4	16.7%	20	4			
1.45	**46D**	29	42	0	0.0%	42				
2.80	**39D**	15	42	0	0.0%	42				
4.03	**35D**	31	125	5	4.0%	120	4	1		
2.90	**Total**	**191**	**554**	**35**	**6.3%**	**519**	**33**	**2**	**0**	**0**

Parking Enforcement

A critical element of any parking system is enforcement. Without this, Rich has seen frequent occasions where the most convenient on-street spaces are occupied by downtown employees parking for extended periods, to the detriment of customers and visitors. With each on-street parking space worth approximately $30,000 per year in sales, the economic impact from employees or others parking for long periods is evident. There are, in fact, two elements of enforcement. The first element is the issuing of citations against habitual offenders with the second part being the actual collection on these citations. If the parking system does not monitor on-street time limits and cite offenders for abusing these regulations, offenders will continue to abuse the use of the most convenient spaces. Similarly, if the parking system does not collect on issued citations and there are no serious repercussions (such as increasing fines) from ignoring them, the cost to the parking system is increased with no corresponding offset of the enforcement costs with the same result that the parking system regulations and time limits will be abused.

As shown in **Figure 13** above, Rich requested historical data on the number of parking citations issued and collected. During the period November 2011 through March of 2015, provided data showed an average of about 720 citations issued per month. A more detailed analysis Rich conducted on issued and collected citations based on data provided by the City for the period from January 2014 through August of 2015 showed very close to this average number of citations issued. The data during the analyzed period had 15,179 citations issued for an average of 758 citations issued per month. These citations carried initial fines totaling $204,000 from a combination of overtime and other types of violations as well as handicap violations. Of all these violations approximately $112,000 was paid (55%) either within the 14-day grace period or eventually in addition to late fees. Citations that are not paid within 14 days have a late charge ($10.00) attached to them. Of the 15,179 citations issued, 7,954 were not paid within the 14-day period and therefore were assessed the $10.00 late fee. Only 1,875 of the 7,954 violations with late fees were paid (24%), which generated $32,271. Overall, the system collected about

50% of the amount owed after factoring the initial violation amount plus late charges ($144,592 of $283,620).

Given the number of citations written and paid, increasing the collection rate to about 60 percent would increase parking system revenue by approximately $25,500 annually. At a 70 percent collection rate, the additional income would be $54,000 while if 80 percent of the current number of violations written could be collected, the added revenue would total about $82,000 annually at the same number of citations written.

Table 32 – Violation Summary

City of South Bend
Citation Analysis (Jan 2014 - August 2015)

Total Citations Issued	15,179
Initial Amounts Charged	$204,080
Number of Paid Citations	7,996
Percentage Paid	52.7%
Amount Paid (before late fees)	$112,321
Pct Initial Collected	55.0%
Average Collected / Citation Issued	$7.40
Number of Citations with Late Fees	7,954
Late Fee Amount Charged	$79,540
Number of Citations with Late Fees Paid	1,875
Late Total Amount Collected	$32,271
TOTAL AMOUNT COLLECTED	$144,592
Total Charged (Initial Violation Amount + Late Fees)	$283,620

Parking Fine Rates Other Cities

Rich has also analyzed the fine schedule in several other cities.

Ft Wayne Indiana

Overtime parking at a meter is a $10.00 citation. Violators have 30 days to pay after which time, the fine doubles to $20.00

Lafayette, Indiana

Overtime parking is a $35.00 citation
Yellow Curb, Motorcycle Only, Blocking Drive or Sidewalk or more than 12" from curb are all $40.00
Parking in a tow away or loading zone $50.00

Violators have 14 days to pay after which the fines double

Bloomington, Indiana

Most parking violations in Bloomington including overtime, no parking zones, yellow curb etc. are $20.00 violations. Violators have seven calendar days to pay after which the fines automatically double to $40.00

Table 33 – Comparison of Overtime Fines/Penalties

City	Overtime Fine	Pay without Penalty	Penalty (Double Fine)	Total
South Bend	$10.00	14 Days	$10.00	$20.00
Fort Wayne	$10.00	30 Days	$10.00	$20.00
Lafayette	$35.00	14 Days	$35.00	$70.00
Bloomington	$20.00	7 Days	$20.00	$40.00

SECTION 6 – RECOMMENDATIONS

Signage	Continue Program (if in process) of identifying public parking facilities
	Implement program to develop family of signs (Direction, Identification, Wayfinding)

Parking Durations	Convert specified 1-hour spaces to two hours
	Consider making certain 2-hour spaces west of Lafayette long-term parking (8 hours) or issue permits for staff to park in two hour spaces

Pricing	Raise non-reserved Permit Rates to $55.00
	Increase Reserved Permit Rates to be 50% higher than non-reserved permit.
	If reserving specific stall, rates may need to be even higher.
	Increase Rates on 3-year schedule
	Designate added funds to parking improvements

Maintenance	Implement monthly maintenance review of all garages, lots and on-street spaces for necessary repairs

Enforcement	Continue to increase fines if not paid in 14 days
	If not paid after 30 days, Fines and Penalty doubles
	Vehicles with multiple infractions if found can be booted and/or towed
	Use Indiana Statute that allows vehicles with 3 parking violations to have vehicle registration suspended

Future Parking	When time comes, rebuild Main Street Garage on existing site
	Make agreements with affected private lot owners for use of their parking lots
	During period of reconstruction, arrange to use surplus spaces at Century Center and Crowe Horwath
	Consider use of Shuttle bus to move patrons from remote lot to near Main Street Garage site

Marketing	Have Ambassadors go door to door to individual businesses to hand out information cards directing them to website and answer questions.
	Continue Ambassador's effort. Excellent source of information and assistance to community
	Develop Marketing program to promote Bicycle Use, in conjunction with DTSB Bike Rack Program
	Seek to have City designated as bicycle friendly community

Miscellaneous	Ensure integrity of crosswalks, particularly along Michigan Street where cars used crosswalk space as parking stall. Tow vehicles improperly parked in these spaces
	Parallel on-street spaces that are currently unmarked should have stall markings painted on
	Work with business community to have private lots available during off-hours (nights and weekends) for either general public use or by employees of specific businesses.

DETAILED RECOMMENDATIONS

As a result of the parking analysis conducted for the City of South Bend which evaluated the parking supply and demand covering the CBD area, East Bank and Ballpark Zones, Rich and Associates have developed a series of recommendations intended to enhance the parking experience of visitors and downtown employees to each of these areas. These recommendations are intended to help the City use the existing parking as efficiently as possible.

The recommendations developed encompass the following categories

- Signage
- Time Limits
- Pricing
- Maintenance
- Enforcement
- Future Parking Needs
- Marketing
- Bicycles
- Miscellaneous
  - Crosswalks
  - Stall Markings
  - Use of Private Spaces (off-hours)

1. Signage

Proper parking signage is a critical element in a well-run parking system. Providing direction to appropriate parking locations for persons unfamiliar with the area, information on time limits, costs, enforcement periods and improper parking locations are just a few of the functions of the signage. Parking signs must be easily seen, clearly understood and consistent in their message in order to function well. Parking signs should have a distinct and consistent color and logo.

The parking signage in Downtown South Bend can best be described as a work-in-progress. There are existing sign elements that follow recommended best practices such as the signage on the Leighton Garage which has a consistent logo and clear signs indicating public parking that is easily seen.

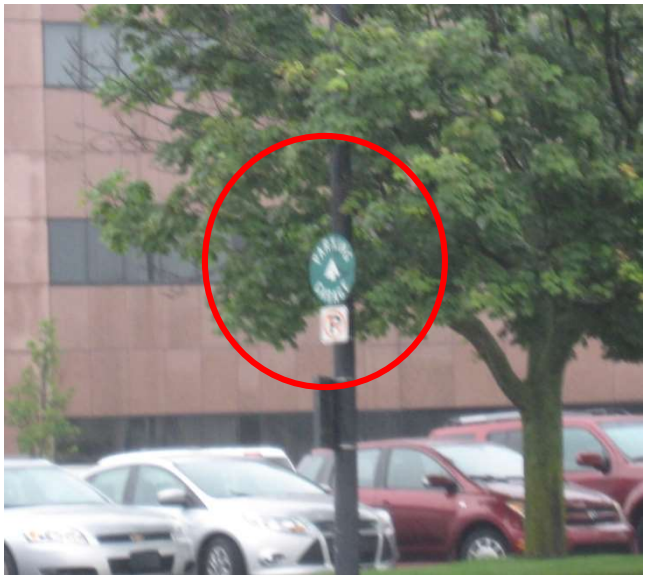
Contrast this with the signs on the Main Street Garage which has the Parking logo very high up on the facility which is not consistent with the Leighton Garage logo. Presumably, this is in the process of being changed. However, another issue with the Main Street Garage is the public parking sign on the northwest corner of the building that is angled and is not easily seen from Main Street. Other signs indicating public parking are on the face of the garage and do not stand out like the sign on the Leighton Garage. This placement and orientation may not give enough time for someone in the right lane traveling southbound on Main Street to get into the left lane to access the garage.

