

## Town of Hillsborough Downtown Parking Study

October 2010



### **Downtown Parking Study Contributors**

### This parking study was conducted by:

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### And in cooperation with:

Downtown Merchants Association Downtown businesses and organizations Hillsborough Police Department Orange County

# RESOLUTION ADOPTING THE DOWNTOWN PARKING STUDY

develop recommendations to improve downtown parking to address the needs of downtown situation, project the effects of future development on parking availability and accessibility, and business owners, customers, and visitors; and WHEREAS, The Hillsborough Town Board directed staff to study the current parking

previous planning efforts, survey results and comprehensive parking counts; and WHEREAS, The Planning Department staff prepared a document including а review of

convenience; and WHEREAS, the Downtown Parking Study covered parking supply, accessibility, and

ranging from consistent enforcement, improved signage, and other physical improvements, WHEREAS, the Downtown Parking Study recommends a variety of implementation actions

the work plans of the various departments responsible for its implementation. COMMISSIONERS, that the Downtown Parking Study is adopted by the town for integration in NOW, THEREFORE BE IT RESOLVED BY THE HILLSBOROUGH TOWN BOARD OF

This the 11<sup>th</sup> day of October, 2010.

Tom Stevens, Mayor

Donna F. Armbrister, Town Clerk

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Chapter One: Introduction

### Introduction

### **Background**

Hillsborough is a town defined by its history and character. As county seat, it is a destination for Orange County residents seeking government services, tourists interested in the town's rich history and visitors in search of good food, local music and shopping. Part of the appeal of downtown Hillsborough is the free, convenient public parking scattered throughout the downtown business district and the compact nature of the commercial core.

Downtown Hillsborough is a thriving town center with a diversity of small stores, restaurants and offices that has seen much recent development. The privately owned three-story Gateway Center and Eno River Parking Deck opened for business in spring 2008. The new Justice Facility, Orange County Office Complex and Orange County Public Library opened in early 2010. With this new development, the downtown parking demands are changing. The privately owned and operated Eno River Parking Deck provides additional paid parking — much of it leased by Orange County for employee parking. These changing conditions are cause for an investigation into the current and future parking needs in downtown Hillsborough.

The Downtown Parking Study was initiated in fall 2009 and aimed to measure the current parking situation, project the effects of future development on parking availability and accessibility and develop recommendations to improve downtown parking in such a way that the needs of downtown business owners, customers and visitors are met. An inventory of parking spaces was taken, surveys were conducted, and parking occupancy counts were taken. Phase 1 of the parking study was presented to the Hillsborough Board of Commissioners in December 2009. Phase II was initiated in summer 2010. Additional data was collected, the inventory was updated, and recommendations were compiled. The final analysis and the parking study was completed in fall 2010.

### **Study Area**

The study encompassed all the parcels zoned Central Commercial or Office Institutional along Margaret Lane and Churton, King, Nash & Kollock, Court and Cameron streets. Also included in the study area was on-street parking on King Street from Wake to Cameron streets; on Margaret Lane from Wake to Cameron streets; on Court Street from Margaret Lane to King Street; and on Nash & Kollock Street.

The map on the next page shows the study area.

### INSERT MAP OF PARKING STUDY AREA

### **Review of Existing Plans**

Downtown Hillsborough has been the subject of several conceptual and small-area plans, most with the general focus of creating an inviting, pedestrian-friendly and vibrant commercial district. The recommendations from previous plans relating to the downtown district are summarized below.

### Downtown Hillsborough Appearance Improvements Plan — 1998

A parking study was conducted by the Orange County Economic Development Commission in the mid-1990s. The study found that the amount of parking in downtown Hillsborough was adequate, although convenient parking could be a little harder to find on Monday afternoons during jury selection and on Friday afternoons when banks are busy. The plan notes that adequate parking exists for tourists — with the exception of tourist buses — and recommends an additional study be undertaken to determine the use patterns of existing parking and to develop a management plan. The recommendations include the following:

- Tasteful consistent signage directing drivers to parking and explaining the limits of the parking.
- A shuttle van service for tourists from a designated point.
- Short-term parking for retail customers near the shops.
- Long-term parking on the fringes of downtown for workers.
- Possible consideration by Orange County of shuttle vans for jury pools on Mondays.

### Streetscape Feasibility Report — 2001

The report analyzed the Downtown Hillsborough Appearance Improvements Plan for the technical aspects and feasibility of each recommendation. The following list includes recommendations for improving downtown traffic flow and parking.

- Install paver crosswalks in the following locations:
  - The signalized intersections on Churton Street within the project area.
  - Across King Street at Mayo Park.
  - Across Margaret Lane to the Orange County Visitors Center.
  - Mid-block on Churton Street at Brick Alley.

The report recommends using a stamped asphalt crosswalk product, such as StreetPrint.

• Maintain the street signs downtown; ensure they are straightened and cleaned on a regular basis.

### **Churton Street Corridor Strategic Plan — 2006**

The Churton Street Corridor Strategic Plan was developed to improve the appearance and economic vitality of the Churton Street corridor while protecting and celebrating the diverse historic and cultural identity of the town, promoting environmental stewardship, and encouraging and supporting an active lifestyle. Recommendations relating to downtown parking improvements are as follows:

- Design traffic patterns to minimize traffic signals and left turns.
- Install corner and mid-block crosswalks with contrasting pavers.
- Reduce sign clutter: Implement strategies to remove illegal temporary signs.

- Plan and install wayfinding signs: Establish a coordinated wayfinding system that helps users find their destination and understand where they are in the system.
  - Place public parking signs and pedestrian-level signage so that they work together to make public parking easy to find and then provide more detailed information to help users find their specific destinations.
- Encourage shared parking arrangements.

### Wayfinding Signage Plan — 2009

The Wayfinding Signage Plan took an inventory of existing signage and made recommendations for a coordinated destination and directional signage system to be installed throughout the Town of Hillsborough.

- Install parking directional signs and parking identification signs that are coordinated with the wayfinding sign system in the following locations, with future locations to be coordinated with the Planning and Public Works departments:
  - Parking directional signage locations: northbound Churton Street at Exchange Park Lane; southbound Churton Street at Nash & Kollock Street; northbound Churton Street at King Street; southbound Churton Street at King Street.
  - Parking identification signage locations: the parking deck; King Street at the Bank of America parking lot; King Street at the parking lot next to the Dual Supply hardware store; Tryon Street at the Town Hall Annex.
- Install three pedestrian kiosks downtown: one in front of the police station on Churton Street, one on the northwest corner of the intersection of King and Churton streets, and one in Mayo Park on West King Street.
- Request that Orange County initiate a sign audit for parking signage in Hillsborough and replace existing signs with coordinated parking signs in appropriate locations.
- Request the N.C. Department of Transportation initiate a sign audit for signage that falls under its jurisdiction in Hillsborough and consolidate existing signs where possible.

### **Results of Existing Plans**

From these plans, it is evident that greater pedestrian access and safety is encouraged and that efforts to reduce sign clutter and install a comprehensive signage system is a priority. Improvements such as these will enhance downtown parking availability by enabling and encouraging visitors to park in one location and walk between downtown destinations. With clearer signage and less sign clutter, visitors will more easily be able to find local destinations and parking. Both of these efforts will help improve parking conditions and public perception of parking in Hillsborough.

### Scope of Work

The Scope of Work defines the tasks and time frame for the parking study.

### **Parking Study Schedule**

### **August 2009:**

Develop Introduction and Scope of Work.

### September 2009:

Meet with members of the Downtown Merchants Association.

Survey downtown businesses.

Survey customers at select locations.

Inventory current parking supply.

### **October 2009:**

Compile survey results.

Conduct hand counts of occupied spaces in public parking areas at different times of day and different days of the week.

Set up traffic counters in the Bank of America parking lot to determine turnover.

Create GIS maps of parking supply.

### November 2009:

Analyze parking congestion and find possible causes for congestion.

Develop recommendations.

### December 2009:

Presentation of the Draft Downtown Parking Study to the Hillsborough Board of Commissioners.

### **January 2010:**

Meet with members of the Downtown Merchants Association.

### **June 2010:**

Conduct hand counts of occupied spaces in public parking areas and county-owned parking areas at different times of day and different days of the week.

Town Board to amend the time limits concurrent with the recommendations of the Draft Downtown Parking Study and adopt new yellow curb markings.

Staff to reevaluate and redesign parking striping and yellow curbing for all on-street public parking.

Chapter One : Introduction

### **July 2010 - September 2010:**

Repaint new parking spaces, paint yellow curbs and install new three-hour parking signs.

Update inventory.

Survey court visitors.

Reevaluate recommendations.

Presentation of the Downtown Parking Study to the Town Board of Commissioners.

### **Methodology**

The study used several methods to measure the current physical parking supply as well as the perception of parking supply, including: Surveying downtown businesses about parking needs.

Surveying select customers about their parking experience.

Surveying court visitors about their parking experience.

Inventorying the current parking supply.

Measuring parking availability at different times of day and different days of the week.

Measuring the turnover of vehicles in the public surface lot.



# Chapter Two: Data Collection

### **Existing Conditions**

### **Types of Parking**

Several types of parking are available in downtown Hillsborough.

**On-Street Parking:** Free, marked on-street parking is available along Margaret Lane and Churton, King, Cameron and Court streets. This parking is located in the public right-of-way and is maintained by the Town of Hillsborough. Parking in many of these spaces is restricted by time limits.

**Publicly Owned Public Parking Lot:** The town owns the Mayo Park lot, located on West King Street next to the Dual Supply hardware store. The lot is free, and there is a time limit of three hours for all the parking spaces.

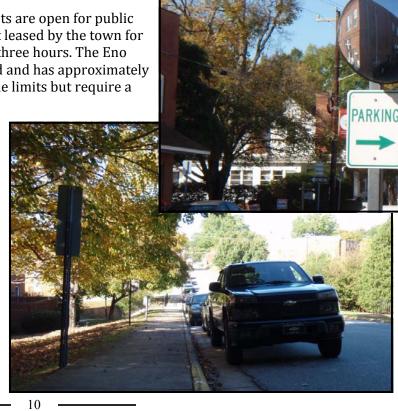
**Privately Owned Public Parking Lot:** Two privately owned lots are open for public use. One, off West King Street, is owned by Bank of America but leased by the town for use as a public lot. The spaces are free and have a time limit of three hours. The Eno River Parking Deck on Nash & Kollock Street is privately owned and has approximately 200 spaces available for public parking. The spaces have no time limits but require a fee to park. That fee is currently \$1 per hour or \$5 per day.

**Privately Owned Private Parking Lot:** There are many small private parking lots throughout downtown. These typically are owned and used by the employees and customers of the adjacent businesses and/or are leased by other downtown businesses for employee and customer parking.

### **Time Limits**

Until recently, parking restrictions included limits of 15 minutes and one, two or three hours. With recent improvements, public parking lot spaces and many on-street spaces now have a coordinated time-limit restriction of three hours. The remaining on-street public parking, mostly located at the periphery, is available for all-day parking.

Top: The entrance signage for the Bank of America parking lot. Right: On-street parking on East Margaret Lane.



Rank of America

**Customer Parking** 

### **Markings and Signage**

Following Phase I of the Parking Study, the Hillsborough Town Board decided to move forward with some much-needed improvements, including repainting parking space markings and no-parking zones and updating parking signage. For the most part, private parking lots are well-signed and parking restrictions are noted. However, in several areas, signs are faded, dirty, hidden behind vegetation or falling down. In addition, the signage is uncoordinated and includes various designs, thus causing visual clutter and confusion.

### **Enforcement**

The Police Department is responsible for enforcement in public lots and on-street parking spaces. Enforcement is currently a complaint-driven process due to lack of personnel to monitor parking regularly. The enforcement of parking issues in private lots is the responsibility of the lot owner.

### **Traffic Patterns**

The existing traffic patterns in the Bank of America lot is confusing. The entrance and exit

lanes off King Street are opposite from normal orientation. Once in the parking lot, some of the aisles dead-end and others are one way only. The traffic patterns are further confused by the Bank of America drive-through window and the delivery trucks that frequently park on the median to deliver to nearby restaurants. Neither exit allows a left-hand turn out of the parking lot. This directs drivers southbound down Churton Street or westbound down West King Street toward the residential area.

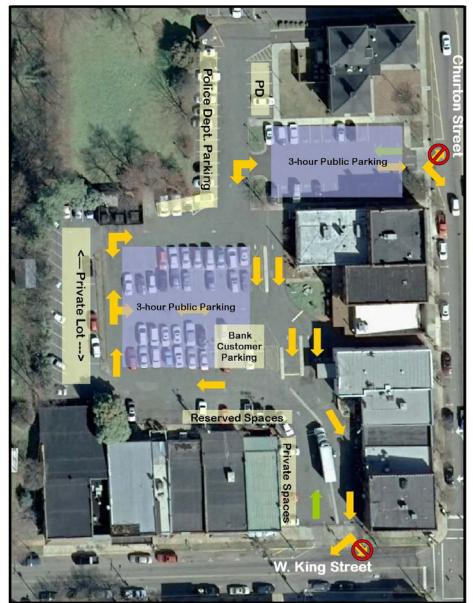
The next page shows the traffic patterns in each of the public parking lots.

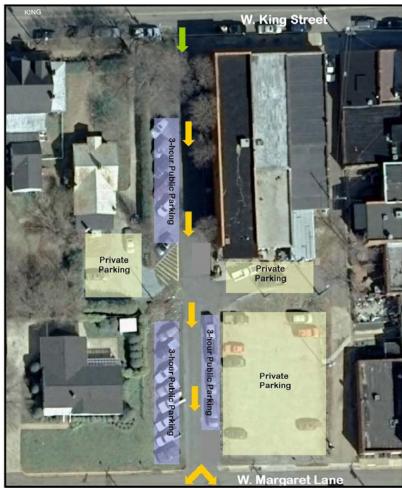


Top: Poorly maintained signage indicating reserved spaces.

Middle: "No Left Turn" signage at the King Street exit of the Bank of America lot.

Left: Switched ingress and egress pattern in the Bank of America lot.





Existing traffic pattern in the Mayo Park lot

Existing traffic pattern in the Bank of America lot

### **Public Input**

One goal of the parking study is to open communication between various downtown stakeholders and to work toward parking solutions that meet the needs of all businesses, visitors and residents. Collecting information and opinions from key interest groups helps to better understand the issues. In this study, surveys were collected from downtown businesses, customers and courthouse visitors.

### **Downtown Merchants Association Initial Meeting**

The survey of downtown businesses opened with a meeting on Sept. 4, 2009, with members of the Downtown Merchants Association, Planning Department staff, the town manager and a Police Department representative. Eleven members of the Downtown Merchants Association were present, and they discussed the strengths and issues of the downtown parking situation as well as possible solutions. Their comments are synthesized below:

### Issues with current parking:

- Parking is lacking (south of King Street), both overall spots as well as spots close to destinations.
- Spaces are taken up all day by court visitors.
- People park illegally in reserved spots.
- People (customers) complain about "pay to park."
- Complaints were made about tickets being issued in the parking deck. Owner George Horton responded that the deck is pay-as-you-go, based on the honor system; no tickets are issued.
- Consistent enforcement is lacking.
  - People stay too long in the time-limit spots.
  - People park illegally.
  - Better marking/signage is needed.
  - No follow-through exists on enforcement efforts. Police Department responded that officers have other priorities **Possible solutions suggested by business owners:** and that enforcement is complaint-driven, not a daily effort.
- Enforcement causes complaints.
- Ticketing is complicated.
- County uses require a lot of parking.
- The perception is that it is difficult to park.
- Residential areas are in close proximity.
- Nearby parking needed for mobility-challenged customers (not necessarily handicapped).
- Time limits are restrictive to businesses. Some stores have customers coming in for several hours.

- People do not want to walk.
- The parking issues are worst during the day.
- People park at surface lots that are reserved, such as behind Hillsborough Wine Company and Weaver Street Market.
- Event parking is a problem, such as for Last Fridays.

### Strengths with current parking:

- Free
- Convenient
- Safe
- Lack of enforcement
- County parking needs may be met by the 200 spaces in the deck.
- Parking issues typically do not exist on weekends.

- County employees need a policy for new and existing parking.
- Make the parking deck free; the county could purchase it.
- Library could improve the situation, but it may make it worse.
- Regarding time limits:
  - Designate "day" lots; possibly share parking with the church on Margaret Lane.
  - Three hours is better for most customers.
  - Consistent time limits make enforcement easier for the Police Department.
  - Enforcement and time limits have to be coordinated: it's got to work.

### **Downtown Merchants Association Follow-up Meeting**

On Jan. 8, 2010, a follow-up meeting was held with the Downtown Merchants Association to get its feedback on the draft plan that had been presented to the Town Board in December. Planning staff and the town manager were present for the discussion, and approximately eight members of the Downtown Merchants Association attended. Their comments are synthesized below:

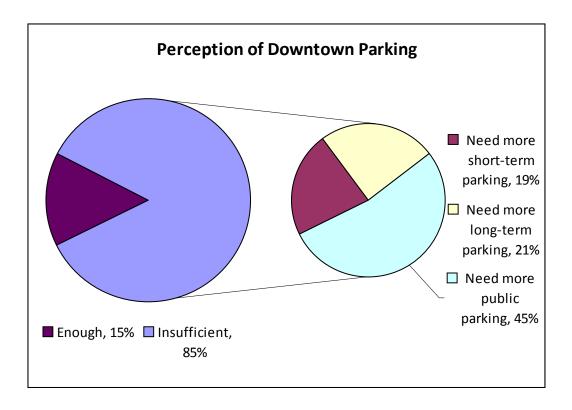
- Make sure that supplies from delivery trucks can easily get into the back of restaurants.
- The sidewalk on West King Street is a problem, from an accessibility and safety standpoint.
- Make sure the new in-town circulator bus route goes to Cameron Street, where all-day visitor and employee parking will be located.
- A validated parking system in the deck would be an option, whereby downtown merchants could give customers a token or stamp for free or reduced parking.
- Remove all 15-minute spaces; why keep the two on Churton Street? Stay consistent.

  (Phase I of the parking study suggested that the two on-street spaces in front of SunTrust Bank on North Churton Street remain 15-minute spaces. During parking improvements, they were changed to three-hour spaces along with the rest of the on-street spaces on Churton Street.)
- Parking recommendations will fall flat without enforcement.
- Parking lots should be reserved for employees.
- Merchants should talk to private lot owners about reserving spaces for their customers.
- The Police Department has to enforce the parking limits.
- There is a perception among downtown merchants that Orange County government employees, court employees and government services customers are subject to less stringent enforcement than downtown business owners, employees, and visitors.

### **Downtown Business Parking Survey**

Staff developed a detailed parking survey for downtown business owners and distributed the survey to 95 percent of the downtown businesses over a period of several weeks (Appendix A). The survey was made available in electronic format as well as hard copy. The majority of the returned surveys were e-mailed, but many were faxed, mailed or dropped off in person. Several business owners gave responses in person or over the phone. Orange County responded to specific questions via e-mail (Appendix B). Fifty-nine percent of the downtown parking surveys were returned. If a survey was not returned, staff contacted the property owner or business owner to obtain basic information, such as square footage and number of employees.

The graph below shows that, based on survey results, the majority of business owners believe parking is insufficient downtown. Of those who think parking is insufficient, the majority believe more public parking should exist. The following information measures their perception of downtown parking conditions.



### **Employee Information**

From the survey responses:

- More than 500 people work downtown.
- More than 80 percent are full-time employees.
- The vast majority travel by car.
- Many park in reserved employee spaces.

### **Customer Information**

The businesses estimated:

- An average of 2,000 total customers per day.\*
- Forty percent of customers come from Hillsborough; the remainder come from surrounding counties.
- Fifteen to 30 minutes was the most common transaction time, followed by one to two hours and 30 to 40 minutes.

\*The estimation of customers per day does not account for one customer who frequents several businesses during the same trip.

Chapter Two: Data Collection

### **Comments from Survey**

Respondents offered the following comments:

"I have lived in Hillsborough the entire 59 years of my life and the quality of life here is the best it has ever been. Several years ago I served on a downtown revitalization committee. The one mistake several of these towns made was to install parking meters. All of them agreed that meters killed the vitality of their downtown areas."

"If we are going to maximize the number of spots downtown for patrons, perhaps establish a daily lot for downtown employees and day trippers and make the other parking 3-hour spaces. Enforcement of employees to daily lots is crucial to success."

"In my opinion, the on-street parking (especially on Churton) should be done away with! It is very dangerous and can cause major traffic problems."

"On-street parking should be metered, maybe only about 100 spaces; it would keep the merchants out of those spaces."

"Need more free public short-term parking. It is not conducive to visitors if they have to pay for parking for a short-term visit. Hillsborough merchants are the life-blood of the downtown area and their customers should be able to come in for a short-term and not have to pay. It is not acceptable that people who go to the library will have no free place to park. Libraries are especially needed by low income and this defeats the purpose of a free library."

"At the end of the day, there is simply not enough parking and existing parking laws are not adequately enforced. I'm not sure what the solution is, because I know it all comes down to money, and there isn't enough of that to go around. But the town will suffer if a plan is not put in place to address parking. What does it matter if we have vibrant, viable businesses in the heart of town if people cannot find a place to park? Or have to pay to park? Or traffic is too atrocious to get there?"

"Many of my shoppers have limited accessibility — they are older, have arthritis, and cannot walk long distances uphill — if there were a shuttle service from the Gateway [Parking Deck] to shops on Churton Street it would help so much."

"I don't think that Hillsborough, at this time, has a significant parking problem, but it is possible when the library and new county office building open, that problems could arise. At any rate, I would be very unhappy to see metered spaces or a significant increase of parking tickets. Part of the charm of Hillsborough is the unstructured parking system. I've had visitors tell me they come here because they know they CAN park, as opposed to Chapel Hill and Carrboro."

"The parking limits should be enforced more strictly — it's the only way the system will work."

"Parking enforcement is erratic. Parking in un-signed spots sometimes elicits tickets, sometimes not. Town's uneven enforcement of parking ordinances results in stressful meetings as they can run over two hours."

"There is definitely a problem of merchants and business owners taking up spots, especially on-street, that could be going to customers."

### **Customer Parking Survey**

A targeted customer survey was developed to get a quick impression of the customer's parking experience and parking needs.

Survey boxes with 25 surveys each were placed at six downtown locations for a two-week period, from Sept. 28 to Oct. 9, 2009. The locations were Cup A Joe, Tupelo's, Hillsborough Yarn Shop, the Alliance for Historic Hillsborough, the Hillsborough/Orange Chamber of Commerce and the Orange County Historical Museum.

Fifty-eight surveys were returned (Appendix C). The vast majority of surveys were turned in between 8 a.m. and 2 p.m. on Tuesdays and Wednesdays, indicating times of heavy downtown customer traffic.

- The majority of customers were downtown for shopping (41 percent) or dining (34 percent).
- The majority of customers parked on-street (48 percent), but many parked in the Bank of America parking lot (29 percent).
- A time period of one to three hours was listed as the most desired time period (38 percent), with 30 to 60 minutes listed as the second most desired (19 percent).
- Customers were split on whether they had trouble finding convenient parking. Forty-eight percent said they did have trouble, and 47 percent said they did not.

Many of those who indicated they had trouble finding convenient parking said the lots were full or their first choice was full. Other interesting comments are listed below:

"Not enough handicap spaces."

"I drove around several times looking for any 'free' parking."

"Yarn store's spots were filled with non-customers."

"Tight spaces, lots of delivery vehicles."

"Everything we found had 2-hour limit or reserved space signs subject to towing. All obvious spaces for visitors were full."

Town of Hillsborough Quick Customer Parking Survey
Please complete this quick survey regarding your downtown parking experience today and drop it into the box. We appreciate your input!
Day of the week and approximate time survey was picked up:
What has brought you into downtown Hillsborough today? (select all that apply)  Shopping Dining Seeking government services Visiting historic sites Visiting family/friends You work here You live here
Where did you park?  On-street space  Parking lot behind Tupelo's  Parking lot beside Dual Supply hardware store  The parking deck  Parking lot at Weaver Street Market
Did you have trouble finding convenient parking?  □ No □ Yes — If so, why?
If there were no time limits, how long would you like to be parked there today?  □ 15-30 minutes □ More than 3 hours □ 30-60 minutes □ All day □ 1-3 hours
How do you think the town can improve the parking situation?

### **Courthouse Parking Survey**

A targeted survey was developed to get a quick impression of the parking experience for visitors to the Justice Facility.

Planning staff set up a survey table in the Justice Facility lobby on Wednesday, Sept. 1, 2010, from 7:45 to 11:30 a.m. and surveyed visitors. The first Wednesday of the month generally has the highest number of traffic court cases for the month. The majority of respondents filled out the survey while standing in line, but some filled them out while doing their court business; others filled them out as they were leaving the courthouse. Approximately 252 surveys were handed out, and 179 were filled out and returned. The responses and comments are listed below.

<b>Courthouse Parking Survey Respons</b>	Yes	No	
Have you been to Hillsborough before	75%	25%	
Did you have trouble finding the cou	rthouse?	10%	90%
Did you have trouble finding parking	?	28%	72%
	< 5 min.	68	8%
How long did it take to find parking?	5-10 min.	25	5%
How long did it take to find parking?	10-15 min.	6%	
	15+ min.	2	%
	36%		
	Cameron St. Lot		
Where did you park?	On-Street	27	<b>1</b> %
	Parking Deck	17	7%
	Other	10%	
		Yes	No
Did the presence of a fee influence y where to park?	38%	62%	
Were you given directions to parking court date?	6%	94%	
Are you parked in a legal manner?	91%	9%	

Totals may not equal 100 due to rounding.

Courthouse Parking Survey We would appreciate a few minutes of your time to get feedback on parking for the Orange County Courthouse.							
Have you been to Hillsborough before?	$\Box$ Yes	$\square$ No					
Did you have trouble finding the courthouse?	□ Yes	□ No					
Did you have trouble finding parking for the courthouse?	□ Yes	□ No					
How long did it take to find parking? $\hfill\Box$ less than 5 min. $\hfill\Box$ 5 -10 min. $\hfill\Box$ 10 -15 min.	□ 15+ n	nin.					
Where did you park?  □ Courthouse Lot □ On-street □ Other □ Cameron Street Lot □ Parking Deck							
Did the presence of a fee for parking influence your decision on where to park?	□ Yes	□ No					
Were you given directions to parking before your court date?	□ Yes	□ No					
Are you parked in a legal manner?	□ Yes	□ No					
Any other comments?							
Thank you!							
Town of Hillsborough Downtown Parking Study							

### Responses

The majority of respondents parked in the courthouse lot or on-street and easily found parking in less than five minutes. Most people did not indicate having trouble finding the courthouse, but almost a third indicated they did have trouble finding parking. Very few respondents indicated that they were given directions to the courthouse beforehand; those who did noted they looked up directions on MapQuest or asked a friend. Most respondents were parked in a legal manner. Almost 40 percent stated that the fee for parking in the deck did affect where they chose to park.

### Observations

During the survey, court visitors frequently asked staff whether they were in the correct building. One person noted that no address for the courthouse was listed on the paperwork the person was given. Many people said they parked in the lot next to the courthouse or in the Public Market House lot but were not sure if that was all right, even though those parking areas are intended for courthouse visitors. They also asked a lot of questions about where to go for specific court services; there was no directional signage inside the lobby area. Generally, court visitors were confused about where to park and where to go once they came to court.

### **Survey Comments**

On the surveys, some people remarked that it was easy to find parking; others found the signage confusing. Several court employees stressed that there needs to be parking for the courthouse personnel and that the public needs to park in the parking deck. Many people expressed appreciation for the free parking or, if they parked in the deck, mentioned that parking should be free.

Survey respondents offered the following comments:

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"Everything was well marked."
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<sup>&</sup>quot;Make parking easy."

<sup>&</sup>quot;There should be a deck at the courthouse."

<sup>&</sup>quot;Public needs to know about the parking garage it would raise revenue for town/county."

<sup>&</sup>quot;Public needs to use garage across street."

<sup>&</sup>quot;Public needs to park in parking deck."

<sup>&</sup>quot;Make sure there is parking for courthouse personnel."

<sup>&</sup>quot;Provide sufficient parking."

<sup>&</sup>quot;Parking should be free."

<sup>&</sup>quot;Everything was perfect."

<sup>&</sup>quot;Thanks for the free parking."

<sup>&</sup>quot;Signage for free parking confusing."

<sup>&</sup>quot;I don't think you should have to pay to park for court."

<sup>&</sup>quot;Parking is horrible!"

<sup>&</sup>quot;Free parking for court matters is nice!"

<sup>&</sup>quot;More free parking would be helpful."

<sup>&</sup>quot;It would have been nice to know that there was free parking available."

<sup>&</sup>quot;There needs to be better signs up for directions on where to park."

<sup>&</sup>quot;No close handicap parking."

<sup>&</sup>quot;Easy parking."

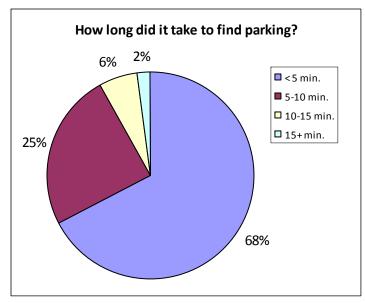
### **Analysis**

The majority of respondents to the Courthouse Parking Survey said it took them less than five minutes to find parking. A quarter of the respondents said it took between five and ten minutes to find parking.

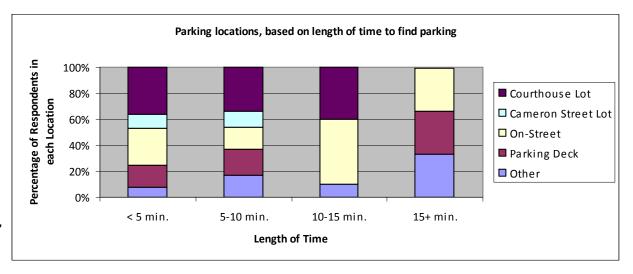
The first graph (right) shows the breakdown of the length of time it took to find parking. The second graph (below) displays the locations where respondents parked based on how long it took them to find parking. For instance, of the 68 percent of respondents who stated it took them less than five minutes to find a space, 36 percent parked in the courthouse lot, 11 percent parked in the Cameron Street lot, 28 percent parked on-street, 17 percent parked in the deck, and 8 percent parked in another location not listed.

It is interesting to note that visitors who indicated they looked for parking for more than fifteen minutes did not end up parking in the Cameron Street lot or the courthouse lot.

The rate of respondents indicating that a parking fee influenced their decision on where to park rose along with the increased length of time to find parking. For those who took less than five minutes to find a space, 36 percent indicated that the presence of a parking fee influenced their decision. For those taking between five and fifteen minutes to find a space, 40 percent responded yes to the same question. And for those looking for more than fifteen minutes, 67 percent responded yes.



Totals may not equal 100 due to rounding.



### **Data Collection**

### **Parking Inventory**

An inventory of parking spaces was taken using a Trimble GeoXM GPS unit. For consistency, staff stood at the mid-point of each parking space's end, where a car's rear bumper would be. This point was chosen to allow inventory to be taken even when cars were parked in the spaces. The GPS unit claims an accuracy of 1 to 3 meters from the actual location. As each point was selected, the number of spaces was recorded (typically one) and attributes were selected to define the point's specific characteristics. The table below shows the attribute options:

Location	Туре	Access	Surface Type	Space Marked	Time Limit	Fee	Ownership	Restriction	Restricted Time	Restriction Marked
On Street	Surface	Pull In	Asphalt	Yes	None	No	Publicly Owned	None—Public	24 hours	Yes
Off Street	Deck	Diagonal	Concrete	No	15 minutes	Yes	Privately Owned	County Employees	During business hours	No
		Parallel	Gravel		3 hours			Town Employees	Not restricted	Not restricted
								Customer Use		
								Employee Use		
								Handicap		

**Space Marked:** A space was considered marked if it had white lines painted on the ground, if there was a concrete curb stop, or if there was a sign posted describing parking restrictions.

