



Parking Whisperer assisted by Pivot Parking appreciate the opportunity to assist the city of Warsaw, Kosciusko County and Kosciusko Economic Development Corporation (KEDCO) to independently evaluate the proposed garage, as well as current parking needs, parking inventory, and parking opportunities.

Parking Study Overview

The Parking Whisperer and PIVOT Parking (Consultant Team) responded to a Kosciusko Economic Development Corporation (KEDCO) Request for Proposal (RFP) and was selected to provide parking analysis in support of a feasibility study being conducted by Hunden Partners regarding a possible Hotel Conference Center and a Performing Arts Center that a new parking garage could support. The proposed parking garage could also meet Kosciusko County employees' parking needs and potentially Warsaw downtown employees' needs and the needs of the general public on nights and weekends. The potential garage could also promote infilling of current vacant lots, parking lots, office, and retail space.

Process and Work Completed

As part of the study, Consultant Team and KEDCO staff members held many in-person and ZOOM meetings and interviews. We met with the City of Warsaw staff, members of the City of Warsaw Police Department, and Kosciusko County representatives. Meetings were held with downtown stakeholders, merchants, landlords, and key employers. An online survey was distributed, garnering an impressive 588 total responses.

Information was gathered during meetings, observations, public outreach, on-site and provided physical counts. Discussions were held with the city and county demonstrate that the county is parking in excess of its current surface lot inventory in dozens of overflow areas.

Additional parking inventory for County employees and visitors is needed as early as October 2024. The demand for the proposed parking garage will be accelerated further should the city institute the recommended appropriate parking enforcement, encouraging multiple dozens of cars from two-hour restricted spaces and opening them up for downtown customer use. Coupling those facts with other planned downtown developments and the proposed Hotel Conference Center and Performing Arts Center, a very compelling case can be made for investing in the proposed parking garage.

Study Outline

The first section of this report provides a high-level analysis of the proposed parking garage size, professional recommendations regarding ownership and operating strategies, and a projection of possible revenue and operating expenses. Hunden Partners are proposing a 450-space parking garage to support the shared current parking needs of the County and the potential needs of the proposed Hotel, Conference, and Performing Arts Center.

The preferred proposed site of the garage in the Hunden Partners' Study is shown in blue. The optimal solution necessitates the utilization of property currently owned by the County, as well as the acquisition of select privately held property.

We recommend that the county utilize its own parking lot and acquire other small select lots to create the site identified in the Hunden Partners study.

Further, the County could optimize their existing capital along with grant allocations and/or partnerships, to build the garage. The County would also have the initial option to utilize some or all of the planned commercial space to consolidate County services currently off-site, including the county's health clinic.



Following the garage analysis, the report presents an analysis of on-street and off-street parking occupancy, the results of downtown stakeholder interviews, and two parking surveys. This report provides industry best practices in parking management and wayfinding signage recommendations and reviews the impact of creating or supporting future projects.

Parking Garage Assessment

Confirmation of the 450 spaces recommended for the Parking Garage

Our team agrees with the Hunden Partners that the 450-space garage, coupled with the existing Justice Center Parking Lot, will provide parking to accommodate the County's parking needs and support the proposed Hotel Conference Center and Performing Arts Center. Please note the space needs by group in the table below.

The analysis in this table is from data provided by the County, utilizes industry standard ratios and assumes the following:

1. Kosciusko County employees will park in the proposed parking garage. An average of 100 daily County visitors will park in the Justice Center Parking Lot. When Kosciusko County is closed (evenings, weekends, holidays), the County will benefit from downtown customers paying to park in the parking garage and the Justice Center Lot during high demand times i.e. when the theater is in use. However, no usage or revenue projections are made for the County Justice Lot in this study.
2. No revenue from the planned garage retail space has been included in this study.

3. Most Performing Arts Center attendees will park in the garage, after County hours and weekends. Their vehicles will have an average of 2.7 passengers per car. Events at the performing arts

Parker Type	Weekday	Weeknight	Weekend
County Employees	250	10	10
Hotel Guests	60	120	120
Conference Center	45	45	45
Misc. Downtown Employees	30	0	5
Performing Arts Center	200	300	300
	585	475	480
Parking Garage Surplus/Deficit	-135	-25	-30

- center during the workday will attract fewer attendees and those not parking in the garage will park on-street, in off-street surface parking lots, or be bussed in.
4. Hotel guests will park in the garage. Fewer guests will utilize the garage during the workday because of check-out and check-in times. Conference Center guests will park in the garage, will be hotel guests or park on street. The conference center may pre-purchase 45 spaces per day.
5. Hotel Conference Center and Performing Arts Center employees will park in an off-street parking lot, distant on-street spaces, and not the garage.
6. The garage in the Huden Partners study has commercial space. If it is occupied by a private user, those employees will park in off-street parking lots. The customers will park in the garage (subject to availability), in on-street parking spaces or off-street parking lots.