Other elements that already exist that fit into best practices include the pedestrian wayfinding sign such as the example below on Michigan Street. Signs such as these help orient pedestrians to major destinations and back to parking.

A signage program that is consistent with Best Practices will have certain elements. The family of signs that Rich recommends include:

Direction Signs: Direction Signs are an important element that will help orient drivers to publicly avaialble parking. These should be critically placed far enough in advance of decision points to allow drivers to maneuver into the proper lane and/or to instruct the driver to either turn or continue ahead to direct them to the parking. These signs are also mounted above roadways or on poles at standard heights.

The sign in the photo below appears to indicate a parking garage ahead but is of inconsistent color and logo.



Identification Signs All public parking facilities should have a name which is placed on the sign at the entry to each. In addition to the name of the lot, information regarding the type of parking available, (whether permit or short-term), hours of enforcement with a consistent color and logo should be displayed. Naming the lot helps someone calling for assistance (dead battery, flat tire etc) identify where they are located and to navigate back to the lot at the conclusion of their visit.

The sign below has the consistent logo but appears to be small and not oriented so that someone can see the sign before turning into the lot.

Vehicle & Pedestrian Wayfinding Like the pedestrian wayfinding signs, vehicle wayfinding signs are placed at critical points to direct drivers to particular destinations within the downtown (County-City Building, Library, Parking, Commercial District etc). These signs should be of a consistent color and logo to other signs in the program but must be clear to understand with letter sizes and contrast that are easy to see from the driver's perspective.

Recommendations – Signage

A. Continue program (if in process) of clearly identifying public parking facilities.
B. Name all public parking areas and post on identification signs at entrances
C. Implement program of Introductory and Direction signs to accustom and direct drivers to available public parking

Cost: The cost for the recommended Signage package will vary depending on the type of sign, design and number of signs. An estimate for a signage package for South Bend would be in the range of $50,000-$100,000.

Time Frame: Begin the process of evaluating appropriate signage locations immediately. Locations can be selected with high priority signs implemented over the next six months with lower priority signs scheduled over the next several years as budgets allow.

2. Parking Duration Limits

Within the Central Business District there are 858± on-street spaces of which about 25 percent are marked as 1-Hour spaces. On-street spaces within the East Bank Zone have no time limits while 60 percent of the spaces in the Ballpark Zone have no time limits with most of the balance limited to 2 hours. These recommendations therefore are primarily focused for the CBD. However, having a two-hour limit is generally recommended for on-street parking. This encourages turnover but is not so short as to limit someone's ability to complete his or her visit. One-hour parking may be appropriate only in certain areas.

Results from the customer/visitor surveys indicated an average stay of 2 hours and 49 minutes with just 16 percent indicating that their average stay was 1 hour. Rich analyzed the utilization of the one-hour spaces from the turnover and occupancy study and found that the peak hour utilization was only 39 percent of these spaces occupied. Even this may be skewed as there was a significant trial at the time of the parking utilization analysis going on in the St Joseph County Courthouse on Main Street on Block 33 (evident by the number of news crews). The newsworthiness of this trial may have resulted in the higher occupancy of the one-hour spaces along Lafayette Street than what normally would be encountered.

Recommendation – Parking Duration Limits

A. Consider changing one-hour spaces to two hours. Streets where this change should be particularly considered include; Wayne Street between Main and Michigan, Jefferson between Main Street and St. Joseph and Western Avenue between Main Street and Michigan Street. These spaces are convenient enough to the commercial district along Michigan Street that if increased to two hours may provide additional viable parking for patrons.

B. In addition to the priority changes noted above, consider changing one-hour spaces along Lafayette and Main Streets to two-hours. However, extending the time limit may require a period of increased enforcement to discourage use by County and City Staff and/or provision of alternative locations for County and City employees to park to discourage their use by these staff members, who may simply have to come out less frequently to move their car. One alternative would be to extend many of the 2-hour spaces west of Lafayette to 8 to 10 hour spaces. This may encourage and provide employees with a viable alternative to move from the closer in spaces where they would have to move their car every 2 hours to spaces where they could park once and know that they would not be cited. In the area west of Lafayette between Colfax and Western there are approximately 150 two-hour spaces that conceivably could be converted to

longer-term parking. The majority of these spaces are within a two-block walk of the County-City Building.

C. An alternative to converting the two hour spaces to longer term and in order to manage the use of the on-street spaces west of Lafayette so as to not be detrimental to businesses located there, the City could issue permits to City or County staff that would allow them to park in two-hour spaces. By limiting the number of permits, the use of the spaces could be controlled.

Cost: - Conversion to longer term parking would be the cost for change of signs. If 2-hour time limit was maintained, but employees permitted to use, would be cost of printing and issuing of permits.

Time Frame – 3 to 6 months

3. Permit Pricing

Information provided by the City shows that the current monthly fee for parking in one of the three City-owned garages is $45.00. The cost for a reserved space is just $10.00 more. The last rate increase was in 2008 whereby both reserved and non-reserved spaces were increased by $5.00. Assuming 22 workdays per month, a non-reserved space in a City owned garage is costing just $2.05 per day while a reserved stall goes for just $2.50 per day.

The provision of reserved parking must be considered in the context that it limits the opportunity to oversell a parking facility because presumably someone having a reserved space expects access to that parking at all times. Data provided as of May 1, 2015 showed both the Leighton and Wayne Garages were more than 100% reserved while the Main Street Garage was 90 percent reserved. The occupancy of the three garages (coinciding with the turnover and occupancy study date) showed them to be a combined 81 percent occupied at peak time with the Leighton Garage at 93 percent peak occupancy, the Main Street Garage at 55 percent occupancy and the Wayne Street Garage at 79 percent occupancy. This indicates that both the Main and Wayne Street garages have the potential to accommodate additional parking patrons. However, the high reserved rates may discourage some transient or potential monthly parkers from using the garage due to previous bad experiences whereby they could not find an available space despite driving past numerous vacant reserved spaces.

In terms of rate increases most patrons will more easily accept a series of smaller rate increases every few years (for example. $5.00 every 3 years) rather than significant rate increases on a longer time schedule (for example $20.00 to $25.00 after 10 years). Patrons are also more accepting of rate increases if they see that the additional money is used to improve the facilities. This means that maintenance must reflect clean, inviting facilities with lighting repaired as needed, functioning equipment, trash removed, stairwells and elevators maintained and clean.

Recommendations – Pricing

A. Raise the rates for non-reserved parking spaces by $10.00 per month to $55.00.

B. Implement a schedule of rate increases every 3 years

C. Increase the price for a reserved space in a defined area (not individual space) to be at least 50 percent higher ($75.00 at this time) than a non-reserved space.

D. Reserving a specific parking stall should have an even higher premium.

E. Make sure that additional funds are dedicated to parking

F. Provide information (signs, flyers etc.) that informs monthly patrons where the money is being spent. (i.e. “Your parking fees at work”)

Cost: Change of signs in garages.

Time Frame: 3 Months

4. Maintenance

Some of the issues with the parking garages have been due to deferring maintenance. As noted above, patrons will be more accepting of parking rate increases if they see that the funds are spent on the improvement of the parking system. All parking facilities (surface lots and structures) should have a monthly walkthrough looking for maintenance issues, which are then noted on a checklist. Items that can be easily addressed such as light fixtures out, damaged signs, painting issues, should be noted and corrected before the next monthly walk through. Items to look for in surface lots are potholes in the parking surface (creating tripping hazards), broken parking stall blocks, faded stall markings etc., that should be noted and corrective actions taken. Other items, particularly in the garages, that may involve repairs that are more extensive should be noted and appropriate budgeting made to correct them.

Recommendations – Maintenance

A. Develop Parking Garage and Parking Lot maintenance checklist

B. Conduct monthly walkthrough of each noting items needing attention

C. Allocate $50.00 per space per year for each parking garage space for long-term maintenance issues into a sinking fund

D. Allocate $10.00 per space per year for surface lot spaces to cover long-term maintenance issue (resurfacing, lighting replacement etc.)

Costs: To be determined

Time Frame: 1 – 3 Months

5. Enforcement

Enforcement of parking regulations is a necessary element of the parking system. Patrons must realize that long-term parking in short-term spaces is not permitted and is in fact detrimental to the businesses that rely upon on-street parking for their customers. The intent of enforcement is not to enhance revenue through fines but to ensure that habitual offenders are discouraged from abusing the parking limits. As such, enforcement must be consistent and objective when issuing citations. Potential issues of offending the parking patron who innocently overstays the time limit (particularly when meters are not present on the streets which may encourage patrons to be more mindful of their time) can be addressed by issuance of a “courtesy ticket”. This is generally used for a patron who has not received a ticket within a predefined time-period (for example the last six months). It thanks them for visiting South Bend and

shows them where longer term parking is located. A patron who receives a second violation would pay the established fine.