**Ownership:** Publicly owned spaces are spaces owned by the Town of Hillsborough or Orange County. All other spaces are privately owned. All of the on-street parking is considered publicly owned. It should be noted that the public parking lot off West King Street is considered privately owned because it is owned by Bank of America and is leased by the town for public parking.

**Restriction:** This attribute records any use restrictions. Many of these restrictions were stated on signage at the parking space in question. Privately owned parking spaces located behind businesses were considered restricted for employee or customer use unless specifically signed otherwise.

**Restricted Time:** This attribute details whether a time frame for the restriction is noted. For instance, a space may be restricted for employees of a certain business only during business hours.

**Restriction Marked:** This attribute notes whether use restrictions are clearly marked.

The spaces in the parking deck were recorded differently, as the GPS device is not able to get a signal inside the parking deck. Three points were taken from the top level of the deck. One point accounted for the five handicap spots in the deck, one point for the 209 spaces reserved for Orange County use, and one point for the remaining 195 public spaces.

The map on the next page displays the final inventory of all of the parking spaces in the downtown area.

### INSERT MAP OF PARKING INVENTORY

### **Inventory Results**

The inventory results show 1,450 parking spaces in the parking study area (Appendix E). The majority are off-street, pull-in, hard-surfaced, marked parking spaces. Eight hundred and seventeen of the spaces are privately owned, and 487 spaces are open to the public. The vast majority of spaces are free and do not have a time limit. One hundred eighty-six of the public parking spaces have a time limit of three hours; the remainder of the town-owned parking is all-day. These parking attributes are displayed on maps in the appendix.

### **Interesting Observations:**

- 425 spaces are reserved for customer use, while 151 spaces are reserved for employee use.
- 59 handicap spaces are located in the downtown area and are well-dispersed throughout downtown. However, the on-street handicap spaces are nonconforming in that they do not have adequate access aisles next to the parking space.
- 85 percent of parking spaces are in parking lots; 15 percent of parking spaces are on-street.

### Traffic Counters at the Bank of America Lot

Two traffic flow counter mechanisms were installed at entrances to the Bank of America public parking lot. The counters took data Oct. 21-28, 2009. The counter installed at the Churton Street entrance counted the number of vehicles that went in and out each hour

(Appendix F). The counter installed at the West King Street ingress entrance counted only the number of vehicles coming in, which was a total of 2,965 vehicles throughout the week.

Interesting Observations from the Churton Street Counter:

- 4,792 vehicles total entering and exiting.
- Daily traffic average: 675
- The heaviest day was Friday, with 1,076 vehicles.
- The lightest day was Sunday, with 278 vehicles.
- The lightest weekday was Monday, with 646 vehicles.
- For entering vehicles:
  - 11 a.m. was the most frequent a.m. peak volume time.
  - Noon was the most frequent p.m. peak volume time.
- For exiting vehicles:
  - $\,-\,$   $\,$   $\,$  10 a.m. was the most frequent a.m. peak volume time.
  - Noon and 1 p.m. were the most frequent p.m. peak volume times.



Bank of America parking lot

### **Parking Occupancy Counts**

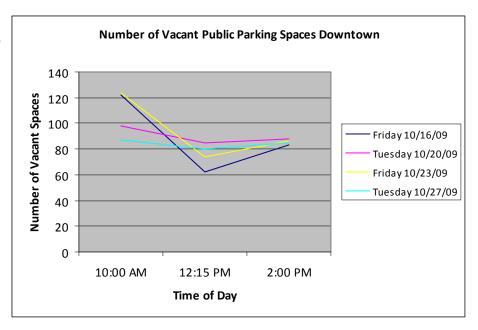
**Fall 2009** 

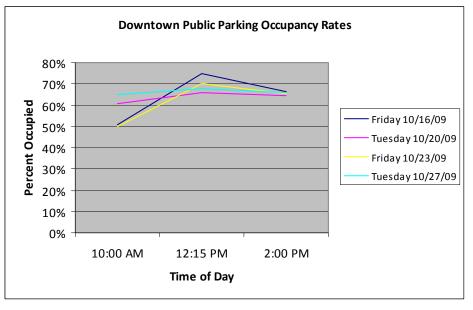
A count of parking space availability was conducted in October 2009 over the course of two Tuesdays and two Fridays. This count was performed to get an idea of parking availability prior to the opening of the new Orange County facilities. On each day, spaces were counted at 10 a.m., 12:15 p.m. and 2 p.m. Staff walked through the downtown area counting empty public parking spaces on-street, in the Bank of America lot and in the Mayo Park lot. Of the spaces that were counted, time limits and handicap restrictions were noted (Appendix G). Walking each round took approximately 25 minutes. The graphs to the right show the total number of available public spaces in the parking study area on each day and the percentage of public parking that was occupied. These graphs do not include handicap spaces, only regular, free, public parking. A map of the distribution of available spaces is in Appendix N.

The graphs show that spaces in the public parking areas are most full at mid-day. The map in Appendix N shows that many on-street parking spaces are available throughout the day; however, most of these are on the edges of downtown along King Street and Cameron Street, away from where visitors may think to look for parking and possibly a farther distance than they would be willing to walk.

The counts were notably regular from day to day. The range in variation was from 1 to 14 spaces. Lunchtime traffic appears to cause the most parking congestion; parking availability at 10 a.m. and 2 p.m. was relatively similar.

The hand count was useful beyond providing availability data because it allowed staff to observe parking patterns throughout the day. Staff observed spaces that were not utilized at all perhaps because of their restrictions, as well as areas that are not used for parking but have the potential to be.





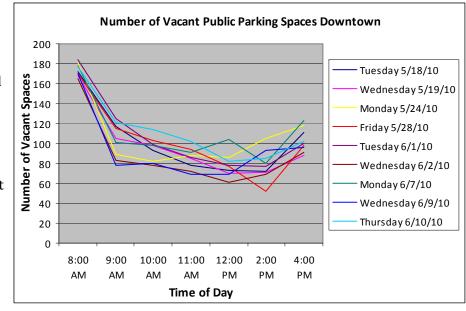
### Parking Occupancy Counts Spring 2010

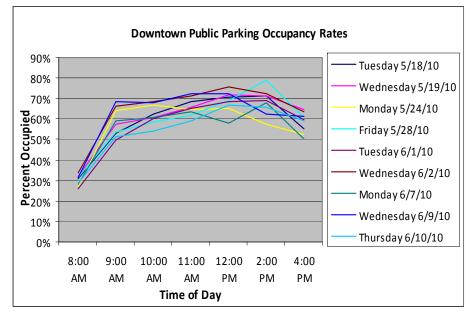
A second set of parking occupancy counts was conducted in May and June 2010, after the Orange County Office Complex. Public Library and Justice Facility were open and operating. These counts were more frequent to analyze variations caused by the court schedule. On each observation day, spaces were counted seven times a day: every hour in the morning and every two hours in the afternoon. One staff person walked through the downtown area counting empty public parking spaces on-street, in the Bank of America lot and in the Mayo Park lot. Another staff person walked through parking lots that might be particularly affected by courthouse traffic, including: Government Services Annex, Link Government Services Center, District Attorney's Office, Justice Facility, Public Library, Eno River Parking Deck and Weaver Street Market. Walking each round took approximately 30 minutes. The map on the following page shows the areas that were counted.

The graphs to the right show the total number of available public parking spaces on each day in downtown Hillsborough and the percentage of public parking that was occupied throughout each day. These graphs only include regular parking spaces. Handicap spaces were counted separately. On average, 100 parking spaces were available downtown at any given time. The highest number of available parking spaces was 184, and the least was 52.

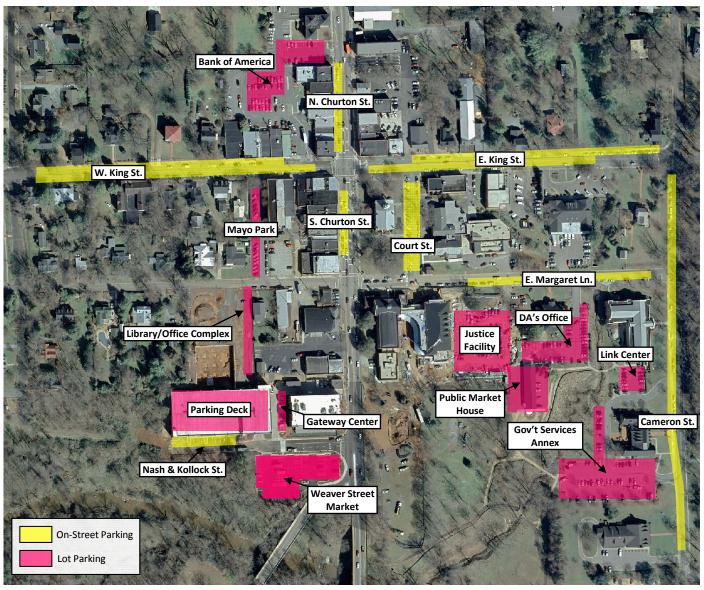
Overall, there is not a significant difference in the availability of downtown public parking now that the new Orange County buildings have opened as compared to before.

The overall rate of occupancy does not exceed 80 percent in either count. However, block by block, great variations in parking availability exist depending on the time of day. Maps of the distribution of available spaces are on pages 37-43.





### **Areas Where Parking Occupancy Was Counted**



Chapter Two: Data Collection

### Parking Observations at the Justice Facility

Many of the survey responses received indicated concerns that downtown parking would become very congested once the Justice Facility reopened and began holding traffic court again.

When the site plan for the expanded Justice Facility was approved by the Hillsborough Board of Adjustment in 2006, the county proposed to meet its parking requirement by providing a shuttle for employees to and from the Durham Tech park-and-ride parking lot. To date, the courthouse construction has been completed, but the shuttle has not been provided and additional parking has not been provided on site. On May 17, 2010, District Court Judge Joseph Buckner issued a court order to reopen the Justice Facility despite the fact that a Certificate of Occupancy had not yet been issued and that parking facilities had not yet been provided. Traffic court resumed operations in Hillsborough the first week of June.

Planning staff began the second round of parking occupancy counts shortly after the renovated courthouse was opened and conducted observations more frequently and over a greater area than in the first occupancy count. Parking on Mondays and Tuesdays was counted on two occasions for each day, as the court schedule brings a medium amount of traffic on those days. Wednesdays, which are traffic court days, were observed three times, including one control Wednesday that was not a traffic court day. Thursday and Friday parking occupancy was only observed once, as the court schedule on those days generally does not draw a lot of public to the courthouse. In addition to counting vacant parking spaces, staff also counted illegally parked cars and took photographs of parking areas throughout the observation period. Staff frequently observed county vehicles and general court visitors parked illegally.

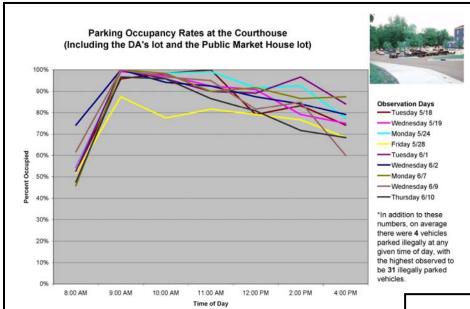
As the observation period progressed, the amount of illegal parking and general confusion about where to park decreased due to improvements made by Orange County. Orange County painted the no-parking zones within its parking lots with yellow curbs and erected temporary signage to help direct customers to parking in the Government Services Annex lot and on South Cameron Street once the Justice Facility lot was full.

In addition, the county removed all but four of the signs on Court Street that reserved spaces for the Sheriff's Office or court employees, freeing those spaces for the general public to use. At some point in the past, Orange County installed these signs on Court Street, which is a public right-of-way owned and maintained by the town; however there is no record of the town's approval for installing the signs.

The public parking that was most affected by court traffic was on-street parking on East Margaret Lane and Cameron Street. On the busiest day, East King Street filled up as well. However, for the most part, parking on the north and west sides of town was not significantly affected. Staff observed that when parking in the county's East Campus lots was not available, visitors tended to overcrowd and park illegally in the lots closest to the Justice Facility rather than park in available legal spaces in other parts of town.

The following pages show graphs of the occupancy rates in the East Campus lots and on East Margaret Lane, as well as photographs of the illegal parking on East Campus. The graphs depict a large variation in parking availability depending on the court schedule.

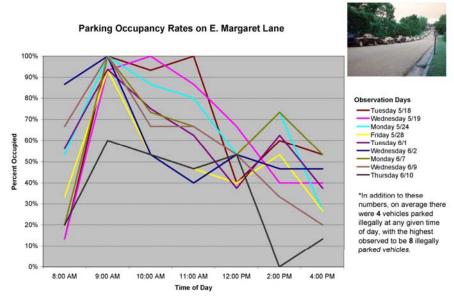
### **Parking Occupancy at the Justice Facility**





Justice Facility Lot 9:30 a.m. Monday, May 24, 2010





#### **Parking Occupancy at the Justice Facility**



Justice Facility 9:30 a.m. Monday, May 24, 2010



Public Market House 9 a.m. Wednesday, May 19, 2010

Public Market House 10 a.m. Monday, May 24, 2010

Town of Hillsborough Downtown Parking Study

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### Chapter Three: Analysis & Synthesis

#### **Parking Supply Analysis**

#### **Overall Parking Supply**

Determining parking need for the downtown area is difficult as off-street parking standards generally do not take into account shared parking. Also, it can be difficult to predict the needs of a diverse business mix like that in downtown Hillsborough.

#### **Existing Zoning Ordinance**

Buildings in the Central Commercial District may be expanded or replaced without providing additional parking, within reason, as they share the downtown parking facilities. Under the current Zoning Ordinance's off-street parking requirements,

#### The Numbers:

- **1,450** spaces exist.
- **2,060** spaces would be required under the town's current Zoning Ordinance.
- **1,104** spaces would be required under the town's proposed Unified Development Ordinance.

which are determined by the uses in each building, approximately 2,060 spaces would be required downtown (Appendix I). About 1,200 spaces would be required for government offices, both town and county, and the remaining 800 would be required for the existing downtown businesses. This is 610 spaces more than the 1,450 spaces currently downtown; however, the town's current parking requirements are known to be "parking-heavy." They are not consistent with best practice standards for a core commercial area, and they do not account for shared parking and a walkable downtown.

#### **Considerations for New Unified Development Ordinance Standards**

The Zoning Ordinance is currently in the process of being re-written into a Unified Development Ordinance (UDO). From the data collection and observations, staff found that the existing parking supply downtown nearly matches the demand from the existing square footage and the current mix of uses. It does not match what the current ordinance calls for. As uses change over time, a balance should be struck between the existing parking supply and new businesses. Current best practices suggest that parking requirements should be based on building size rather than uses. For properties in the Central Commercial zoning district, which includes much of downtown, a recommended standard for new construction is 1 parking space per 500 square feet of gross floor area. The other non-residential zoning district downtown is Office Institutional. The recommended standard of 1 parking space per 300 square feet of gross floor area is appropriate for these properties. When these recommended parking requirements are applied to the downtown area, the total parking requirement is 1,104 spaces (Appendix J). Thus, there is a surplus of 346 parking spaces.

The recommended UDO parking requirements were sourced from best practices as noted in the 21st Century Land Development Code, a guide developed by Robert Freilich and S. Mark White, and were discussed during multiple Planning Board meetings, Unified Development Ordinance workshops, and public input sessions. The observations from the occupancy counts demonstrate that the proposed requirements provide enough parking to meet the demand, but will prevent an overabundance of parking.

**Conclusion:** When viewed as a whole, the parking supply downtown is within reason of what is recommended for a central commercial district. However, downtown contains various impediments to accessibility such as topography constraints that may render some parking "unavailable" to people with limited accessibility.

#### **Effective Parking Supply and Peak Occupancy**

An important indicator of parking demand is the peak occupancy, when the least number of available spaces is observed. During the observation period, the "worst-case scenario" was Wednesday, June 2. The parking occupancy on this day was likely high because traffic court was held at the Justice Facility and it was the first traffic court day of the month, when the docket of cases is the largest.

The Parking Handbook for Small Communities (Edwards, 1994) discusses the *effective parking supply*. To allow for turnover, parking spaces cannot be occupied all the time; thus, only 90 to 95 percent of the supply can be assumed to be considered available. The tables below show the percentage of parking spaces occupied at the observation times. Occupancy rates between 90 and 94 percent are highlighted in light yellow, and rates of 95 percent or higher are highlighted in bright yellow. The highlighted rates indicate where

parking demand exceeds the supply of spaces.

The tables indicate that on June 2, 2010, the areas of highest parking congestion were Court Street, Nash & Kollock Street, the Mayo Park lot, the Orange County Public Library and Office Complex, the Justice Facility, and the Link Government Services Center. Many of these parking areas are small and fill up quickly. The Justice Facility lot and Court Street were the most congested and had the highest occupancy throughout the day.

The tables indicate that on-street and lot parking around the downtown shops and restaurants is within the range of the effective parking supply, even on the busiest day observed. The times of highest parking congestion throughout downtown were 9 a.m., 11 a.m. and noon.

Wednesday, June
<b>On-Street Spaces</b>
<b>North Churton Street</b>
West King Street
<b>South Churton Street</b>
Court Street
East King Street
<b>Cameron Street</b>
East Margaret Lane
Nash & Kollock Street

2	2010	Percentage Occupied						
	# of Spaces	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	2 p.m.	4 p.m.
	10	0%	60%	10%	40%	80%	80%	90%
	54	44%	46%	52%	59%	67%	59%	52%
	8	0%	100%	63%	88%	100%	100%	75%
	12	100%	100%	92%	100%	100%	92%	100%
	40	20%	88%	90%	75%	68%	58%	68%
	27	4%	96%	70%	48%	30%	37%	19%
	16	88%	100%	56%	44%	56%	50%	50%
	19	95%	100%	95%	95%	100%	53%	53%

Parking Lots
Bank of America
Mayo Park
Library/Office Complex
Deck: Reserved
Deck: Non-reserved
<b>Gateway Center</b>
<b>Weaver Street Market</b>
Justice Facility
<b>Public Market House</b>
<b>District Attorney's Office</b>
Link Center
<b>Gov't Services Annex</b>

	Percentage Occupied						
# of Spaces	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	4:00 PM
66	27%	47%	70%	85%	97%	100%	73%
16	44%	44%	100%	100%	100%	88%	94%
11	18%	91%	73%	100%	91%	91%	91%
195	59%	64%	66%	64%	66%	65%	65%
206	9%	22%	17%	13%	11%	7%	1%
7	14%	57%	14%	100%	71%	86%	100%
63	38%	84%	83%	95%	95%	86%	57%
59	100%	100%	100%	100%	100%	100%	98%
24	71%	100%	79%	79%	58%	33%	46%
37	35%	100%	95%	89%	86%	92%	70%
8	100%	100%	100%	100%	100%	38%	100%
92	37%	100%	92%	73%	46%	46%	38%

The following maps provide a visual of how parking availability shifts at different times of day. The day of highest demand — Wednesday, June 2 — was compared to another day with relatively low demand — Thursday, June 10. The maps show the percentage of available spaces across town at 9 a.m. and at noon on each day. The numbers displayed are only the counts of regular parking spaces; they do not include handicap spaces. It was observed that handicap spaces generally have a much lower rate of occupancy than regular spaces. The maps also do not display additional illegal parking that was occurring across town. It's interesting to note that in the morning, parking around the courthouse is very limited. By noon, parking is available around the Justice Facility but is very limited in the Bank of America lot, the Mayo Park lot and on North and South Churton Street. However, even at noon, a substantial amount of on-street parking is available on West and East King Street, not a far distance from the shops and restaurants.

INSERT MAP OF 6/2 at 9 am

INSERT MAP of 6/2 at 12 pm

INSERT MAP of 6/10 at 9 am

INSERT MAP of 6/10 at 12 pm

#### **Parking Supply Synthesis**

#### **Observed Parking Supply**

The parking inventory and occupancy counts indicate that overall parking supply is adequate in the study area. The counts indicate anywhere from 50 to 180 public parking spaces are available throughout the day, although many of those spaces may not be located in highest demand areas. The majority of available on-street spaces are located along West King or South Cameron streets. The counts do not include the empty spaces in private parking lots or in the parking deck. Generally, an additional 100 to 200 parking spaces are available at all times in the parking deck for a fee.

The majority of retail destinations are on the west side of Churton Street, so travelers tend to turn west off Churton Street to look for parking. From observation, visitors to

downtown Hillsborough initially try to park in the public lots off West King Street. When the lots are full, visitors do not know where else to look for parking. The traffic flow in the Bank of America parking lot is confusing, and the lot is hard to maneuver. The entrance and exit on the West King Street side are reversed from normal orientation. Neither the exit at West King Street nor the one on Churton Street allows a left-hand turn out of the parking lot. In addition, Bank of America's drive-through teller window and the delivery trucks that park on the median make the parking lot generally hard to navigate and the direction to drive hard to understand. The current conditions greatly disorient drivers.

Parking demand generated by the Orange County Justice Facility causes parking congestion on the county's East Campus partly because of a limited parking supply but also because visitors to the Justice Facility do not know where else to look for parking once the lots directly adjacent to the Justice Facility are full.

**Conclusion:** An adequate amount of parking is available in downtown Hillsborough; however, it can be difficult to locate and navigate, and the available parking is not located in high-demand areas.



ADDITIONAL

PARKING

**ESTACIONAMIENTO** 

ADICIONAL

Top: Orange County's public parking lots have adequate signage indicating parking is available around the corner down South Cameron Street.

Above: The parking deck provides more than 200 parking spaces close to downtown shops.

#### **Accessibility**

In the survey responses, several employees and customers mentioned they did not want to walk long distances. However, the downtown area is very compact, measuring a quarter mile long by a quarter mile wide, and has well-maintained sidewalks and pedestrian amenities for the most part . The topography in the downtown area may prove troublesome to some pedestrians, but the distance is well within the means of an average pedestrian.

The crosswalks across Churton Street at King Street and Margaret Lane need improvement, as they frequently are not respected by motorists. Traffic turning left at either intersection often does not notice or yield to pedestrians, even though pedestrians have the right-of-way. Installing signs next to the traffic signals that read "Turning Traffic Must Yield to Pedestrians" could help. Having these signs

installed in a location where the driver's vision already is directed could remind drivers to watch for pedestrians before turning. A study published in 2007 by the Transportation Research Board of the National Academies found that intersections with these signs installed showed a reduction in left-turn pedestrian-motorist conflicts of between 20 and 65 percent and a reduction in right-turn conflicts of between 15 and 30 percent. Signs such as these, coupled with other pedestrian improvements, will make pedestrians feel safer and will encourage them to walk downtown.

The accessibility of downtown in terms of walking distance is another factor that was studied. *Best Development Practices: A Primer*, a publication of the Environmental Protection Agency's Smart Growth Network, suggests that commercial centers should be no more than a quarter mile from a target origin, such as housing or transit. In addition, the 1990 Nationwide Personal Transportation Survey found the median walking distance for a shopping trip to be one-third of a mile. Because of findings like these, pedestrian-oriented developments typically restrict themselves to a half-mile radius, which is approximately a 10-minute walking distance. The Streets at Southpoint is a popular mall in Durham, N.C., that has pedestrian-oriented design elements and is visited by shoppers from all over the Triangle region. In comparison, downtown Hillsborough is much more pedestrian-accessible in regards to distance. For instance, the distance from the Southpoint movie theater at one end of the outdoor pedestrian promenade to the food court in the center of the mall is a quarter mile. The mall also has two indoor wings that project north and

# TURNING TRAFFIC MUST YIELD TO PEDESTRIANS



Top: Signage like this can remind motorists to watch out for pedestrians at crosswalks.

Bottom: The crosswalk at Margaret Lane and Churton Street. Pedestrian accessibility should be encouraged in the downtown area.

#### Chapter Three: Analysis & Synthesis

south from the food court, each measuring approximately one-sixth of a mile. Visitors to the mall most likely will walk at least half a mile on each visit. In addition to strolling the promenade, they also will walk from their parking space on the edge of the mall, up and down the wings and in and out of stores. Unlike at the mall, parking in downtown Hillsborough is scattered throughout the downtown area, not just around the edges. Visitors should be made aware that parking a block away from a destination is not an unrealistic distance to walk. The two blocks of Churton Street where the majority of retail shops are is less than one-eighth of a mile long.

The next two pages show aerial photos of both locations with the distances marked.

**Conclusion:** Downtown Hillsborough is accessible to pedestrians. Visitors should be encouraged to walk around the downtown area, as a healthy pedestrian environment can help mitigate parking congestion. The pedestrian environment should be enhanced by better signage and crosswalk amenities.



Walking distances in downtown Hillsborough. Photo Credit: Google Earth



Walking distances at The Streets at Southpoint in Durham, N.C. Photo Credit: Google Earth

#### **Handicap Accessibility**

Many survey respondents noted concerns that the elderly or handicapped have difficulty finding convenient parking spaces, as it is challenging for them to walk uphill to North Churton Street or to walk far to get to their destinations. Handicap spaces were noted in the parking inventory and in the hand count.

ml	301
The inventory shows that 59 spaces out of the total 1,450	1001
spaces in downtown Hillsborough are handicap spaces, 15 of	
which are located on-street. The table above shows the	
Americans with Disabilities Act's accessibility standards for the n	minimum num-
ber of accessible spaces in a lot. According to the table, downtow	n Hillsborough
needs at least 24 parking spaces that provide handicap	accessibility.
With 59 spaces, Hillsborough exceeds the minimum. At least 15 of	of these spaces
are considered nonconforming because they do not have adequa	te access aisles.
As displayed on a map on the next page, handicap spaces are wel	ll distributed
around the downtown.	

The occupancy counts demonstrated that an average of 10 out of the 15 public handicap spaces counted were available to the public throughout the day in various areas of downtown. In addition, at least one handicap space was open in each area of downtown at all but one of the times counted.

**Conclusion:** Ample handicap parking exists downtown, and it is well dispersed. However, many of the handicap spaces that exist do not meet minimum standards for accessibility. A map of the locations of these spaces may aid handicapped visitors when coming to Hillsborough.

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

http://www.access-board.gov/adaag/html/adaag.htm#4.1



Above: A handicap passenger loading and unloading zone in front of the Justice Facility helps visitors get into the courthouse in a timely manner. Handicap parking spaces are provided in the Justice Facility parking lot.

Chapter Three : Analysis & Synthesis

INSERT MAP OF HANDICAP SPACES

#### **Signage**

At the time of the first phase of this study, parking signage was unevenly distributed. Without consistent signage, police do not have a valid basis for enforcement. The town has made improvements to the time-limit restrictions and signage since Phase I of the parking study. These improvements are listed in Chapter 4 on Page 54.

Existing directional signage for parking areas is inadequate and uncoordinated. The Wayfinding Signage Plan, slated for implementation in 2011, recommends installing coordinated directional and identification signage throughout town. As part of the wayfinding signage program, large blue parking icons will be installed to direct visitors to public parking areas.

Much of the signage indicating parking space restrictions in private parking lots is unclear or poorly maintained. Some signs are outdated. Some signs are faded, dirty, hidden behind vegetation or falling down. In other areas, signs are well-maintained and visible, but their effectiveness is undermined because too many signs are in one area. Sign clutter causes confusion and, ultimately, undermines the purpose of the signs.

Informally, the parking signage policy in the downtown area suggests that if an individual parking

space is not signed with its restrictions then the space is open to the public. This promotes sign clutter and puts stress on owners of private lots who do not sign every individual space but do not intend to provide parking for the public.

**Conclusion:** The consistency and visibility of signage needs to be improved and maintained in a way that also reduces sign clutter.

Top: Reserved parking signs in poor repair. Far right: This was the first two-hour parking sign on North Churton Street, even though four parking spaces were in front of the sign. Right: Excess signage on Court Street causes visual

clutter and reduces the signs' effectiveness.



#### **Enforcement**

Inconsistent and unreliable enforcement was a common complaint from the members of the Downtown Merchants Association and from business and customer surveys. Some people indicated there was not enough enforcement; others complained they had received a ticket in a place they had been parking in for years. The greatest enforcement issue is illegal parking, of which there are three main types: parking in no-parking zones, parking longer than allowed and parking in reserved spaces. On high-demand court days, staff observed that illegal parking takes place in the vicinity of the courthouse, causing unsafe conditions for motorists and pedestrians. The lack of enforcement in county-owned lots and on-street is a severe problem and a threat to public safety.

The Hillsborough Police Department is responsible for parking enforcement in town-owned public parking areas, including on-street spaces. Parking restrictions currently are not enforced on a regular basis as the town does not have a dedicated parking enforcement officer. While past inconsistent or unclear signage made it difficult to enforce parking restrictions, newly marked no-parking zones and consistent time limits will make enforcement easier for Hillsborough police. Parking enforcement in Orange County lots is the responsibility of the Orange County Sheriff's Office. The enforcement of private lots is the responsibility of the property owner.

Improvements in the visibility and availability of public parking should reduce the enforcement issues in private lots. Business owners who regularly have problems with illegal parking in their reserved spaces should discuss the issue with the lot owner and develop enforcement policies.

To enforce parking restrictions consistently across town, the Town of Hillsborough should consider establishing agreements with private lot owners and Orange County that would give Hillsborough police officers jurisdiction to enforce parking restrictions in those lots.

**Conclusion:** Enforcement is key to a functional parking system. New parking markings and signage will aid enforcement efforts, but a dedicated parking enforcement officer would be most effective. Enforcement agreements between town officials, county officials and private lot owners can make enforcement consistent throughout town.



parking restrictions.

Left: Bilingual signage can improve adherence to

#### **Alternative Transportation Options**

#### **Public Transit**

The Triangle region has a relatively aggressive public transportation system; it is uncommon that a town such as Hillsborough, with a population less than 10,000, has a regular bus service.

Triangle Transit Route 420 connects downtown Hillsborough to downtown Chapel Hill and the University of North Carolina campus. It is operated jointly by Orange Public Transportation, Triangle Transit and Chapel Hill Transit. It is geared toward commuters and runs approximately every hour and a half, with more frequent trips occurring during peak morning and evening times. Three dedicated park-and-ride lots are within Hillsborough's town limits and are served by Route 420. The park-and-ride lots at the North Hills Shopping Center and the Durham Tech Orange County Campus are served on each trip. A



The Orange Bus serves Route 420 between Hillsborough and Chapel Hill. Photo Credit: Orange County Transportation

park-and-ride lot also is available at the Triangle SportsPlex but is serviced only during mid-day. However, survey respondents also revealed that some commuters are using downtown parking areas as a park-and-ride for this bus route.

An in-town circulator route is planned to provide service to residential areas and businesses in Hillsborough. The planned route is 16 miles long with 10 fixed bus stops that will provide service approximately every 45 minutes and will make 10 round trips per day. This route is estimated to start in late 2010.

#### Carpooling/Vanpooling

Carpooling or vanpooling is a great alternative commuting option, particularly for people who work consistent schedules. Several online resources, such as GoTriangle.org and Zimride.com, provide resources to find shared rides or vanpool groups.

#### Walking and Bicycling

Hillsborough is considered a pedestrian- and bicycle-friendly town because of its compact size. The Historic District is one square mile in size, and the western edge of West Hillsborough is just 1.25 miles from Churton Street. Outlying subdivisions — such as Fairview, Churton Grove and Cornwallis Hills — are all within two miles of downtown. Beckett's Ridge is within three miles of the town center. However, Hillsborough has no dedicated bicycle lanes, and sidewalks and other pedestrian amenities are not comprehensive or connected throughout town. Improvements to the pedestrian and bicycle network are recommended in the Community Connectivity Plan.