As shown in the table above, there will be times when all venues are at full capacity, creating a modest overflow scenario. When demand exceeds the available parking, visitors will park on surface lots or on-street. The garage management and counting system technology will guarantee sufficient spaces reserved for county employees during county hours. The downtown can absorb these deficits mainly if study recommendations are implemented.

Revenue Projections by Parker Type

The following assumptions are made for the type of parkers within the revenue projections.

- The County would utilize the garage to accommodate employee parking needs during workday hours. Jury duty members and other county visitors would receive free or preferred priced parking during judicial hours at the discretion of the County.
- The proposed Hotel Conference Center and Performing Arts Center would each be contracted to guarantee a specified number of spaces (at a guaranteed rate) to confirm portions of the garage revenue stream. This common practice will reduce County operating expenses while reducing the strain on the nearby, preferred on-street spaces.
- Additional revenue would be generated from private sector monthly parkers.
- Transient parkers will generate revenue when there is garage capacity.
- Business employees and customers may also participate in a validation program (nights and weekends) to promote additional business downtown.

Huden Partners project that the Performing Arts Center will stabilize in its fifth year selling 56,000 tickets, which with 2.7 passengers per vehicle, will attract 20,000+ vehicles to the garage annually.

Projected revenues by parker type are listed in this table:

Parker Type				Rate	Projected Rev.
County Employees		250 daily	Rate/mo	\$ -	\$ -
Hotel Guests		120 daily	Rate/mo	\$ 60.00	\$ 86,400
Conference Center		45 daily	Rate/mo	\$ 60.00	\$ 32,400
Misc. Evening Visitors, Thur-Sat		20 daily	Rate/day	\$ 5.00	\$ 15,000
Misc. Downtown Employees		30 daily	Rate/mo	\$ 45.00	\$ 16,200
Performing Arts Center		300 per event	Rate/event	\$ 7.00	\$ 145,185
TOTAL Annual Revenue Projected					\$ 295,185

Rate Assumptions

- The noted hotel and conference center would lease spaces from the County at a rate of \$60 per month. The hotel will likely charge the usage in a guest night rate.
- General public parking would be charged \$5.
- The Downtown monthly employee rate is based on current off-street parking rates in Downtown Warsaw.
- Performing Arts Center would lease spaces at a rate of \$7 to keep them affordable for patrons.

Revenues and Expenses and Surplus

With the projected Hotel, Conference Center, Performing Arts Center, monthly employee parking (non-County), and visitors, we project gross revenues will modestly exceed the projected operating expenses. The expense totals below reflect 2026 projected industry standards with a well-managed public parking facility. We recommend:

- The County should explore several operating options:
 - Operate the garage itself.
 - Retain a 3rd party professional parking management operator who could provide a balance of service and efficient operations.
 - Enter into an interlocal government agreement to have the City of Warsaw operate the garage for better coordination with on-street parking management.
- County resources be used to service the garage whenever possible to reduce expenses (or City if they become responsible for operating the garage).
- Any projected surplus be retained for future repairs and usual and expected maintenance and minimizing future capital investment to maintain the garage.

TOTAL Annual Revenue Projected					\$295,185
Revenues based on the above assumptions					
TOTAL Annual Expenses Projected					\$ 213,750
(Exp. Include insurance, utilities, custodial, supplies, maint., security, services, etc.)					
Operational Surplus/(Loss)					\$ 81,435

Assumptions:

Critical recommendations are listed and have been assumed to be implemented successfully for downtown redevelopment and parking.

1. Two-hour free on-street parking program.
2. A comprehensive self-funded parking enforcement program should be in place.
3. Utilize current parking technology for both revenues and expenses.
4. Mobile payment options include QRC Code and mobile app options.
5. Business validation programs to support business growth and customer satisfaction.
6. Parking Citation rates, as well as municipal ordinances, are updated.
7. Additional off-street employee parking for businesses will be provided at preferred rates.
8. Enhanced on-street, garage, and wayfinding signage will be adopted.
9. Minimal on-street signage will be in place.
10. Annual review safeguards and reporting provided to maintain successful program.