Along with the issuing of parking citations, there must be means of tracking offenders and ensuring that the fines are in fact collected. Offenders who feel that although a citation has been issued but that there are no repercussions from not paying will ignore the tickets and continue to abuse the parking system regulations. Analysis of citation data provided by the City shows that between January 2014 and August 2015, the City issued approximately 15,200 parking citations totaling $204,000. Of these, approximately 8,000 (53%) were eventually paid generating $144,600 in fines and late fees ($14.61 per paid citation). At a more reasonable collection rate (60 percent to 80 percent), the additional revenue would total between $25,000 and $82,000 higher or $170,000 to $226,000 in fine revenue.

Analysis of the existing ordinance shows that a late fee (in the case of overtime parking for example) will be assessed if the fine is not paid within fourteen days. Beyond this, a notice will be sent to the owner of the vehicle informing them of the violation and the penalty ($10.00 original fine plus $10.00 late fee). Ignoring this notice for a period of five days presumably results in a complaint for ordinance violation being filed which has penalties of up to $2,500. From the provided data, it is not clear if ordinance violations are being filed for failure to pay parking citations.

Sec. 20-18. - Answering notice on overtime parking; payment of fine.

The owner or operator who has been notified of a violation of the parking regulations as herein provided, may, within fourteen (14) days after being notified, answer at the office of the Ordinance Violation Bureau to the charge of such violation as set forth in such notice and pay a prescribed fee of ten dollars ($10.00) in settlement of the offense or charge, or twenty dollars ($20.00) after the expiration of fourteen (14) days. An acceptance of the payment of the fee and the authority by the Clerk shall be deemed complete satisfaction for the violation and the violator shall be given a receipt which so states.

(Ord. No. 5399-72, § 1; Ord. No. 7657-86, § 1; Ord. No. 8139-90, § 1; Ord. No. 8662-96, § I; Ord. No. 9455-03, § I)

Sec. 20-19. - Failure to comply with notice; owner's responsibility; penalties.

(a) Whenever any person who has been issued a notice as provided in section 20-17, fails or refuses to appear within fourteen (14) days after service of such notice at the Ordinance Violations Bureau or having appeared fails or refuses to pay the Clerk the fee in settlement of the charge and violation, then the Ordinance Violations Bureau shall send to the owner of the motor vehicle to which the notice was affixed a notice informing him of the violation and informing him of the penalty prescribed under section 20-18 for which he will be held responsible. In the event such notice is disregarded for a period of five (5) days a complaint for ordinance violation will be filed.

(b) If it is necessary to issue a complaint for ordinance violation the person named therein shall, upon conviction, be subject to the penalties prescribed in Section 1-23 of this Code.

(Ord. No. 8179-91, § 5; Ord. No. 8662-96, § I)

If the notices of ordinance violations are not being filed and if the penalties for ignoring parking citations do not increase after fourteen days, there is little incentive to pay parking fines. There appears to be no provision for booting or impounding vehicles found to be in violation with unpaid citations, nor cooperation with the State of Indiana to prevent vehicle registration.

The recommendations provided below are intended to help the City collect on parking violations. Failure to collect on violations means an inefficient use of enforcement staff writing citations. Again, the intent of the enforcement process is to encourage compliance with the parking rules and regulations.

Recommendations – Enforcement

A. Increase the penalties for failure to pay parking fines. After fourteen days, the fine should double (as it does now). Fines remaining unpaid after 30 days should increase again, doubling the initial penalty. This would mean a $10.00 parking violation will cost $40.00 if ignored.

B. The City should enact an ordinance that vehicles with three or more unpaid parking citations, if found again may be booted and/or towed. This would mean payment of the outstanding fines, plus payment of a boot and/or towing fee.

C. Indiana has a process whereby unpaid parking citations (three or more) can result in suspension of the vehicle registration. (Indiana code Title 9, Article 30 Chapter 11, referenced below). The City should avail themselves of this procedure to collect on unpaid violations.

Cost: Undetermined. May need to upgrade software for tracking violators.

Time Frame: 3 – 6 months (ordinance revisions may be required)

Ind. Code § 9-30-11-3: Indiana Code - Section 9-30-11-3: Notification of Suspension

If it appears from the records of a court that has jurisdiction to enforce ordinances that regulate parking violations that three (3) judgments concerning a motor vehicle have not been paid before the deadlines established by a statute, an ordinance, or a court order, the clerk of the court shall send a notice to the person who is the registered owner of the motor vehicle. The notice must inform the person of the following:

(1) That the clerk will send a referral to the bureau if the judgments are not paid within thirty (30) days after a notice was mailed.

(2) That the referral will result in the suspension of the motor vehicle's registration if the judgments are not paid.

Ind. Code § 9-30-11-4: Indiana Code - Section 9-30-11-4: Referral to bureau regarding unpaid judgments; contents

A clerk may send a referral to the bureau if the judgments are not paid not later than thirty (30) days after a notice was mailed. The referral must include the following:
(1) Any information known or available to the clerk concerning the following of the motor vehicle:
(A) The license plate number and year of registration.
(B) The name of the owner.
(2) The date on which each of the violations occurred.
(3) The law enforcement agencies responsible for the parking citations.
(4) The date when the notice required under section 3 of this chapter was mailed.
(5) The seal of the clerk.

Ind. Code § 9-30-11-5: Indiana Code - Section 9-30-11-5: Suspension of registration upon receipt of referral

If the bureau receives a referral under section 4 of this chapter, the bureau shall suspend the registration of the motor vehicle and mail a notice to the person in whose name the vehicle is registered that does the following:
(1) Informs the person that the motor vehicle's registration has been suspended and the reason for the suspension.
(2) Informs the person that if the judgments are not paid within fifteen (15) days, the motor vehicle's license plates will be removed by a law enforcement officer.
(3) Explains what the person is required to do to have the registration reinstated.

6. Future Parking Needs (Garage Replacement)

Providing a strategy for addressing parking needs during the period that the Main Street Garage is replaced was one of the critical elements to be addressed by the parking study. At the study outset, the expected period was that this would need to occur within the next five years. Updated information provided by the City has suggested that this will not need to occur for at least 10 years.

There are two issues regarding the future parking needs and the potential replacement of the existing Main Street Garage. First is whether the facility should be replaced and if so, where. The second question is accommodating patron parking needs while the garage is potentially out of service.

Analysis of future parking needs show that the blocks north of block 29 (the block containing the Main Street Garage) one has a very minor surplus while the other has a nearly 100 space deficit. Blocks to the east are projected to have significant parking deficits. The block directly east across Michigan has the 256- room Doubletree Hotel and the 300,000 sf First Source Bank building. Just south of that (on the site of the former College Football Hall of Fame) is a planned Hotel facility with limited parking adding to the deficit on this block. The block to the South has calculated surplus capacity but largely because this block contains the 640-space Leighton Garage. Because the blocks surrounding the Main Street Garage have projected shortfalls, the reconstruction of the parking garage on the existing site is recommended.

This leads to the second issue of accommodating the needs during the period that the Main Street Garage is out of service. In either case, planning for such long lead time occurrences, can create difficulty because parking lots, facilities or available parking spaces that are currently underutilized, may not be by the time the Main Street facility needs replacement. However, the strategy suggested now may be applicable with replacement of the suggested facilities or in the worst case, looking outside the immediate downtown area for possible alternatives.

At this time, there are nearly 650 spaces available between the Century Center Convention Complex and underutilized parking spaces in the Crowe Horwath lot. While spaces at the Century Center Complex may be needed by large events, these should be infrequent enough that the spaces should be available most of the time during the workweek. The number of available spaces in the Crowe Horwath lot may be subject to future staffing levels in this building.

Recommendations – Future Parking Needs

A. Rebuild the Main Street Garage on the existing site. The capacity should be at least equivalent to the existing size (420 spaces). The blocks between Jefferson and LaSalle and from Lafayette to St. Joseph have a combined projected deficit (assuming the Main Street Garage is replaced with 420 spaces) of 150± spaces. This suggests the possibility to increase the size of the garage to accommodate additional County-City staff.

B. In order to use private lots, it will be necessary to make agreements with the private owners that will detail the number and location of spaces used.

C. Prior to closing the Main Street Garage for demolition / reconstruction, begin issuing permits (window stickers or mirror hang tags) to monthly parking patrons that will permit them to park in designated areas of either the Century Center lot or Crowe Horwath Lot. Use of the parking permits are intended to control the number of parking patrons so that the use of these lots by

"outside patrons" is not detrimental to the needs of Crowe Horwath and their staff or necessary needs of the Century Center.

D. Consider providing shuttle service (at least during the colder months) between the alternative parking locations and a shuttle stop at Washington and Main Street. The shuttle service could operate during the early morning and late afternoon (for example 6:30 – 9:00 am and 3:30 to 6:00 pm).

E. If insufficient capacity is not available in these lots, consider possibilities near the ballpark.

Cost: Estimated Cost to operate Shuttle bus for one year is $40,000 assuming one bus.