**Conclusion:** The existing park-and-ride lots need to be clearly marked and advertised. Commuters need to be discouraged from using downtown parking as a park-and-ride lot. The use of alternative transportation options needs to be encouraged through the town's Web site and other information channels. The town should continue to work toward reaching its goals of pedestrian and bicycle connectivity. Using alternatives, even on an infrequent basis, will help reduce traffic and parking congestion downtown.

## Chapter Four: Improvements & Recommendations



#### **Improvements**

As part of Phase I of this study, a list of recommendations was shared with the Hillsborough Board of Commissioners in December 2009. Over the past nine months, the Town Board has initiated the following improvements based on the original recommendations.

#### **Amended Parking Time Limits**

On June 14, 2010, the Town Board passed an amendment to the Town Code that changed the parking time limits from the existing limits of fifteen minutes, one hour, two hours and no limit to only limits of three hours and no limit. In general, the public parking spaces within a half block to a block of the King Street/Churton Street intersection are three hours, and the public parking spaces beyond that radius have no limits. The map of the Time Limit Distribution can be viewed in Appendix J.

#### **No-Parking Areas & Improved Parallel Parking Striping**

The Town Board also amended the Town Code to adopt a new set of guidelines regarding no-parking areas. The code states that in areas with a yellow curb, parking is prohibited at all times; where there is not a yellow curb, parking is allowed, even if a space is not specifically marked. The location and length of yellow curbs are referenced from a map developed by the Planning Department and approved by the Town Board.

Staff discovered that many of the existing parking spaces and yellow curbs were inconsistent and not in line with current engineering standards. Sight triangles were not adequate at intersections or driveways. Dimensions of parallel parking stalls were not a consistent length and, in some cases, were not safe.

To remedy these safety hazards, the curb markings and parking space striping for on-street parking was redesigned. When possible, 10 feet of yellow curb was specified at every driveway, intersection and sidewalk cut. The space in each block between yellow curbs was divided then into parking spaces with appropriate stall lengths. This redesign rearranged some parking blocks, reducing the number of spaces in some areas and increasing the number in other areas. Overall, eight new parallel parking spaces were created throughout town. The new yellow curbs and parking striping were painted in late summer 2010.

#### **New Signage**

Time-limit restrictions are important to ensure that spaces close to downtown shops and restaurants turn over quickly and are available for shoppers and visitors throughout the day. After the Town Board changed the parking time limits, existing parking signage was removed and new three-hour signs were installed evenly along parking areas. The sign changes are listed below:

- Remove all fifteen-minute, one-hour and two-hour time limits.
- Install three-hour time limits in the following locations:
  - All spaces in the Bank of America public parking lot.
  - All spaces in the Mayo Park public parking lot.

- All on-street parking on Churton Street.
- All on-street parking on East Margaret Lane.
- On-street parking on West King Street from Churton Street to the Eagle Masonic Lodge driveway and the western edge of the Colonial Inn porch.
- On-street parking on East King Street from Churton Street to the west driveway of the post office and west of the driveway at 145 E. King St.
- The remaining public parking spaces do not have a time-limit restriction:
  - On-street parking on West King Street from the Eagle Masonic Lodge driveway and western edge of the Colonial Inn porch toward Wake Street.
  - On-street parking on East King Street from the west driveway of the post office and the driveway at 145 E. King St. to Cameron Street.
  - All on-street parking on Cameron Street.

In an effort to use as few signs as possible to reduce the visual clutter downtown and to reduce costs, the following guidelines were followed to sign each block of on-street parking where the three-hour limit was implemented:

- <u>1 to 2 parking spaces</u>: One double-arrow sign.
- <u>3 to 5 parking spaces</u>: One single-arrow sign on either end of the parking block.
- 6 to 10 parking spaces: One single-arrow sign at either end and one double-arrow sign in the middle of the block.
- More than 10 parking spaces: The signage that is recommended for 6 to 10 spaces, with additional double-arrow signs in between where appropriate, with at least one sign every five spaces.

#### **Pedestrian Improvements**

The Town Code was amended in March 2010 to remove the four parallel parking spaces on West Margaret Lane to make room for a new sidewalk segment that connects the new public library and Orange County office building to the existing sidewalk on South Churton Street. In addition to the sidewalk, a crosswalk and pedestrian signal is being installed on the south side of the Churton Street intersection to provide a safe crossing to the Justice Facility.

#### **Private Parking Lot Improvements**

In addition to the parking improvements made by the town, several private parking lot owners have made improvements to their lots, including repainting striping and repairing or replacing signage. Several downtown business owners have reserved additional parking spaces in private lots for their customers. These efforts have helped improve the parking experience downtown.

#### Recommendations

The following list of recommendations is suggested as a result of the data and observations collected during the two phases of the parking study. The list is organized by the responsible agency or stakeholder group. The recommendations advance the improvements already implemented and are aimed at making downtown parking easier to access and navigate.

#### 1. Town of Hillsborough

#### 1.1 Adopt Recommended Unified Development Ordinance Parking Standards

- 1.1a Adopt a parking standard for Central Commercial of 1 parking space per 500 square feet of gross floor area.
- 1.1b Adopt a parking standard for Office Institutional of 1 parking space per 300 square feet of gross floor area

#### 1.2 Improve Public Parking Lots

- 1.2a Formally name the two public parking lots so they can be easily identified and referenced.
- 1.2b Improve the traffic flow in the Bank of America parking lot, as detailed on the next page.
- 1.2c Install parking identification signs for each lot as part of the Wayfinding Signage Plan.
- 1.2d Install parking directional signs as indicated in the Wayfinding Signage Plan.

#### **1.3 Improve Enforcement**

- 1.3a Dedicate a parking official to enforce parking restrictions consistently throughout downtown.
- 1.3b Investigate options for improved enforcement of parking restrictions in Orange County lots and in privately-owned lots.
- 1.3c Establish a reporting procedure for illegal parking and enforcement issues.

#### 1.4 Improve Operation

- 1.4a Maintain consistent parking striping and signage.
- 1.4b Provide up-to-date information about downtown parking and alternative transportation on the town's Web site.
- 1.4c Regularly seek out feedback from downtown businesses and visitors about parking.
- 1.4d Provide information to downtown businesses and customers about how to report enforcement issues.

#### 1.5 Improve Traffic Circulation

- 1.5a Investigate options for installing dedicated loading zones for delivery trucks.
- 1.5b Investigate the installation of a left-turn lane on N. Churton Street to turn into the Bank of America and Police Department parking lots. This would likely involve removing one handicap space and two regular spaces on the east side of N. Churton Street and would reduce traffic congestion in this area.
- 1.5c Investigate widening the sidewalk on N. Churton Street to improve the pedestrian environment and to increase safety. This would likely remove eight regular parking spaces and one handicap space on the west side of N. Churton Street.
- 1.5d Evaluate downtown traffic circulation patterns with the aim of creating a more navigable central commercial area.

#### 1.6 Improve the Pedestrian Environment

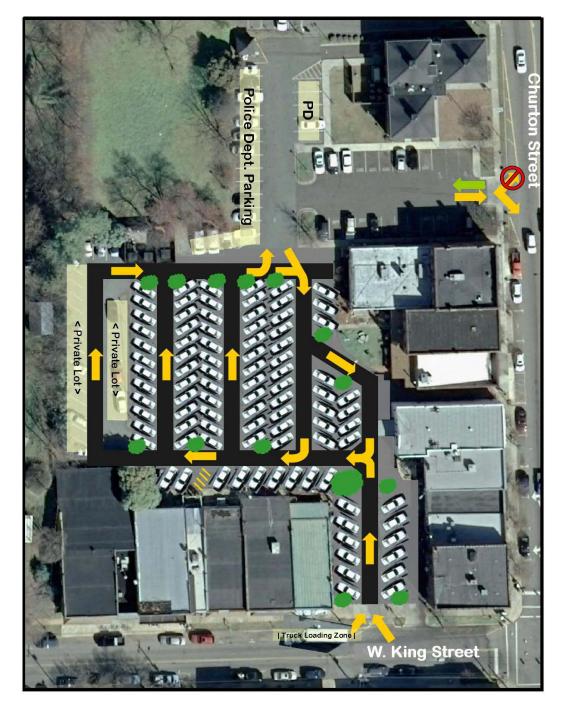
- 1.6a Install improved crosswalks at the intersections of Churton Street and King Street and Margaret Lane.
- 1.6b Install "Turning Vehicles Yield to Pedestrians" signage on the traffic light cables at the intersections of King Street and Margaret Lane with Churton Street.

#### 1.7 Improve Bank of America Parking Lot Circulation

Staff rendered an improved conceptual layout and traffic flow of the parking lot (shown at right). This layout is a concept plan and should serve only as a basis for an engineered feasibility study.

Considerations for feasibility study:

- Reconfigure the West King Street entrance to a one-way entrance.
- Reconfigure the Churton Street entrance to remain two-way but provide only a right-turn exit out of the parking lot.
- Improve traffic flow by reviewing the lane configuration.
- A truck loading zone is created on West King Street.
- Consider angled parking.
- Work with Bank of America to best accommodate the operations of the drive-through.
- Aim to create an additional 15 to 25 spaces.
- Design planting areas at the end of each parking stall.
- Continue to provide reserved spaces but reorganize the location and orientation for efficiency.
- Limit public spaces to a time limit of three hours.
- Move the location of the trash bin.



#### 2. Orange County

- 2.1 Encourage Orange County to develop a parking master plan for the downtown county campuses. The Orange County parking plan should consider the following elements:
  - Encouraging employees to use alternative transportation options.
  - Educating customers about where to park when they come to the Orange County Justice Facility and Orange County offices.
  - Providing off-site parking options for jury pool candidates.
  - Coordinating parking signage with the Wayfinding Signage Plan to ensure clarity.
  - Developing a parking enforcement policy. This could include an enforcement agreement with the Hillsborough Police Department to allow officers to enforce parking regulations in county parking lots.
- 2.2 Coordinate with the town to develop and implement future improvements.

#### 3. Private Parking Lot Owners

- 3.1 Improve parking signage and pavement markings.
- 3.2 Maintain parking signage and pavement markings.
- 3.3 Clearly mark parking restrictions with as few signs as possible.
- 3.4 Remove parking signs for businesses that no longer exist.
- 3.5 Encourage shared parking and ensure the lot is well-used; lease empty spaces to nearby business owners or employees.
  - Some business owners or employees may want to lease a space for regular business hours.
  - Other businesses may only need extra parking at certain times and may want to share the use of spaces on an irregular basis.
- 3.6 Allow public parking after business hours and clearly indicate this on signage.
- 3.7 Develop an enforcement policy and enforce parking lots consistently. This could include an enforcement agreement with the Town of Hillsborough to allow the Hillsborough Police Department to enforce parking regulations in private parking lots.

#### 4. Business Owners and Employees

- 4.1 Encourage business owners and downtown employees to do the following:
  - Park on the edges of downtown to leave the more convenient spaces open for customers.
  - Carpool, take the bus or use other forms of transportation when possible.
  - Work out shared parking agreements with co-workers and neighboring businesses.
  - Lease parking spaces if concerned about finding a convenient place to park.
  - Respect the time limits and reserved spaces that exist downtown.
  - If regular parking violations are observed, notify the appropriate party to enforce it.
  - Educate customers about where to park when visiting Hillsborough.

#### Implementation Schedule

Recommendation	Schedule				
Adopt Recommended Unified Development Ordinance Parking Standards					
Adopt a parking standard for Central Commercial of 1 parking space per 500 square feet of gross floor area.	Immediate				
Adopt a parking standard for Office Institutional of 1 parking space per 300 square feet of gross floor area	Immediate				
Improve Public Parking Lots					
Formally name the two public parking lots so they can be easily identified and referenced.	Immediate				
Improve the traffic flow in the Bank of America parking lot, as detailed on the next page.	Immediate				
Install parking identification signs for each lot as part of the Wayfinding Signage Plan.	Short-range				
Install parking directional signs as indicated in the Wayfinding Signage Plan.	Short-range				
Improve Enforcement					
Dedicate a parking official to enforce parking restrictions consistently throughout downtown.	Short-range				
Investigate options for improved enforcement of parking restrictions in Orange County lots and in privately-owned lots	.Short-range				
Improve Operation					
Maintain consistent parking striping and signage.	Ongoing				
Provide up-to-date information about downtown parking and alternative transportation on the town's Web site.	Ongoing				
Regularly seek out feedback from downtown businesses and visitors about parking.	Ongoing				
Provide information to downtown businesses and customers about how to report enforcement issues.	Ongoing				
Improve Traffic Circulation					
Investigate options for installing dedicated loading zones for delivery trucks.	Immediate				
Investigate the installation of a left-turn lane on N. Churton Street to turn into the Bank of America and Police Department parking lots.	Long-range				
Investigate widening the sidewalk on N. Churton Street to improve the pedestrian environment and to increase safety.	Long-range				
Evaluate downtown traffic circulation patterns with the aim of creating a more navigable central commercial area.	Long-range				
Improve the Pedestrian Environment					
Install improved crosswalks at the intersections of Churton Street and King Street and Margaret Lane.	Short-range				
Install "Turning Vehicles Yield to Pedestrians" signage on the traffic light cables at the intersections of Churton Street and King Street and Margaret Lane.	Short-range				

#### APPENDIX

A: Downtown Parking Survey

B: Hillsborough Parking Study Questions for Orange County

**C**: Customer Parking Survey Responses

D: Courthouse Parking Survey Responses

E: Parking Inventory

F: Bank of America Lot Traffic Count

G: 2009 Parking Occupancy Counts

H: 2010 Parking Occupancy Counts

I: Parking Requirements under current Zoning Ordinance

J: Parking Requirements under new Unified Development Ordinance

#### Maps

K: Parking Time Limit Distribution

L: Parking Space Ownership

M: Parking Space Use Restrictions

N: 2009 Available Public Parking Space Distribution

# Ú

DO	Downtown Farking Survey	
The Town of Hillsborough is conductiing, to determine if it is meeting curre We would greatly appreciate your inpcan plan for and support a vibrant and best of your ability, and do not hesitat Please return the survey to the Plannition.	The Town of Hillsborough is conducting a parking study to assess the currently available private and public parking, to determine if it is meeting current demand, and what will be required to meet estimated future demand. We would greatly appreciate your input and candid responses, as the more information we have the better we can plan for and support a vibrant and healthy downtown district. Please answer the following questions to the best of your ability, and do not hesitate to call the Planning Department if you have any comments or questions. Please return the survey to the Planning Department by <b>Friday, September 25th</b> . Thank you for your participation.	lable private and public parkestimated future demand. tion we have the better we following questions to the any comments or questions. Thank you for your participa-
Section 1: Business Information		
Business Name:		Business Category:
Address:		☐ Retail/Commercial
Contact:		. $\square$ Hospitality
Phone/Email:		Office
Are you interested in joining a Hi	Are you interested in joining a Hillsborough businesses' notification listserv? $\hfill\square$ Yes $\hfill\square$ No	□ Medical
How many square feet is	What are your operating hours?	□ Church
your business space?	Monday:	□ Other
	Tuesday-Friday:	
	Saturday:	

ion	
mati	
nfor	
yee I	
2	
: Emp	
on 2	
Sectio	

Sunday:\_

How many people do you employ? Part-time:\_ Full-time:

How do your employees travel to work?

Mode	# of Employees
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other	

How many employees do you typically have working during the following times?

Sunday						
Weekday Saturday Sunday						
Weekday						
,	7 am - 10 am	10 am - 2 pm	2 pm - 5pm	5 pm - 8 pm	8 pm - 11 pm	

provide your employees with parking vate lot?

Mode	# of Employees	8 pr
ivate Automobile		
otorcycle/Scooter		Do you in a priv
sr		□ Yes,
ke		□ No, t
alk		
ther		

□ Yes, # of spaces	□ No, they park in (check all that apply):	□ Private off-street lot	□ Public off-street lot	□ On-street parking	□ Other
	1				

# Section 3: Customer Information

What is the average length of time a customers spends at your business?    Under 15 minutes   15-30 minutes   15-30 minutes   15-30 minutes   15-60 minutes   10-40 minutes			ρ	
entage of your llowing modes:  of Customers  lowntown parking?  g rking more short-term parking more long-term parking more public parking more public parking ing sing spaces, if any, have adequate is and employees?			Origin	% of Customers
entage of your llowing modes:  of Customers  lowntown parking?  short-term parking more short-term parking more public parking more public parking ing sing spaces, if any, have adequate is and employees?	What is the average legal to the strong of t	ngth of time a	Hillsborough	
entage of your llowing modes: of Customers lowntown parking? g rking more short-term parking more public parking more dequate ing spaces, if any, have adequate is and employees?	Under 15 minutes	u Dusiness:	Orange County	
entage of your llowing modes: of Customers lowntown parking? short-term park more short-term park more public parking more dequate ing sand employees?			Chapel Hill/Carrboro	
entage of your llowing modes:  of Customers  lowntown parking?  g  rking  more short-term parking  more long-term parking  more public parking  ing  sing spaces, if any,  ave adequate  s and employees?			Durham/Durham County	
entage of your llowing modes: of Customers lowntown parking? short-term park more short-term park more public parking more dequate ing sand employees?			Alamance County	
entage of your llowing modes:  Of Customers Do ing ing ling lowntown parking?  Rking lower short-term parking more long-term parking more public parking more public parking ing spaces, if any, have adequate s and employees?	□ More than 2 hours		Other	
log Customers log ing lowntown parking?  Butter parking more bublic parking more public parking more adequate ing spaces, if any, lave adequate s and employees?	Please estimate what I customers arrive by th	oercentage of your ie following modes:		
ing spaces, if any, ing sand employees?	Mode		Do you provide your custon	ners with park-
lowntown parking?  sking more short-term park more long-term parking more public parking ing spaces, if any, iave adequate s and employees?	Private Automobile		ing in a private lot?	
lowntown parking?  sking more short-term park more long-term parki more public parking ing spaces, if any, iave adequate 's and employees?	Motorcycle/Scooter		☐ Yes, # of spaces	
lowntown parking?  g rking more short-term parking more long-term parking more qualic parking sing spaces, if any, ave adequate 's and employees?	Bus		e doedo) ni dren wat in No	ll that annive.
lowntown parking?  g rking more short-term parking one public parking ing spaces, if any, iave adequate 's and employees?	Bike		<ul> <li>□ 100, they pair in Chieck a</li> <li>□ Private off-street</li> </ul>	lli tilat appiyj. lot
lowntown parking?  g rking more short-term parking more public parking ing spaces, if any, iave adequate 's and employees?	Walk			ot
lowntown parking?  g rking more short-term parki more long-term parki more public parking ing spaces, if any, lave adequate 's and employees?	Other			
king? rm park arking anki,	on 4: Parking Informat	ion		
rm parki arking any,	How would you descri □ There is enough pa	be downtown parking? king	Do you think park should be enforce	ding time limits dimore strictly?
rm park m parki arking any,	☐ There is insufficient	t parking		
rm parkir arking any,		d be more short-term pa	bn	
any,		d be more long-term par d be more public parking	king <sub>z</sub>	
any, ees?				
any, ees?	$\ \square \ $ There is too much $\mu$	arking		
	How many additional do you think you need parking for your custo	parking spaces, if any, to have adequate mers and employees?	If additional parking was would you be willing to p parking?	constructed, oay for employee

Please leave any additional comments here:							

Return survey by email, mail, or in person to:

Aspen Price Planning Department Town of Hillsborough P.O. Box 429 101 E. Orange St. Hillsborough, NC 27278 aspen.price@hillsboroughnc.org 919-732-1270 x. 85

# APPENDIX B: Hillsborough Parking Study Questions for Orange County

# 1) Once everything is open and operating, how many Orange County customers do you expect will be seeking services at the two county campuses on a daily basis?

East Campus—(county facilities east of Churton Street, south of King Street, west of Cameron Street and north of Eno River.) Estimated average number of customers (not justice facility) fewer than 50.

Justice facility, including court and the Sheriff's Department, estimates an average of 100 per day (more on heavy court days, but an average of 100 per day).

West Campus—Gateway Center, office building and library:

Average of 125 to 150 visitors per day. This will fluctuate during heavy tax season and also as special events are held by one of the departments or the library. The library event attendees may stay for a longer period of time, but most visitors will be in and out of the offices within 30 minutes or so.

# 2) What percentage of those do you expect will use the parking deck on a daily basis?

Any estimate would be pure speculation. The public at any of these facilities, with the exception of courts, do not generally arrive at the same time and will stay varying lengths of time. The surface parking around the east campus will provide 43 spaces, without considering deck parking at all. We have been analyzing the number of employees/county vehicles that will be parked on the east campus site in an effort to determine potential availability of free customer parking within the county allocation of deck spaces. That information is not yet determined and would first be presented to our Board of Commissioners before making it public.

With the exception of heavy court days (usually Tuesdays and Thursdays from 9 a.m. to around noon), spaces on the west campus seem more than adequate to meet the daily influx of customers. By way of explanation, the primary traffic-generating departments (tax offices and Register of Deeds) have been relocated to the Gateway Center. There are no known plans to repopulate the buildings with departments who might generate significant daily traffic. A board room is planned for the Link Center sometime during 2010; however, the traffic would occur when evening meetings are held, at which time the parking lots are desolate.

# 3) Where will the remaining customers park?

The 200 deck spaces not rented to the county could provide parking for customers who cannot otherwise be accommodated in free parking offered by the county.

# 4) Will they be given specific directions to a parking location?

 $Departmental\ printed\ materials\ and\ signage\ will\ be\ provided.$ 

# 5) If customers park in the parking deck, will they pay for the space or will the county cover the cost (by tokens or some other method)?

The Board of Commissioners have not discussed paying for spaces beyond those they have paid for through the construction of surface parking and the rental of 200 spaces on the parking deck.

# 6) How many Orange County employees will work at the Orange County Campus West?

100 to 125

# 7) Orange County Campus East?

30 to 40 plus the Sheriff's Department. While the Sheriff's Department employs over 100 persons, they operate in three shifts and would not be on site at the same time. Please note that these numbers do not include the court employees, who are state employees.

# 8) How many parking spaces are being provided for employees at each facility?

We have not historically designated spaces for employees; they park with the general population. One can assume that one space per employee would be a maximum. The numbers of employees are listed in previous questions.

# 9) How many employee parking spaces are being provided off site, and where are they provided?

The county built a 125-space park-and-ride lot at the DTCC (Durham Tech Community College) site in Waterstone in conjunction with the campus construction; however, until public transportation is more developed downtown, employees are unlikely to utilize it. At the time of regulatory approval for the justice facility, the county contemplated using the park-and-ride lot, coupled with a shuttle service for employees to downtown work sites. Since that time, the parking deck has been constructed and the county has leased 200 spaces. Further, the balance of employees in county buildings has shifted. Previously the Link Center and Annex housed approximately 45 employees who have now been relocated to other campus buildings with proximity to the parking deck.

# 10) Where are court visitors expected to park?

Surface parking around the courthouse is available for court visitors. Parking, although not free, would also be available on the parking deck. That said, in many communities, it is common to park and pay for deck parking when visiting a courthouse or other governmental offices.

# 11) Are they given specific directions to a parking location?

Not currently.

# 12) Will visitors such as those on jury duty be given tokens or parking passes to park in the deck?

It is more likely spaces around the justice facility would be designated for jurors. There has been no discussion (nor budget) to pay for the public to park on the parking deck beyond the 200 spaces the county leases.

# 13) On a typical court day, how many people do you expect will be seeking parking in town?

We do not track the court dockets, so I am unable to answer this question with any degree of accuracy.

App	endix C:	Customer	Parking S	urvey Respon	ses					
	Location	Day	Time	Reason # 1	Reason # 2	Parked At	Trouble?	If yes, why?	Time Length	How do you think the Town can improve the parking situation?
1	HYS	Tuesday	12:00 PM	Shopping	You live here	On-street	Yes	Not enough handicap spaces	3+ hours	Open parking deck to free parking or cheaper fee. Use this for court parking instead of on the street — leave street spaces to shoppers — Make more handicap spaces.
2	HYS	Tuesday	12.00 FW	Shopping	Tou live fiele	Tupelo's	Yes	No street parking lot full	1 - 3 hours	More parking areas close to downtown shops.
3	HYS	Tuesday	3:30 PM	Shopping		On-street	No	INO Street parking lot ruli	30 - 60 minutes	Getting out of my car on the street can be scary because the traffic comes by so close.
4	HYS	Thursday	11:45 AM	Shopping		Tupelo's	Yes	Spaces taken are reserved. No adequate signs.	1 - 3 hours	Absolutely. I looked for 30 minutes. Parking too far away from main shopping area. Need big municipal lot behind shopping area.
	HYS	-						I drove around several times looking for any "free" parking.		
5 6	HYS	Thursday Friday	12:15 PM 11:00 AM	Shopping Shopping		On-street On-street	Yes Yes	Street, lots full	3+ hours 1 - 3 hours	Add deck
U	шэ	Filuay	11.00 AW	Shopping		OII-Stieet	165	Street, lots full	1 - 3 110015	Allow people to park in the parking deck without pre-paid fees or 1st hour
7	HYS	Friday	11:00 AM	Shopping		Tupelo's	Yes	Full	3+ hours	free
8	HYS	Friday	1:00 PM	Shopping		Tupelo's	Yes	First choice was full	1 - 3 hours	Underground deck when another building is built.
								I needed shade to protect my market		
9	HYS	Saturday	1:15 PM	Shopping		Public Mkt House	Yes	purchases	1 - 3 hours	Post signs for public parking for extended periods of time.
10	HYS	Friday	1:30 PM	Shopping		Dual Supply	No		1 - 3 hours	Make parking deck free.
11	HYS			Shopping		On-street	No		1 - 3 hours	
								Store's spots were filled with non-		
12	HYS	Wednesday	12:30 PM	Shopping		On-street	Yes	customers	30 - 60 minutes	Police reserved spaces, try and find more.
13	HYS	Wednesday	12:30 PM	Shopping	F 1 /F: 1	Dual Supply	Yes	Yarn shop spots were taken	3+ hours	Make the deck parking available for free!!!
14	HYS	Friday	1:47 PM	Shopping	Family/Friends	On-street	Yes	No spaces avail.	All day	Needs to be more parking + more convenient to downtown.
15	CAJ	Monday	6:30 AM	You work here		Tupelo's	No	Because it was SUPER-EARLY!	3+ hours	Want to be parked for 6 hours my work shift. Add more parking lots!
16	CAJ	Monday	4:00 PM	Dining		On-street	No	But at times at lunch, there are no spots.	1 - 3 hours	Can more street parking be available in the Historic District?
17	CAJ	Tuesday	9:00 AM	Dentist		On-street	No		1 - 3 hours	I've always found parking.
18	CAJ	Void - walked								
19	CAJ		9:15 AM	Dining	Family/Friends	On-street	No		30 - 60 minutes	It seems fine to me.
20	CAJ		9:15 AM	Dining	Family/Friends	Walked	No		30 - 60 minutes	Only seems crowded when big events are occurring - then can use big lot.
21	CAJ	Tuesday	10:50 AM	Dining		On-street			1 - 3 hours	? - It won't be easy!
22	CAJ	Tuesday Tuesday	11:30 AM	Shopping Dining		On-street On-street	No Yes	No onese	15 - 30 minutes 1 - 3 hours	Mara parking late or garageall On parth side of town
23	CAJ	Tuesday		Dining		On-street	res	No space	1 - 3 nours	More parking lots or garages!! On north side of town.  by building an alternative road to carry cars/trucks just passing thru this
24	CAJ	Tuesday	4:15 PM	You live here		On-street	No		1 - 3 hours	would allow more pedestrians to park and visit & make Churton safer.
25	CAJ	Wednesday	8:45 AM	You live here		Dual Supply	No		30 - 60 minutes	Free deck parking for residents (can be done with stickers)
26	CAJ	Wednesday	9:00 AM	Shopping	Gov't Services	Dual Supply	No		30 - 60 minutes	Town residents get free parking in deck with perhaps a sticker or pre-paid no more than \$5 for residents per year.
										Hour limits on Churton St. is good, limiting hourly on King St. in commercial district is good, attempted forcing of locals into the pay-only
27	CAJ	Wednesday	11:00 AM	Shopping	Dining	Dual Supply	No		3+ hours	parking deck is a <u>verv</u> bad idea.  Make some free parking available in the new parking garage for LIBRARY
28	CAJ	Wednesday	10:55 AM	Dining		On-street	No		15 - 30 minutes	patrons!
29	CAJ	Wednesday	12:00 PM	Dining	<del> </del>	Tupelo's	Yes	tight spaces, lots of delivery vehicles	15 - 30 minutes	Lot behind Tupelo's is confusing reroute traffic maybe?
30	CAJ	Thursday	10:30 AM	Dining		On-street	No	ag spasse, lete of delivery veriloles	15 - 30 minutes	?
31	CAJ	Thursday	7:30 AM	Shopping		Tupelo's	No		1 - 3 hours	I have no trouble with town parking. I can always find somewhere pretty handy. The parking deck is horrible and I hope never to use it.
32	CAJ	Wednesday	8:30 AM	Dining		On-street	No		30 - 60 minutes	The situation is amazingly good now, but I wonder what will happen when the new library opens.
33	CAJ	Monday	9:50 AM	Dining		On-street	No		30 - 60 minutes	Make parking deck free! I've never seen more than ten cars in there.
34	CAJ	Monday	12:00 PM	Shopping		Tupelo's	Yes	most reserved	30 - 60 minutes	
35	CAJ	Tuesday	7:00 AM	Dining		On-street	No		15 - 30 minutes	Make sure when you revisit parking that you keep the town lot free for people coming from out of town to take the bus. Thank you.
36	CAJ			You live here		On-street	Yes	Sometimes, yes!	30 - 60 minutes	Better small lots for parking
37	CAJ	Thursday	9:45 AM	Dining		On-street	No		30 - 60 minutes	I like it the way it is.
38	CAJ	Friday	10:46 AM	Shopping	Dining	On-street	No		15 - 30 minutes	Parking deck should be free or very inexpensive (\$0.25/day). Restrict parking on Churton, King, Margaret and expand sidewalk. Make parking lot behind Tupelo's a public square> parking in deck, maybe with go-cart for elderly or disabled patrons to get to downtown.