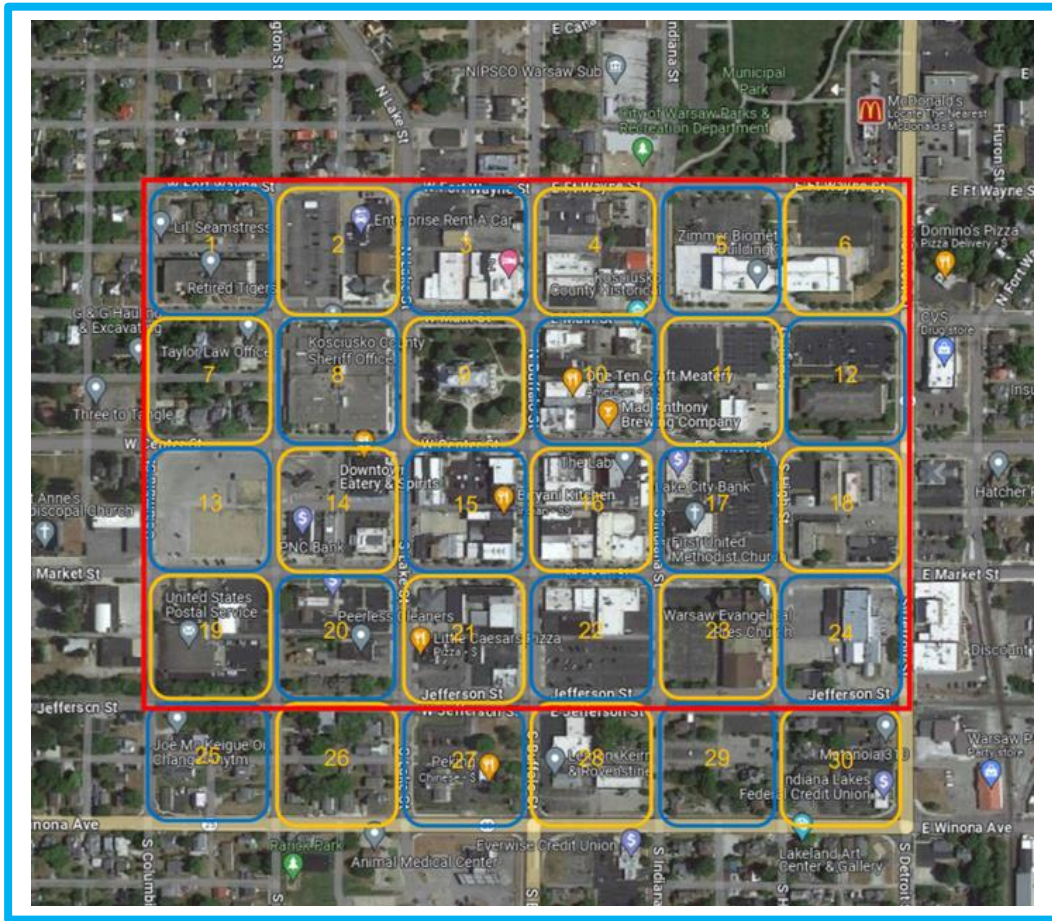
Garage Recommendations

The garage must be as warm and inviting as possible. Industry best parking practices for a downtown mixed-use garage include:

- Traditional gates and ticket dispensers are possible; however, they are being phased out in many new deployments.
- Friendliest technologies allow for gateless free-flowing entry and exit.
- Brightly lit garage with floor graphics.
- Exterior facility counts displaying the number of open spaces.
- License Plate Recognition for monthly parkers and calculation of parking fees
- Validation programs for all area businesses
- Preferred parking rates for businesses, employees, and vendors
- Very competitive (and inexpensive) parking rates for the public for more than two hours
- Pre-sell parking with reservations for hotel guests, performing arts center attendees, notable event attendees, and conference center participants.
- Provide dedicated spaces for the hotel and incentivize the hotel and conference guests.

Parking Inventory and Occupancy Study Area

The study area is bounded by Fort Wayne St. on the north, Jefferson St. on the south Detroit St. on the west and Columbia St. on the west as shown on the map below.



Parking Inventory Summary

Total Downtown Spaces By Type

On-Street	537
Off-Street (36 lots)	1,584
Total Parking Spaces	2,121

2-Hour On-Street	225
All-Day On-Street	312
Total Parking Spaces	537

City Owned Parking Lots

Parking Lot	Spaces	Map Block #
City Hall	40	15
Public Parking Lot	142	22
Total Parking Spaces	182	

County Owned Parking Lots

Parking Lot	Spaces	Map Block #
County Justice Lot	116	2
Munson Lot	58	3
Historical Society Lot	22	10
Total Parking Spaces	196	

Parking Occupancy Summary

Occupancy counts were taken by KEDCO staff on multiple days/times in October. These trends were verified by the Consultant Team in similar counts in December. The counts do not represent seasonal fluctuations but are considered a good representation of the typical usage.

The counts were taken at the following times:

- Weekday times:
 - Mornings (8:30a-9:30a),
 - Lunch/mid-days (12p-1p)
 - Dinner/evenings (5:45p-7:00p)
- Saturday:
 - Lunch/mid-days (11:45a-1:30p)
 - Dinner/evenings (6p-7p)

Weekday On-Street Analysis

The occupancy study found overall occupancy to be 55% when combining all blocks in the study area. As in any downtown area, there are high demand areas with 70% usage or more (notated in **RED** on the appropriate boxes below

Peak usage gives the impression to many in Warsaw that there isn't enough parking adjacent to the visitors' final destination. The high demand areas and occupancies are listed in the table below.