Time Frame: Permits issued beginning one month prior to garage closure

7. Marketing

Downtown South Bend already does a very good job marketing the parking. The web page for Downtown South Bend has **PARKING** as a prominent button. Clicking on this gives a map of the parking areas and costs. The web page (under the Business Resources Link) has information regarding the Downtown Ambassadors. Ambassadors will provide escort services or vehicle assistance (dead battery, flat tire etc.). The ambassadors also carry maps and information regarding Downtown South Bend events for distribution. In terms of enhancing bicycle use, DTSB in partnership with the City has developed a downtown Bike Rack Program, which will offer free bike racks to businesses within the CBD.

Marketing Bicycle Ridership

- Federal law provides tax incentives to bike to work which are explained by The League of American Cyclists, http://www.bikeleague.org/news/100708faq.php.
- There are several communities throughout the U.S. that participate in National "Ride Your Bike to Work Day/Month" in May. Information can be found through the League of American Bicyclists www.bikeleague.org.
- Source of possible grant funding through Bikes Belong Coalition, http://bikesbelong.org.
- Pedestrian and Bicycling Information center is a helpful link that offers advice on funding and marketing bicycling in downtowns. http://www.bicyclinginfo.org.

> "*Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness*" www.bicyclefriendlycommunity.org.

Recommendation – Marketing/Bicycle Ridership

A. Information regarding parking options and the bicycle rack program needs to be better communicated to business owners. During the stakeholder meetings there were things about parking that business owners did not know. Recommend have Ambassadors go door to door to each business and hand out information cards informing them of the website and answer any questions.

B. Continue the Downtown Ambassadors program. This is a great opportunity to market the parking and assist patrons to downtown South Bend. In our experience, this is one of the better run operations.

C. Develop a marketing program to promote bicycle use as an alternative to driving. Aim to achieve the designation as a "Bicycle Friendly Community" recognized by the League of American Bicyclists to assist in this program. Host a special event to promote bicycle ridership in a City-wide effort to use alternative modes of transportation. This will in turn cut down on the number of parking spaces needed

D. Develop a marketing program to promote bicycle use as an alternative to driving. Along with this, aim to achieve the designation as a "Bicycle Friendly Community"

Cost: $300-$500 initially and then wrap into cost of annual marketing.

Action Time: a) Promote bicycle use – 0-3 years.
b) Aim to achieve designation as "Bicycle Friendly Community" – 3-10 years.

8. Miscellaneous

There are several other recommended changes to improve the parking situation in Downtown South Bend.

A. Crosswalks- Noted along Michigan there are several mid-block crosswalks. Vehicles were observed parked in these locations. Signs should be posted that this is not permitted and vehicles if found will be immediately towed.

B. Many parallel on-street spaces are defined by stall markings with other locations undefined. Locations with defined and undefined stall markings are noted on the On-Street Parking Supply Map included with the Parking Study Report. Block faces without defined stall markings should have them painted as budgets permit. Additionally, all on-street spaces with stall markings should be observed as part of the maintenance schedule and stalls re-painted as needed.

C. Use of Private Spaces. All the parking in a downtown should be considered part of a "System". While private entities have a right and expectation that their spaces should be for their customers and staff during their peak hours, few have need for these spaces 24/7. In a parking system, the City should work with these entities to allow either general public use during off-hours or arrange that staff of certain businesses can park in the lots during off-hours. This can be extremely helpful for restaurant staff, many who may not arrive until evening hours or on weekends to park in nearby private lots that do not have need for the full capacity at these times. This has the benefit of using available parking to its fullest and freeing up on-street spaces that could be used by customers rather than being used by restaurant staff who do not want to park far away when leaving late at night.

D. Current parking generation rates for residential uses **calculate** as approximately 0.75 spaces needed per dwelling unit. It is not likely that this will be able to be reduced further, and may need to be increased to market residential developments so that residents can have a convenient parking space.

SECTION 7 - PARKING SURVEY RESULTS

As part of the data collection efforts, Rich and Associates with the cooperation of the City offered surveys to Downtown Business Owners, Employees and Customers/Visitors. These surveys were designed to provide quantifiable information and allow each of these groups to express opinions regarding various aspects of downtown parking.

Business Owner Surveys.

Downtown business owners were asked a series of questions in order to provide some insight into their needs and utilization of downtown parking. Below is a summary of some of the more interesting questions.

1. What is your busiest day of the Week?

		Rank Order								
	Weighted Average	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**Total Score**	**# Responses**
Tuesday	3.39	5	16	15	16	15	24	14	105	31
Monday	3.52	6	12	12	20	15	30	14	109	31
Friday	3.52	10	4	6	0	70	12	7	109	31
Wednesday	3.74	2	10	27	20	30	6	21	116	31
Thursday	3.87	2	0	24	60	15	12	7	120	31
Saturday	4.29	3	20	0	0	5	84	21	133	31
Sunday	5.68	3	0	9	8	5	18	133	176	31
** Lower Score = Higher Rank*										

Business owners responded that Tuesdays were their busiest day with the Thursday ending up as the fifth busiest. This provides some justification to the occupancy adjustment for the Thursday occupancy counts to adjust for busier days.

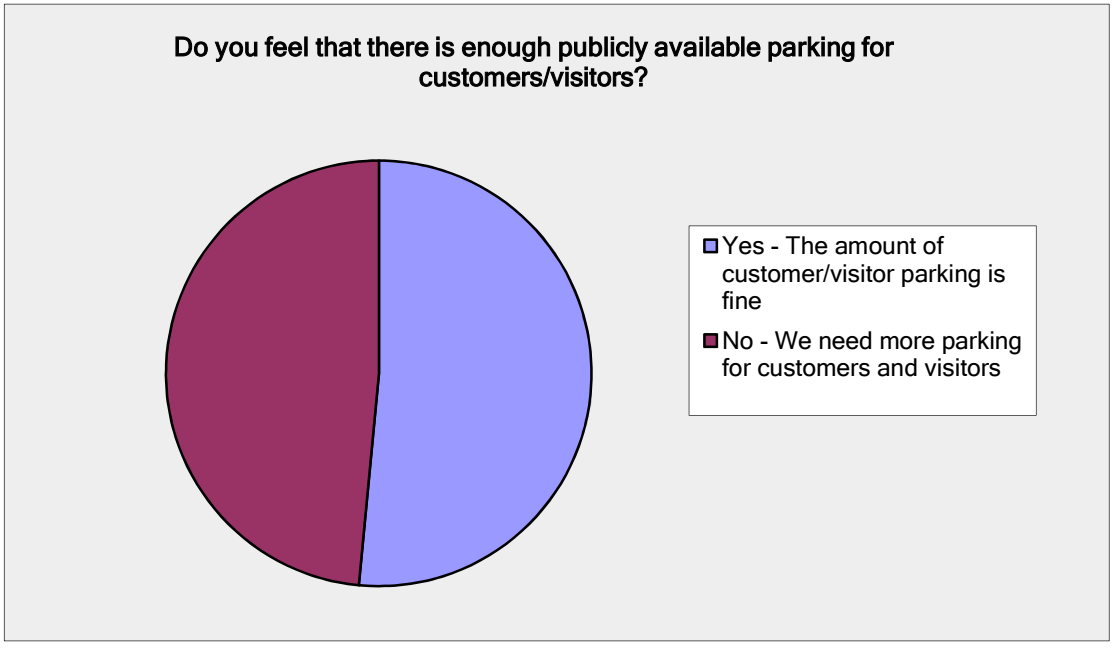
Nearly 75 percent of the responding businesses indicated that they can provide at least some parking for their staff.

Do you provide parking for any employees at your business/building?		
Answer Options	**Response Percent**	**Response Count**
Yes - All employees have parking provided and available	48.5%	16
No - Employees must park using public parking	24.2%	8
Some - Can provide for some employees but not all	27.3%	9
Other (please specify)		5
	answered question	**33**
	skipped question	**3**

Business owners expected that customers should be able to park within just over one block from their business.

How far away are you comfortable asking customers to walk?		
Answer Options	**Response Percent**	**Response Count**
1/2 block	30.0%	9
1 block	33.3%	10
1 1/2 blocks	10.0%	3
2 blocks	13.3%	4
2 1/2 blocks	6.7%	2
3 blocks	6.7%	2
3 1/2 blocks	0.0%	0
4 blocks	0.0%	0
Other (please specify)		
Total		**30**
Average Distance	**1.27**	**Blocks**

More than half of the responding business owners felt that there was sufficient customer/visitor parking downtown.



Based on 31 Responses

It is also interesting to note that more than half of the respondents felt that users should cover the costs of providing and maintaining the parking with very few wanting a tax on their business to cover the costs of parking.

There is a cost to provide and maintain parking. How should parking in South Bend be paid for?		
Answer Options	**Response Percent**	**Response Count**
Paid by users of the parking	62.9%	22
Paid by taxes on all residents (City General Fund)	17.1%	6
Paid by taxes or assessments to businesses	5.7%	2
Other (please specify)	14.3%	5
answered question		35
skipped question		1

In terms of paying for parking, using the high end of each response, the average monthly rate expected is $39.00. Four of the five respondents who indicated other, were of the opinion that parking should be covered by a mixture of options, while one person felt it should be free.