#	Location	Day	Time	Reason # 1	Reason # 2	Parked At	Trouble?	If yes, why?	Time Length	How do you think the Town can improve the parking situation?
								Everything we found had 2-hour limit or reserved space signs subject to towing.		Shops & restaurants should also benefit if visitors can make a leisurely visit to more of them in a pleasant excursion from neighboring towns without worrying about the limit on parking. Want to be parked for 3-4 hours usually, for shopping, lunch, visits to historic sites. The town can improve the parking situation with 1) better on-site posting of rules so you won't be worried about towing, ticketing. 2) Have a downtown Hillsborough parking map with rules for each site to avoid ticketing or towing available for pick-up at downtown locations, on internet for planning in advance, + by mail if requested. Historic Hillsborough and its current downtown shops and restaurants provide a delightful excursion for triangle area reasidents but we need to be able to park for 3-4 hours,
39	TUP	Tuesday	2:00 PM	Shopping	Dining	Weaver Street	Yes	All obvious spaces for visitors were full.	3+ hours	and not worry about time limits or restricted space towing.
40	TUP	Saturday	6:45 PM	Dining		Tupelo's	Yes	No spots.	1 - 3 hours	I don't know.
41	TUP	Tuesday	7:30 PM	You work here		Tupelo's	Yes	Sometimes - sometimes full!	3+ hours	Install a trolley! Something to move people from
42	TUP	Tuesday	1:30 PM	Dining		Dual Supply	Yes	No available spaces	1 - 3 hours	Too many assigned spots remove them.
43	TUP	Tuesday	4:00 PM	You work here	You live here	Tupelo's	No		All day	Resident/employee permits for lots — visitor parking @ parking deck (get a cute li'l bus that runs ~ 1/hr faux trolley. Meters on King St. (\$), parking deck @ 1 flat rate (\$)
										Lot behind Tupelo's only for people that work at a business in downtown Hillsborough & visitors/shoppers should park in the deck (so employee permits for to behind Tupelo's). Not assigned parking for businesses, just make the lot permit only & if you have a permit you can park anywhere in
44	TUP	Tuesday	5:00 PM	You work here		Tupelo's	No		All day	the lot. BOTTOM LINE: LOT BEHIND TUPELO'S = EMPLOYEES ONLY
45	TUP	Tuesday	1:00 PM	Dining		On-street	Yes	b/c lot behind Tupelo's is always full.	1 - 3 hours	Make more spots behind Churton St. businesses.
								I drive a large vehicle small lot /		
46	TUP	Wednesday		You work here		Tupelo's	Yes	spaces	3+ hours	(Free) parking lot for downtown employees only!  Get a "trolley shuttle" that goes up and down Churton st. From parking area to parking area. Perhaps another parking deck or area behind Sun
										Trust bank on N. Churton or build an upper deck over Tupelo's parking
47	TUP	Tuesday	5:00 PM	Shopping	Dining	Tupelo's	No	Not today, but at times the lot is full.	All day	lot.
48	TUP	Monday	7:00 PM	Dining		On-street	No		1 - 3 hours	ban cars on Sundays.
49	TUP	Tuesday	12:15 PM	Dining		Tupelo's	No	The sails and the short state of	1 - 3 hours	Get rid of assigned parking spots. If you fill the spots in town, there is a huge garage you can park in.
50	TUP	Thursday		You work here	You live here		Yes	There's only a handful of two-hour parking on street. The back lot is always full.	3+ hours	Gov. workers should have to park in the garage. There to many private spots. There's a lot more to say but no enough room to write it. I'll come to a town meeting.
51	TUP	Wednesday		You work here		Tupelo's	Yes	B/c there were none available.	All day	Not make the new parking deck "pay-for-parking"
52	TUP	Friday	12:45 PM	Dining			Yes	Everything full	1 - 3 hours	More spaces fewer reserved for police, certain businesses.
53	TUP	Wednesday	6:00 PM	Dining		On-street	No			You have <u>no problem</u> . Don't create one.
54	TUP	Saturday		Dining		Tupelo's	Yes	No spaces avail.	1 - 3 hours	
55 56	OCHM OCHM	Wednesday Friday	1:00 PM 11:00 AM	Historic Sites	Dining	On-street	Yes	Drove around and around!	1 - 3 hours 1 - 3 hours	Make more parking space; buy land. For museum; cut extra spaces by using sidewalk (Tryon St.)  Not sure they can!
57	OCHM	Saturday	11.00 AM	Shopping		On-street	Yes		15 - 30 minutes	more!
58	OCHM	Wednesday	3:00 PM	Shopping	Dining	On-street	Yes		10 - 30 Hilliutes	Signs or better location for parking.
50	OCHIVI	vveuriesudy	J.00 F IVI	Shopping	Dilling	OII-SHEEL	169	1		olytis of better location for parking.

**Customer Survey Result Totals:** 

Location	Day	Time	Reason # 1	Reason # 2	Parked At	Troub	
HYS	Sunday	6 - 8 AM	Shopping	Shopping	On-street	No	
14	0	2	24	0	28	27	
CAJ	Monday	8 - 10 AM	Dining	Dining	Tupelo's	Yes	
24	5	8	20	6	17	28	
TUP	Tuesday	10 - 12 PM	Gov't Services	Gov't Services	Dual Supply		
16	16 17 13		0	1	6		
OCHM Wednesday		12 - 2 PM	Historic Sites	Historic Sites	Parking Deck		
4	4 13 13		2	0	0		
AHH	Thursday	2 - 4 PM	Family/Friends	Family/Friends	Weaver Street		
0	6	4	0	3	1		
CC	Friday	4 - 6 PM	You work here	You work here	Other		
0	8	4	7	0	Public Mkt House		
	Saturday	6 - 8 PM	You live here	You live here		•	
	4	4	3	3			
			Other				

Dentist

Time Length
15 - 30 minutes
7
30 - 60 minutes
11
1 - 3 hours
22
3+ hours
10
All day
5

Location Key: HYS - Hillsborough Yarn Shop CAJ - Cup A Joe

TUP - Tupelo's
OCHM - Orange County Historical Museum
AHH - Alliance for Historic Hillsborough
CC - Chamber of Commerce

Appendix D: Courthouse Visitor Survey Response

Appendi	x D: Co	ourtho	use Vis	itor S	urvey R	Respon	ses															
	Have yo																	Wer	e you			
	to to				Did yo	u have										Did	a fee		ven	Are	you	
	Hillsbo		th	ne ne	trouble	finding											ce your		ctions		ed in a	
	befo		courth		parl		How	long did it ta	ake to find pa	rking?		Where did yo	u park?			decis	sion?		hand?		nanner?	
#	Yes	No	Yes	No	Yes	No	< 5 min.	5 - 10 min.	10 - 15 min.	15+ min.	Courthouse Lot	Cameron Street Lot	On-Street	Parking Deck	Other	Yes	No	Yes	No	Yes		Other Comments
1	1			1		1	1				1					1			1	1		
2		1		1	1			1							1		1		1		1	
3	1			1		1	1				1						1		1	1		
4	1			1	1			1				1				1			1	1		
5	1			1		1	1								1	1			1	1		
6	1			1		1		1				1					1		1	1		everything was well marked
7	1		_	1		1	1	_				1				_	11		1	1		
8	1	1	1	1	1	1		1	1				1			1	-		1	1	1	make parking easy
10	1	1		1	1		1		'			1				1	1		1	1	-	
11	1		1	-	1		1					'	1				1		1	<u> </u>	1	
12	-	1	<u> </u>	1	<u> </u>	1	1						- '	1			1		1	1	- '	
13		1	1		1			1						·			1		1	1		
14	1			1				1							1		1		1	1		
15	1			1	1					1			1			1			1	1		
16	1			1	1			1			1						1		1	1		
17	1			1		1	1				1					1			1	1		
18	1			1	1					1					1	1			1	1		
19	1			1		1	1		ļ						1		1		1	1		
20		1		1		1	1							1			1		1	1		
21	1			1		1	1						1			1			1	1		
22	1			1	1			1			1						1		1	1		There should be a deck at the courthouse
																						Dublic and de la large about the models of
	1			1							1					1				1		Public needs to know about the parking
23						1		1					ļ			1		_		1		garage it would raise revenue for town/county
24 25	1			1	1			1			1		ļ			1		1		1		Public needs to use garage across street  Public needs to park in parking deck
26	1		1	- '	+			'	1		-		1				1		1	1		Fublic fleeds to park in parking deck
20			<u> </u>		<u> </u>				-				-						-	<u> </u>		I hope so (wrote in next to are you legally
27	1			1		1		1						1		1			1	1		parked question)
28	1			1		1	1				1			·			1		1	1		partied queetion)
29	1			1		1	1								1	1			1	1		
30	1			1		1				1				1			1		1	1		
																						Make sure there is parking for courthouse
31	1			1		1	1				1						1		1	1		personnel.
32	1			1		1	1				1						1		1	1		No - pretty smooth
33	1			1		1	1				1						1		1	1		
34		1		1	1				1						1		1		1		1	
35		1	1		1			1				1							1			
36	1			1	1				1		1					1			1	1		Provide sufficient parking
37 38		1		1		1		1					ļ	1		1	1			1		Parking should be free
38		1	1	1	-	1		1	<del> </del>	-			-	<u>'</u>	1	<u> </u>	1	1	1	<del>- '-</del>	1	Parking should be free Parked in Weaver Street Lot
40	1		<del></del>	1		1	1		<b> </b>				1			1			1	1	-	I direct in Weaver Offeet Lot
41	1		<del>                                     </del>	1	<b>-</b>	1	1		<del> </del>				1			1	<b>-</b>		1	1		Everything was perfect.
42	1		1	•				1	i				<u> </u>	1		<u> </u>	1		1	1		nac poncon
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44	1			1		1	1				1						1		1	1		
45	1			1		1	1				1						1		1	1		
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47		1		1		1	1								1	1			1	1		
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51	لـــِــا	1		1		1	1		ļ					1		1	<u> </u>		1	1	<u> </u>	
52	1			1	<u> </u>	1	1		<u> </u>				1				1		1	<u> </u>	1	
53	1		-	1	1				1	-	1		-				1		1	1	-	Theolie e let Hillshore
54	1		-	1	1			1	<del>                                     </del>	-			-		1		1		1	1	-	Thanks a lot Hillsborough
55		1		1		1	4		1					1			1			1		The machine - only one is working (Is too much sun couldn't read instructions)
56	1		1		-	1	1		-	<b>-</b>	1		<b>-</b>			1	<del></del>		1	1	-	much sun couldn't read instructions)
57		1	<del>- '-</del>	1	1	- 1		1	<del> </del>	-	<u>'</u>			-		<del>-</del> -	1	1	1	1		
58	1		1		1			<b>-</b> '-	1				1			1	1		1	1	-	
50	_ '				_ '_			l		l				l						_ '	<u> </u>	

	Hillsbo	ou been o orough ore?		finding ne	Did you have trouble findir parking	ıg	long did it t	ake to find pa	rking?		Where did yo	u nark?			Did influen	a fee ce your sion?	gi <sup>.</sup> dired	e you ven ctions	park	e you ed in a nanner?	
#	Yes		Yes	No	Yes No	< 5 min	. 5 - 10 min.	10 - 15 min.	15+ min.	Courthouse Lot	Cameron Street Lot	On-Street	Parking Deck	Other	Yes	No	Yes		Yes		Other Comments
59	1		1		1	1								1	1			1	1		
60 61	1	1	1	1	1	1	1			1			1			1	1	1	1	-	
62	1		1		1		1			·						1		1	1	1	
63	1			1	1			1				1			1			1	1		Please help!
64 65	1	1		1	1	1				1		1			1			1	1	1	Thanks for the free parking
66	1			1	1	1				'			1			1		1	1		marks for the free parking
67	1			1	1	1								1	1			1	1		Signage for free parking confusing
68		1		1	1	1							1			1		1	1		Lide of the late o
69	1			1	1		1						1		1			1	1		I don't think you should have to pay to park for court.
70	1			1	1		1			1			·		1			1	1	1	court.
71																					
72 73	1	-		1	1	1	1			1		1			1	1		1	1	1	
74	-	1		1	1	+ '		1		1					1			1	1	+	Parking is horrible!
75	1			1	1	1				1					1			1	1		
76	1		1		1		1						1			1		1	1		
77 78	1			1	1 1	1				1	1				1	1		1	1	1	Keep it up. Surveys help us plan!!
79	1			1	1	1					'			1		1		1	1		reep it up. Surveys help us plans
80	1			1	1	1							1			1		1	1		Free parking for court matters is nice!
81	1			1	1	1				1		1			1	1		1	1	1	
82 83	1	1		1	1 1	1				1	1				1	1		1	1	1	
84		1	1	·	1	1					· ·	1			1			1	1		
85	1			1	1		1							1	1			1	1		
86 87	1			1	1 1	1	1			1					1	1		1	1	1	
88	1			1	1	1				1						1		1		1	
89	1			1	1	1								1		1		1		1	
90	1			1	1_	1					1					1		1	1		
91 92		1	1	1	1 1	1						1				1	1	1	1		
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94		1		1	1	1						1				1		1	1		
95 96	1			1	1	1					1	1			1	1	1	1	1	1	
97	_ '	1		1	1	1						- 1	1			1		1	1	+	
98	1			1	1	1					1				1			1	1		
99	1			1	1		1					1				1		1	1		
100 101	1			1	1	1	1			1			1			1		1	1	1	
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103	1			1	1		1							1		1		1	1		
104 105		1		1	1	1	-						1			1		1	1	1	
105	1	1		1	1	1	1		<b> </b>		1		1		1	1		1	1	1	
107	1			1	1	1					1				1			1	1		
108	1			1	1		1							1		1		1	1		
109 110	1	<u> </u>	-	1	1	1	1	-	<del>                                     </del>			1			1		-	1	1	<del>                                     </del>	
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112	1			1	1	1				1					1		1		1		
113	1			1	1	1						1				1		1	1	<u> </u>	
114 115	1	1	-	1	1	1	1	-	-			1				1	-	1	1	1	More free parking would be helpful
116	1			1	1	1	1					'	1			1		1	1	1	
117	1			1	1	1					1				1			1	1		
118	1	_		1	1	-	1			1					_	1	1	_	1	1	
119 120	1	1	-	1	1	1	1	-	-	1					1	1	-	1	1	1	
121	1			1	1	+ '	1			1						1	1	<u> </u>	1	†	
122		1		1	1	1				1						1		1	1		

	Have yo to Hillsbo befo	o orough	Did yo trouble th courth	finding e	Did you trouble fi parki	nding	How	lona did it ta	ike to find pa	rkina?		Where did yo	u park?			Did a influence	ce your	Were giv direc before	en tions	park	you ed in a nanner?	
#	Yes	No	Yes	No		No	< 5 min.	5 - 10 min.	10 - 15 min.	15+ min.	Courthouse Lot	Cameron Street Lot	On-Street	Parking Deck	Other	Yes	No	Yes	No	Yes		Other Comments
123		1		1		1	1				1						1		1	1		
124	1			1		1	1								1		1		1	1		
125	1			1		1	1				1						1		1		1	
126	1			1		1	1				1					1		1		1		
127	1			1		1	1						1				1		1	1		
128	1			1		1	1				1					1			1	1		
129	1			1		1		1						1			1		1	1		
130		1		1		1	1				1						1		1	1		
131	1			1		1	1				1					1			1	1		
132	1			1		1	1				1						1		1		1	
133	1			1		1	1				1					1			1		1	
134		1		1		1	1						1				1		1	1		
135	1			1	1			1				1					1		1	1		
400		,					,										1		,			It would have been nice to know that there
136		1		1		1	1							1					1	1	1	was free parking available.
137		1		1	<b></b>	1	1							1			1		1	1	<b>!</b>	ļ
138		1		1	<b></b>	1	1						1				1		1	1	<b>!</b>	ļ
139		1		1		1	1							1			1		1	1	1	ļ
140	1			1	<b></b>	1	1							1			1		1	1	ļ	ļ
141	1			1	<b></b>	1		1						1		1			1	1	ļ	ļ
142	1			1	<b></b>	1	1						1				1		1	1	ļ	ļ
143	1			1	<b></b>	1	1							1			1		11	1	<b>!</b>	ļ
144	1			1		1	1					1				1			11	1		
145	1			1		1	1				1					1			11	1		
146	1			1		1	1						1				1		1	1		
147	1			1		1	1					1					1		1	1		
148	1			1		1	1				1						1	1		1		
149		1		1		1	1							1		1			1	1		
																						always a positive experience even for Blue
150	1			1		1	1				1					1			11	1		Bayou.
151		1		1		1	1						1				1		1	1		
152	1			1		1	1				1						1		1	1		
153	1			1		1	1				1						1		1	1		
154	1		1			1	1						1				1		1	1		
155	1			1		1	1						1				1		1	1		
156	1			1	1		1				1						11	1		1		
157	1			1		1	1						1				1		1	1		
158	1			1	1				1		1					1			1	1		There needs to be better signs up for directions on where to park.
159	1			1	1		1						1				1		1	1		No close handicap parking.
160	1			1		1	1				1					1			1	1		
161	1			1		1	1				1						1		1	1		<b>.</b>
162	1			1		1	1					1				1			11	1		<b>.</b>
163		1		1	1			1			1					1			1	1	<b>!</b>	ļ
164		1		1	1	_	<u> </u>	1					1			1			1	1	<u> </u>	<del> </del>
165	1		1			1	1				1		ļ.,				11		1	1	1	ļ
166	1			1	<u> </u>	1	1	<b>_</b>					1				1		1	1	<u> </u>	<del> </del>
167	1		1		1			1			1					1			1	<u> </u>	<b>!</b>	ļ
168		1		1		1	1				1						1		1	1	1	ļ
169	1			1	1		1						1			1			1	1	1	ļ
170		1		1	<b></b>	1	1						1				1		1	1	<b>!</b>	ļ
171	1			1	<b></b>	1	1				1						1		1	1	<u> </u>	ļ
172		1		1		1		1					1				1		1	L	1	
173	1			1		1	1						1				1		11	1	ļ	ļ
174		1		1		1		1					1				1		1	1	ļ	<u></u>
175	1			1	<b>L</b>	1	1				1					1			1	1	<b>!</b>	Easy parking.
176	1			1	1		1				1						1		1	1	<b>!</b>	ļ
177	1			1	<b></b>	1	1						1				1		1	1	<b>!</b>	ļ
178	1			1	<u> </u>	1		1					1				1		1	1		
179	1			1	1		1						1				1		1	1	i .	1
Totals:	135	44	18	160	50	126	119	44	10	3	63	18	47	29	18	67	109	11	164	161	15	0
	Yes	No	Yes	No	Yes	No	< 5 min.	5 40	40 45			Cameron Street Lot				Yes	No	Yes	No	Yes	No	

# APPENDIX E: Parking Inventory

Total Parking Spaces: 1,450

10tarr ar	King Sp	uces. 1, <del>1</del> .	30							
Location	Туре	Access	Surface Type	Space Marked	Time Limit	Fee	Ownership	Restriction	Restricted Time	Restriction Marked
On Street	Surface	Pull In	Asphalt	Yes	None	No	Publicly Owned	None—Public	24 hours	Yes
217	1,041	1,115	934	1,361	1,262	1,250	633	487	900	614
Off Street	Deck	Diagonal	Concrete	No	15 min	Yes	Privately Owned	County Employees	During business hours	No
1,233	409	131	462	89	2	200	817	296	33	319
		Parallel	Gravel		3 hours			<b>Town Employees</b>	Not restricted	Not restricted
		204	54		186			32	517	517
								Customer Use		
								425		
								<b>Employee Use</b>		
								151		
								Handicap		
								59		

# Hillsborough Public Works PO Box 429

PO Box 429 101 East Orange St. Hillsborough, NC 27278 919-732-1270 ext. 78

Site Code: HPD LOT 10212009 Station ID: SN:017463

Latitude: 0' 0.000 South

Start	19-0	ct-09	Tu	ie .	We	ed	Th	u	Fi	ri	S	at	Su	ın	Week A	verage
Time	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
12:00																
AM	*	*	*	*	*	*	1	3	10	6	6	15	4	13	5	(
01:00	*	*	*	*	*	*	2	2	1	5	1	2	1	4	1	
02:00	*	*	*	*	*	*	0	0	0	0	3	6	1	2	1	10.00
03:00	*		*	*	*	*	1	1	2	3	0	2	0	1	1	
04:00	*	*	*	*	*	*	0	1	1	0	0	0	0	0	0	
05:00	*	*	*	*	*	*	4	1	0	1	2	0	1	2	2	
06:00	*	*	*	*	*	*	5	3	0	1	1	2	0	0	2	
07:00	*		*	*	*	*	4	3	4	3	0	1	2	1	2	
08:00	*	*	*	*	*	*	29	16	25	12	3	6	2	1	15	
09:00	*	*	*	*	21	16	27	19	36	18	12	9	11	1	21	1
10:00	*	*	*	*	24	19	31	34	36	33	8	12	5	5	21	2
11:00	*	*	*	*	44	27	43	26	48	32	24	15	9	2	34	2
12:00				100										0.00		
PM	*	*	*	*	35	39	40	42	62	42	19	20	14	6	34	3
01:00		*	*	*	41	43	31	39	57	57	27	22	11	15	33	3
02:00		*	*	*	30	36	35	39	56	47	15	26	11	12	29	3
03:00		*		*	33	23	30	24	43	38	11	21	14	11	26	2
04:00	*	*		*	27	24	39	29	46	45	18	25	10	21	28	2
05:00		*	*	*	24	34	23	35	56	44	16	12	8	15	25	2
06:00		*		*	18	15	25	28	30	23	14	13	5	11	18	1
07:00	*		*	*	15	22	12	22	28	29	9	14	10	13	15	2
08:00	*	*	*	*	16	18	7	29	13	22	10	16	2	3	10	1
09:00	*	*	*	*	6	12	2	11	14	14	12	13	3	3	7	1
10:00	*	*	*	*	9	16	3	7	4	11	1	5	1	3	4	
11:00		*	*	*	2	5	7	10	5	13	10	9	5	3	6	
Lane	0	0	0	0	345	349	401	424	577	499	222	266	130	148	340	34
Day	(	)	1	0	69	4	82	5	10	76	48	38	27	8	68	4
M Peak			MI SIE	1	11:00	11:00	11:00	10:00	11:00	10:00	11:00	00:00	09:00	00:00	11:00	10:0
Vol.					44	27	43	34	48	33	24	15	11	13	34	2
M Peak				7. HHIL 17	13:00	13:00	12:00	12:00	12:00	13:00	13:00	14:00	12:00	16:00	12:00	13:0
Vol.					41	43	40	42	62	57	27	26	14	21	34	3

Hillsborough Public Works
PO Box 429
101 East Orange St.
Hillsborough, NC 27278
919-732-1270 ext. 78

Site Code: HPD LOT 10212009 Station ID: SN:017463

Latitude: 0' 0.000 South

1 1 2 2 3 1 3 1 2 2	3 0 0 0 0 1 1 3 0 5 14 17 24 23 37 19 33 2	1 0 3 3 0 0 0 0 2 2 114 226 224 445 119 339 339 336 6 332 225	2 0 1 0 1 0 5 4 13 16 28 18 22 27 26 27	1 13	Egress  6 2 4 1 0 0 4 4 * * * * *	Ingress  *  *  *  *  *  *  *  *  *  *  *  *	Egress	Ingress  *  *  *  *  *  *  *  *  *  *  *  *	Egress	Ingress  *  *  *  *  *  *  *  *  *  *  *  *	Egress  *  *  *  *  *  *  *  *  *  *  *  *	Ingress  *  *  *  *  *  *  *  *  *  *  *  *	Egress	1 1 3 0 1 1 1 1 2 4 2 2 3 5 2 4 3 4 3 4 3 6	Egress 4 1 1 2 0 0 1 1 1 3 3 4 4 1 1 6 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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	21	22	18	*		*	*	*	*	*	*	*	*	14	20
		16	24	*	*	*	*	*	*	*	*	*		13	17
	7	9	15	*		*	*	*	*	*	*	*		5	11
		18	14		*	*	*		*	*	*	*	*	12	12
	8	1	7	*	*	*	*	*	*	*	*	*	*	2	8
	3	2	5	*	*	*	*	*	*	*	*	*	*	2	4
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														14:00	12:00
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	10: 12: 46	10:00 10:0 24 12:00 12:0 37	10:00 10:00 24 45 12:00 12:00 37 39 46 736	10:00 10:00 10:00 24 45 28 12:00 12:00 12:00 37 39 35 46 736	10:00 10:00 10:00 07:00 24 45 28 13 12:00 12:00 12:00 37 39 35 46 736 74	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 743	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 82	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 10	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 1076	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 1076 48	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 1076 488	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 1076 488 2	10:00 10:00 10:00 07:00 00:00 24 45 28 13 6 12:00 12:00 12:00 37 39 35 46 736 743 825 1076 488 278	10:00 10:00 10:00 07:00 00:00 10:00 35 12:00 12:00 12:00 12:00 14:00 37 39 35 10:00 14:00 36  46 736 743 825 1076 488 278 138

# **APPENDIX G: Fall 2009 Parking Occupancy Counts**

### Route:

Staff walked up the 100 block of North Churton Street, turned left through the Bank of America parking lot, turned right out of the parking lot and walked down West King Street to Wake Street and back toward Churton Street. Staff then turned right into the Mayo Park parking lot, turned left to count the spaces on West Margaret Lane, turned left at Churton Street to count the 100 block of South Churton Street, crossed over Churton Street to walk down East King Street, then turned right to go down Cameron Street. From the end of Cameron Street, staff walked back up Cameron Street and turned left onto East Margaret Lane, crossing Margaret Lane at Court Street to count the public spaces there. Each round took approximately twenty minutes.

# **Results:**

Tuesday, 10/20/09, 10-10:20 a.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			5			2
Bank of America Lot	7	15				2
West King St.			33			1
Mayo Park Lot						1
West Margaret Lane	1					
South Churton St.			1			1
East King St.	4		4		5	1
Cameron St.			17		2	3
East Margaret Lane			4			
Court St.						1
Totals:	12	15	64	0	7	12

Tuesday, 10/27/09, 10-10:20 a.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			4		2	2
Bank of America Lot	16	9				2
West King St.			37			1
Mayo Park Lot				1		1
West Margaret Lane						
South Churton St.						1
East King St.	1		4		4	1
Cameron St.			8		1	1
East Margaret Lane						
Court St.						
Totals:	17	9	53	1	7	9

Total:

110

Total:

96

Tuesday, 10/20/09, 12:15-12:35 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			1		2	2
Bank of America Lot	1	5				2
West King St.			30			1
Mayo Park Lot						1
West Margaret Lane						
South Churton St.			1			1
East King St.	2		8		5	1
Cameron St.			14		3	3
East Margaret Lane			11			
Court St.	2					1
Totals:	5	5	65	0	10	12

Total: 97

Total:

101

# Tuesday, 10/20/09, 2-2:20 p.m.

						1
	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			1		2	2
Bank of America Lot	1	5				2
West King St.			32			2
Mayo Park Lot	1			1		1
West Margaret Lane	2					
South Churton St.			1			1
East King St.	5		4		5	1
Cameron St.			18			3
East Margaret Lane			9			
Court St.	1					1
Totals:	10	5	65	1	7	13

# Tuesday, 10/27/09 12:15-12:35 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			2		2	2
Bank of America Lot						2
West King St.			25			2
Mayo Park Lot				3		1
West Margaret Lane	3					
South Churton St.				1		1
East King St.	5		5		5	
Cameron St.			17		2	1
East Margaret Lane			8			
Court St.	2					1
Totals:	10	0	57	4	9	10

Total: 90

Tuesday, 10/27/09, 2-2:20 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			2		1	2
Bank of America Lot	4	4				1
West King St.			28			2
Mayo Park Lot	2			4		1
West Margaret Lane	1					
South Churton St.			2			1
East King St.	3		3		5	
Cameron St.			12		1	2
East Margaret Ln.			12			
Court St.	1					1
Totals:	11	4	59	4	7	10

Total: 95

# Friday, 10/16/09, 10-10:20 a.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			6		2	2
Bank of America Lot	22	13				2
West King St.			39			1
Mayo Park Lot	1			3		1
West Margaret Lane						
South Churton St.			1			1
East King St.	5		3		5	1
Cameron St.			13		5	2
East Margaret Lane			3			
Court St.	1					1
Totals:	29	13	65	3	12	11

Total: 133

# Friday, 10/16/09, 12:15-12:35 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.					2	2
Bank of America Lot	1					2
West King St.			17			1
Mayo Park Lot	1					
West Margaret Lane						
South Churton St.			2			
East King St.	3		3		5	1
Cameron St.			14		5	2
East Margaret Lane			7			
Court St.	2					
Totals:	7	0	43	0	12	8

Total: 70

# Friday, 10/23/09, 10-10:20 a.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			5		1	2
Bank of America Lot	21	15				2
West King St.			33			1
Mayo Park Lot	4			3		1
West Margaret Lane	3					
South Churton St.			2			1
East King St.	5		4		5	1
Cameron St.			18		2	2
East Margaret Lane			2			
Court St.	1					
Totals:	34	15	64	3	8	10

Total: 134

Friday, 10/23/09, 12:15-12:35 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			2		2	1
Bank of America Lot	1	2				2
West King St.			22			2
Mayo Park Lot						
West Margaret Lane						
South Churton St.						
East King St.	3		9		5	1
Cameron St.			15		3	5
East Margaret Lane			9			
Court St.	1					1
Totals:	5	2	57	0	10	12

Total: 86

Friday, 10/16/09, 2-2:20 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			3			1
Bank of America Lot	4	2				1
West King St.			23			2
Mayo Park Lot	1			1		1
West Margaret Lane						
South Churton St.			1			
East King St.	20				4	1
Cameron St.			15		2	4
East Margaret Lane			7			
Court St.						1
Totals:	25	2	49	1	6	11

Total:

94

Friday, 10/23/09, 2-2:20 p.m.