Average Occupancy Of High Demand Blocks (70%+ Occupancy) Weekdays

Day of Week	Morning	Noon	Evening	Spaces on Block
Lake St: Main-Center	75%	77%	29%	19
Buffalo St.: Fort Wayne-Main	73%	73%	23%	11
Buffalo St: Main-Center	40%	73%	88%	26
Buffalo St.: Center-Market	35%	79%	88%	20
Indiana St.: Center-Market	43%	81%	73%	13
Main St.: Columbia-Washington	84%	82%	55%	19
Main St.: Washington-Lake	77%	76%	46%	11
Main St.: Indiana-High	64%	100%	29%	7
Center St.: Washington-Lake	42%	82%	67%	18
Center St: Buffalo-Indiana	38%	70%	85%	9
Average Occupancy of Hotspots	58%	79%	54%	153

Note: Blocks were listed if they were above 70% in more than one block of time.

Twenty-eight percent (153) of the 537 on-street parking spaces are located in high demand blocks. More than **70% of the available supply was in low demand areas**. Dining and proximity to largest employers (Kosciusko County, City of Warsaw, and Lake City Bank) drives high occupancy during the workday. Dining is the main driver weeknights. Parking spaces are available in adjacent blocks a short walk away.

Additional observations:

- The busiest blocks of Buffalo Street between Market and Main. (Ave 63%-69%) with peak occupancies of 85% during lunch to 95% at dinner time.
- During weekday office hours, the entire stretch of Buffalo St, between Jefferson and Fort Wayne experiences peak occupancies of 85% to 100%.

Weekend Analysis

Average Occupancy Of All Off-Street Parking Spaces By Day

Day of Week	Morning	Noon	Evening
Weekday (Wed.-Fri.)	35%	39%	22%
Saturday	N/A	16%	12%

Average Occupancy Of High Demand Blocks (70%+ Occupancy) Weekends

Day of Week	Noon	Evening	Spaces on Block
Lake St: Center-Market	71%	19%	31
Buffalo St.: Center-Market	75%	95%	20
Buffalo St: Jefferson-Market	36%	79%	14
Fort Wayne: Lake-Buffalo	20%	100%	5
Center St: Buffalo-Indiana	0%	70%	20
Market St: Lake-Buffalo	0%	70%	20
Average Occupancy of Hotspots	34%	72%	110

Note: Blocks were listed if they were above 70% in any block of time. No other block registered above 60% on the weekend except one block (Indiana St.: Main-Center).

Only twenty percent (110) of the 537 on-street parking spaces were located in high demand blocks thus **80% of available supply was in low demand areas**. Without the weekday workforce the only parking demand driver was dining and retail. In most cases, parking is available in adjacent blocks a short walk away.

Average Occupancy Of High Demand Parking Lots (70%+ Occupancy) Weekdays

Day of Week	Morning	Noon	Evening	Spaces on Block
Lake City Bank (SE corner High/Center)	80%	75%	32%	20
City Parking Lot.: (block 200 S. Buffalo)	53%	70%	15%	142
Justice Center Parking Lot: (Main St.)	80%	85%	20%	116
County Historical Society Lot	82%	70%	87%	22
Tuner Valentine.: (Market/Lake St.)	86%	81%	14%	7
Z Hotel.: Buffalo/Main)	20%	70%	29%	13
PNC Branch Bank (Market/Washington)	87%	67%	70%	15
Average Occupancy of Hotspots	70%	74%	34%	335

Note: Parking Lots were listed if they were above 70% in any block of time. Only 3 other parking lots registered occupancy at any time of greater than 60%. The rest of the parking lots were below 60% occupancy during the weekday.

Less than twenty percent (335) of the 1584 off-street parking spaces were located in parking lots with an occupancy of greater than 70% at any given period during the workweek or **80% of available off-street parking supply was in low demand areas.**

Average Occupancy Of High Demand Parking Lots (60%+ Occupancy) Weekends

Day of Week	Noon	Evening	Spaces on Block
County Historical Society Lot	64%	68%	22

Note: Parking lots were listed if they were above 60% in any block of time. No other parking lots registered above 60%.

Less than 2 percent (22) of the 1,584 off-street parking spaces were located in parking lots with an occupancy of greater than 60% at any given period during the workweek, thus more than **99% of available off-street parking supply was in low demand areas.**

Survey Results

Two online surveys obtained peoples' perceptions and usage of parking in Downtown with 588 responding to the two surveys. One survey was sent to the general public garnering 436 responses. The second survey to Downtown Stakeholders garnered 152 responses. 160+ respondents to the surveys provided additional comments.

General Public Survey

Respondents:

- 34% live in Warsaw, 57% in the county, and 9% outside.
- 49% work downtown, 29% in greater Warsaw.

Downtown Visitorship

- 76% of respondents visit downtown two or more times per week.
- Top reasons for visiting downtown from highest to lowest were: dining, working, for retail services.
- 53% stay longer than 2 hours.

Perceptions of Parking

- 58% found it somewhat or very difficult to park.
- 69% believe there is not enough on-street parking.
- 66% need help finding a parking space at least once.