If you agree that the users of the parking should pay for it, how much do you think a parking permit for garage parking should cost?		
Answer Options	**Response Percent**	**Response Count**
$25 to $30 per month	36.7%	11
$30 to $40 per month	16.7%	5
$40 to $45 per month	10.0%	3
$45 to $50 per month	16.7%	5
$50 to $60 per month	3.3%	1
$60 to $70 per month	0.0%	0
$70 to $80 per month	0.0%	0
$80 to $90 per month	0.0%	0
Other (please specify)	16.7%	5
answered question		30

While most responding business owners were of the opinion that on-street parking should be free, this coupled with the low payment rates suggested seem inconsistent with the majority response that users should be paying for the parking or a misunderstanding of the costs to build and maintain parking.

If you agree that the users of the parking should pay for it, how much do you think on-street parking should cost?		
Answer Options	**Response Percent**	**Response Count**
On-Street should be free	60.7%	17
$0.25 per hour	3.6%	1
$0.50 per hour	3.6%	1
$0.75 per hour	0.0%	0
$1.00 per hour	10.7%	3
$1.25 per hour	0.0%	0
$1.50 per hour	0.0%	0
Other (please specify)	21.4%	6
	answered question	28

The proportion of business owners unaware of the two-hours of free parking policy suggests the need for marketing of the parking to the business community.

Are you aware that the City offers the first two hours of parking in the Main and Wayne Street garages for free?		
Answer Options	**Response Percent**	**Response Count**
Yes, I am aware of it	74.2%	23
No, I wasn't aware of this policy	25.8%	8
answered question		31

Finally, several opinion questions were asked of business owners. The first of these asked whether they felt it was easy to locate a parking space in Downtown South Bend. The responses showed a very slight agreement that parking is easy in Downtown South Bend.

In response to the question regarding signage regarding on-street time limits, no parking areas, loading zones etc. there was a much stronger response toward agreeing that these were satisfactory.

Opinions regarding directional signs to parking were tilted toward negative opinions. Signs regarding the garages showed only a very slight tendency that these were satisfactory.

It is easy to locate a parking space in Downtown South Bend

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: 0.14

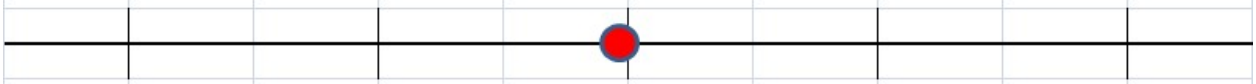
On-Street Notification Signage (No Parking, 2-hour parking, loading zone etc) is easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: +0.44

Directional Signs (Public Parking this Way etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2



Average Score: -0.06

Garage Signs (Enter Here, First 2 hours Free, This Way to Elevators etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: +0.10

Downtown Employees

Employees working downtown were also asked to respond to a survey designed for them. One of the most critical questions was the proportion that drive and park when coming to work. This showed that 95 percent of employees drive and park when coming downtown to work.

How do you generally get to work?		
Answer Options	**Response Percent**	**Response Count**
Drive and Park my own car	95.3%	203
Ride with friend or spouse	0.5%	1
Dropped Off	0.5%	1
Public Transportation	0.0%	0
Walk	1.9%	4
Bicycle	1.9%	4
Motorcycle	0.0%	0
Other (please specify)		4
	answered question	**213**

In terms of where they are parking, the nearly nine percent who indicated that they park on-street is interesting given the fact that the majority of on-street parking is time limited to one or two hours, although there are a few unmarked or untimed spaces within the study area.

Where do you generally park?		
Answer Options	**Response Percent**	**Response Count**
Lot provided by my employer	22.5%	47
Public parking lot	5.7%	12
Public parking garage	48.8%	102
Privately owned parking lot	9.1%	19
On-street downtown	8.6%	18
Residential area on-street	5.3%	11
Other (please specify)		14
	answered question	**209**

The next series of questions offer some interesting insight to employees' perceptions of parking downtown. More than half of the responding employees feel that public parking is too far away and are only willing to walk an average of 1.8 blocks. In response to the question if they would walk further for free parking, more than half said no while those who said yes, the average response was three to four blocks as long as the path was safe. These responses have implications regarding the placement of free or lower cost parking on the periphery of downtown since, based on these responses, it may not be used unless considered convenient.

If you are required to use public parking, is enough off-street parking provided near your employment?		
Answer Options	**Response Percent**	**Response Count**
No - Parking is too far away	57.7%	79
Yes - Publicly available lots are near enough	42.3%	58
	answered question	**137**

How far are you willing to walk from a parking space to work?		
Answer Options	**Response Percent**	**Response Count**
Less than 1 block	22.9%	48
1 block to 1 1/2 blocks	28.6%	60
1 1/2 to 2 blocks	23.3%	49
2 to 2 1/2 blocks	10.5%	22
2 1/2 to 3 blocks	8.1%	17
More than 3 blocks	6.7%	14
	answered question	**210**

Average Distance: 1.8 blocks

Considering your answer above, would you walk further for free parking?		
Answer Options	**Response Percent**	**Response Count**
Yes	44.8%	91
No	55.2%	112
	answered question	**203**

Another interesting result was the more than two-thirds that felt that there is insufficient customer parking, while the occupancy and parking demand results seem to show that sufficient parking exists, although it may not be right at the destination.

Do you feel that there is enough publicly available parking for customers/visitors?		
Answer Options	**Response Percent**	**Response Count**
Yes - The amount of customer/visitor parking is fine	30.8%	62
No - We need more parking for customers and visitors.	69.2%	139
	answered question	**201**

In terms of covering the costs of providing and maintaining the parking, the majority of responding employee's downtown were of the opinion that the users should pay for it. For those who responded "other" the prevailing opinion was that a combination of all three choices would be acceptable.

There is a cost to provide and maintain parking, how should parking in downtown South Bend be paid for?		
Answer Options	**Response Percent**	**Response Count**
User Fees (pay for parking as used)	54.4%	112
Paid for by Taxes	10.7%	22
Paid by Businesses	21.8%	45
Other (please specify)	13.1%	27
	answered question	206

In terms of the appropriate rate for monthly parking for employees, using the midpoint of the choices as noted below, the average would be about $21.00 per month.

If you agree that users of the parking should pay for it, how much do you think a parking permit for a full-time employee should cost?		
Answer Options	**Response Percent**	**Response Count**
Less than $10 per month	23.4%	41
$10 to 15 per month	14.9%	26
$15 to $20 per month	12.6%	22
$20 to $30 per month	20.0%	35
$30 to $40 per month	9.7%	17
$40 to $50 per month	10.9%	19
$50 to $60 per month	1.7%	3
Other (please specify)	6.9%	12
	answered question	175
	skipped question	39

Employees were asked the same opinion questions regarding locating parking downtown and on-street, directional and garage signage with the average results relatively consistent with the opinions offered by the downtown business owners. These results are shown below.

It is easy to locate a parking space for my car while I am at work in Downtown South Bend

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: +0.20

On-Street Notification Signage (No Parking, 2-hour parking, loading zone etc) is easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: +0.43

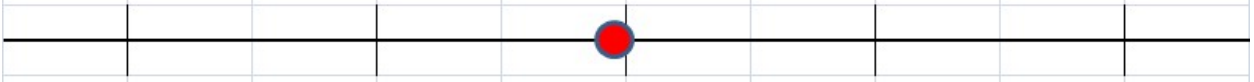
Directional Signs (Public Parking this Way etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: -0.10

Garage Signs (Enter Here, First 2 hours Free, This Way to Elevators etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2



Average Score: -0.03

Customer/ Visitor Responses

The majority of customers and visitors coming to Downtown South Bend drive and park their own vehicle when coming with more than three-fourths using the free on-street parking. Only about ten percent are using a public lot or garage (that is likely to have a fee) whereas those who use a public garage are afforded the first two hours free. In terms of the average number of times a customer or visitor will visit downtown, the average was about 2 ½ times per week.

How do you generally arrive to downtown South Bend?		
Answer Options	**Response Percent**	**Response Count**
Drive and Park my Own Car	91.9%	205
Dropped Off	0.0%	0
Public Transportation	0.0%	0
Motorcycle/scooter	0.0%	0
Walk	4.0%	9
Bicycle	4.0%	9
Other (please specify)		2
	answered question	223
	skipped question	1

Where do you generally park?		
Answer Options	**Response Percent**	**Response Count**
Public parking lot	5.4%	12
Public parking garage	11.3%	25
Privately owned parking lot or garage	4.5%	10
On-street	78.8%	175
	answered question	222
	skipped question	2

How many times in a typical week do you visit downtown South Bend?		
Answer Options	**Response Percent**	**Response Count**
about once per week	17.0%	38
1 to 2 times per week	29.9%	67
3 to 4 times per week	23.7%	53
5 or more times per week	15.2%	34
about once a month	6.7%	15
less than once a month	4.9%	11
I tend not to come downtown because	2.7%	6
	answered question	224

skipped question	0

Average Response: 2.6 times per week

Another interesting result was the average stay downtown of nearly three hours. If parking on-street this may require moving their vehicle or would incur a charge if parking in one of the two parking garages that afford two hours of free parking. The average for the number of businesses visited per trip calculated as 1.8 businesses. Customers are willing to walk an average of 1.7 blocks from their parking space to their destination.