	No limit	3-hr	2-hr	1-hr	15-min	Handicap
North Churton St.			3			1
Bank of America Lot	5	4				1
West King St.			20			1
Mayo Park Lot				2		1
West Margaret Lane	3					
South Churton St.			4			
East King St.	5		7		5	
Cameron St.			16		2	3
East Margaret Lane			9			
Court St.	1					
Totals:	14	4	59	2	7	7

Total: 93

# Appendix H: 2010 Parking Occupancy Counts

Tuesday 5/18	Total	Spaces	Reg	ular	Hand	licap	Regi		Hand	licap	Regu	ılar	Hand	licap	Reg	ular	Hand	dicap	Reg	ular	Hand		Reg	ular	Hand	licap	Reg	gular	Hand	dicap
	Regular	Handicap	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full
N.Churton St.	. 10	2	10	0%	2	0%	7	30%	2	0%	8	20%	2	0%	8	20%	2	0%	1	90%	2	0%	4	60%	2	0%	7	30%	2	0%
BofA Lot	t 66	2	47	29%	2	0%	36	45%	2	0%	18	73%	2	0%	9	86%	0	100%	0	100%	2	0%	6	91%	1	50%	16	76%	2	0%
W. King St.	. 54	2	38	30%	2	0%	33	39%	1	50%	34	37%	1	50%	32	41%	1	50%	27	50%	2	0%	25	54%	1	50%	37	31%	1	50%
Mayo Park Lot	t 16	1	8	50%	1	0%	4	75%	1	0%	5	69%	1	0%	1	94%	0	100%	0	100%	1	0%	1	94%	1	0%	3	81%	1	0%
S.Churton St.	. 8	1	8	0%	1	0%	5	38%	1	0%	2	75%	1	0%	2	75%	1	0%	1	88%	1	0%	1	88%	0	100%	2	75%	1	0%
E. King St.	40	1	30	25%	1	0%	19	53%	0	100%	15	63%	0	100%	15	63%	0	100%	17	58%	0	100%	14	65%	1	0%	21	48%	1	0%
Cameron St.	27	5	18	33%	4	20%	13	52%	4	20%	10	63%	4	20%	10	63%	4	20%	18	33%	2	60%	15	44%	3	40%	18	33%	3	40%
E. Margaret Ln.	. 16	0	13	19%	0	N/A	0	100%	0	N/A	1	94%	0	N/A	1	94%	0	N/A	9	44%	0	N/A	6	63%	0	N/A	7	56%	0	N/A
Court St.	12	1	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	1	0%	0	100%	1	0%
Court St.	. 12		U	100%	U	100%	U	100%	U	100%	U	100%	U	100%	U	100 %	U	100%	U	100%	U	100 %	U	100%		076	- 0	10076		076
D T. /-/-	0.40	45	470	040/	40	400/	447	E00/	- 44	070/	00	000/		070/	70	000/	_	470/	70	740/	40	000/	70	740/	40	000/	444	550/	40	000/
Downtown Totals	249	15	172	31%	13	13%	117	53%	11	27%	93	63%	11	27%	78	69%	8	47%	73	71%	10	33%	72	71%	10	33%	111	55%	12	20%
				8:00	AM			9:00	) AM			10:00					0 AM			12:00	PM			2:00	PM			4:00	PM	
	Total	Spaces	Reg	ular	Hand	licap	Regi	ular	Hand	licap	Regu	ılar	Hand	dicap	Reg	ular	Hand	dicap	Reg	ular	Hand	icap	Reg	ular	Hand	licap	Reg	gular	Hand	licap
	Regular	Handicap	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full
Annex	92	2	78	15%	2	0%	60	35%	2	0%	53	42%	2	0%	69	25%	2	0%	68	26%	2	0%	62	33%	2	0%	71	23%	2	0%
Link Center	r 8	5	2	75%	5	0%	0	100%	5	0%	0	100%	4	20%	0	100%	5	0%	0	100%	5	0%	0	100%	5	0%	2	75%	5	0%
DA's Office	37	3	29	22%	3	0%	4	89%	2	33%	1	97%	3	0%	0	100%	3	0%	9	76%	2	33%	11	70%	3	0%	10	73%	3	0%
Market House	24	0	18	25%	0	N/A	1	96%	0	N/A	0	100%	0	N/A	0	100%	0	N/A	11	54%	0	N/A	9	63%	0	N/A	14	42%	0	N/A
Courthouse	59	4	10	83%	4	0%	0	100%	1	75%	1	98%	0	100%	0	100%	2	50%	5	92%	2	50%	0	100%	2	50%	7	88%	4	0%
Library/Office	11	4	10	9%	4	0%	8	27%	4	0%	2	82%	4	0%	2	82%	4	0%	4	64%	3	25%	3	73%	3	25%	0	100%	3	25%
Deck: County	195	5	69	65%	4	20%	69	65%	1	80%	70	64%	2	60%	66	66%	4	20%	72	63%	3	40%	66	66%	3	40%	63	68%	0	100%
			205		3	0%			2	33%	200		2		199		4			3%	2	33%		3%	3		199	3%	2	
Deck: Non-county	206	3		0%			203	1%				3%		33%		3%	1	67%	199				199			0%				33%
Nash & Kollock	19	0	2	89%	0	N/A	0	100%	0	N/A	1	95%	0	N/A	0	100%	0	N/A	2	89%	0	N/A	3	84%	0	N/A	1	95%	0	N/A
Gateway	7	2	7	0%	1	50%	4	43%	1	50%	2	71%	0	100%	1	86%	1	50%	4	43%	1	50%	2	71%	1	50%	3	57%	1	50%
Weaver Street	63	2	42	33%	2	0%	31	51%	1	50%	41	35%	1	50%	35	44%	2	0%	16	75%	1	50%	12	81%	1	50%	24	62%	2	0%
Lot Totals	721	30	472	35%	28	7%	380	47%	19	37%	371	49%	18	40%	372	48%	24	20%	390	46%	21	30%	367	49%	23	23%	394	45%	22	27%
				8:00	AM			9:00	) AM			10:00	) AM			11:0	0 AM			12:00	PM			2:00	PM			4:00	PM	
Totals	970	45	644	34%	41	9%	497	49%	30	33%	464	52%	29	36%	450	54%	32	29%	463	52%	31	31%	439	55%	33	27%	505	48%	34	24%
								,.								, .						.,,,								
				8.00	ΛM		r	0.00	AM.			10.00	1 AM		т	11.0	O AM		1	12:00	DM			2.00	DM			4.00	DM	
Wednesday 5/10	Total	Cassas	Da.	8:00		lla a m	Dem	9:00		llaan	Desi	10:00		dia a u			0 AM	dia a m	Dam	12:00			Des	2:00		llaan	Do.	4:00		
Wednesday 5/19		Spaces	Reg	ular	Hand		Regi	ular	Hand		Regu	ılar	Hand	dicap	Reg	ular	Hand	dicap	Reg	ular	Hand		Reg	ular	Hand			jular	Hand	
•	Regular	Spaces Handicap	# Open	ular % Full	Hand # Open	% Full	# Open	ular % Full	Hand # Open	% Full	# Open	ılar % Full	Hand # Open	% Full	# Open	ular % Full	Hand # Open	% Full	# Open	ular % Full	Hand # Open	% Full	# Open	ular % Full	Hand # Open	% Full	# Open	jular % Full	Hand	% Full
N.Churton St.	Regular 10	Handicap 2	# Open 8	ular % Full 20%	Hand # Open 2	% Full 0%	# Open	wlar % Full 20%	Hand # Open 2	% Full 0%	# Open	ular % Full 20%	Hand # Open 2	% Full 0%	# Open 4	wlar % Full 60%	# Open	% Full 0%	# Open 2	wlar % Full 80%	Hand # Open 2	% Full 0%	# Open	wlar % Full 70%	Hand # Open 2	% Full 0%	# Open	% Full 60%	# Open	<b>% Full</b> 50%
N.Churton St. BofA Lot	<b>Regular</b> 10 66	Handicap 2 2	# Open 8 51	ular % Full 20% 23%	Hand # Open 2 2	% Full 0% 0%	# Open 8 29	wlar % Full 20% 56%	# Open 2 2	% Full 0% 0%	# Open 8 24	ular % Full 20% 64%	# Open 2 2	% Full 0% 0%	# Open 4 17	ular % Full 60% 74%	# Open	0% 0%	# Open 2 2	wlar % Full 80% 97%	Hand # Open 2 2	% Full 0% 0%	# Open 3	wlar % Full 70% 95%	Hand # Open 2 2	% Full 0% 0%	# Open 4 1	yular % Full 60% 98%	# Open 1	% Full 50% 50%
N.Churton St.	Regular 10	Handicap 2 2 2	# Open 8	wlar % Full 20% 23% 28%	Hand # Open 2 2	% Full 0% 0% 50%	# Open	wlar % Full 20% 56% 48%	# Open 2 2 1	% Full 0%	# Open	% Full 20% 64% 39%	# Open 2 2 1	% Full 0% 0% 50%	# Open 4 17 27	wlar % Full 60% 74% 50%	# Open	0% 0% 0% 0%	# Open 2	wlar % Full 80% 97% 56%	Hand # Open 2 2 2	% Full 0% 0% 0%	# Open	wlar % Full 70% 95% 67%	Hand # Open 2 2 0	% Full 0% 0% 100%	# Open 4 1 30	% Full 60% 98% 44%	# Open 1 1 1	% Full 50% 50% 50%
N.Churton St. BofA Lot	<b>Regular</b> 10 66	Handicap 2 2	# Open 8 51	ular % Full 20% 23%	Hand # Open 2 2	% Full 0% 0%	# Open 8 29	wlar % Full 20% 56%	# Open 2 2	% Full 0% 0%	# Open 8 24	ular % Full 20% 64%	# Open 2 2	% Full 0% 0%	# Open 4 17	ular % Full 60% 74%	# Open	0% 0%	# Open 2 2	wlar % Full 80% 97%	Hand # Open 2 2	% Full 0% 0%	# Open 3	wlar % Full 70% 95%	Hand # Open 2 2	% Full 0% 0%	# Open 4 1	yular % Full 60% 98%	# Open 1	% Full 50% 50%
N.Churton St. BofA Lot W. King St.	10 66 54	Handicap 2 2 2	# Open 8 51 39	wlar % Full 20% 23% 28%	Hand # Open 2 2	% Full 0% 0% 50%	# Open 8 29 28	wlar % Full 20% 56% 48%	# Open 2 2 1	% Full 0% 0% 50%	# Open 8 24 33	% Full 20% 64% 39%	# Open 2 2 1	% Full 0% 0% 50%	# Open 4 17 27	wlar % Full 60% 74% 50%	# Open 2 2 2	0% 0% 0% 0%	# Open 2 2 24	wlar % Full 80% 97% 56%	Hand # Open 2 2 2	% Full 0% 0% 0%	# Open 3	wlar % Full 70% 95% 67%	Hand # Open 2 2 0	% Full 0% 0% 100%	# Open 4 1 30	% Full 60% 98% 44%	# Open 1 1 1	% Full 50% 50% 50%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St.	Regular 10 t 66 54 t 16	Handicap 2 2 2 2 1	# Open 8 51 39 10	ular % Full 20% 23% 28% 38%	Hand # Open 2 2 1	% Full 0% 0% 50% 0%	# Open 8 29 28 5	wlar % Full 20% 56% 48% 69%	# Open 2 2 1 1 1	% Full 0% 0% 50% 0%	# Open 8 24 33 3	% Full 20% 64% 39% 81%	# Open 2 2 2 1	% Full 0% 0% 50% 0%	# Open 4 17 27 1 0	% Full 60% 74% 50% 94%	# Open 2 2 2 2 0	0% 0% 0% 0% 100%	# Open 2 2 24 0	97% 56% 100%	# Open 2 2 2 2 0	% Full 0% 0% 0% 100%	# Open 3	wlar % Full 70% 95% 67% 94%	# Open 2 2 0 1	% Full 0% 0% 100% 0%	# Open 4 1 30 1	98% 44% 94%	# Open 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot	Regular 10 t 66 54 t 16 8	### Handicap  2  2  2  1  1	# Open 8 51 39 10 8	ular   % Full   20%   23%   28%   38%   0%	# Open 2 2 1 1 1 1	% Full 0% 0% 50% 0%	# Open 8 29 28 5 4	wlar  % Full 20% 56% 48% 69% 50%	# Open 2 2 1 1 1 1	% Full 0% 0% 50% 0%	# Open 8 24 33 3 3	% Full 20% 64% 39% 81% 63%	# Open 2 2 1 1	% Full 0% 0% 50% 0% 100%	# Open 4 17 27 1	wlar   % Full     60%     74%     50%     94%     100%	# Open 2 2 2 2 0	0% 0% 0% 0% 100%	# Open 2 2 24 0 0	wlar % Full 80% 97% 56% 100%	# Open 2 2 2 0 0 0	% Full 0% 0% 0% 100% 100%	# Open 3 3 18 1	wlar   % Full   70%   95%   67%   94%   88%	# Open 2 2 0 1 0 0	% Full 0% 0% 100% 0% 100%	# Open 4 1 30 1 4	yular % Full 60% 98% 44% 94% 50%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St.	Regular 10 66 54 16 8 40	Handicap 2 2 2 1 1 1 5	# Open 8 51 39 10 8 27 13	ular % Full 20% 23% 28% 38% 0% 33% 52%	Hand # Open 2 2 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 8 29 28 5 4 17	W Full   20%   56%   48%   69%   50%   58%   52%	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 8 24 33 3 3 18 9	% Full 20% 64% 39% 81% 63% 55% 67%	Hand # Open 2 2 1 1 0 1	% Full 0% 0% 50% 0% 100% 0% 20%	# Open 4 17 27 1 0 20 14	wlar   % Full   60%   74%   50%   94%   100%   50%   48%	# Open 2 2 2 2 0 0 1 3	0% Full 0% 0% 0% 100% 100% 40%	# Open 2 2 24 0 0 21 16	wlar % Full 80% 97% 56% 100% 100% 48% 41%	# Open 2 2 2 2 0 0 1 3	% Full 0% 0% 0% 100% 100% 40%	# Open 3 3 18 1 1 21 15	wlar % Full 70% 95% 67% 94% 88% 48% 44%	# Open 2 2 0 1 0 1 5 5	% Full 0% 0% 100% 0% 100% 0% 0%	# Open 4 1 30 1 4 24 15	98% 44% 90% 40% 44% 40% 40%	# Open 1 1 1 1 1 1 1 1 5	% Full 50% 50% 50% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln.	Regular 10 66 54 16 8 40 27	######################################	# Open 8 51 39 10 8 27	ular % Full 20% 23% 28% 38% 0% 33% 52% 31%	# Open 2 2 1 1 1 1 1 4 0 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 8 29 28 5 4 17 13	wlar	# Open 2 2 1 1 1 1 1 4 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 8 24 33 3 18 9 0	% Full 20% 64% 39% 81% 63% 55% 67% 100%	Hand # Open 2 2 1 1 0 1 4 0	% Full 0% 0% 50% 0% 100% 0% 20% N/A	# Open 4 17 27 1 0 20 14 2	wlar   % Full   60%   74%   50%   94%   100%   50%   48%   88%	# Open 2 2 2 2 0 0 1 3	0% Full 0% 0% 0% 100% 100% 0% 40% N/A	# Open 2 2 24 0 0 21 16 5	97% 56% 100% 48% 41% 69%	# Open 2 2 2 0 0 0 1 3 0	% Full 0% 0% 0% 100% 100% 40% N/A	# Open 3 3 18 1 1 21 15 9	wlar   % Full   70%   95%   67%   94%   88%   44%   44%	# Open 2 2 0 1 0 1 5 0 0	% Full 0% 0% 100% 0% 100% 0% 0% N/A	# Open 4 1 30 1 4 24 15 9	94% 94% 94% 50% 44% 44% 44% 44%	# Open 1 1 1 1 1 1 1 1 5 0	% Full 50% 50% 50% 0% 0% 0% 0% N/A
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St.	Regular 10 66 54 16 8 40	Handicap 2 2 2 1 1 1 5	# Open 8 51 39 10 8 27 13	ular % Full 20% 23% 28% 38% 0% 33% 52%	Hand # Open 2 2 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 8 29 28 5 4 17	W Full   20%   56%   48%   69%   50%   58%   52%	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 8 24 33 3 3 18 9	% Full 20% 64% 39% 81% 63% 55% 67%	Hand # Open 2 2 1 1 0 1	% Full 0% 0% 50% 0% 100% 0% 20%	# Open 4 17 27 1 0 20 14	wlar   % Full   60%   74%   50%   94%   100%   50%   48%	# Open 2 2 2 2 0 0 1 3	0% Full 0% 0% 0% 100% 100% 40%	# Open 2 2 24 0 0 21 16	wlar % Full 80% 97% 56% 100% 100% 48% 41%	# Open 2 2 2 2 0 0 1 3	% Full 0% 0% 0% 100% 100% 40%	# Open 3 3 18 1 1 21 15	wlar % Full 70% 95% 67% 94% 88% 48% 44%	# Open 2 2 0 1 0 1 5 5	% Full 0% 0% 100% 0% 100% 0% 0%	# Open 4 1 30 1 4 24 15	98% 44% 90% 40% 44% 40% 40%	# Open 1 1 1 1 1 1 1 1 5	% Full 50% 50% 50% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.	Regular 10 66 54 16 8 40 27 16	Handicap  2  2  1  1  1  5  0  1	# Open 8 51 39 10 8 27 13 11 1	ular   % Full     20%     23%     28%     38%     0%     33%     52%     31%     92%	# Open 2 2 1 1 1 4 0 0	% Full 0% 0% 50% 0% 0% 0% 0% 100%	# Open 8 29 28 5 4 17 13 1	ular	# Open 2 2 1 1 1 1 1 1 4 0 0 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A 100%	# Open 8 24 33 3 3 18 9 0	39% 64% 39% 81% 63% 55% 67% 100%	# Open 2 2 1 1 0 1 4 0 1 1	% Full 0% 0% 50% 100% 20% N/A 0%	# Open 4 17 27 1 0 20 14 2 0	wlar   % Full     60%     74%     50%     94%     100%     50%     48%     88%     100%	# Open 2 2 2 0 0 0 1 3 0 0 0	0% Full 0% 0% 0% 100% 100% 40% N/A 100%	# Open 2 2 24 0 0 21 16 5 0	wlar  % Full  80%  97%  56%  100%  48%  41%  69%  100%	# Open 2 2 2 0 0 1 3 0 0 0	% Full 0% 0% 0% 100% 100% 40% N/A 100%	# Open  3  3  18  1  1  21  15  9  0	wlar	# Open 2 2 0 1 0 1 5 0 1	% Full 0% 0% 100% 100% 0% 100% 0% N/A 0%	# Open 4 1 30 1 4 24 15 9 0	94% 94% 94% 50% 44% 44% 100%	# Open 1 1 1 1 1 1 1 1 1 5 0 0 0	% Full 50% 50% 50% 0% 0% 0% 0% 100% N/A 100%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln.	Regular 10 66 54 16 8 40 27	######################################	# Open 8 51 39 10 8 27 13	ular % Full 20% 23% 28% 38% 0% 33% 52% 31%	# Open 2 2 1 1 1 1 1 4 0 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 8 29 28 5 4 17 13	wlar	# Open 2 2 1 1 1 1 1 4 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 8 24 33 3 18 9 0	% Full 20% 64% 39% 81% 63% 55% 67% 100%	Hand # Open 2 2 1 1 0 1 4 0	% Full 0% 0% 50% 0% 100% 0% 20% N/A	# Open 4 17 27 1 0 20 14 2	wlar   % Full   60%   74%   50%   94%   100%   50%   48%   88%	# Open 2 2 2 2 0 0 1 3	0% Full 0% 0% 0% 100% 100% 0% 40% N/A	# Open 2 2 24 0 0 21 16 5	97% 56% 100% 48% 41% 69%	# Open 2 2 2 0 0 0 1 3 0	% Full 0% 0% 0% 100% 100% 40% N/A	# Open 3 3 18 1 1 21 15 9	wlar   % Full   70%   95%   67%   94%   88%   44%   44%	# Open 2 2 0 1 0 1 5 0 0	% Full 0% 0% 100% 0% 100% 0% 0% N/A	# Open 4 1 30 1 4 24 15 9	94% 94% 94% 50% 44% 44% 44% 44%	# Open 1 1 1 1 1 1 1 1 5 0	% Full 50% 50% 50% 0% 0% 0% 0% N/A
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.	Regular 10 66 54 16 8 40 27 16	Handicap  2  2  1  1  1  5  0  1	# Open 8 51 39 10 8 27 13 11 1	ular   % Full   20%   23%   28%   38%   0%   33%   52%   92%   33%	#Open 2 2 1 1 1 1 1 4 0 0 0 12	% Full 0% 0% 50% 0% 0% 0% 0% 10%	# Open 8 29 28 5 4 17 13 1	ular % Full 20% 56% 48% 69% 50% 58% 52% 94% 100%	# Open 2 2 1 1 1 1 1 1 4 0 0 0 12	% Full 0% 0% 50% 0% 0% 0% 0% N/A 100%	# Open 8 24 33 3 3 18 9 0	39% 64% 39% 81% 63% 55% 67% 100% 100%	# Open 2 2 1 1 0 1 4 0 1 1 1 1 2	% Full 0% 0% 50% 100% 20% N/A 0%	# Open 4 17 27 1 0 20 14 2 0	ular   % Full     60%     74%     50%     94%     100%     50%     48%     88%     100%	#Open 2 2 2 0 0 1 1 3 0 0 0 10	0% Full 0% 0% 0% 100% 100% 40% N/A 100%	# Open 2 2 24 0 0 21 16 5 0	wlar % Full 80% 97% 56% 100% 48% 41% 69% 100%	#Open 2 2 2 0 0 0 1 3 0 0 0 10	% Full 0% 0% 0% 100% 100% 40% N/A 100%	# Open  3  3  18  1  1  21  15  9  0	ular   % Full   70%   95%   67%   94%   88%   48%   44%   100%   71%	#Open 2 2 0 1 0 1 5 0 1 1 2 12	% Full 0% 0% 100% 100% 0% 100% 0% N/A 0%	# Open 4 1 30 1 4 24 15 9 0	yular % Full 60% 98% 44% 50% 40% 44% 100%	#Open 1 1 1 1 1 1 1 1 1 5 0 0 0 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 100% N/A 100%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.	Regular 10 t 66 54 t 16 8 40 27 16 12	Handicap  2  2  2  1  1  1  5  0  1  15	# Open 8 51 39 10 8 27 13 11 1	ular   % Full   20%   23%   28%   38%   0%   33%   52%   92%   33%   8:00	#Open 2 2 1 1 1 1 1 1 4 0 0 0 12 MM	% Full 0% 0% 50% 0% 0% 0% 0% 0% 100% 20% N/A 100%	# Open 8 29 28 5 4 17 13 1 0 105	wlar	#Open 2 2 1 1 1 1 1 1 4 0 0 0 0 12 2 12 0 AM	% Full 0% 0% 50% 0% 0% 0% 0% 0% 100% 20% N/A 100%	# Open 8 24 33 3 3 18 9 0 0	% Full 20% 64% 39% 81% 63% 55% 67% 100% 61%	# Open 2 2 1 1 1 0 1 4 0 1 1 2 D AM	% Full   0%   0%   0%   50%   0%   100%   20%   N/A   0%   20%	# Open 4 17 27 1 0 20 14 2 0	West	# Open 2 2 2 0 0 0 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 % Full 0% 0% 0% 100% 100% 40% N/A 100%	# Open 2 2 24 0 0 21 16 5 0	wlar	#Open 2 2 2 0 0 0 1 3 0 0 0 10 PM	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%	# Open 3 3 18 1 1 1 21 15 9 0	wlar	#Open 2 2 0 1 0 1 5 0 1 1 2 PM	% Full 0% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% N/A 0%	# Open 4 1 30 1 4 24 15 9 0	gular % Full 60% 98% 44% 94% 40% 40% 44% 100% 65%	#Open 1 1 1 1 1 1 1 1 1 5 0 0 0 11 1 1 1 1 1	% Full 50% 50% 50% 60% 0% 0% 0% 0% 0% 100% 100% 127%
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N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.	Regular	Handicap	#Open 8 51 39 10 8 27 13 11 1 1 168	ular   % Full   20%   23%   28%   38%   0%   33%   52%   31%   92%   33%   8:00   ular   % Full   % Full   %	# Open 2 2 1 1 1 1 1 4 0 0 0 12	% Full 0% 0% 50% 0% 0% 0% 20% N/A 100%	# Open 8 29 28 5 4 17 13 1 0 105 Regg # Open	Variable   Variable	#Open 2 2 1 1 1 1 1 1 4 0 0 0 12 12 O AM Hanc #Open #O	% Full 0% 0% 50% 0% 0% 0% 20% N/A 100%	# Open 8 24 33 3 3 18 9 0 0 0 P8 Regu # Open	% Full 20% 64% 39% 81% 55% 67% 100% 100% 10:	# Open 2 2 1 1 1 0 1 1 4 0 1 1 2 0 AM Hand # Open #	% Full 0% 0% 50% 0% 100% 20% N/A 0% 20%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open	War	#Open 2 2 2 0 0 1 3 0 0 10 0 MM Hand #Open	% Full   0%   0%   0%   0%   100%   0%   40%   N/A   100%   33%   dicap   % Full	# Open 2 2 2 2 4 0 0 2 1 16 5 0 70 Regg # Open	West	# Open 2 2 2 2 0 0 1 3 0 0 0 10 0 PM Hand # Open	% Full 0% 0% 100% 100% 40% N/A 100% 33%	# Open 3 3 18 1 1 21 15 9 0 71  Reg # Open	West	#Open 2 2 2 0 1 0 1 5 0 1 1 2 PM Hand # Open	% Full 0% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% N/A 0% 20%	# Open 4 1 30 1 4 24 15 9 0 88  Reg # Open	gular % Full 60% 98% 44% 94% 50% 40% 44% 100% 65%  4:00 gular % Open	# Open	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 27% dicap % Open
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals	Regular	Handicap	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72	ular   % Full     20%     23%     28%     38%     0%     33%     52%     33%     92%     33%     8:00     ular     % Full     22%	# Open 2 2 1 1 1 1 1 4 0 0 1 1 2	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100% 20%	#Open 8 29 28 5 4 17 13 1 0 105  Regg #Open 71	Variable   Variable	#Open 2 2 1 1 1 1 1 1 4 0 0 1 1 2 1 2 1 2 1 2 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% 100% 20% N/A 100% 20%    Company   Company	# Open 8 24 33 3 18 9 0 0 98 Regu # Open 65	% Full 20% 64% 39% 81% 63% 67% 100% 100% 10:00 Jiar % Full 29%	#Open 2 2 1 1 0 1 4 0 1 1 2 0 AM Hanc #Open 2	% Full 0% 0% 50% 0% 100% 0% 20% N/A 0% 20% Sicap % Full 0%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62	ular   % Full     60%     74%     50%     94%     100%     50%     48%     88%     100%     66%     11:0ular     % Full     33%	#Open 2 2 2 0 0 1 3 0 10  10  AM Hane #Open 2	% Full	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Regg # Open 72	ular % Full 80% 97% 56% 100% 100% 48% 41% 69% 100% 72%  12:00 ular % Full 22%	# Open 2 2 2 2 0 0 0 1 1 3 0 0 0 10 PM Hand # Open 2	% Full 0% 0% 100% 100% 40% N/A 100% 33%	# Open 3 3 18 1 1 1 21 15 9 0 71 Reg # Open 68	ular   % Full   70%   95%   67%   88%   48%   44%   100%   71%   2:00   ular   % Full   26%	#Open 2 2 0 1 1 0 1 5 0 1 1 1 2 PM Hand # Open 2	% Full 0% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% N/A 0% 20%	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76	yular % Full 60% 98% 44% 94% 50% 40% 40% 44% 100% 65%  4:00 yular % Open 17%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 60% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center	Regular	### Handicap  2  2  2  1  1  5  0  15  Spaces  #### Handicap  2  2  2  1  1  5  0  1  1  5  0  1  1  5  0  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  1  1  1  1  1  1  1  1  1	#Open 8 51 39 10 8 27 13 11 1 1 168 Reg #Open 72 2	ular   % Full   20%   23%   28%   0%   33%   52%   31%   92%   33%   8:00   ular   22%   75%   75%	# Open 2 2 1 1 1 1 1 1 4 4 0 0 0 12 AM Hand # Open 2 5 5	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  \$\frac{1}{2}\$	#Open 8 29 28 5 4 17 13 1 0 105  Regg #Open 71 1	9 Full 20% 56% 48% 50% 58% 52% 94% 100% 58% 9:00 ular % Full 23% 88%	#Open 2 2 1 1 1 1 1 1 4 0 0 0 12 2 0 AM Hanc #Open 2 5 5	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  ### Company ### Co	# Open 8 24 33 3 3 18 9 0 0 98 Regu # Open 65 0	## STAND   FUII   ## STAND   ## S	# Open 2 2 1 1 0 1 4 0 1 1 2 0 AM Hand # Open 2 2 5 5	% Full 0% 0% 0% 50% 100% 20% N/A 0% 20% Sicap % Full 0% 0%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0	ular   % Full     60%     74%     50%     100%     50%     48%     88%     100%     66%     11:0    ular     33%     100%	#Open 2 2 2 0 0 11 3 0 0 10  **Topen *	% Full   0%   0%   0%   100%   100%   100%   100%   100%   100%   33%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Feg. # Open 72 3	West	# Open 2 2 2 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 100% 100% 0% 840% N/A 100% 33% 6cap % Full 0% 0%	#Open 3 3 18 1 1 1 21 15 9 0 71  Reg #Open 68 1	ular   % Full   70%   95%   67%   88%   44%   44%   100%   71%   2:00   ular   % Full   26%   88%	#Open 2 2 0 1 0 1 5 0 1 1 1 2 PM Hand #Open 2 2 1 1 0 1 1 2 5 0 1 1 1 2 5 1 1 2 5 5 1 1 1 2 1 2 1 5 5 1 1 1 1	% Full 0% 0% 100% 100% 0% 100% 0% 0% 0%  N/A 0% 20%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1	yular % Full 60% 98% 44% 94% 50% 40% 44% 100% 45% 45% 45% 40% 44% 100% 85%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 100% 100
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N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center	Regular	### Handicap  2  2  2  1  1  5  0  15  Spaces  #### Handicap  2  2  2  1  1  5  0  1  1  5  0  1  1  5  0  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  5  0  1  1  1  1  1  1  1  1  1  1  1  1	#Open 8 51 39 10 8 27 13 11 1 1 168 Reg #Open 72 2	ular   % Full   20%   23%   28%   0%   33%   52%   31%   92%   33%   8:00   ular   22%   75%   75%	# Open 2 2 1 1 1 1 1 1 4 4 0 0 0 12 AM Hand # Open 2 5 5	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  \$\frac{1}{2}\$	#Open 8 29 28 5 4 17 13 1 0 105  Regg #Open 71 1	9 Full 20% 56% 48% 50% 58% 52% 94% 100% 58% 9:00 ular % Full 23% 88%	#Open 2 2 1 1 1 1 1 1 4 0 0 0 12 2 0 AM Hanc #Open 2 5 5	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  ### Company ### Co	# Open 8 24 33 3 3 18 9 0 0 98 Regu # Open 65 0	## STAND   FUII   ## STAND   ## S	# Open 2 2 1 1 0 1 4 0 1 1 2 0 AM Hand # Open 2 2 5 5	% Full 0% 0% 0% 50% 100% 20% N/A 0% 20% Stock N/A 0% 0%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0	ular   % Full     60%     74%     50%     100%     50%     48%     88%     100%     66%     11:0    ular     33%     100%	#Open 2 2 2 0 0 11 3 0 0 10  **Topen *	% Full	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Feg. # Open 72 3	West	# Open 2 2 2 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 100% 100% 0% 840% N/A 100% 33% 6cap % Full 0% 0%	#Open 3 3 18 1 1 1 21 15 9 0 71  Reg #Open 68 1	ular   % Full   70%   95%   67%   88%   44%   44%   100%   71%   2:00   ular   % Full   26%   88%	#Open 2 2 0 1 0 1 5 0 1 1 1 2 PM Hand #Open 2 2 1 1 0 1 1 2 5 0 1 1 1 2 5 1 1 2 5 5 1 1 1 2 1 2 1 5 5 1 1 1 1	% Full 0% 0% 100% 100% 0% 100% 0% 0% 0%  N/A 0% 20%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1	yular % Full 60% 98% 44% 94% 50% 40% 44% 100% 45% 45% 45% 40% 44% 100% 85%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 100% 100