Parking Usage

- Peak on-street parking usage was:
 - Weekday during work hours with lunch and afternoon being the highest.
 - Weekend parking is a challenge only after 5 pm.
- Off-street Parking usage
 - 77% responded that they have had to park off-street sometimes or most of the time but only 55% found it easy to find off-street spaces.
 - 46% Unable to observe any informational signage in the parking lot.
 - 79% Wayfinding signage to the lots needs to be improved.
 - 97% indicated that they would park in a new, well, centrally located parking garage?

Downtown Stakeholder Survey:

Respondents:

- 79% employees, 9% business owners, 6% residents, and 5% property owners.
- 16% said they own/manage a business, most selected Service or Retail.

Customer and Employee Parking

- 66% provide free parking lot parking for their customers.
- 51% believe their customers park on-street in 2-hour spaces.
- 27% of respondents indicated that they don't provide employee parking and employees park on-street.

Perceptions of Parking

- 84% stated that finding parking was somewhat or very difficult.
- 83% believe there is not enough on-street parking.
- 91% believe it is difficult for customers to find off-street parking lots.
- 90% believe there is not enough off-street parking.
- 69% said there is not adequate wayfinding signage.
- Weekdays during work hours is peak demand for on-street parking but finding parking on the Weekdays after 5 pm and on the Weekends was not an issue.

Comments of Respondent

164 comments provided a consensus that could be summed up in these sample comments:

- *“On-street parking spaces would likely be sufficient if (large downtown employer) and (downtown restaurant) employees would find off-street locations. Consistent parking enforcement is necessary for this to happen.”*
- *“Many employees of downtown businesses park on the street taking up spaces.”*
- *“I think a parking garage would be a good idea if feasible. It would provide more parking, and the parking would be indoors, which would come in handy during inclement weather.”*
- *“A parking garage sounds like a great way to bring more people downtown. I have changed plans on multiple occasions and left if I couldn't find street parking. This would solve a lot of problems!”*
- *“We need our local employers to require their employees NOT to use the on-street parking. In front of stores.”*
- *“It would be great to have additional off-street parking options downtown. More importantly, it would be nice to have some well-maintained off-street parking areas downtown. It seems that most parking lots in the downtown area are an eyesore, whether private/limited or public.”*
- *“For me personally, the parking garage fee would also need to be very reasonable aka cheap for me to use it. I'm willing to walk pretty far to avoid paying high parking fees!”*

Findings

- On weekdays during work hours strains on-street parking due to high number of customers and employees parking on-street in 2-hour spaces.
- Downtown attracts many people downtown more than twice per week and more than half stay longer than 2-hours.
- After an unsuccessful attempt to find on-street parking, many parkers are compelled to locate off-street parking, and some indicated they leave downtown.
- Off-Street parking is difficult to locate due to inadequate wayfinding or on-site parking signs.

Recommendations

The following recommendations are based upon the parking analysis, interviews and survey results and are focused on improving on-street and off-street parking management and current perceptions of parking in Downtown Warsaw. Our consultancy team also drew on industry best practices and their collective experience in similar environments.

On-Street Parking

The on-street parking recommendations listed in this section seek to address:

- Lack of consistent enforcement, leading to a lack of parking space turnover.
- The significant number of downtown employees parking in 2-hour on-street spaces.
- Increasing availability of 2-hour prime spaces for customer parking.
- Desire to limit vehicles staying longer than two hours in preferred spaces.
- Encouraging additional business with open and available parking spaces.

Some of the recommendations require changes to the local parking ordinance.

Recommendations

1. Implement a consistent, customer friendly enforcement program Monday-Saturday which, if properly managed and enforced, parking spaces will be used 3+ times daily by customers supporting local businesses when available.
 - Consider utilizing a professional, well-trained, third-party parking operator for enforcement that will reduce enforcement costs and allow police to focus on law enforcement. Parking revenue should cover the cost of enforcement. In addition, consideration should be given to having the operator manage both on-street parking and the proposed parking garage as was discussed previously in the study. This would require the County and City of Warsaw enter into an interlocal agreement to make this possible.
 - Recommended hours of enforcement.
 - Monday – Friday – 8 am to 8 pm
 - Saturday – 10 am to 8 pm (or later)
 - Sunday – free parking; safety violations only
 - Holidays/Special Events – free parking; safety violations only
 - Consideration of rates.
 - Maintain the 2-hour free parking for the downtown core.
 - Implement pay to park after the 2-hour free parking period is exceeded.
 - The rates for more than 2-hours should
 - balance maintaining the attractiveness of visiting downtown with
 - the desire to move longer staying parkers
 - employees, owners and residents to
 - off-street parking lots
 - on-street spaces outside the inner core
 - the proposed garage.
 - Rates should be coordinated with the proposed parking garage as a less expensive option.
 - Initial proposed on-street rates are:
 - 1st 2 hours: Free
 - 3rd hour: \$4
 - Additional hours \$6
2. Utilize mobile apps and QRC codes to create customer friendly enforcement and provide convenience to extend parking stay remotely.