How long do you generally stay in downtown South Bend?

Answer Options	1	2	3	4	5	6	7	8	9	10 or more	Response Count
Choose Time	34	76	59	31	6	2	0	6	1	3	218

Average Length of Stay: 2 Hours 49 Minutes

How many businesses do you generally visit each trip?

Answer Options	Response Percent	Response Count
Generally, 1 (single purpose)	42.5%	93
2	42.9%	94
3	11.4%	25
4	1.8%	4
5 or more	1.4%	3
answered question		219
skipped question		5

Average: 1.8

How far are you willing to walk from your parking space to your primary destination?

Answer Options	Response Percent	Response Count
25 feet	0.5%	1
100 feet	0.9%	2
1/2 block	11.0%	24
1 block	24.3%	53
1 to 2 blocks	38.5%	84
More than 2 blocks	24.8%	54
Other (please specify)		10
answered question		218
skipped question		6

Average Distance: 1.7 Blocks

Customers and visitors were almost evenly split regarding their opinions on whether there is sufficient public parking downtown with a slight edge to those who felt that public parking is insufficient. Given the observed occupancy results this suggests a need for improved marketing of the parking to the public. This need for marketing is also suggested by the nearly 50 percent of patrons who are unaware of the first two hours of free parking in the Main and Wayne Street garages.

Do you feel that there is enough publicly available parking for downtown South Bend customers & visitors?		
Answer Options	**Response Percent**	**Response Count**
Yes - The number of parking spaces seems to be okay	48.4%	107
No - There are not enough spaces.	51.6%	114
	answered question	221
	skipped question	3

Are you aware that the first two hours in the Main and Wayne Street garages is free?		
Answer Options	**Response Percent**	**Response Count**
No, I was not aware of this	46.3%	101
Yes, I know about it and use it	23.9%	52
Yes, I know about it but don't use it	29.8%	65
	answered question	218
	skipped question	6

Downtown customers and visitors asked the question had a slightly lower proportion willing to have the users pay for parking compared to business owners and downtown employees. Many of those who responded other however also felt that a combination of all three would be appropriate.

There is a cost to provide and maintain the parking, how should parking be paid for?		
Answer Options	**Response Percent**	**Response Count**
User Fees (Paid by those who use it)	42.1%	93
Paid for by city taxes	34.4%	76
Paid by assessments on the businesses even though may result in higher costs of services	9.5%	21
Other (please specify)	14.0%	31
	answered question	221
	skipped question	3

In terms of the cost for on-street parking, more than half of the respondents felt that it should either be free or less than $0.25 per hour.

If you agree that users should pay for the parking (to provide and maintain it) what should on-street parking costs per hour?		
Answer Options	**Response Percent**	**Response Count**
less than $0.25 per hour	9.7%	19
$0.25 to $0.50 per hour	25.1%	49
$0.50 to $0.75 per hour	8.2%	16
$1.00 per hour	6.7%	13
On-street parking should be free	44.1%	86
Other (please specify)	6.2%	12
	answered question	195
	skipped question	29

With the first two hours free, the average cost per hour suggested by customers and visitors suggest revenue levels that would be insufficient to cover the costs of building and maintaining parking within the downtown.

If you agree that users should pay for the parking (to provide and maintain it) what should it cost to park in a City garage if the first two hours are free?		
Answer Options	**Response Percent**	**Response Count**
$0.25 per hour	9.0%	17
$0.25 to $0.50 per hour	17.0%	32
$0.50 to $0.75 per hour	17.6%	33
$1.00 per hour	42.6%	80
$1.25 per hour	0.5%	1
$1.50 per hour	3.7%	7
$1.75 per hour	0.0%	0
$2.00 per hour	3.2%	6
Other (please specify)	6.4%	12
	answered question	188
	skipped question	36

The opinion questions regarding locating parking and signage were again relatively consistent with the responses offered by both business owners and downtown employees.

It is easy to locate a parking space in Downtown South Bend

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: 0.00

On-Street Notification Signage (No Parking, 2-hour parking, loading zone etc) is easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: +0.55

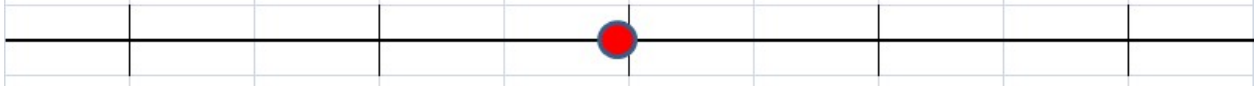
Directional Signs (Public Parking this Way etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2

Average Score: -0.13

Garage Signs (Enter Here, First 2 hours Free, This Way to Elevators etc) are easy to follow and understand

Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
-2	-1	0	+1	+2



Average Score: -0.09

APPENDIX

City of South Bend, Indiana
On-Street Parking Inventory
CBD

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
Block	Face															
6	A			5		3		1								
	B					6										
	C										5					
	D								2							
	Sub-Total	0	0	5	0	9	0	1	2	0	5	0	0	0	0	22
7	A															
	B															
	C															
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	A															
	B															
	C															
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	A	*No Parking This Block Face*														
	B															
	C	*No Parking This Block Face*														
	D	1				9					1					
	Sub-Total	1	0	0	0	9	0	0	0	0	1	0	0	0	0	11
15	A											9				
	B					12										
	C	*No Parking This Block Face*														
	D					7										
	Sub-Total	0	0	0	0	19	0	0	0	0	0	9	0	0	0	28
16	A											7				
	B					9			2							
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	9	0	0	2	0	0	7	0	0	0	18
17	A															
	B	*No Parking This Block Face*														
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	A	*No Parking This Block Face*														
	B				8											
	C					15										
	D															
	Sub-Total	0	0	0	8	15	0	0	0	0	0	0	0	0	0	23
19	A	*No Parking This Block Face*														
	B		3	12					1							

City of South Bend, Indiana
On-Street Parking Inventory
CBD

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
	C						12	1								
	D				13											
	Sub-Total	**0**	**3**	**12**	**13**	**0**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
20	A	3														
	B															
	C					11				2						
	D			8		3			2				1			
	Sub-Total	**3**	**0**	**8**	**0**	**14**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**30**
28	A	*No Parking This Block Face*														
	B															
	C	4														
	D	*No Parking This Block Face*														
	Sub-Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
29	A					5				1						
	B						29	1	3							
	C					12				1						
	D		2	3												
	Sub-Total	**0**	**2**	**3**	**0**	**17**	**29**	**1**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**57**
30	A					7										
	B						18									
	C	2		2												
	D				8											
	Sub-Total	**2**	**0**	**2**	**8**	**7**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
31	A										12					
	B				6											
	C					7										
	D					10										
	Sub-Total	**0**	**0**	**0**	**6**	**17**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**35**
32	A					6										
	B	2			7			2						2		
	C						9					3				
	D															
	Sub-Total	**2**	**0**	**0**	**7**	**6**	**9**	**2**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**31**
33	A			6					1							
	B				3									10		
	C			11					1	1					2	
	D		2		12				2						1	
	Sub-Total	**0**	**2**	**17**	**15**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**10**	**3**	**52**
34	A					10										
	B	2					20		2							
	C	1														
	D			4									9			
	Sub-Total	**3**	**0**	**4**	**0**	**10**	**20**	**0**	**2**	**0**	**0**	**0**	**9**	**0**	**0**	**48**

City of South Bend, Indiana
On-Street Parking Inventory
CBD

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
35	A						4									
	B	*No Parking This Block Face*														
	C			5												
	D	1					27	1	1							
	Sub-Total	**1**	**0**	**5**	**0**	**0**	**31**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
36	A															
	B															
	C	*No Parking This Block Face*														
	D							6					4			
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**10**
39	A					4							13			
	B	*No Parking This Block Face*														
	C						5									
	D						13		2							
	Sub-Total	**0**	**0**	**0**	**0**	**4**	**18**	**0**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**37**
40	A			6										6		
	B	2					27	1	2							
	C				7											
	D													4		
	Sub-Total	**2**	**0**	**6**	**7**	**0**	**27**	**1**	**2**	**0**	**0**	**0**	**0**	**10**	**0**	**55**
41	A			5	1				1							
	B			4	2				1							
	C						4				6					
	D				10											
	Sub-Total	**0**	**0**	**9**	**13**	**0**	**4**	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**34**
42	A						13	1	2							
	B				7		3		1							
	C						12									
	D					11		1								
	Sub-Total	**0**	**0**	**0**	**7**	**11**	**28**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
43	A					11										
	B				14											
	C						13					5				
	D					6										
	Sub-Total	**0**	**0**	**0**	**14**	**17**	**13**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**49**
44	A					10			1							
	B			12												
	C					6						6				
	D				13											
	Sub-Total	**0**	**0**	**12**	**13**	**16**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**48**
45	A				11				2							
	B	2					25		2							
	C				8											