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office	Regular	######################################	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 29	ular   % Full     20%     23%     28%     38%     0%     33%     52%     31%     92%     33%     8:00     ular     % Full     22%     22%	#Open 2 2 1 1 1 1 1 4 0 0 0 12	% Full 0% 0% 50% 0% 0% 0% 20% N/A 100% 20% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 29 28 5 4 17 13 0 105  Regg #Open 71 1	ular  % Full 20% 56% 48% 69% 50% 58% 52% 94% 100%  58%  9:00 ular % Full 23% 88% 97%	#Open 2 2 1 1 1 1 1 4 0 0 0 12 0 AM Hanc #Open 2 5 1 1	% Full 0% 0% 50% 0% 0% 20% N/A 100% 20% wicap % Full 0% 67%	#Open 8 24 33 3 3 18 9 0 0 0 98 Regu #Open 65 0 0	## Full 29% Full 29% Full 29% Full 29% 100% 100% 100% 100% 100% 100% 100% 10	#Open 2 2 1 1 1 0 0 1 1 1 2 0 AM Hanc #Open 2 5 3 3	% Full 0% 0% 50% 100% 0% 20% N/A 0% 20% Sicap % Full 0% 0% 0% 0% 0%	# Open 4 17 27 1 0 20 14 2 0 85 Reg # Open 62 0 3	ular   % Full     60%     74%     50%     94%     100%     50%     48%     100%     66%     11:0     ular     % Full     33%     100%     92%	#Open 2 2 2 0 0 1 3 3 0 0 10  10  #Open 2 2 3 3 3 3 3 3 3 3 3 3 4 4 4 5 5 5 3	% Full   0%   0%   0%   100%   100%   100%   100%   100%   100%   33%   33%     33%     0%   0%   0%	# Open 2 2 2 4 0 0 0 21 16 5 0 70 Regg # Open 72 3 3 3 3	ular % Full 80% 97% 56% 100% 100% 48% 41% 69% 100%  72%  12:00 ular % Full 22% 63% 92%	# Open 2 2 2 0 0 0 1 3 0 0 0 10 PM Hand # Open 2 5 5 2	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%	#Open 3 3 18 1 1 1 21 15 9 0 71  Reg #Open 68 1 13	ular   % Full   70%   95%   67%   94%   88%   48%   44%   100%   71%   2:00   ular   % Full   26%   88%   65%	#Open 2 2 0 1 0 1 5 0 1 1 12 PM Hand #Open 2 5 3 3	% Full 0% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 16	gular % Full 60% 98% 44% 94% 50% 40% 44% 100% 65%  4:00 gular % Open 17% 88% 57%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 27%  dicap % Open 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House	Regular	### Handicap  2  2  2  2  1  1  1  5  0  1  15  Spaces ####################################	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 29 17	ular   % Full     20%     23%     28%     38%     0%     33%     52%     31%     92%     33%     8:00     ular     % Full     22%     75%     22%     29%	#Open 2 2 1 1 1 1 4 0 0 0 12	% Full 0% 0% 50% 0% 0% 0% 0% 100% 20% 20% 20%    Cap   Full 0% 0% 0% N/A	#Open 8 2 9 2 9 17 13 1 0 105  Regg #Open 71 1 0 0	ular  % Full 20% 56% 48% 69% 50% 58% 52% 100%  58%  9:00 ular % Full 23% 88% 97% 100%	#Open 2 2 1 1 1 1 1 1 4 0 0 0 12 2 12 10 AM Hance #Open 2 2 5 5 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% 0% 20% 100% 100% 100% 100	#Open 8 24 33 3 18 9 0 0  Regg #Open 65 0 0 3	### STAND   Full	# Open 2 2 1 1 1 0 1 1 1 2 1 2 1 2 1 2 1 1 1 2 1 2	% Full 0% 0% 50% 0% 100% 0% 20% N/A 0% 20%  \$\$\frac{1}{2}\$	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0 3 6	ular   % Full     60%     74%     50%     94%     100%     50%     48%     100%     66%     11:0    ular     % Full     33%     100%     75%	#Open 2 2 2 2 0 0 0 1 1 3 0 0 0 0 10 0 10 0 1	% Full	# Open 2 2 24 0 0 21 16 5 0 70  Regg # Open 72 3 3 6	ular	# Open 2 2 2 2 0 0 0 1 1 3 0 0 0 10 PM Hand # Open 2 2 5 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 100% 0% 100% 0% 40% N/A 100% 33% Full 0% 0% 633% N/A	#Open 3 3 18 1 1 21 5 9 0 71  Reg #Open 68 1 13 11	ular  % Full 70% 95% 67% 94% 88% 44% 44% 100%  71%  2:00 ular % Full 26% 88% 65% 54%	#Open 2 2 0 1 1 0 1 5 0 1 1 1 2 PM Hand #Open 2 2 5 3 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 100% 100% 0% 100% 0% 0% 0% 0% 0%  20%    Cap   Full 0% 0% 0% N/A	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 16 13	gular % Full 60% 98% 44% 94% 50% 40% 40% 100% 65%  4:00 gular 17% 88% 57% 46%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  #### Handicap  2  5  3  0  4	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 2 2 9 17 9	ular   % Full     20%     23%     28%     38%     0%     33%     52%     31%     92%     33%     8:00     ular     % Full     22%     75%     22%     29%     85%	# Open 2 2 2 1 1 1 1 4 4 0 0 1 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	% Full 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  % Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 29 28 5 4 17 10 105  Regg #Open 71 1 1 0 0 0	9:00    Section	#Open 2 2 2 1 1 1 1 4 4 0 0 0 12 0 AM Hance #Open 2 5 1 0 0 3 3	% Full 0% 0% 50% 0% 0% 0% 0% 100% 20% N/A 100% 20%  % Full 0% 0% 67% N/A 25%	#Open 8 24 33 3 3 18 9 0 0 8 8 8 9 0 0 0 3 65 0 0 3 0	## Full 20% 64% 39% 81% 63% 55% 100% 100% 100% 100% 100% 100% 100%	# Open 2 2 1 1 1 0 0 1 1 4 0 0 1 1 2 0 AM Hance # Open 2 5 3 3 0 3 3	% Full 0% 0% 0% 50% 0% 100% 0% 20% N/A 0% 20%  slicap % Full 0% 0% 0% N/A 25%	# Open 4 17 27 11 0 20 14 2 0 85  Reg # Open 62 0 3 6 0	ular   % Full   60%   74%   50%   94%   100%   88%   100%     66%     11:0      33%   100%   92%   75%   100%	#Open 2 2 2 0 0 0 1 1 3 0 0 0 0 MM Hand #Open 2 5 5 3 0 0 4	% Full   0%   0%   0%   100%   100%   100%   100%   N/A   100%   33%   33%   0%   0%   0%   0%   0%	# Open 2 2 2 4 0 0 0 2 1 16 5 0 7 0 7 0 Feegl # Open 72 3 3 3 6 6 2 2	### ##################################	# Open 2 2 2 0 0 1 3 3 0 0 10 PM Hand # Open 2 5 5 2 0 0 3 3	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%  icap % Full 0% 0% 33% N/A 25%	#Open 3 3 3 18 1 1 1 21 15 9 0 71  Reg #Open 68 1 13 11 1	ular   % Full   70%   95%   67%   94%   88%   44%   44%   100%   71%   2:00   26%   88%   65%   54%   98%   98%	# Open 2 2 2 0 1 1 5 5 0 1 1 2 PM Hand # Open 2 2 5 3 3 0 0 4 4	% Full	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 16 13 1	yular % Full 60% 98% 44% 94% 50% 40% 44% 100% 65% 4:00 yular % Open 17% 88% 57% 46% 98%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 27%  37%  4100%  27%  41009  4000
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office	Regular	Handicap	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 2 29 17 9 111	ular   % Full   20%   23%   28%   38%   0%   33%   52%   31%   92%     8:00   ular     % Full   22%   29%   29%   85%   0%	#Open 2 2 2 1 1 1 1 4 4 0 0 0 1 2 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 0% 0% 0% 0% 100% 0% 20% N/A 100% 20% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 9 9 28 5 4 17 13 1 0 105  Regg #Open 71 1 0 0 6	9 Full 23% 88% 97% 100% 45% 45%	#Open 2 2 2 1 1 1 1 4 4 0 0 0 12 2 0 AM Hanc #Open 2 5 1 1 0 0 3 3 2 2	% Full 0% 0% 0% 0% 0% 0% 0% 100% 0% 20% N/A 100% 20% 100% 0% 67% N/A 25% 50%	#Open 8 24 33 3 3 3 18 9 0 0 0 98 Regg #Open 65 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	### STAND   PROPERTY	#Open 2 2 2 1 1 1 0 1 1 1 2 1 2 1 2 2 1 1 1 1	% Full 0% 0% 100% 0% 100% 0% N/A 0% 100% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 4 4 17 17 27 1 0 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2	ular  % Full 60% 74% 50% 94% 100% 50% 48% 88% 100% 666%  11:0 ular % Full 33% 100% 92% 75% 100% 82%	#Open 2 2 2 0 0 1 3 3 0 0 0 10 MM Hanc #Open 2 5 3 3 0 4 4 3 3	% Full   0%   0%   0%   0%   100%   100%   100%   40%   N/A   100%   33%   dicap   % Full   0%   0%   0%   0%   N/A   0%   0%   0%   25%   25%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Fegura 3 3 6 6 2 0 0	ular   % Full     80%     56%     100%     100%     48%     41%     69%     100%     72%     12:00     ular     % Full     22%     63%     92%     75%     97%     100%	# Open 2 2 2 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%  Grap 0% 50% 0% 33% N/A 25% 75%	#Open 3 3 18 1 1 1 1 21 15 9 0 71  Reg #Open 68 1 13 11 1 3	ular  % Full 70% 95% 67% 94% 88% 48% 44% 100%  71%  2:00 ular % Full 26% 88% 65% 54% 98% 73%	#Open 2 2 2 0 1 1 0 1 5 0 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 3 1 0 1 1 1 2 1 3 1 0 1 1 1 2 1 3 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 100% 0% 100% 0% 0%  N/A 0%  20%    Company	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 16 13 1 1	yular % Full 60% 98% 44% 94% 40% 40% 40% 100%  4:00  yular % Open 17% 88% 57% 46% 98% 91%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% N/A N/A 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  #### Handicap  2  4  4  5  3  0  4  4  5  3  3	#Open 8 5 51 51 51 51 51 51 51 51 51 51 51 51 5	West	# Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 0% 0% 0% 0% 0% 20% N/A 100%  20%    Cap   0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 8 29 28 5 4 177 13 1 1 0 0 6 6 555	9:00    Same   Same	#Open 2 1 1 1 1 1 4 0 0  #Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 0% 0% 0% 0% 0% 20% N/A 100%  20%    Variable   Var	#Open 8 24 33 3 3 3 18 9 0 0 98 Feegle #Open 65 0 0 3 0 0 69	### A Park	#Open 2 2 1 1 1 1 1 1 2 1 2 1 2 2 1 1 1 1 1	% Full 0% 0% 50% 0% 100% 20% N/A 0% 20%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 4 4 17 17 27 1 0 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199	### ##################################	#Open 2 2 2 0 0 1 1 3 0 0 0 MM Hane 2 5 3 0 0 4 4 3 3 4 4	% Full   0%   0%   0%   0%   100%   100%   40%   N/A   100%   33%     % Full   0%   0%   0%   0%   0%   0%   25%   20%   0%   0%   0%   0%   0%   0%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Feeg # Open 72 3 3 6 2 2 0 0 73	ular   % Full   22%   75%   92%   75%   100%   63%   100%   63%   33%   33%   33%   33%   30%   33%   30%	# Hand # Open 2 2 2 0 0 1 3 0 0 10  PPM Hand # Open 2 5 2 0 0 3 1 4 3 3	% Full 0% 0% 0% 100% 100% 100% 0% 100% 33% 33% 33% 33%	# Open 3 3 18 1 1 1 1 15 9 0 71  Reg # Open 68 1 13 13 13 11 1 3 78 201	ular   % Full     70%     95%     67%     94%     88%     44%     44%     100%     71%     2:00     ular     % Full     26%     65%     54%     98%     73%     60%     2%	#Open 2 2 0 1 1 0 1 1 2 1 2 1 2 1 2 1 2 1 2 1	% Full 0% 0% 100% 100% 0% 100% 0% 100% 0% 0% N/A 0% 20%	#Open 4 1 30 1 4 15 9 0 88 Rec #Open 76 1 16 16 13 1 1 1 200	Jular % Full 60% 98% 444% 94% 50% 44% 44% 100% 65% 4200 Jular % Open 17% 88% 65% 91% 67% 33%	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 60% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse LibrarylOffice Deck: County Deck: Non-county Nash & Kollock	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 29 17 9 11 80	West	#Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 650% 0% 0% 20% N/A 100% 20% N/A 100% 0% 60% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	#Open 8 29 28 5 4 17 13 1 0 105  Regg #Open 71 1 1 0 0 6 55 202	9:00 ular % Full 20% 56% 48% 69% 50% 58% 52% 94% 100% 58%  58%  9:00 ular % Full 23% 88% 97% 100% 100% 45% 72% 2% 89%	#Open 2 2 1 1 1 1 1 0 0 0 12 0 AM Hanc #Open 2 5 1 1 0 0 3 3 2 4 4 3 3 0 0	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20% 8 Full 0% 67% N/A 25% 50% 20% 0% 0%	#Open 8 24 33 3 3 18 9 0 0  8 Regg #Open 65 0 0 0 3 0 0 69 200	ular % Full 20% 64% 39% 81% 63% 55% 67% 100% 100% 100% Full 100% 88% 100% 55% 60% 55% 60% 50% 50% 50% 50% 50% 50% 50% 50% 50% 5	#Open 2 2 2 1 1 1 0 1 1 1 2 1 2 1 2 2 1 1 1 1	% Full 0% 0% 50% 0% 50% 0% 100% 20% N/A 0% 20% N/A 100% 0% 0% 0% 0% 0% N/A 100% 0% N/A	# Open 4 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69	ular   % Full     60%     74%     50%     94%     100%     50%     48%     88%     100%     66%     11:0   ular     % Full     33%     100%     92%     75%     100%     82%     65%     3%     68%	#Open 2 2 2 0 0 0 1 1 3 3 0 0 0 0 10 10 10 10 10 10 10 10 10 10 1	% Full	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Fee Popen 72 3 3 6 6 2 0 7 3 199	ular   % Full   80%   100%   12:00   12:00   100%	# Hand # Open 2 2 0 0 1 3 0 0 10  PMM Hand # Open 2 5 5 0 3 1 4 3 0 0	% Full 0% 0% 0% 100% 100% 100% 0% 100% N/A 100% 33%  icap % Full 0% 0% 33% 25% 75% 0% N/A	#Open 3 3 3 18 1 1 1 21 15 9 0 71  Reg #Open 68 1 13 11 1 3 78	ular  % Full   70%    95%    67%    94%    88%    48%    44%    100%    71%    2:00    2:00    38%    65%    54%    98%    73%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    6	#Open 2 2 0 0 1 1 5 0 0 1 1 1 1 2 PM Hand #Open 2 5 3 0 4 4 4 4 3 3 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	% Full	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 13 1 1 51 200 0	gular % Full 60% 98% 444% 94% 50% 40% 40% 44% 44% 100% 65%  4:00 gular % Open 17% 88% 57% 46% 98% 98% 74% 3%	#Open   1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 2 9 17 9 11 80 203 6 5	ular   % Full   20%   23%   28%   38%   0%   33%   52%   31%   92%   33%   8:00 ular   % Full   22%   75%   29%   85%   0%   59%   1%   68%   29%   68%   29%   29%   68%   29%   29%   68%   29%   68%   29%   29%   68%   29%   29%   68%   29%   20%   20%   29%   20	# Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  20%  icap % Full 0% 0% N/A 25% 0% 40% 0% N/A 0%	#Open 8 29 28 5 4 17 13 0 105  Regg #Open 71 1 0 0 6 555 202 2	ular % Full 23% 68% 100% 100% 67% 24% 69% 100% 65% 65% 65% 65% 100% 65% 65% 65% 65% 65% 65% 65% 65% 65% 65	#Open 2 2 1 1 1 1 1 4 4 0 0 0 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  8icap 96 Full 0% 0% 0,70% N/A 25% 50% 0% 0,0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 24 33 3 3 18 9 0 0 0 98 Fegu #Open 65 0 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ular % Full 20% 64% 39% 81% 67% 100% 61% Full 29% 100% 88% 65% 3% 95% 71%	# Hance # Open 2 2 1 1 0 1 1 1 4 4 0 0 0 1 1 2  D AM Hance # Open 3 0 0 5 3 0 1	% Full 0% 0% 0% 50% 0% 100% 20% N/A 20% N/A 25% N/A 25% N/A 50%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6 1	ular   % Full   1	Hanu # Open # Op	% Full	# Open 2 2 2 2 4 0 0 21 16 5 0 70 Fegura 3 3 6 6 2 2 0 73 199 7 1 1	ular   % Full   80%   97%   56%   100%   100%   48%   41%   69%   100%   72%   12:00   ular   % Full   22%   63%   92%   75%   97%   100%   3%   63%   3%   63%   86%   86%	#Open 2 2 2 0 0 0 1 3 0 0 0 0 10 0 10 0 10 0	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%  **Comparison of the comparison of the co	# Open 3 3 3 18 1 1 21 15 9 71  71  Regg # Open 68 1 1 1 1 3 78 201 5	ular   %Full   70%   95%   67%   94%   88%   44%   100%   71%   26%   88%   65%   54%   98%   73%   60%   2%   74%   71%	#Open 2 2 0 1 1 5 5 0 1 1 2 PM Hand # Open 2 5 3 0 0 4 4 4 3 3 3 0 1 1	% Full	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 16 13 1 1 1 200 0 6	Jular % Full 60% 98% 44% 94% 40% 40% 44% 100% 50% 44% 65% 100% 65% 100% 65% 100% 100% 100% 100% 100% 100% 100% 10	#Open   1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 0% 27%  dicap % Open 0% 0% N/A 0% 0% 0% N/A 0% 0% N/A 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse LibrarylOffice Deck: County Deck: Non-county Nash & Kollock	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 13 11 1 168  Regg #Open 72 2 17 9 11 80 203 6	West	#Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 650% 0% 0% 20% N/A 100% 20% N/A 100% 0% 60% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	# Open 8 29 28 5 4 177 13 1 1 0 0 1 105 Pen 71 1 1 0 0 6 5 5 202 2	9:00 ular % Full 20% 56% 48% 69% 50% 58% 52% 94% 100% 58%  58%  9:00 ular % Full 23% 88% 97% 100% 100% 45% 72% 2% 89%	#Open 2 2 1 1 1 1 1 0 0 0 12 0 AM Hanc #Open 2 5 1 1 0 0 3 3 2 4 4 3 3 0 0	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20% 8 Full 0% 67% N/A 25% 50% 20% 0% 0%	#Open 8 24 33 3 3 3 18 9 0 0 0 98 PRegt #Open 65 0 0 0 69 200 1 1	ular % Full 20% 64% 39% 81% 63% 55% 67% 100% 100% 100% Full 100% 88% 100% 55% 60% 55% 60% 50% 50% 50% 50% 50% 50% 50% 50% 50% 5	#Open 2 2 1 1 1 1 0 1 1 1 2 1 2 1 2 1 2 1 2 1	% Full 0% 0% 50% 0% 50% 0% 100% 20% N/A 0% 20% N/A 100% 0% 0% 0% 0% 0% N/A 100% 0% N/A	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6	ular   % Full     60%     74%     50%     94%     100%     50%     48%     88%     100%     66%     11:0   ular     % Full     33%     100%     92%     75%     100%     82%     65%     3%     68%	#Open 2 2 2 0 0 0 1 1 3 3 0 0 0 0 10 10 10 10 10 10 10 10 10 10 1	% Full	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 POPE Regg # Open 72 3 6 6 2 0 73 199 7 7	ular   % Full   80%   100%   12:00   12:00   100%	# Hand # Open 2 2 0 0 1 3 0 0 10  PMM Hand # Open 2 5 5 0 3 1 4 3 0 0	% Full 0% 0% 0% 100% 100% 100% 0% 100% N/A 100% 33%  icap % Full 0% 0% 33% 25% 75% 0% N/A	#Open 3 3 3 18 1 1 21 15 9 0 71  Regg #Open 68 1 13 11 1 3 78 201 5	ular  % Full   70%    95%    67%    94%    88%    48%    44%    100%    71%    2:00    2:00    38%    65%    54%    98%    73%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    2%    60%    6	#Open 2 2 0 0 1 1 5 0 0 1 1 1 2 PM Hand #Open 2 5 3 0 0 4 4 4 4 3 3 3 0 0 0 0 0 0 0 0 0 0	% Full	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 16 13 1 1 51 200 0	gular % Full 60% 98% 444% 94% 50% 40% 40% 44% 44% 100% 65%  4:00 gular % Open 17% 88% 57% 46% 98% 98% 74% 3%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse LibrarylOffice Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 11 1 1 168  Reg #Open 72 2 9 17 9 11 80 203 6 5 23	ular 20% Full 1 22% 3 28% 29% 4 29% 5 5% Full 22% 5 5% 6 5% 6 5% 6 5% 6 6 5% 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6 5% 6 6	Hand # Open 12 AM Hand # Open 12 5 5 3 0 3 4 3 3 0 2 2	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 20% 0% 100% 100% 0% 40% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	# Open 8 29 28 5 4 177 13 1 0 0 105 Feegl # Open 71 1 1 0 0 6 6 55 202 2 4 4 26	ular 20% Full 20% 58% 58% 59% Full 23% 58% 59% 50% 52% 54% 59% 55% 52% 54% 59% 55% 55% 55% 55% 55% 55% 55% 55% 55	# does 1	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	#Open 8 24 33 3 18 9 0 0  8 Regt #Open 65 0 0 0 3 0 0 69 200 1 2 30	ular % Full 20% 64% 39% 81% 63% 67% 100% 61%  10:00 100% 100% 100% 100% 100% 55% 71% 55%	Hanc # Open 2 2 2 1 1 0 0 1 1 4 0 0 AM Hanc # Open 2 5 3 0 0 5 5 3 0 0 1 1 2 2	% Full 0% 0% 50% 0% 100% 0% 20% 0% 20% 0% 100% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 4 17 27 17 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6 11 20	ular   % Full   % Ful	# Open 2 5 3 0 0 4 4 3 0 0 1 1 2 2	% Full   0%   0%   0%   0%   0%   100%   0%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Fee 2 3 3 3 3 6 2 0 7 3 199 7 1 4	ular % Full 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Hand # Open 2 2 2 2 0 0 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 0% 100% 100% 40% N/A 100% 5% Full 0% 5% Full 0% 0% 0% 33% N/A 25% 75% 20% N/A 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 3 3 3 18 1 1 21 5 9 0 71  Reg #Open 68 1 1 3 78 201 5 2 14	ular 70% Full 10% Ful	Hand # Open 1 12 PM Hand # Open 1 5 0 1 1 2 5 0 4 4 3 3 0 1 2	% Full 0% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 16 13 1 1 200 6 12	gular % Full 60% 98% 44% 94% 50% 40% 50% 44% 44% 100% 65%  4:00 gular % Open 17% 88% 57% 46% 98% 74% 3% 100% 14% 81%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 13 11 1 168  Reg #Open 72 2 9 17 9 11 80 203 6 5	ular   % Full   20%   23%   28%   38%   0%   33%   52%   31%   92%   33%   8:00 ular   % Full   22%   75%   29%   85%   0%   59%   1%   68%   29%   68%   29%   29%   68%   29%   29%   68%   29%   68%   29%   29%   68%   29%   29%   68%   29%   20%   20%   29%   20	# Open 2 2 1 1 1 1 1 1 4 4 0 0 0 1 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  20%  icap % Full 0% 0% N/A 25% 0% 40% 0% N/A 0%	#Open 8 29 28 5 4 17 13 0 105  Regg #Open 71 1 0 0 6 555 202 2	ular % Full 23% 68% 100% 100% 67% 24% 69% 100% 65% 65% 65% 65% 100% 65% 65% 65% 65% 65% 65% 65% 65% 65% 65	#Open 2 2 1 1 1 1 1 4 4 0 0 0 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  8icap 96 Full 0% 0% 0,70% N/A 25% 50% 0% 0,0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 24 33 3 3 18 9 0 0 0 98 Fegu #Open 65 0 0 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ular % Full 20% 64% 39% 81% 67% 100% 61% Full 29% 100% 88% 65% 3% 95% 71%	# Hance # Open 2 2 1 1 0 1 1 1 4 4 0 0 0 1 1 2  D AM Hance # Open 3 0 0 5 3 0 1	% Full 0% 0% 0% 50% 0% 100% 20% N/A 20% N/A 25% N/A 25% N/A 50%	# Open 4 17 27 1 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6 1	ular   % Full   1	Hanu # Open # Op	% Full	# Open 2 2 2 2 4 0 0 21 16 5 0 70 Fegura 3 3 6 6 2 2 0 73 199 7 1 1	ular   % Full   80%   97%   56%   100%   100%   48%   41%   69%   100%   72%   12:00   ular   % Full   22%   63%   92%   75%   97%   100%   3%   63%   3%   63%   86%   86%	#Open 2 2 2 0 0 0 1 3 0 0 0 0 10 0 10 0 10 0	% Full 0% 0% 0% 100% 100% 40% N/A 100% 33%  **Comparison of the comparison of the co	# Open 3 3 3 18 1 1 21 15 9 71  71  Regg # Open 68 1 1 1 1 3 78 201 5	ular   %Full   70%   95%   67%   94%   88%   44%   100%   71%   26%   88%   65%   54%   98%   73%   60%   2%   74%   71%	#Open 2 2 0 1 1 5 5 0 1 1 2 PM Hand # Open 2 5 3 0 0 4 4 4 3 3 3 0 1 1	% Full	#Open 4 1 30 1 4 24 15 9 0 88  Reg #Open 76 1 16 13 1 1 1 200 0 6	Jular % Full 60% 98% 44% 94% 40% 40% 44% 100% 50% 44% 65% 100% 65% 100% 65% 100% 100% 100% 100% 100% 100% 100% 10	#Open   1	% Full 50% 50% 50% 50% 0% 0% 0% 0% 0% 0% 27%  dicap % Open 0% 0% N/A 0% 0% 0% N/A 0% 0% N/A 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse LibrarylOffice Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 11 1 1 168  Reg #Open 72 2 9 17 9 11 80 203 6 5 23	ular   % Full   % Ful	Hand # Open 2 2 1 1 1 4 0 0 12  AM Hand # Open 2 5 3 0 3 4 3 3 0 2 2 2 7	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 20% 0% 100% 100% 0% 40% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	# Open 8 29 28 5 4 177 13 1 0 0 105 Feegl # Open 71 1 1 0 0 6 6 55 202 2 4 4 26	ular % Full 1	Hanc # Open 2 2 2 1 1 1 1 4 4 0 0 12 2 14 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	#Open 8 24 33 3 18 9 0 0  8 Regt #Open 65 0 0 0 3 0 0 69 200 1 2 30	ular % Full 20% 64% 39% Full 20% 64% 39% Full 20% 65% 67% 100% 61% 100% 61% Full 29% Full 20% 65% 65% 55% 65% 70% 52% 49%	Hanc # Open 2 2 1 1 0 1 1 4 0 1 1 1 1 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 100% 0% 20% 0% 20% 0% 100% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 4 17 27 17 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6 11 20	ular   % Full   % Ful	Hane # Open 10 0 AM Hane # Open 10 10 10 10 10 10 10 10 10 10 10 10 10	% Full   0%   0%   0%   0%   0%   100%   0%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Fee 2 3 3 3 3 6 2 0 7 3 199 7 1 4	ular % Full 8	Hand # Open 0 0 10 10 10 10 10 10 10 10 10 10 10 10 10	% Full 0% 0% 0% 100% 100% 40% N/A 100% 5% Full 0% 5% Full 0% 0% 0% 33% N/A 25% 75% 20% N/A 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 3 3 3 18 1 1 21 5 9 0 71  Reg #Open 68 1 1 3 78 201 5 2 14	ular % Full 1 % Full 2 % 67% 67% 64% 64% 64% 64% 64% 64% 64% 64% 64% 64	Hand # Open 1 12 2 0 1 0 1 5 0 1 1 1 1 1 2 PM Hand Hand 4 3 0 1 2 2 7	% Full 0% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 16 13 1 1 200 6 12	gular % Full 60% 98% 44% 94% 44% 50% 40% 40% 44% 100% 65%  4:00 gular 7% Open 17% 88% 91% 74% 93% 100% 14% 81% 81%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% N/A N/A 50% 50%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces ####################################	# Open 8 51 39 10 8 27 13 11 1 1 1 168	ular 22% 33% 8:000 41% 55% 55% 55% 55% 63% 53% 8:000 53% 55% 55% 55% 55% 55% 55% 55% 55% 55%	Hand # Open 12 AM Hand # Open 12 5 5 3 0 3 4 3 3 0 2 2 7 AM	% Full 0% 0% 50% 0% 50% 0% 0% 0% N/A 100%  20%  **Full 0% 0% 0% 0% 0% 0% 0% 0% 100% 100% 100	# Open 8 29 28 5 4 177 13 1 0 0 105 Feegl # Open 71 1 1 0 0 6 55 200 2 2 4 26 368	ular 20% Full 20% 58% 58% 59% Full 23% 58% 48% 59% 44% 40% 59% 52% 59% 52% 59% 50% 50% 58% 59% 64% 59% 59% 59% 59% 59% 59% 59% 59% 59% 59	# Hanc # Open 2 2 1 1 1 4 0 0 12	% Full   0%   50%   50%   0%   0%   0%   0%   N/A   100%   20%   N/A   00%   0%   0%   0%   0%   0%   0%   0	#Open 8 24 33 3 18 9 0 0  8 Regt #Open 65 0 0 0 3 0 0 69 200 1 2 30 370	ular % Full 20% 64% 39% 64% 63% 65% 61% 61% 61% 61% 61% 61% 61% 61% 61% 61	Hanc # Open 2 2 2 1 1 0 0 1 1 4 0 0 AM Hanc # Open 2 5 3 0 0 5 5 3 0 0 1 1 2 2 4 2 4 D AM	% Full   % Full   0%   0%   0%   0%   0%   0%   0%	# Open 4 17 27 10 20 20 14 2 0 85  Reg # Open 62 0 3 6 0 199 6 11 20 368	ular   % Full   % Ful	Hanu # Open 10 11 12 12 12 12 12 12 12 12 12 12 12 12	% Full   % Full   0%   0%   0%   0%   0%   0%   0%	# Open 2 2 24 0 0 116 5 0 70  Regg # Open 72 3 3 6 2 0 73 1999 7 1 4 370	ular   % Full   8   8   9   9   9   9   9   9   9   9	Hand # Open 0 0 0 10 10 10 10 10 10 10 10 10 10 10 1	% Full 0% 0% 0% 100% 0% 100% 0% 40% 33% 100% 33% 100% 0% 33% 100% 0% 33% 100% 0% 33% 100% 0% 27%	# Open 3 3 18 1 1 1 21 15 9 0 71    Reg # Open 6 1 1 3 3 78 201 1 1 1 1 3 3 78 201 1 1 4 397	ular 76 Full 96 Full 97 Full 98 Full 98 Full 99 Full 99 Full 99 Full 48 % 48 % 48 % 48 % 60 % 65 % 65 % 65 % 65 % 66 % 66 % 67 % 60 % 71 % 60 % 78 %	Hand # Open 2 2 0 1 0 1 5 0 1 1 2 PM Hand # Open 2 5 3 0 4 4 3 3 0 1 2 27	% Full    % Full    %              %            %	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 11 10 0 6 12 377	gular % Full 60% 98% 98% 44% 50% 44% 44% 100% 65% 17% 88% 57% 46% 98% 74% 3% 14% 81% 48% 48%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 50% 50% 50% 50% 50% 5
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St.  Downtown Totals  Annex Link Center DA's Office Market House Courthouse LibrarylOffice Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 8 51 39 10 8 27 11 1 1 168  Reg #Open 72 2 9 17 9 11 80 203 6 5 23	ular   % Full   % Ful	Hand # Open 2 2 1 1 1 4 0 0 12  AM Hand # Open 2 5 3 0 3 4 3 3 0 2 2 2 7	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 20% 0% 100% 100% 0% 40% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	# Open 8 29 28 5 4 177 13 1 0 0 105 Feegl # Open 71 1 1 0 0 6 55 200 2 2 4 26 368	ular % Full 1	Hanc # Open 2 2 2 1 1 1 1 4 4 0 0 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	#Open 8 24 33 3 18 9 0 0  8 Regt #Open 65 0 0 0 3 0 0 69 200 1 2 30	ular % Full 20% 64% 39% Full 20% 64% 39% Full 20% 65% 67% 100% 61% 100% 61% Full 29% Full 20% 65% 65% 55% 65% 70% 52% 49%	Hanc # Open 2 2 1 1 0 1 1 4 0 1 1 1 1 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 100% 0% 20% 0% 20% 0% 100% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 4 17 27 17 0 20 14 2 0 85  Reg # Open 62 0 3 6 0 2 69 199 6 11 20	ular   % Full   % Ful	Hane # Open 10 0 AM Hane # Open 10 10 10 10 10 10 10 10 10 10 10 10 10	% Full   0%   0%   0%   0%   0%   100%   0%	# Open 2 2 2 2 4 0 0 0 21 16 5 0 70 Fee 2 3 3 3 3 6 2 0 7 3 199 7 1 4	ular % Full 8	Hand # Open 2 2 2 0 0 1 1 3 0 0 10 PM Hand # Open 2 2 0 0 1 1 3 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	% Full 0% 0% 0% 100% 100% 40% N/A 100% 5% Full 0% 5% Full 0% 0% 0% 33% N/A 25% 75% 20% N/A 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 3 3 18 1 1 1 21 15 9 0 71    Reg # Open 6 1 1 3 3 78 201 1 1 1 1 3 3 78 201 1 1 4 397	ular % Full 1 % Full 2 % 67% 67% 64% 64% 64% 64% 64% 64% 64% 64% 64% 64	Hand # Open 1 12 2 0 1 0 1 5 0 1 1 1 1 1 2 PM Hand Hand 4 3 0 1 2 2 7	% Full 0% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 4 1 30 1 4 24 15 9 0 88  Rec #Open 76 1 16 13 1 1 200 6 12	gular % Full 60% 98% 44% 94% 44% 50% 40% 40% 44% 100% 65%  4:00 gular 7% Open 17% 88% 91% 74% 93% 100% 14% 81% 81%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 50% 50% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% N/A 100% 27%  dicap % Open 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%