- Possible platforms to use.
 - Text 2 Park
 - ParkMobile
 - Pay By Phone
- Install parking signage instructing visitors to “start” a parking session to receive up to two free hours.
- Businesses can validate (third hour) at a preferred rate.
- Signs and mobile payment list other available parking
- Note: The app will also capture parking data for benchmarking and future decision making.
- Increase the current \$10 parking citation as it is not deterring violators. (The municipal average in comparable cities is at least \$25, escalating to \$50 within forty days.)
- Booting should occur with three unpaid citations.
- Towing should occur with seven unpaid citations.
- All-Day parking spaces should be moved outside the core peak area.
- Provide affordable all-day parking, far enough from the CBD not to rob the “turnover” of value with prime spaces.



3. Additional Recommendation

- Consider creating as needed:
 - Loading Zones that support commercial loading (only) during peak delivery times and revert to two-hour spaces after delivery hours.
 - 15 Minute Spaces that function as high turnover spaces designed (only) during peak in-and-out times for specific types of businesses. The spaces will revert to two-hour spaces if they are not needed for 24 hours.
 - Customer Service 24/7 (or enforcement hours) with a third-party provider
- Retail, restaurants, and other businesses may offer validation programs, with partial or full pay, if a business believes their customers want more than two hours or as an incentive.

Off-Street Parking

Implementing the off-street parking recommendations will gently push longer-term parkers (employees, owners, and residents) to off-street parking lots and the proposed garage and open up on-street parking for visitors who are patronizing downtown businesses.

It was determined through interviews with downtown stakeholders, surveys, occupancy counts, and observations that there is a significant number of employees parking on-street for convenience, lack of enforcement, and lack of off-street parking provided by employers.

The number of employees parking in 2-hour or all-day spaces during weekdays is in excess of 100 cars at any given time. These parkers occupy 20% of the available on-street parking supply of 537 spaces in the study area.

Our work determines that most of these drivers are parking in the 225 2-hour spaces due to a lack of enforcement. Once comprehensive enforcement is implemented, it will be very important to provide off-street parking options.

The off-street parking recommendations listed in this section seek to address:

- Off-street parking lots that aren't open when not in use by owners.

- Increase off-street parking for employees who will be displaced when the recommended parking enforcement program is implemented.
- Improve parkers' knowledge of available off-street parking options.

Some of the recommendations may require changes to the local parking ordinance.

Recommendations

1. The City of Warsaw change their parking lots to increase long term parking options:
 - Change the public parking lot (200 block of S. Buffalo St.) to all day parking removing the 2-hour limit and charging an appropriate daily rate. At a future date, removing the "free" all day parking should be considered.
 - Lease parking spaces to employees who need guaranteed spaces.
 - Improve signage at the City Hall parking lot. Post for public use after work/weekends.
2. Engage private sector parking lot owners to allow use of their lots after work hours for downtown customer parking.
3. Review lighting levels on all parking lots.

Signage and Wayfinding Recommendations

In order to enhance the driving experience, and bring more visitors downtown, we must create an inviting atmosphere for parkers on-street, off-street, we propose fully engaging the entire downtown community and to promote shopping, dining, and visit the many businesses downtown.

These recommendations will reverse the general perception (reinforced by our survey results) that there is or appears to be a shortage of convenient parking.

- Provide way-finding signage (illuminated or at least reflective) guiding drivers downtown and to the surface lots, on-street spaces, and proposed garage.
- Provide uniform signage featuring the universal parking symbol blue "P".
- Provide minimal yet effective two-hour parking signage.
- Provide signage (hinged if needed) to promote off-street lots once they are open to the public.

Our observations saw respectable efforts to improve signage and wayfinding using best practices similar to that of other urban areas, including Warsaw, and the tagline **LIVING – WORKING – PLAYING.** However, directions to public parking locations were not included.

It appears a number of these signs may have been lost or vandalized due to the inconsistency on approaching streets. Any missing signs should be replaced.