City of South Bend, Indiana
On-Street Parking Inventory
CBD

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
	D			6					3							
	Sub-Total	**2**	**0**	**6**	**19**	**0**	**25**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
46	**A**						9									
	B	*No Parking This Block Face*														
	C	*No Parking This Block Face*														
	D						27		2							
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
47	**A**	*No Parking This Block Face*														
	B															
	C	*No Parking This Block Face*														
	D	*No Parking This Block Face*														
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
48	**A**	*No Parking This Block Face*														
	B															
	C	*No Parking This Block Face*														
	D	*No Parking This Block Face*														
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Grand Total		**20**	**7**	**89**	**130**	**180**	**270**	**15**	**36**	**5**	**24**	**30**	**27**	**22**	**3**	**858**

South Bend CBD - Off Street Parking

Block	Letter	Lot	Description	Pub/Pvt	Private		Public	
					Reg	Handicap	Reg	Handicap
6	A	**A-6**	Gated Lot	PVT	194	0	194	0		
6	B	**B-6**	SB Scottish Dyslexia Center	PVT	19	12	19	12		
6					**213**	**12**	**213**	**12**	**0**	**0**
14	A	**A-14**	Vacant Building	PVT	5	1	5	1		
14	B	**B-14**	BKR Studio	PVT	5		5	0		
14	C	**C-14**	Private Office Building	PVT	12	2	12	2		
14	D	**D-14**	Indiana Mailing Systems	PVT	8		8	0		
14					**30**	**3**	**30**	**3**	**0**	**0**
15	A	**A-15**	Memorial & St. Joe Employees	PVT	49	2	49	2		
15	B	**B-15**	Memorial & St. Joe Employees	PVT	33	2	33	2		
15	C	**C-15**	Northern Indiana Public Service Co.	PVT	14	3	14	3		
15	D	**D-15**	Burger King	PVT	42	3	42	3		
15	E	**E-15**	Northern Indiana Public Service Co.	PVT	87	3	87	3		
15					**225**	**13**	**225**	**13**	**0**	**0**
16	A	**A-16**	First United Methodist Church	PVT	74	9	74	9		
16	B	**B-16**	Alpha Elec/Linda Gillis Atty	PVT	5		5	0		
16	C	**C-16**	Taco Bell	PVT	28	2	28	2		
16	D	**D-16**	5/3 Bank	PVT	21	2	21	2		
16	E	**E-16**	315 Main Street	PVT	7		7	0		
16					**135**	**13**	**135**	**13**	**0**	**0**
18	A	**A-18**	Church (Children's Center)	PVT	110	2	110	2		
18	B	**B-18**	Permit Lot	PVT	22		22	0		
18					**132**	**2**	**132**	**2**	**0**	**0**
19	A	**A-19**	1st Source Bank	PVT	5		5	0		
19	B	**B-19**	South Bend Tribune	PVT	6		6	0		
19	C	**C-19**	South Bend Tribune	PVT	4		4	0		
19					**15**	**0**	**15**	**0**	**0**	**0**
20	A	**A-20**	Water Works Employees	PVT	31		31	0		
20	B	**B-20**	LaSalle Building	PVT	59	3	59	3		
20	C	**C-20**	Water Works Customers	PVT	13	2	13	2		
20					**103**	**5**	**103**	**5**	**0**	**0**
28	A	**A-28**	1ST Source / Doubletree Garage	PVT	495		495	0		
28					**495**	**0**	**495**	**0**	**0**	**0**
29	A	**A-29**	Main Street Garage	PUB	420				420	0
29	B	**B-29**	Lake City Bank	PVT	50	2	50	2		
29	C	**C-29**	Private JMS Building	PVT	32		32	0		
29	D	**D-29**	Alley Lot (LZ until 12 Noon)	PUB	10				10	0
29	E	**E-29**	Alley Lot	PUB	15				15	0
29					**527**	**2**	**82**	**2**	**445**	**0**
30	A	**A-30**	Colfax Place Lot	PVT	78	1	78	1		
30	B	**B-30**	Sign Market Lot	PVT	18		18	0		
30	C	**C-30**	City Lot (ABM - $4.00 Flat Rate)	PUB	44				44	0
30	D	**D-30**	115 Main Street Lot	PVT	16		16	0		
30	E	**E-30**	PNC Bank Lot	PVT	11		11	0		
30	F	**F-30**	PNC Bank Lot	PVT	12		12	0		
30	G	**G-30**	Chase Tower Garage (Closed)	PVT	0		0	0		
30					**179**	**1**	**135**	**1**	**44**	**0**
31	A	**A-31**	Grace Building Lot	PVT	11		11	0		
31	B	**B-31**	Episcopal Cathedral Lot	PVT	36	1	36	1		
31	C	**C-31**	Bob Cook Auto Service	PVT	26		26	0		
31					**73**	**1**	**73**	**1**	**0**	**0**
32	A	**A-32**	Church Lot	PVT	23		23	0		
32	B	**B-32**	County Employee Parking	PVT	53		53	0		
32	C	**C-32**	County Employee Parking	PVT	24		24	0		
32	D	**D-32**	Private Lot	PVT	4		4	0		
32	E	**E-32**	Jefferson Place Office Center Lot	PVT	27		27	0		
32					**131**	**0**	**131**	**0**	**0**	**0**
34	A	**A-34**	Teacher's Credit Union Lot	PVT	50		50	0		
34	B	**B-34**	City Leighton Garage	PUB	640				640	0

South Bend CBD - Off Street Parking

							Private		Public	
Block	Letter	Lot	Description	Pub/Pvt	Reg	Handicap	Reg	Handicap	Reg	Handicap
34					**690**	**0**	**50**	**0**	**640**	**0**
35	A	**A-35**	Parking surrounding HOF (2 Hrs)	PUB	47				47	0
35	B	**B-35**	The Dino Store	PVT	7		7	0		
35	C	**C-35**	City Lot ($5.00 pay by space)	PUB	48	3			48	3
35	D	**D-35**	DeRue Court	PUB	7				7	0
35					**109**	**3**	**7**	**0**	**102**	**3**
36	A	**A-36**	Century Center Lot	PVT	380		380	0		
36					**380**	**0**	**380**	**0**	**0**	**0**
39	A	**A-39**	Wayne Garage	PUB	424				424	0
39	B	**B-39**	Parking Adj Key Bank Bldg	PVT	24	2	24	2		
39					**448**	**2**	**24**	**2**	**424**	**0**
40	A	**A-40**	Coyne Garage	PUB	435				435	0
40					**435**	**0**	**0**	**0**	**435**	**0**
41	**A**	**A-41**	Trigon	PVT	**99**	**1**	**99**	**1**		
41	**B**	**B-41**	Public Parking Lot ($3.25)	PUB	**25**				**25**	
41	**C**	**C-41**	Edward Jones Lot	PVT	40	1	40	1		
41	**D**	**D-41**	Paragon	PVT	**77**		**77**			
41					**241**	**2**	**216**	**2**	**25**	**0**
42	**A**	**A-42**	H & C Services	PVT	53	1	53	1		
42	**B**	**B-42**	H & C Services (Across Alley)	PVT	41		41			
42					**94**	**1**	**94**	**1**	**0**	**0**
43	A	**A-43**	City Employee Parking	PVT	62		62	0		
43	B	**B-43**	Vacant Building Lot	PVT	10		10	0		
43					**72**	**0**	**72**	**0**	**0**	**0**
44	A	**A-44**	AT & T Lot	PVT	58	3	58	3		
44	B	**B-44**	SBC Lot	PVT	31		31	0		
44	C	**C-44**	ABM Permit Lot	PUB	36				36	0
44	D	**D-44**	Gates (Pre-Owned Autos)	PVT			0	0		
44	E	**E-44**	Gates (Pre-Owned Autos)	PVT			0	0		
44					**125**	**3**	**89**	**3**	**36**	**0**
45	A	**A-45**	St. Joseph County Public Library	PVT	65	3	65	3		
45	B	**B-45**	Private Lot	PVT	80	4	80	4		
45	C	**C-45**	DTSB Hang Tag Lot	PUB	38	2			38	2
45					**183**	**9**	**145**	**7**	**38**	**2**
46	A	**A-46**	Wells Fargo Bank Building Lot	PVT	156		156	0		
46					**156**	**0**	**156**	**0**	**0**	**0**
47	A	**A-47**	Fresnes Center (Residential)	PVT	163	9	163	9		
47					**163**	**9**	**163**	**9**	**0**	**0**
48	A	**A-48**	Crowe Horvath	PVT	537		537	0		
48	B	**B-48**	Crowe Horvath	PVT	24	4	24	4		
48					**561**	**4**	**561**	**4**	**0**	**0**
			Public Parking							
		-			**5,915**	**85**	**3,726**	**80**	**2,189**	**5**
		-			**6,000**		**3,806**		**2,194**	
		-			**100.0%**		**63.4%**		**36.6%**	