			1	8:00	) AM		I	9:00	AM			10:0	0 AM			11:0	0 AM			12:00	PM			2:00	) PM			4:00	PM	
Monday 5/24	Total	Spaces	Rea	ular	Hand	dicap	Rea	ular	Hand	licap	Reg	ular	Hane	dicap	Reg		Hand	licap	Reg		Hand	licap	Reg	ular	Hand	licap	Rec	jular	Hand	dicap
•	Regular		# Open			% Full	# Open		# Open		# Open			% Full		% Full		% Full	# Open				# Open				# Open	% Full		% Full
N.Churton St.	10	2	9	10%	2	0%	6	40%	1	50%	6	40%	2	0%	5	50%	2	0%	3	70%	2	0%	8	20%	1	50%	4	60%	2	0%
BofA Lot		2	48	27%	2	0%	28	58%	2	0%	19	71%	2	0%	18	73%	1	50%	9	86%	1	50%	19	71%	0	100%	19	71%	2	0%
W. King St.		2	46	15%	2	0%	26	52%	0	100%	27	50%	2	0%	27	50%	2	0%	22	59%	2	0%	33	39%	2	0%	34	37%	2	0%
Mayo Park Lot		1	13	19%	1	0%	6	63%	0	100%	1	94%	1	0%	0	100%	0	100%	2	88%	1	0%	6	63%	1	0%	9	44%	1	0%
S.Churton St.		1	7	13%	1	0%	0	100%	1	0%	0	100%	1	0%	0	100%	1	0%	0	100%	1	0%	2	75%	1	0%	3	63%	1	0%
E. King St.	40	1 -	28	30%		0% 0%	16 7	60%		0%	16 9	60%	1 5	0%	20	50%	1	0%	23	43%	1 4	0%	14	65%	0	100%	19	53% 33%	3	0% 40%
Cameron St. E. Margaret Ln.	16	5 0	23	15% 56%	5	N/A	0	74% 100%	5 0	0% N/A	2	67% 88%	0	0% N/A	14	48% 81%	5	0% N/A	19 7	30% 56%	0	20% N/A	18 4	33% 75%	0	20% N/A	18 11	33%	0	40% N/A
Court St.	12	1	0	100%	0	100%	0	100%	1	0%	2	83%	1	0%	1	92%	1	0%		92%	1	0%	1	92%	1	0%	1	92%	0	100%
Court St.	12		-	10076	U	10076	- 0	10078		070		0076	<u> </u>	076		32 /0	<u> </u>	078		32 /0		0 70		32 /0	<u> </u>	078		32 /0	0	10076
Downtown Totals	249	15	181	27%	14	7%	89	64%	11	27%	82	67%	15	0%	88	65%	13	13%	86	65%	13	13%	105	58%	10	33%	118	53%	12	20%
				8:00	) AM			9:00	AM			10:0	0 AM			11:0	0 AM			12:00	) PM			2:00	) PM			4:00	PM	
		Spaces	Reg	ular		dicap	Reg		Hand		Reg	ular		dicap	Reg	ular	Hand	licap	Reg	ular	Hand		Reg	ular	Hand		Reg	jular	Hand	
	Regular	Handicap	# Open	% Full	# Open	% Full	# Open	% Full	# Open		# Open		# Open	% Full	# Open	% Full	# Open		# Open		# Open		# Open		# Open		# Open	% Full	# Open	
Annex	92	2	75	18%	2	0%	43	53%	2	0%	27	71%	2	0%	31	66%	2	0%	36	61%	2	0%	51	45%	2	0%	59	36%	2	0%
Link Center	8	5	2	75%	5	0%	0	100%	5	0%	0	100%	5	0%	0	100%	5	0%	0	100%	5	0%	0	100%	5	0%	2	75%	5	0%
DA's Office		3	32	14%	3	0%	0	100%	2	33%	2	95%	2	33%	1	97%	3	0%	4	89%	3	0%	6	84%	3	0%	8	78%	3	0%
Market House		0	18	25%	0	N/A	0	100%	0	N/A	0	100%	0	N/A	0	100%	0	N/A	5	79%	0	N/A	3	88%	0	N/A	12	50%	0	N/A
Courthouse Library/Office		4	6 11	90%	4	0% 0%	0 4	100% 64%	3	25% 25%	0	100%	3	50% 25%	2	100% 82%	3	0% 25%	1	98% 91%	<u>0</u>	100%	2	100% 82%	3	0% 25%	7	88% 82%	3	0% 25%
Deck: County		5	95	51%	4	20%	67	66%	4	25%	76	61%	3	40%	72	63%	4	25%	81	58%	4	20%	70	64%	4	25%	68	65%	3	40%
Deck: Non-county	206	3	205	0%	3	0%	184	11%	3	0%	182	12%	3	0%	188	9%	3	0%	196	5%	3	0%	195	5%	3	0%	197	4%	3	0%
Nash & Kollock	19	0	9	53%	0	N/A	0	100%	0	N/A	2	89%	0	N/A	2	89%	0	N/A	4	79%	0	N/A	5	74%	0	N/A	4	79%	0	N/A
Gateway	7	2	5	29%	1	50%	5	29%	2	0%	4	43%	2	0%	3	57%	1	50%	7	0%	1	50%	0	100%	0	100%	4	43%	0	100%
Weaver Street	63	2	37	41%	2	0%	25	60%	2	0%	31	51%	1	50%	17	73%	2	0%	11	83%	2	0%	23	63%	2	0%	27	57%	2	0%
Lot Totals	721	30	495	31%	28	7%	328	55%	26	13%	324	55%	23	23%	316	56%	27	10%	346	52%	24	20%	355	51%	26	13%	390	46%	25	17%
				0.00				0.00				40.0	0.444	-	ī	44.0		-		40.00	D14			0.00	0 DM			4.00	DM	
Tatala	970	45	676	30%	AM 42	7%	417	9:00 57%	37	18%	406	58%	0 AM 38	16%	404	58%	0 AM 40	11%	432	12:00 55%	37	18%	460	53%	36	20%	508	4:00 48%	37 I	18%
Totals	970	40	0/0	30%	42	170	417	3/%	3/	10%	400	36%	30	10%	404	36%	40	11%	432	33%	3/	16%	400	53%	30	20%	308	40%	3/	10%
				8.00	A M		T	0.00	A M			10.0	0 AM		1	11.0	0 AM			12.00	) DM			2.00	n DM		1	4.00	DM	
Friday 5/28	Total	Snoos	Pog	8:00		lioon	Pos	9:00		liaan	Pog		0 AM	diaan	Bogs		0 AM	lioon	Bog	12:00		lioon	Pog		) PM	lioon	Por	4:00		lioon
Friday 5/28		Spaces Handican	Reg	ular	Hand	dicap	Reg	ular	Hand		Reg	ular	Hand	dicap	Regi	ular	Hand		Reg	ular	Hand		Reg	ular	Hand			jular	Hand	
•	Total Regular			ular % Full	Hand	% Full		ular % Full	Hand	% Full	Reg # Open	ular % Full	Hand	% Full		ular % Full		% Full		ular % Full	Hand	% Full		ular % Full		% Full	Reg # Open	jular % Full		% Full
Friday 5/28  N.Churton St.  BofA Lot	Regular 10	Handicap	# Open	ular	Hand # Open		# Open	ular	Hand # Open			ular	Hand # Open		# Open	ular	Hand # Open		# Open	ular	Hand # Open			ular	Hand # Open		# Open	jular	Hand # Open	
N.Churton St.	<b>Regular</b> 10 66	Handicap 2	# Open	wlar % Full 40%	# Open	% Full 0%	# Open 2	wlar % Full 80%	Hand # Open 2	% Full 0%	# Open 7	ular % Full 30%	# Open	% Full 0%	# Open 8	ular % Full 20%	# Open	% Full 0%	# Open 2	ular % Full 80%	Hand # Open	% Full 0%		ular % Full 90%	# Open	% Full 50%	# Open 4	yular % Full 60%	Hand # Open 1	% Full 50%
N.Churton St. BofA Lot	10 66 54	Handicap 2 2	# Open 6 50	% Full 40% 24%	# Open 2 2	% Full 0% 0%	# Open 2 37	wlar % Full 80% 44%	# Open 2 2	% Full 0% 0%	# Open 7 21	wlar % Full 30% 68%	# Open 2 2	% Full 0% 0%	# Open 8 7	ular % Full 20% 89%	# Open 2 2	% Full 0% 0%	# Open 2 0	wlar % Full 80% 100%	# Open 2 1	% Full 0% 50%	# Open 1 7	90% 89%	# Open 1 0	% Full 50% 100%	# Open 4 7	yular % Full 60% 89%	# Open 1 2	% Full 50% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St.	Regular 10 66 54 16 8	Handicap 2 2	# Open 6 50 34 11 8	wlar % Full 40% 24% 37% 31% 0%	# Open 2 2 1 1 1 1	% Full 0% 0% 50% 0% 0%	# Open 2 37 26 2	wlar % Full 80% 44% 52% 88% 88%	# Open 2 2 1	% Full 0% 0% 50% 0% 0%	# Open 7 21 21 0 1	ular  % Full 30% 68% 61% 100% 88%	# Open 2 2 1	% Full 0% 0% 50% 100% 0%	# Open 8 7 26 4 0	9% Full 20% 89% 52% 75% 100%	# Open 2 2 0 1 0 0	% Full 0% 0% 100% 0% 100%	# Open 2 0 19 1	% Full 80% 100% 65% 94% 75%	# Open 2 1 0	% Full 0% 50% 100% 100% 0%	# Open 1 7 15 0 1	90% 89% 72% 100% 88%	# Open 1 0	% Full 50% 100% 50% 0% 0%	# Open 4 7 27 4 0	9ular % Full 60% 89% 50% 75% 100%	# Open 1 2 0	% Full 50% 0% 100% 100% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St.	Regular 10 66 54 16 8 40	2 2 2 1 1 1	# Open 6 50 34 11 8 29	wlar % Full 40% 24% 37% 31% 0% 28%	# Open 2 2 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0%	# Open 2 37 26 2 1	wlar % Full 80% 44% 52% 88% 88% 48%	# Open 2 2 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0%	# Open 7 21 21 0 1 22	ular  % Full 30% 68% 61% 100% 88% 45%	# Open 2 2 2 1 0 1	% Full 0% 0% 50% 100% 0%	# Open 8 7 26 4 0 22	% Full 20% 89% 52% 75% 100% 45%	# Open 2 2 0 1 0 1 0 1	% Full 0% 0% 100% 0% 100% 0%	# Open 2 0 19 1 2 19	% Full 80% 100% 65% 94% 75% 53%	# Open 2 1 0 0 1 1	% Full 0% 50% 100% 100% 0%	# Open 1 7 15 0 1 15	90% 89% 72% 100% 88% 63%	# Open 1 0 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0%	# Open 4 7 27 4 0 23	% Full 60% 89% 50% 75% 100% 43%	# Open 1 2 0 0 1 1 1 1	% Full 50% 0% 100% 100% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St.	Regular 10 66 54 16 8 40 27	2 2 2 1 1 1 5	# Open 6 50 34 11 8 29 22	wlar % Full 40% 24% 37% 31% 0% 28% 19%	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 2 37 26 2 1 21 25	wlar	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 7 21 21 0 1 22 24	ular  % Full 30% 68% 61% 100% 88% 45% 11%	# Open 2 2 2 1 0 1 1 4	% Full 0% 0% 50% 100% 0% 0% 20%	# Open 8 7 26 4 0 22 19	% Full 20% 89% 52% 75% 100% 45% 30%	# Open 2 2 0 1 1 0 1 5	% Full 0% 0% 100% 0% 100% 0% 0%	# Open 2 0 19 1 2 19 25	94% 75% 53% 75%	# Open 2 1 0 0 1 1 1 4	% Full 0% 50% 100% 100% 0% 0% 20%	# Open 1 7 15 0 1 15 6	90% 89% 72% 100% 88% 63% 78%	# Open 1 0 1 1 1 1 1 5	% Full 50% 100% 50% 0% 0% 0% 0%	# Open 4 7 27 4 0 23 22	% Full 60% 89% 50% 75% 100% 43%	# Open 1 2 0 0 1 1 1 1 4	% Full 50% 0% 100% 100% 0% 0% 20%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln.	Regular 10 66 54 16 8 40 27	### Handicap  2  2  2  1  1  1  5  0	# Open 6 50 34 11 8 29 22 10	wlar  % Full  40% 24% 37% 31% 0% 28% 19% 38%	# Open 2 2 1 1 1 1 1 4 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 2 37 26 2 1 21 21 25 1	wlar   % Full   80%   44%   52%   88%   88%   48%   7%   94%	# Open 2 2 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 7 21 21 0 1 22 24 7	ular  % Full 30% 68% 61% 100% 88% 45% 11% 56%	# Open 2 2 2 1 0 1	% Full 0% 0% 50% 100% 0% 0% 0% N/A	# Open  8 7 26 4 0 22 19 8	% Full 20% 89% 52% 75% 100% 45% 30%	# Open 2 2 0 1 0 1 5 0 0	% Full 0% 0% 100% 0% 100% 0% 0% N/A	# Open 2 0 19 1 2 19 25 9	94% 75% 53% 7% 44%	# Open 2 1 0 0 1 1	% Full 0% 50% 100% 100% 0% 0% 0% N/A	# Open 1 7 15 0 1 15 6 7	wlar % Full 90% 89% 72% 100% 88% 63% 78%	# Open 1 0 1 1 1 1 1 5 0 0	% Full 50% 100% 50% 0% 0% 0% N/A	# Open 4 7 27 4 0 23 22 11	9ular % Full 60% 89% 50% 75% 100% 43% 19% 31%	# Open 1 2 0 0 1 1 1 4 7	% Full 50% 0% 100% 100% 0% 0% 20% N/A
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St.	Regular 10 66 54 16 8 40 27	2 2 2 1 1 1 5	# Open 6 50 34 11 8 29 22	wlar % Full 40% 24% 37% 31% 0% 28% 19%	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 2 37 26 2 1 21 25	wlar	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 20%	# Open 7 21 21 0 1 22 24	ular  % Full 30% 68% 61% 100% 88% 45% 11%	# Open 2 2 2 1 0 1 1 4	% Full 0% 0% 50% 100% 0% 0% 20%	# Open 8 7 26 4 0 22 19	% Full 20% 89% 52% 75% 100% 45% 30%	# Open 2 2 0 1 1 0 1 5	% Full 0% 0% 100% 0% 100% 0% 0%	# Open 2 0 19 1 2 19 25	94% 75% 53% 75%	# Open 2 1 0 0 1 1 1 4	% Full 0% 50% 100% 100% 0% 0% 20%	# Open 1 7 15 0 1 15 6	90% 89% 72% 100% 88% 63% 78%	# Open 1 0 1 1 1 1 1 5	% Full 50% 100% 50% 0% 0% 0% 0%	# Open 4 7 27 4 0 23 22	% Full 60% 89% 50% 75% 100% 43%	# Open 1 2 0 0 1 1 1 1 4	% Full 50% 0% 100% 100% 0% 0% 20%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln.	Regular 10 66 54 16 8 40 27 16 12	### Handicap  2  2  2  1  1  1  5  0	# Open 6 50 34 11 8 29 22 10	wlar  % Full  40% 24% 37% 31% 0% 28% 19% 38%	# Open 2 2 1 1 1 1 1 4 0	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 2 37 26 2 1 21 21 25 1	wlar   % Full   80%   44%   52%   88%   88%   48%   7%   94%	# Open 2 2 1 1 1 1 1 1 4	% Full 0% 0% 50% 0% 0% 0% 0% N/A	# Open 7 21 21 0 1 22 24 7	ular  % Full 30% 68% 61% 100% 88% 45% 11% 56%	# Open 2 2 2 1 0 1 1 4	% Full 0% 0% 50% 100% 0% 0% 0% N/A	# Open  8 7 26 4 0 22 19 8	% Full 20% 89% 52% 75% 100% 45% 30%	# Open 2 2 0 1 0 1 5 0 0	% Full 0% 0% 100% 0% 100% 0% 0% N/A	# Open 2 0 19 1 2 19 25 9	94% 75% 53% 7% 44%	# Open 2 1 0 0 1 1 1 4	% Full 0% 50% 100% 100% 0% 0% 0% N/A	# Open 1 7 15 0 1 15 6 7	wlar % Full 90% 89% 72% 100% 88% 63% 78%	# Open 1 0 1 1 1 1 1 5 0 0	% Full 50% 100% 50% 0% 0% 0% N/A	# Open 4 7 27 4 0 23 22 11	9ular % Full 60% 89% 50% 75% 100% 43% 19% 31%	# Open 1 2 0 0 1 1 1 4 7	% Full 50% 0% 100% 100% 0% 0% 20% N/A
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N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. Court St. Downtown Totals  Annex Link Center	Regular	Handicap   2   2   2   2   1   1   1   5   5   0   1   1   5   5     15     Spaces   Handicap   2   5   5	#Open 6 50 34 11 8 29 22 10 0 170  Reg #Open 75 1	William	#Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 0% 0% 0% 0% 0% 0% 20% N/A 100%  20%  bicap % Full 0% 20%	# Open 2 37 26 2 1 21 25 1 0 115 Reg # Open 70 3	Willing   Will	# Open 2 2 1 1 1 1 4 4 0 1 1 3 4 M Hand # Open 2 2 2 1 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1	% Full   0%   0%   50%   0%   0%   0%   20%   N/A   0%   13%     13%     13%     0%   60%   60%   0%   0%   0%   0%	#Open 7 21 21 0 1 22 24 7 0 103 Reg #Open 69 1	ular   % Full     30%     68%     61%     100%     88%     45%     11%     56%     100%     59%      10:0   ular     % Full     25%     88%	#Open 2 2 1 1 0 0 1 1 1 1 1 1 2 1 2 1 2 1 2 1	% Full 0% 0% 50% 100% 0% 20% N/A 0% 20%  N/A 0%  20%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67	100% 100% 100% 100% 100% 100% 100% 11:0 11:0 11:0 100%	#Open 2 2 0 1 0 0 1 5 0 0 0 0 1 1 0 0 AM Hanc #Open 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 100% 100% 0% 100% 0% 100% 0% 0% N/A 100% 27%    Company of the compa	# Open 2 0 19 1 1 2 19 25 9 0 777 Regr # Open # Ope	## Second	# Open 2 1 0 1 1 4 0 1 1 1 0 PM Hand # Open 2 4	% Full 0% 50% 100% 100% 0% 0% 0% 0% 20% N/A 0% 33%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0	wiar % Full 90% 89% 72% 100% 88% 63% 78% 56% 100% 79% 2:00 wiar % Full 24% 100%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% 100% 100% 100%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1	yular   % Full   60%   89%   50%   75%   100%   43%   19%   31%   100%   61%   4:00   yular   % Full   20%   88%	# Open 1 2 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 0% 100% 100% 100% 0% 8 20% N/A 100% -7%  slicap % Full 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  #### Handicap  2  Handicap  3  3	#Open 6 50 34 11 8 29 22 10 0 170  Reg #Open 75 1 29	ular   % Full   40%   24%   37%   31%   0%   28%   100%   32%     32%     36%   60%   100%     32%     36%   36%   22%   36%	#Open 2 2 1 1 1 1 1 4 0 0 0 12 0 AM Hanc #Open 2 4 4 3 3	% Full 0% 0% 50% 0% 0% 0% 20% N/A 100% 20% Sicap % Full 0% 20% 0% 0% 0% 0% 0%	#Open 2 37 26 2 1 1 21 25 1 0 115 Reg #Open 70 3 5	ular   % Full     80%     44%     52%     88%     88%     48%     7%     94%     100%     54%     9:00     ular     % Full     24%     63%     86%	# Open 2 2 1 1 1 1 1 4 0 1 1 3 4 4 4 Open 4 7 1 4 4 0 1 1 4 4 7 1 4 4 7 1 4 7	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 0% 13%	#Open 7 21 0 1 22 24 7 0 103  Reg #Open 69 1 100	ular   % Full     30%     68%     61%     100%     88%     45%     110%     56%     100%     59%     10:0     ular     % Full     25%     88%     73%	#Open 2 2 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 550% 100% 0% 0% 0% 20% 100%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9	### Second Secon	#Open 2 2 0 1 0 0 1 1 5 0 0 0 1 1 1 0 0 AM Hanc #Open 2 5 5 2	% Full 0% 0% 100% 0% 100% 0% 100% 0% 27%    100%	# Open 2 0 19 1 1 2 19 25 9 0 777 Reg! # Open 68 0 6 6	## Full 100%   100%   100%   12:00   100%   12:00   100%	# Open 2 1 0 0 1 1 1 1 0 1 0 PM Hanc 2 4 4 3 3	% Full 0% 50% 100% 100% 0% 0% 20% N/A 0% 33%    Silicap   Full 0% 20% 0% 0%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10	### ##################################	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% N/A 100% 33% Full 0% 640% 0% 0%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1 18	yular % Full 60% 89% 50% 75% 100% 43% 1996 31% 100% 61%  4:00 yular % Full 20% 88% 51%	# Open 1 2 0 0 0 1 1 1 4 4 7 7 0 16 PM Hanc # Open 2 5 5 3	% Full 50% 0% 100% 100% 0% 0% 0% -7%  3icap % Full 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House	Regular	### Handicap  2  2  2  2  1  1  1  5  0  1  15  Spaces ####################################	#Open 6 50 34 11 8 29 22 10 0 1770 Reg #Open 75 1 29 22	Wilst	#Open 2 2 2 1 1 1 1 4 0 0 0 0 12 0 AM Hance #Open 2 4 4 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 0% 50% 0% 0% 0% 0% 100% 0% 200% 100% 200% 4100% 0% 0% 0% 0% 0% N/A	#Open 2 37 26 2 1 21 21 25 1 0 115  Reg #Open 70 3 5 10	West	# Open 2 2 2 1 1 1 1 4 0 0 1 1 3 AM Hand # Open 2 2 2 2 2 2 0 0 0 0	% Full 0% 0% 0% 50% 0% 0% 0% 0% 13% 13%	#Open 7 21 0 1 22 24 7 0 103  Reg #Open 69 1 10 13	ular   % Full   30%   68%   61%   100%   88%   45%   100%   56%   100%    59%   10:0   ular   % Full   25%   88%   73%   46%	#Open 2 2 2 1 1 0 0 1 1 1 1 1 2 1 2 1 2 1 2 1	% Full 0% 0% 50% 100% 0% 0% 0% 20%  20%  3icap % Full 0% 0% 0% N/A	# Open 8 7 26 4 0 22 19 8 0 94  Regg # Open 67 0 9 13	### STANT   Control of the control o	#Open 2 2 2 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 100% 100% 0% 100% 0% 100% 0% 27%    Comparison of the	# Open 2 0 19 19 1 2 19 25 9 0 777 Regg # Open 68 0 6 17	## STANT	# Open 2 1 0 0 1 1 1 1 0 1 0 1 0 1 0 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1 1 1 1 1 0 1	% Full 0% 50% 100% 100% 0% 0% 0% 0% 33%  Sicap % Full 0% 20% 0% N/A	#Open 1 7 15 0 15 6 7 0 52  Regg #Open 70 0 15 15 15 15 15 15 15 15 15 15 15 15 15	### ### ##############################	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% 100% 33% sicap % Full 0% 40% 0% N/A	#Open 4 7 7 4 0 23 22 11 0 98  Rec #Open 74 1 18 18	yular % Full 60% 89% 50% 75% 100% 43% 19% 31% 100% 61% 4:00 yular % Full 20% 88% 51% 25%	# Open 1 2 0 0 0 1 1 1 4 4 7 0 0 1 6 PM Hanc # Open 2 5 3 0 0 1 1 3 1 0 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 0% 100% 100% 0% 0% 100% 0% 0% -7%  ilicap % Full 0% 0% 0% 0% N/A
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  #### Handicap  2  Handicap  3  3	#Open 6 50 34 11 8 29 22 10 0 170  Reg #Open 75 1 29	### Number of the control of the con	#Open 2 2 2 1 1 1 1 1 4 4 0 0 0 12 0 AM Hanc #Open 2 4 4 3 3 0 0 4 4	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  20%  \$\frac{\partial \text{Full}}{\partial \text{C}}\$ \$\frac{\partial \text{Vall}}{\partial \text{Vall}}\$ \$\partial \text{Val	#Open 2 37 26 2 1 1 21 25 1 0 115 Reg #Open 70 3 5	9:00 ular % Full 80% 44% 52% 88% 88% 48% 7% 94% 100% 54% 63% 86% 58% 100%	# Open 2 2 1 1 1 1 1 4 0 1 1 3 4 4 4 Open 4 7 1 4 4 0 1 1 4 4 7 1 4 4 7 1 4 7	% Full 0% 0% 0% 50% 0% 0% 0% 0% 0% 13% 13% 13% 13% 13% 13% 13%	#Open 7 21 0 1 22 24 7 0 103  Reg #Open 69 1 100	ular   % Full     30%     68%     61%     100%     88%     45%     110%     56%     100%     59%     10:0     ular     % Full     25%     88%     73%	#Open 2 2 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 100% 0% 0% 0% 0% 0% 0% 0% N/A 0% 20%  N/A 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9	### Second Secon	#Open 2 2 2 0 0 1 1 5 5 0 0 11 1 0 AM Hanc #Open 2 2 5 2 0 0 3 3	% Full 0% 0% 100% 100% 0% 100% 0% 100% 0% 100% 0% N/A 100% 27%  sicap % Full 0% 0% 33% N/A 25%	# Open 2 0 19 1 1 2 19 25 9 0 777 Reg! # Open 68 0 6 6	## Full 100%   100%   100%   12:00   100%   12:00   100%	# Open 2 1 0 0 1 1 1 1 0 1 0 PM Hanc 2 4 4 3 3	% Full 0% 50% 100% 100% 0% 0% 0% 0% 20% N/A 0% 33%  Sicap % Full 0% 20% 0% N/A 25%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3	wiar % Full 90% 89% 72% 100% 88% 63% 78% 100% 79% 2:00 wiar % Full 24% 100% 73% 95%	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% N/A 100% 33% Full 0% 640% 0% 0%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1 18	yular % Full 60% 89% 50% 75% 100% 43% 1996 31% 100% 61%  4:00 yular % Full 20% 88% 51%	# Open 1 2 0 0 0 1 1 1 4 4 7 7 0 16 PM Hanc # Open 2 5 5 3	% Full 50% 0% 100% 100% 100% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	#Open 6 50 34 11 8 29 22 10 0 From 75 1 29 7 7	William	#Open 2 2 2 1 1 1 1 4 4 0 0 0 12 2 0 AM Hanc #Open 2 4 4 3 3 0 4 4 0 0 0 0 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 2 37 36 26 2 1 21 25 1 0 115  Reg # Open 70 3 5 10 0 5	West	# Open 2 2 1 1 1 1 1 4 4 0 1 1 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	% Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 13% N/A 0% 13% 13% 13% 13% 0% 60% 33% N/A 25% 0%	#Open 7 21 0 1 22 24 7 0 103  Reg #Open 69 1 10 13 4 2	ular   % Full     30%     68%     61%     100%     88%     45%     11%     56%     100%     59%     10:0     46%     93%     82%	#Open 2 2 2 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 0% 50% 100% 0% 0% 0% 20%  20%  3icap % Full 0% 0% 0% N/A	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9 13 0 3	### Section   ##	#Open 2 2 2 0 1 1 0 0 1 1 5 0 0 0 1 1 1 0 0 0 0 0 0	% Full 0% 0% 100% 0% 100% 0% 100% 0% 100% 0% 0% N/A 100%  27%    Comparison of the c	# Open 2 0 19 1 2 19 25 9 0 777 Regg # Open 68 0 6 17 2 0 0	### ##################################	# Open 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 0% 50% 100% 100% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 1 7 15 0 115 6 7 0 52  Regg #Open 70 0 10 15 3 2	### ##################################	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% N/A 100% 33% 33% 33% 33% 33% 33% 33% 33% 33%	#Open 4 7 27 4 0 23 22 11 0 98  Reg #Open 74 1 18 18 18 18	yular % Full 60% 60% 60% 60% 60% 75% 6100% 43% 19% 31% 6100% 61% 4:00 yular % Full 20% 88% 51% 25% 97% 61%	# Open 1 2 0 0 1 1 4 4 7 0 1 6 PM Hanc # Open 2 5 3 0 0 4	% Full 50% 0% 0% 100% 100% 0% 0% 0% 0% -7%  **Icap % Full 0% 0% 0% 0% N/A 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse	Regular	### Handicap  2  2  2  1  1  1  5  5  5  Handicap  2  5  4  4	#Open 6 50 34 11 8 29 22 10 0 170  Reg #Open 75 1 29 22 7 0	### Number of the control of the con	#Open 2 2 2 1 1 1 1 1 4 4 0 0 0 12 0 AM Hanc #Open 2 4 4 3 3 0 0 4 4	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  20%  \$\frac{\text{Micap}}{\text{\$\text{\$W\$}}} \text{\$\text{\$W\$}} \text{\$\text{\$W\$}} \text{\$\text{\$W\$}} \text{\$\text{\$W\$}} \text{\$\text{\$W\$}} \text{\$\text{\$\text{\$W\$}}} \text{\$\text{\$\text{\$W\$}}} \text{\$\text{\$\text{\$W\$}}} \text{\$\text{\$\text{\$W\$}}} \text{\$\text{\$\text{\$\text{\$W\$}}} \text{\$\text{\$\text{\$\text{\$W\$}}} \$\text{\$\exitin{\ext{\$\tex{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$	#Open 2 37 37 26 2 1 25 1 0 115  Reg #Open 70 3 5 10 0	9:00 ular % Full 80% 44% 52% 88% 88% 48% 7% 94% 100% 54% 63% 86% 58% 100%	# Open 2 2 2 1 1 1 1 4 4 0 1 1 3 4 4 0 1 1 4 4 0 1 1 4 4 0 1 1 4 4 0 1 1 4 4 0 1 1 4 4 0 1 1 4 4 0 1 1 4 1 4	% Full 0% 0% 0% 50% 0% 0% 0% 0% 0% 13% 13% 13% 13% 13% 13% 13%	#Open 7 21 0 1 22 4 7 0 103  Reg #Open 69 1 10 13 4	ular   % Full   30%   68%   619   100%   88%   119   56%   100%   59%     10:0   10:0   25%   88%   73%   46%   93%   93%	#Open 2 2 2 1 0 1 1 4 0 1 1 2 0 AM Hance #Open 2 5 3 0 3 3	% Full 0% 0% 50% 100% 0% 0% 0% 0% 0% N/A 0% 20%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	#Open 8 7 26 4 0 22 19 8 0 94  Regg: #Open 67 0 9 13	100% 100% 100% 100% 100% 100% 11:0 11:0	#Open 2 2 2 0 0 1 1 5 5 0 0 11 1 0 AM Hanc #Open 2 2 5 2 0 0 3 3	% Full 0% 0% 100% 100% 0% 100% 0% 100% 0% 100% 0% N/A 100% 27%  sicap % Full 0% 0% 33% N/A 25%	# Open 2 0 19 1 1 2 19 25 9 0 77	## Full  ## 80%  ## 100%  ## 65%  ## 94%  ## 75%  ## 53%  ## 100%  ## 12:00  ## 12:00  ## 100%  ## 100	#Open 2 1 0 0 1 1 1 4 0 1 10  PM Hance 4 3 0 3 3	% Full 0% 50% 100% 100% 0% 0% 0% 0% 20% N/A 0% 33%  Sicap % Full 0% 20% 0% N/A 25%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3	wiar % Full 90% 89% 72% 100% 88% 63% 78% 100% 79% 2:00 wiar % Full 24% 100% 73% 95%	#Open 1 1 1 1 1 1 5 0 0 10  PM Hanc #Open 2 3 3 3 0 3	% Full 50% 100% 50% 0% 0% 0% N/A 100% 33% 100% 0% 40% 0% 40% 0% 40% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	#Open 4 7 4 0 23 22 11 0 98  Reg #Open 74 1 18 2	yular % Full 60% 31% 100% 4:00 yular % Full 20% Full 20% 51% 51% 55% 6 97% 6 97%	# Open 1 1 2 0 0 1 1 1 4 1 7 0 1 1 6 PM Hance # Open 2 5 3 0 0 4 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 0% 100% 100% 100% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County	Regular	### Handicap 2 2 2 2 1 1 1 1 5 0 1 15  Spaces ####################################	#Open 6 50 34 111 8 29 22 10 0 1770 Reg #Open 75 1 29 22 7 0 92	William	#Open 2 1 1 1 1 4 4 0 0 0 1 2 2 4 4 0 0 4 4 0 0 5 5	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  20% N/A 100% 0% 0% 0% 0% 0% 0% 0%	#Open 2 37 26 2 1 21 25 1 0 115  Reg #Open 70 3 5 10 0 5 71	War	# Open 2 2 1 1 1 1 4 4 0 0 1 1 1 3 4 M Hand # Open 2 2 2 2 0 0 3 3 4 4 4 4	% Full 0% 0% 0% 50% 0% 0% 0% 0% 13% N/A 0% 13% 13%	#Open 7 21 0 1 22 24 7 0 103  Reg #Open 69 1 10 13 4 2 82	ular   % Full     30%     68%     61%     100%     88%     45%     11%     56%     100%     59%     10:0  ular     % Full     25%     88%     46%     93%     82%     58%	# Open 2 2 1 1 0 1 1 1 1 4 4 0 0 1 1 1 1 1 1 1 1 1	% Full 0% 0% 0% 50% 100% 0% 0% 20% N/A 0% 20% N/A 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 8 7 26 4 0 22 19 8 0 94  Regg # Open 67 0 9 13 0 3 73	### ##################################	#Open 2 2 0 1 1 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 0% 0% 100% 0% 100% 0% 100% 0% N/A 100% 27%    27%   33% N/A 25% 20%	# Open 2 0 19 1 1 2 19 25 9 0 77  Regg # Open 68 0 6 17 2 0 79	### ##################################	#Open 2 1 0 0 1 1 4 0 1 1 0  PMM Hance #Open 2 4 3 0 3 3 4	% Full 0% 50% 100% 100% 100% 0% 0% 20% N/A 0% 33%  siicap % Full 0% 0% 0% N/A 25% 20%	# Open 1 7 15 0 1 15 6 7 0 52  Reg # Open 70 0 10 15 3 2 91	### ##################################	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 0% 0% 0% 0% N/A 100% 33% sicap % Full 0% 40% 40% 40%	# Open 4 7 27 4 0 23 22 11 0 98  Rec # Open 74 1 18 18 2 1 93	yular   % Full   60%   89%   50%   75%   100%   43%   19%   31%   100%   61%   4:00   yular   % Full   20%   88%   51%   25%   97%   91%   52%	# Open 1 1 2 0 0 0 1 1 1 4 4 7 7 0 1 6 PM Hance # Open 2 5 3 3 0 4 4 4 4 3 3	% Full 50% 0% 100% 100% 100% 0% 0% N/A 100% -7%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway	Regular	### Handicap 2 2 2 2 1 1 1 5 0 1 15  Spaces Handicap 2 5 3 0 4 4 5 3 0 2	# Open 6 6 50 34 111 8 29 22 10 0 170 Feb 22 7 7 0 92 206 5 3 3	Wind	#Open 2 2 1 1 1 1 1 4 0 0 0 1 2 2 0 AM Hance #Open 2 4 4 3 3 0 0 4 4 0 0 5 3 3 0 0 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  Sicap % Full 0% 20% N/A 0% 0% N/A 0% N/A 100%	# Open 2 2 37 26 2 1 1 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3 5 5	War	# Open 2 2 1 1 1 1 4 4 0 0 1 1 3 4 4 4 0 0 1 1 2 2 2 1 1 1 1 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full   %	# Open 7 21 21 0 1 22 24 7 7 0 103  Reg # Open 69 1 10 13 4 2 203 5 4	ular 30% Full 100% 68% 61% 61% 45% 45% 100% 59% 10:00	#Open 2 1 1 1 1 1 1 1 1 2 0 AM Hance #Open 2 5 3 0 3 3 4 3 0 0 1	% Full 0% 0% 50% 50% 100% 0% 0% 20% N/A 20%  String 0% 0% N/A 25% 20% 0% N/A 50%	#Open 8 7 26 4 0 22 19 8 0 94  Regg: #Open 67 0 9 13 0 3 73 202 5	ular % Full 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	#Open 2 2 0 0 1 1 5 0 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 1	% Full	# Open 2 0 0 19 1 1 2 19 25 9 0 777 Feegle # Open 68 0 6 6 17 2 0 79 200 2 0 0 0	ular % Full 80% Full 80% 100% 65% 94% 53% 100% 69% 12:00 84% 100% 69% 12:00 84% 59% 33% 84% 59% 59% 33% 89% 100% 69% 100% 60% 100% 100% 100% 100% 100% 100%	# Open 2 1 0 0 1 1 1 1 1 0 PM Hance # Open 3 3 4 3 0 0 0	% Full 0% 50% 100% 100% 0% 0% 0% 0% 0% 0% 0% 0% N/A 33%  8icap % Full 0% 0% N/A 25% 20% 0% N/A 100%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3 2 91 2000 9 1	will will will will will will will will	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% 100% 100% 100%	#Open 4 7 27 4 0 23 23 21 10 98  Reg #Open 74 1 18 18 2 1 93 200 8 4	yular % Full 60% 89% 50% 89% 50% 100% 11% 100% 43% 100% 61% 4:00 yular % Full 20% 88% 51% 52% 33% 58% 43% 58%	# Open 1 1 2 0 0 0 1 1 1 1 4 4 7 0 0 1 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 0% 100% 100% 100% 0% 0% 20% N/A 100% -7%  slicap % Full 0% 0% 0% 0% N/A 0% 0% N/A 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Nash & Kollock	Regular	### Handicap  2  2  2  1  1  5  0  1  15  Spaces  ###################################	# Open 6 6 50 34 111 8 29 22 10 0 170 P5 1 1 29 22 22 7 0 92 206 5	West	#Open 2 1 1 1 1 0 0 12  AM Hanc #Open 2 4 3 0 4 0 5 3 0 0	% Full 0% 0% 0% 50% 0% 0% 0% 20% N/A 100%  Sicap % Full 0% 20% 0% 100% 0% 0% 0% N/A 100%	# Open 2 2 37 26 2 1 1 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3	War   War   Full   Sow   44%   44%   52%   88%   48%   7%   100%   54%   100%   54%   63%   86%   58%   64%   155%   64%   84%   84%   84%   84%   80%   100%   55%   64%   14%   84%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   84%   80%   84%   80%	# Open 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full   0%   0%   0%   0%   0%   0%   0%	# Open 7 21 21 0 1 22 24 7 0 1003  Reg # Open 69 10 11 10 13 4 2 82 203 5	ular   % Full     30%     68%     61%     100%     88%     45%     11%     56%     100%     59%     10:0     46%     93%     82%     58%     1%     74%	#Open 2 1 1 0 1 1 1 1 1 1 1 1 0 0 1 1 1 1 1 1	% Full 0% 0% 50% 100% 0% 20% N/A 0% 20% Sicap % Full 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 8 7 26 4 0 22 19 8 0 94  Regg # Open 67 0 9 13 0 3 73 202 5	ular % Full 20% 89% 52% 75% 30% 45% 30% 62% 100% 62% 11:00% 62% 11:00% 73% 650% 60% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73	#Open 2 0 0 11 0 0 11 0 0 11 0 0 0 11 0 0 0 11 0 0 0 0 11 0	% Full   0%   0%   100%   0%   100%   0%   100%   0%	# Open 2 0 0 19 1 1 2 19 25 9 0 0 77	### STAN STAN STAN STAN STAN STAN STAN STAN	#Open 2 1 0 0 1 1 1 4 0 1 10 PM Hance #Open 2 4 3 0 0 3 3 4 4 0 0 0 0 0 0 0 0 0 0 0 0	% Full 0% 50% 100% 100% 100% 0% 0% 20% N/A 0% 33%    Second of the control of the	# Open 1 7 15 0 1 15 6 7 0 52  Regg # Open 70 0 10 15 3 2 91 200 9	was a second of the control of the c	#Open 1	% Full   50%   100%   50%   0%   0%   0%   0%   100%   1	# Open 4 7 27 4 0 23 22 11 0 98  Rec # Open 74 1 18 18 18 2 1 93 200 8	yular % Full 60% 89% 50% 100% 43% 100% 100% 100% 100% 100% 100% 100% 10	# Open   1	% Full 50% 0% 0% 100% 100% 0% 0% 0% 0% X/A 100% -7%  Sicap % Full 0% 0% 0% N/A 0% 0% N/A
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	# Open 6 6 50 344 111 8 29 22 10 0 0 1770 Reg # Open 75 1 2 9 22 7 7 0 92 206 5 3 3 23	War	# Open 12	% Full 0% 0% 50% 0% 0% 0% 0% 0% 20% 0% 20% 20% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 2 37 26 2 1 21 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3 5 8	ular (19% Full) (19% F	Hance   Hanc	% Full   % Full   0%   0%   50%   0%   0%   0%   0%   0	# Open 7 21 21 0 1 22 24 7 0 103  Reg # Open 69 1 1 1 2 82 2 0 1 1 5 4 1 5 4 1 5 1 6 6 6 7 1 6 7 1 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	ular   % Full   10%   10	# Open   1   1   2   2   2   1   1   1   1   1	% Full   0%   0%   50%   0%   0%   20%   0%   20%   0%   20%   0%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9 13 0 3 73 202 5 0 30	ular % Full 100% 1100% 120% 100% 100% 100% 100% 100	# Open 111 O AM Hand # Open 2	% Full  0%  100%  100%  0%  0%  0%  0%  0%  0%  0%  27%  27%  100%  27%  100%  25%  25%  20%  0%  0%  0%  0%  100%  0%  100%  100%	# Open 2 0 19 1 2 19 25 9 0 0 77	ular % Full 8 80% 100% 655% 100% 655% 100% 659% 100% 699% 12:00 100% 699% 12:00 100% 699% 100% 599% 39% 899% 100% 68%	# Hanc # Open 10 10 10 10 10 10 10 10 10 10 10 10 10	% Full   0%   100%   100%   0%   0%   0%   0%   0%   0%   0% 	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3 2 91 2000 9 1 9	will ar (% Full) (% F	#Open 1 1 1 1 1 1 1 1 1 5 0 0 1 10   **ToPM**  **Hance**  #*Open 2 3 3 3 4 4 3 3 0 0 0 2 2	9% Full 50% 100% 100% 100% 100% 100% 100% 100%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1 18 18 2 1 93 200 8 4 22	yular % Full 60% 89% 50% 100% 43% 100% 100% 100% 100% 100% 100% 100% 10	# Open   1   1   2   0   0   1   1   1   1   1   1   1   1	% Full 50% 0% 100% 100% 100% 0% 20% N/A 100% -7%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% N/A 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway	Regular	### Handicap 2 2 2 2 1 1 1 5 0 1 15  Spaces Handicap 2 5 3 0 4 4 5 3 0 2	# Open 6 6 50 34 111 8 29 22 10 0 170 Feb 22 7 7 0 92 206 5 3 3	Wind	#Open 2 2 1 1 1 1 1 4 0 0 0 1 2 2 0 AM Hance #Open 2 4 4 3 3 0 0 4 4 0 0 5 3 3 0 0 1 1	% Full 0% 0% 0% 50% 0% 0% 0% 0% 20% N/A 100%  20%  Sicap % Full 0% 20% N/A 0% 0% N/A 0% N/A 100%	# Open 2 2 37 26 2 1 1 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3 5 5	War	Hance # Open 2 2 2 1 1 1 1 4 0 0 1 1 3 4 M Hance # Open # Open 2 2 2 0 0 3 4 4 4 3 0 0 1 1	% Full   %	# Open 7 21 21 0 1 22 24 7 7 0 103  Reg # Open 69 1 10 13 4 2 203 5 4	ular 30% Full 100% 68% 61% 61% 45% 45% 100% 59% 10:00	#Open 2 1 1 1 1 1 1 1 1 2 0 AM Hance #Open 2 5 3 0 3 3 4 3 0 0 1	% Full 0% 0% 50% 50% 100% 0% 0% 20% N/A 20%  String 0% 0% N/A 25% 20% 0% N/A 50%	#Open 8 7 26 4 0 22 19 8 0 94  Regg: #Open 67 0 9 13 0 3 73 202 5	ular % Full 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	#Open 2 2 0 0 1 1 5 0 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 1	% Full	# Open 2 0 0 19 1 1 2 19 25 9 0 777 Feegle # Open 68 0 6 6 17 2 0 79 200 2 0 0 0	ular % Full 80% Full 80% 100% 65% 94% 53% 100% 69% 12:00 84% 100% 69% 12:00 84% 59% 33% 84% 59% 59% 33% 89% 100% 69% 100% 60% 100% 100% 100% 100% 100% 100%	# Open 2 1 0 0 1 1 1 1 1 0 PM Hance # Open 3 3 4 3 0 0 0	% Full 0% 50% 100% 100% 0% 0% 0% 0% 0% 0% 0% 0% N/A 33%  8icap % Full 0% 0% N/A 25% 20% 0% N/A 100%	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3 2 91 2000 9 1	will will will will will will will will	#Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full 50% 100% 50% 0% 0% 0% 0% 100% 100% 100%	#Open 4 7 27 4 0 23 23 21 10 98  Reg #Open 74 1 18 18 2 1 93 200 8 4	yular % Full 60% 89% 50% 89% 50% 100% 11% 100% 43% 100% 61% 4:00 yular % Full 20% 88% 51% 52% 33% 58% 43% 58%	# Open   1	% Full 50% 0% 100% 100% 100% 0% 0% 20% N/A 100% -7%  slicap % Full 0% 0% 0% 0% N/A 0% 0% N/A 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	# Open 6 6 50 344 111 8 29 22 10 0 0 1770 Reg # Open 75 1 2 9 22 7 7 0 92 206 5 3 3 23	ular   % Full   1	# Open   12   2   2   1   1   1   4   0   0   1   2   2   4   1   3   0   5   3   0   1   2   2   4   0   0   5   3   0   1   2   2   4   0   0   5   3   0   0   1   2   2   4   0   0   5   3   0   0   1   2   2   4   0   0   0   0   0   0   0   0   0	% Full 0% 0% 50% 0% 0% 0% 0% 0% 20% 0% 20% 20% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 2 37 26 2 1 21 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3 5 8	ular   % Full   % Ful	Hance   Hanc	% Full   % Full   0%   0%   50%   0%   0%   0%   0%   0	# Open 7 21 21 0 1 22 24 7 0 103  Reg # Open 69 1 1 1 2 82 2 0 1 1 5 4 1 5 4 1 5 1 6 6 6 7 1 6 7 1 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	ular  % Full  30%   63%   63%   63%   61%   61%   61%   61%   61%   61%   61%   61%   65%   100%   100%   59%   100%   10	# Open 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% Full   0%   0%   50%   0%   0%   20%   0%   20%   0%   20%   0%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9 13 0 3 73 202 5 0 30	ular % Full 20% Full 20% 89% 52% Full 20% 45% 45% 45% 45% 60% Full 27% 11:00 46% Full 27% 46% 63% 63% 74% 46% 52% 44% 44%	# Open 11 0 AM Hance # Open 2 2 0 1 0 11 5 0 0 11 15 2 0 3 3 4 3 0 0 0 2 24	% Full  0%  100%  100%  0%  0%  0%  0%  0%  0%  0%  27%  27%  100%  27%  100%  25%  25%  20%  0%  0%  0%  0%  100%  0%  100%  100%	# Open 2 0 19 1 2 19 25 9 0 0 77	ular % Full 8 80% 100% 65% 100% 65% 100% 65% 100% 65% 100% 69% 100% 69% 100% 69% 100% 69% 100% 69% 100% 68% 44% 45% 45%	# Hanc # Open 10 PM Hanc 2	% Full   0%   100%   100%   0%   0%   0%   0%   0%   0%   0% 	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3 2 91 2000 9 1 9	ular % Full 1 % Full 2 % Full	#Open 1 1 1 1 1 1 1 1 1 5 0 0 10 10 10 10 10 10 10 10 10 10 10 10	9% Full 50% 100% 100% 100% 100% 100% 100% 100%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1 18 18 2 1 93 200 8 4 22	yular   % Full   60%   89%   50%   75%   100%   43%   100%   4:00   yular   20%   88%   51%   25%   97%   52%   33%   58%   43%   65%   39%   39%	# Open   1	% Full 50% 0% 100% 100% 100% 0% 20% N/A 100% -7%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% N/A 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
N.Churton St. BofA Lot W. King St. Mayo Park Lot S.Churton St. E. King St. Cameron St. E. Margaret Ln. Court St. Downtown Totals  Annex Link Center DA's Office Market House Courthouse Library/Office Deck: County Deck: Non-county Nash & Kollock Gateway Weaver Street	Regular	### Handicap  2  2  2  1  1  1  5  0  1  15  Spaces  ###################################	# Open 6 6 50 344 111 8 29 22 10 0 0 1770 Reg # Open 75 1 2 9 22 7 7 0 92 206 5 3 3 23	War	# Open   12   2   2   1   1   1   4   0   0   1   2   2   4   1   3   0   5   3   0   1   2   2   4   0   0   5   3   0   1   2   2   4   0   0   5   3   0   0   1   2   2   4   0   0   5   3   0   0   1   2   2   4   0   0   0   0   0   0   0   0   0	% Full 0% 0% 50% 0% 0% 0% 0% 0% 20% 0% 20% 20% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	# Open 2 37 26 2 1 21 21 25 1 0 115  Reg # Open 70 3 5 10 0 5 71 204 3 5 8	ular (19% Full) (19% F	Hance # Open 2 2 1 1 1 1 4 0 1 13  AM Hance # Open 2 2 2 2 3 4 4 3 0 1 1 1 22	% Full   % Full   0%   0%   50%   0%   0%   0%   0%   0	# Open 7 21 21 0 1 22 24 7 0 103  Reg # Open 69 1 1 1 2 82 2 0 1 1 5 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ular  % Full  30%   63%   63%   63%   61%   61%   61%   61%   61%   61%   61%   61%   65%   100%   100%   59%   100%   10	# Open 1 1 1 1 1 1 1 2 1 2 5 3 3 3 3 4 4 3 3 3 0 0 1 1 2 2 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Full   0%   0%   50%   0%   0%   20%   0%   20%   0%   20%   0%	#Open 8 7 26 4 0 22 19 8 0 94  Regg #Open 67 0 9 13 0 3 73 202 5 0 30	ular % Full 20% Full 20% 89% 52% Full 20% 45% 45% 45% 45% 60% Full 27% 11:00 46% Full 27% 46% 63% 63% 74% 46% 52% 44% 44%	# Open 111 O AM Hand # Open 2	% Full  0%  100%  100%  0%  0%  0%  0%  0%  0%  0%  27%  27%  100%  27%  100%  25%  25%  20%  0%  0%  0%  0%  100%  0%  100%  100%	# Open 2 0 19 1 2 19 25 9 0 0 77	ular % Full 8 80% 100% 655% 100% 655% 100% 659% 100% 699% 12:00 100% 699% 12:00 100% 699% 100% 599% 39% 899% 100% 68%	# Hanc # Open 10 10 10 10 10 10 10 10 10 10 10 10 10	% Full   0%   100%   100%   0%   0%   0%   0%   0%   0%   0% 	#Open 1 7 15 0 1 15 6 7 0 52  Regg #Open 70 0 10 15 3 2 91 2000 9 1 9	ular 9% Full 100% Fall 100	#Open 1 1 1 1 1 1 1 1 5 0 0 1 10   PM Hanc #Open 2 3 3 3 0 0 3 4 4 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9% Full 50% 100% 100% 100% 100% 100% 100% 100%	#Open 4 7 27 4 0 23 22 11 0 98  Rec #Open 74 1 18 18 2 1 93 200 8 4 22	yular % Full 60% 89% 50% 100% 43% 100% 100% 100% 100% 100% 100% 100% 10	# Open   1	% Full 50% 0% 100% 100% 100% 0% 20% N/A 100% -7%  Sicap % Full 0% 0% 0% 0% 0% 0% 0% N/A 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%