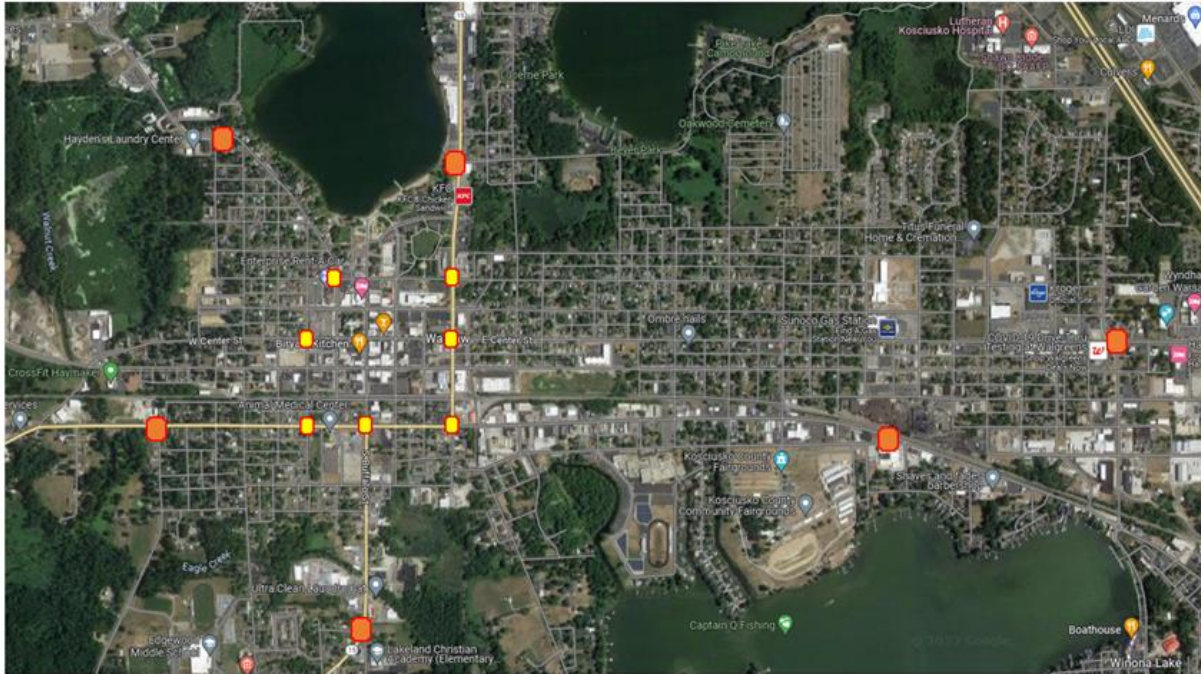
We suggest three reflective or LED sign types, all with the international parking (blue) "P":



Larger Type "A" signs - 4'w x 6'h on the corridors into downtown with the "P" signage, shown in example {below or next page}.

Sign Type "B" - 3'w x 4'h (2'x4' in certain locations), and the "P" with a directional arrow assisting drivers to the nearest public parking.

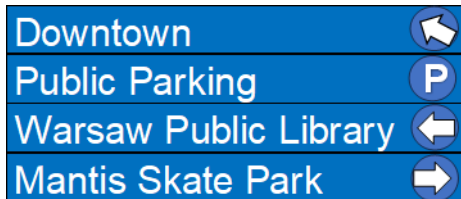
Sign Type "C" - 4'w x 4h' located at parking facility entrances. (Lots and Garage) Indicating public parking and welcoming drivers.



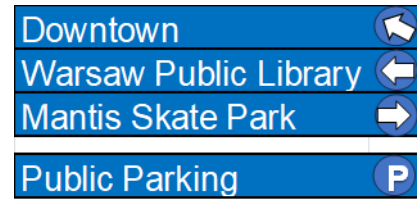
Type "A" Signs Larger, further out from downtown.



Type "B" Signs Medium, place on the edge of downtown.



Proposed with Parking Symbol



Sample "Add-on" to Existing Signage

Survey results reflect 75% of respondents indicated inadequate wayfinding signage.

This is a sample of a wayfinding sign in nearby New Albany. Note: The "P" symbol and a directional arrow.

A successful enhanced wayfinding program, includes directions to public parking, will greatly enhance the driver's experience for local citizens and visitors to the Orthopedic Capital of the World.

If funds for an overall revamping of the wayfinding aren't available, we suggest a "reflective placard" be added to the bottom of existing signs as shown {below or next page} until future funds are allocated for a better wayfinding program.



Impact of Future Projects on Parking – Mill Works, Buffalo Street, etc.

The planned Anderson Partners **Mill Works** (350 West Market Street), with an 85-market rate workforce housing apartment project with 5,000 sq. ft. of retail, is expected to break ground in Q2. Construction will permanently displace 40+ county employees. The future demand for vehicles will undoubtedly significantly exceed the planned 35 parking spaces. The average spaces is 1.5 vehicles per unit - or one unit per bedroom. Given the nature of urban housing, demand must be augmented from critical on-street spaces.



Decisions (and ordinances) will be needed regarding enforcement to allow or deny overnight parking, and the loss of critical two-hour free spaces.

There is an unknown quantity (if any) of parking spaces planned for the commercial space, based on the business housed in the development. The Millworks site currently has 118 occupied spaces. Current spaces on site and in the public right of way total 143. All of those spaces will be absorbed.

The total number of proposed on-site spaces is 105 (a net loss of 38). Site plans show new angled spaces in the right of way. Recognizing the current 40+ County employees displaced elsewhere will create a net loss of approximately 78 spaces. The balance of unknown monthly parkers decreases the number as well.

There are 17 on-street angled parking spaces west of Market between Washington and Columbia Streets. There are seven parallel spaces on the block of W. Center Street between S. Washington and Columbia. It is unclear if these 25 city-provided on-street parking spaces (and code requirements for them to be dedicated for residents) are available for the project's use or remain in the public domain..