City of South Bend, Indiana
On-Street Parking Inventory - East Bank
(7/24/15)

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
Block	Face															
11	A	*No Parking This Block Face*														
	B											8				
	C	*No Parking This Block Face*														
	D											27				
	Sub-Total	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35
12	A											30				
	B											21				
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51
13	A															
	B															
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	A	*No Parking This Block Face*														
	B											13				
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
22	A	*No Parking This Block Face*														
	B															
	C	*No Parking This Block Face*														
	D										10					
	Sub-Total	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
23	A	*No Parking This Block Face*														
	B										8					
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
24	A	*No Parking This Block Face*														
	B										6		2			
	C	*No Parking This Block Face*														
	D										3	8				
	Sub-Total	0	0	0	0	0	0	0	0	0	9	8	2	0	0	19
25	A	*No Parking This Block Face*														
	B										10					
	C							4			24					
	D										11					
	Sub-Total	0	0	0	0	0	0	4	0	0	45	0	0	0	0	49
26	A	*No Parking This Block Face*														
	B										25					

City of South Bend, Indiana
On-Street Parking Inventory - East Bank
(7/24/15)

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
	C	*No Parking This Block Face*														
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25
27	A															
	B															
	C															
	D															
	Sub-Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	A							4				23				
	B										12					
	C										6					
	D										9					
	Sub-Total	0	0	0	0	0	0	4	0	0	27	23	0	0	0	54
38	A										8					
	B										5					
	C										7					
	D										6					
	Sub-Total	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
Grand Total		0	0	0	0	0	0	8	0	0	150	130	2	0	0	290

							Private		Public	
Block	**Letter**	**Lot**	**Description**	**Pub/Pvt**	**Reg**	**Handicap**	**Reg**	**Handicap**	**Reg**	**Handicap**
11	A	**A-11**	PFEIC	PVT	48	2	48	2		
11	B	**B-11**	7-Eleven	PVT	11	1	11	1		
11	C	**C-11**	Luck of the Irish Trophies	PVT	6		6	0		
					65	**3**	**65**	**3**	**0**	**0**
12	A	**A-12**	South Bend Human Resources Comm	PVT	62	3	62	3		
					62	**3**	**62**	**3**	**0**	**0**
21	A	**A-21**	THK Office	PVT	13		13	0		
21	B	**B-21**	THK Office	PVT	41	3	41	3		
21	C	**C-21**	Mannerch Club	PVT	9		9	0		
					63	**3**	**63**	**3**	**0**	**0**
22	A	**A-22**	Unknown Lot	PVT	43		43	0		
22	B	**B-22**	The Commerce Center	PVT	186	4	186	4		
22	C	**C-22**	Arts	PVT	5		5	0		
					234	**4**	**234**	**4**	**0**	**0**
23	A	**A-23**	Dockside Service	PVT	11	2	11	2		
23	B	**B-23**	People Link	PVT	90	3	90	3		
					101	**5**	**101**	**5**	**0**	**0**
24	A	**A-24**	Explore Media	PVT	10		10	0		
24	B	**B-24**	Unknown Lot	PVT	27	2	27	2		
					37	**2**	**37**	**2**	**0**	**0**
25	A	**A-25**	AM General	PVT	82		82	0		
25	B	**B-25**	Grocery Co-OP	PVT	27		27	0		
					109	**0**	**109**	**0**	**0**	**0**
26	A	**A-26**	AM General Visitors	PVT	9		9	0		
26	B	**B-26**	AM North Lot	PVT	33	4	33	4		
26	C	**C-26**	Emporium Lot (Public Spaces)	PUB	25	1			25	1
26	C	**C-26**	Emporium Lot (Private Spaces)	PVT	25	1	25	1		
					92	**6**	**67**	**5**	**25**	**1**
27	A	**A-27**	Stephen Sims Apartments	PVT	8	2	8	2		

							Private		Public	
Block	**Letter**	**Lot**	**Description**	**Pub/Pvt**	**Reg**	**Handicap**	**Reg**	**Handicap**	**Reg**	**Handicap**
27	B	**B-27**	Public Park Lot (public spaces)	PUB	6	0			6	0
27	B	**B-27**	Public Park Lot (private spaces)	PVT	45	1	45	1		
					59	**3**	**53**	**3**	**6**	**0**
37	A	**A-37**	Unknown Lot	PVT	55	4	55	4		
37	B	**B-37**	Omichron Lot	PVT	39		39	0		
37	C	**C-37**	Metro Homicide Lot	PVT	11		11	0		
					105	**4**	**105**	**4**	**0**	**0**
38	A	**A-38**	Unknown Lot	PVT	28	2	28	2		
38	B	**B-38**	X-Ray Consultants	PVT	20		20	0		
38	C	**C-38**	Dry Cleaners Lot	PVT	7		7	0		
38	D	**D-38**	Michigan Lock and Key	PVT	8		8	0		
					63	**2**	**63**	**2**	**0**	**0**
		-								
		-			**990**	**35**	**959**	**34**	**31**	**1**
		-			**1,025**		**993**		**32**	
		-			**100.0%**		**96.9%**		**3.1%**	

City of South Bend, Indiana
On-Street Parking Inventory
Ballpark Zone

				1 Hour		2 Hour		Handicap			Free					
		15 Minute	15 Minute (Loading Zone)	UnMarked	Marked	UnMarked	Marked	No Time Limit	2 Hour	4 Hour	Unmarked	Marked	30-Minute	Reserved	Permit Only	Total
49	A	*No Parking This Block Face*														
	B	*No Parking This Block Face*														
	C	*No Parking This Block Face*														
	D	*No Parking This Block Face*														
	Sub-Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
50	A	*No Parking This Block Face*														
	B	*No Parking This Block Face*														
	C					5										
	D	*No Parking This Block Face*														
	Sub-Total	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
51	A											7				
	B					10										
	C					7										
	D		1				5									
	Sub-Total	**0**	**1**	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**30**
52	A					3					20					
	B						15				14					
	C										40					
	D															
	Sub-Total	**0**	**0**	**0**	**0**	**3**	**15**	**0**	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**92**
53	A					6					2					
	B						8									
	C										10					
	D											16				
	Sub-Total	**0**	**0**	**0**	**0**	**6**	**8**	**0**	**0**	**0**	**12**	**16**	**0**	**0**	**0**	**42**
54	A					3										
	B					14										
	C					5					2					
	D										14					
	Sub-Total	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**38**
Grand Total		**0**	**1**	**0**	**0**	**53**	**28**	**0**	**0**	**0**	**102**	**23**	**0**	**0**	**0**	**207**

City of South Bend
Off-Street Parking Inventory
Ballpark Zone

							Private		Public	
Block	**Letter**	**Lot**	**Description**	**Pub/Pvt**	**Reg**	**Handicap**	**Reg**	**Handicap**	**Reg**	**Handicap**
49	A	**A-49**	Post Office Lot	PVT	56	2	56	2		
49	B	**B-49**	Post Office Lot	PVT	56	2	56	2		
					112	**4**	**112**	**4**	**0**	**0**
50	A	**A-50**	Free Lot	PUB	41	1			41	1
50	B	**B-50**	Permit Lot	PUB	45				45	0
50	C	**C-50**	Private Lot	PVT	8		8	0		
50	D	**D-50**	Gated Federal Bankruptcy Court Lot	PVT	54	2	54	2		
					148	**3**	**62**	**2**	**86**	**1**
51	A	**A-51**	Unknown Lot	PVT	24		24	0		
51	B	**B-51**	Jones, Petrie & Refinski	PVT	7		7	0		
51	C	**C-51**	Jones, Petrie & Refinski	PVT	13	1	13	1		
51	D	**D-51**	Hope Ministries Lot	PVT	18		18	0		
51	E	**E-51**	Evangelical Chapel	PVT	35	1	35	1		
51	F	**F-51**	Produce Market	PVT	16		16	0		
51	G	**G-51**	Produce Market	PVT	21	2	21	2		
51	H	**H-51**	Edward Jones Lot	PVT	5		5	0		
					139	**4**	**139**	**4**	**0**	**0**
53	A	**A-53**	Baseball Field Parking	PVT	15		15	0		
53	B	**B-53**	Baseball Field Parking	PVT	20		20	0		
53	C	**C-53**	Baseball Field Parking	PVT	58		58	0		
					93	**0**	**93**	**0**	**0**	**0**
54	A	**A-54**	Salvation Army Lot	PVT	23	1	23	1		
54	B	**B-54**	Private (Residential)	PVT	8		8			
54	C	**C-54**	Midas	PVT	37	1	37	1		
					68	**2**	**68**	**2**	**0**	**0**
		-								
		-			**560**	**13**	**474**	**12**	**86**	**1**
		-			**573**		**486**		**87**	
		-			**100.0%**		**84.8%**		**15.2%**	