Buffalo Street Project (proposed) at 350 North Buffalo St/117 Canal Street has a planned RFP that is expected to generate a development footprint similar to the **Mill Works**. However, its distance from downtown will likely have little impact on core downtown parking until ongoing infill projects develop.

Best estimates will likely add 90 residential units and small commercial space. The developer should (at a minimum) provide on-site parking for the principal residential impact on-site. Multi-vehicle families or visitors' overflow should be absorbed on-street or in the proposed county parking garage.

Other Future Developments. – Future development should require a reasonable amount of parking on-site to minimize the impact to the driving public.

Appendix

The Parking Whisperer team reviewed in depth several previous parking studies and researched their value and accuracy for 2024. Critical insights were found and are echoed (and identified) in this report.

Critical Corridor Connections Study

1. 2020 Census, Warsaw's population increased by 44%
2. Warsaw's priority areas contain...key offices, administrations, and entrepreneurship; pathways are under-tapped for economic inclusion.
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4. Warsaw's priority areas contain...key offices, administrations, and entrepreneurship; pathways are under-tapped for economic inclusion.

Warsaw Downtown Action Agenda 2002 (Parking related)

1. 2002 Survey - Social + Civic Priorities – residents want to improve parking downtown.
2. 2002 Survey - Historic + Core Downtown District – Create Historic Courthouse District, Create Office, Institutional, & Convenience District, Create accessible parking areas in Historic Courthouse District.
3. 2002 Survey - Built Environment – Beautify streetscapes and Wayfinding.
4. 2002 Survey - Social + Civic Priorities – residents want to improve parking downtown.
5. 2002 Survey - Historic + Core Downtown District – Create Historic Courthouse District, Create Office, Institutional, & Convenience District, Create accessible parking areas in Historic Courthouse District.
6. 2002 Survey - Built Environment – Beautify streetscapes and Wayfinding.

Warsaw Comprehensive Plan 2015 (Parking related)

1. Promote redevelopment of underutilized or vacant structures and lots.
2. Redevelop North Detroit Street with no industrial from downtown to US30.
3. Promote mixed-use development downtown.
4. City to promote and participate in high-density projects downtown.
5. Support local festivals & improve outreach to drive attendance.
6. Strengthen/enforce property management codes & derelict properties.
7. Attract new residents & businesses with tax incentives & partnerships.
8. Promote redevelopment of underutilized or vacant structures and lots.
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10. Promote mixed-use development downtown.
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14. Attract new residents & businesses with tax incentives & partnerships.

Key Engagement Themes 2023(Parking related) – Redevelop Key Properties

1. Several key properties are poised for redevelopment.
2. Putting effort into completing redevelopment opportunities that include critical needs – workforce housing, support for entrepreneurs, and development of third places - would build momentum for further development.
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Shore up downtown

1. Downtown Warsaw serves as the community's economic, cultural, and social hub.
2. Continued changes due to COVID-19, including work-from-home, dramatically changed downtown's dynamic.
3. Refocusing on building downtown's strengths would consolidate assets in the city core.
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5. Continued changes due to COVID-19, including work-from-home, dramatically changed downtown's dynamic.
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Task A.2

Local employers like Depuy Synthes and Zimmer Biomet recruit in-demand employees from across the globe. Economic development professionals emphasize the importance of having a dynamic culture with vibrant social settings to spark entrepreneurship. It encourages networking, idea sharing, and momentum. KEDCO will encourage and expand social networking activities at their Co-working space... And create needs for small manufacturing spaces to pair startups seeking space. Programs will be designed to connect budding entrepreneurs to leading local voices for mentorship and support.

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Task C.1

Members of the advisory coalition and economic development professionals stressed the importance of downtown Warsaw and the need to add vibrancy to the city's core, mainly as work-from-home trends now leave downtown office spaces far below capacity. These needs are identified in several plans dating back to 2002, including Warsaw's comprehensive plan, which calls for an increase in mixed-use and high-density projects in downtown Warsaw. Warsaw's Downtown Action Agenda calls for expanding the downtown commercial district to Center Lake and adding housing and retail.

Several projects fulfilling these needs are in the advanced stages of redevelopment, only requiring gap funding.... A unified approach is needed between the City (County), KEDCO, and other interested parties to build a consensus on workforce housing targets, active ground floor spaces, and architectural quality in the historic downtown setting. The funding request will be packaged into a single READI 2.0 request to strengthen its transformative appeal to regional and state agencies.

Task C.2

Lead implementers will work to solidify Downtown as Warsaw's corporate, civic, and cultural center. ... We'll focus on the following big transformative projects and strategies for the downtown Performing Arts Center.... We will consolidate the many surface lots downtown into a structured parking development, allowing future infill and partnering that asset with a central Performing Arts Center and conference hotel wagon wheel. Center for the Arts expressed interest in expanding and being part of this project.