				8:00	AM.			9:00	A M			10:00	AM.			11:0	O AM	1	1	12:00	DM			2:00	DM			4:00	DM	
Tuesday 6/1	Tata	1 C=====	Do.			dicap	Dan			diaan	Rea			llaan	Rea			dicap	Rea		Hand	laan.	Da-				D.		Hand	llaan
rucsuay or r	Regula	l Spaces r Handicap	Reg # Open				Reg	% Full		dicap % Full		% Full	# Open			% Full		% Full		% Full	# Open		Reg # Open		Hand	% Full	# Open	ular % Full	# Open	% Full
N.Churton St.	10	nandicap 2	# Open	% Full	# Open	% Full	# Open	60%	# Open	0%	# Open 5	50%	# Open	% Full	# Open	20%	# Open	% Full	# Open	90%	# Open	% Full	# Open	60%	# Open	% Full 0%	# Open	90%	# Open	% Full 0%
BofA Lot	66	2	50	24%	2	0%	34	48%	2	0%	21	68%	2	0%	13	80%	2	0%	1	98%	2	0%	5	92%	2	0%	18	73%	2	0%
W. King St.	54	2	40	26%	2	0%	35	35%	1	50%	29	46%	1	50%	23	57%	0	100%	22	59%	1	50%	21	61%	2	0%	28	48%	1	50%
Mayo Park Lot	16	1	13	19%	1	0%	10	38%	1	0%	2	88%	1	0%	0	100%	0	100%	0	100%	0	100%	1	94%	0	100%	0	100%	1	0%
S.Churton St.	8	1	8	0%	1	0%	2	75%	1	0%	0	100%	1	0%	0	100%	0	100%	2	75%	0	100%	2	75%	1	0%	1	88%	1	0%
E. King St.	40	1	28	30%	1	0%	18	55%	1	0%	15	63%	4	-300%	17	58%	0	100%	16	60%	0	100%	20	50%	1	0%	20	50%	1	0%
Cameron St.	27	5	28	-4%	3	40%	21	22%	4	20%	23	15%	4	20%	19	30%	3	40%	26	4%	3	40%	18	33%	4	20%	22	19%	5	0%
E. Margaret Ln.	16	0	7	56%	0	N/A	1	94%	0	N/A	4	75%	0	N/A	6	63%	0	N/A	10	38%	0	N/A	6	63%	0	N/A	10	38%	0	N/A
Court St.	12	1	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	1	0%	0	100%	1	0%	0	100%	1	0%
Downtown Totals	249	15	184	26%	12	20%	125	50%	12	20%	99	60%	15	0%	86	65%	7	53%	78	69%	9	40%	77	69%	13	13%	100	60%	14	7%
!		•	-			•								•								•	•	•	•	•				
				8:00	) AM			9:00	AM			10:00	) AM			11:0	0 AM			12:00	) PM			2:00	) PM			4:00	PM	
	Tota	l Spaces	Reg	jular	Hand	dicap	Reg	ular	Han	dicap	Reg	ular	Hane	licap	Reg	ular	Hand	dicap	Reg	ular	Hand	licap	Reg	ular	Hand	icap	Reg	ular	Hano	dicap
	Regula	r Handicap	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full	# Open	% Full
Annex	92	2	77	16%	2	0%	69	25%	2	0%	60	35%	2	0%	61	34%	2	0%	62	33%	2	0%	61	34%	2	0%	69	25%	2	0%
Link Center	8	5	5	38%	2	60%	0	100%	5	0%	0	100%	5	0%	0	100%	5	0%	1	88%	5	0%	0	100%	5	0%	0	100%	5	0%
DA's Office	37	3	31	16%	3	0%	0	100%	3	0%	1	97%	3	0%	3	92%	2	33%	4	89%	3	0%	4	89%	3	0%	7	81%	3	0%
Market House	24	0	21	13%	0	N/A	0	100%	0	N/A	1	96%	0	N/A	7	71%	0	N/A	5	79%	0	N/A	0	100%	0	N/A	10	58%	0	N/A
Courthouse	59	4	5	92%	3	25%	0	100%	1	75%	3	95%	3	25%	2	97%	3	25%	4	93%	3	25%	0	100%	4	0%	2	97%	4	0%
Library/Office	11	4	9	18%	4	0%	12	-9%	4	0%	1	91%	3	25%	0	100%	3	25%	0	100%	2	50%	2	82%	3	25%	0	100%	1	75%
Deck: County	195	5	92	53%	4	20%	67	66%	4	20%	75	62%	4	20%	70	64%	4	20%	75	62%	3	40%	69	65%	3	40%	80	59%	3	40%
Deck: Non-county	206	3	206	0%	3	0%	203	1%	3	0%	203	1%	3	0%	204	1%	3	0%	204	1%	3	0%	204	1%	3	0%	201	2%	3	0%
Nash & Kollock	19	0	3	84%	0	N/A	2	89%	0	N/A	3	84%	0	N/A	3	84%	0	N/A	3	84%	0	N/A	3	84%	0	N/A	0	100%	0	N/A
Gateway	7	2	7	0%	2	0%	6	14%	1	50%	2	71%	1	50%	1	86%	0	100%	1	86%	1	50%	0	100%	0	100%	1	86%	2	0%
Weaver Street	63	2	36	43%	2	0%	28	56%	2	0%	30	52%	2	0%	32	49%	2	0%	4	94%	2	0%	9	86%	2	0%	17	73%	1	50%
1 - 1 T- 1-1-	704	30	492	32%	0.5	470/	387	1 400/	0.5	470/	070	47%	00	400/	000	47%	24	20%	000	50%	0.4	000/	352	51%	0.5	17%	387	46%	24	20%
Lot Totals	721	30	492	32%	25	17%	307	46%	25	17%	379	47%	26	13%	383	47%	24	20%	363	50%	24	20%	332	51%	25	17%	307	40%	24	20%
				8.00	) AM		1	9:00	ΛМ			10:00	) AM		1	11.0	0 AM			12:00	n DM		1	3.00	) PM	-		4:00	DM	
Totals	970	45	676	30%	37	18%	512	47%	37	18%	478	51%	41	9%	469	52%	31	31%	441	55%	33	27%	429	56%	38	16%	487	50%	38	16%
					-			1,.						,-				1												
144 1 1 0/01					) AM			9:00				10:00				11:0	-			12:0	-			2:00				4:00		
Wednesday 6/2		I Spaces	Reg			licap	Reg			dicap	Reg		Hand		Reg			dicap	Reg		Hand		Reg		Hand		Reg		Hand	
	Regula		# Open					% Full			# Open	% Full	# Open			% Full			# Open		# Open		# Open				# Open	% Full	# Open	% Full
N.Churton St.	10	2	7	30%	0	100%	9	10%	0	100%	7	30%	0	100%	8	20%	0	100%	8	20%	0	100%	0	100%	0	100%	0	100%	0	100%
BofA Lot	66	2	1	98%	1	50%	0	100%	1	50%	0	100%	1	50%	1	98%	1	50%	0	100%	1	50%	0	100%	0	100%	0	100%	0	100%
W. King St.	54	2	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%
Mayo Park Lot S.Churton St.	16 8	1	78 0	-388% 100%	11 0	##### 100%	72 0	-350% 100%	14 0	##### 100%	61 0	-281% 100%	12	##### 100%	69 0	-331% 100%	11 0	##### 100%	91 0	-469% 100%	7	-600% 100%	0	100%	0	100% 100%	0	100% 100%	0	100%
E. King St.	40	1	Total:	#####	89	#####	Total:	#####	86	#####	Total:	#####	73	#####	Total:	#####	80	#####	Total:	#####	98	#####	0	100%	0	100%	0	100%	0	100%
Cameron St.	27	5	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%
E. Margaret Ln.	16	0	Regular	#####	Handicar	N/A	Regular		Handica		Regular		Handica	N/A	Regular	#####	Handica	100%	0	100%	0	N/A	0	100%	0	N/A	0	100%	0	N/A
Court St.	12	1	6	50%	2	-100%	2	83%	2	-100%	2	83%	2	-100%	1	92%	1	0%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%
oourt ot.	- '-		Ŭ	0070		10070		0070		10070		0070		10070		JZ /0		070	_	10070	0	10070	·	10070	-	10070		10070	0	10070
Downtown Totals	249	15	92	63%	103	-587%	83	67%	103	-587%	70	72%	88	-487%	79	68%	93	-520%	99	60%	106	-607%	0	100%	0	100%	0	100%	0	100%
· ·																														
				8:00	) AM			9:00	AM			10:00	MAC			11:0	0 AM			12:00	) PM			2:00	PM (			4:00	PM	
		l Spaces		jular		licap	Reg			dicap	Reg		Hand		Reg			licap	Reg		Hand		Reg		Hand			ular	Hand	
	Regula		# Open			% Full		% Full					# Open				_	% Full		% Full	# Open		# Open				# Open	% Full	# Open	% Full
Annex	92	2	5	95%	0	100%	5	95%	0	100%	10	89%	0	100%	16	83%	0	100%	13	86%	0	100%	0	100%	0	100%	0	100%	0	100%
Link Center	8	5	0	100%	1	80%	0	100%	3	40%	0	100%	2	60%	0	100%	4	20%	1	88%	4	20%	0	100%	0	100%	0	100%	0	100%
DA's Office	37	3	3	92%	0	100%	0	100%	4	-33%	1	97%	1	67%	1	97%	3	0%	1	97%	2	33%	0	100%	0	100%	0	100%	0	100%
Market House	24	0	67	-179%	4	N/A	70	-192%	4	N/A	67	-179%	3	N/A	68	-183%	3	N/A	69	-188%	3	N/A	0	100%	0	N/A	0	100%	0	N/A
Courthouse Library/Office	59 11	4	171	-190% 91%	0	25% 100%	180	-205% 91%	0	25% 100%	184	-212% 100%	0	25% 100%	192 9	-225% 18%	3	25% 100%	204 9	-246% 18%	0	50% 100%	0	100%	0	100% 100%	0	100% 100%	0	100%

Deck: County 195

Lot Totals 721

206

19

63

Deck: Non-county

Nash & Kollock

Weaver Street

Gateway

5

6 97%

273 #####

0 100%

11 95%

0 100%

1 67% 0 N/A

14 -600% 0 100%

0 100% 1

99%

100%

288 ##### 80%

67%

N/A

22 ##### 0 100%

2 99%

3 99% 0 100%

322 ##### 0 100%

30 537 26% 23 23% 547 24% 38 -27% 589 18% 30 0% 650 10% 36 -20% 716 1% 38 -27%

0 100%

2 33% 0 N/A

19 -850% 0 100%

1 99% 1 80% 0 100% 2 60%

27 87% 2 0 100% 0

392 #### 23 #### 0 100% 0 100%

2 33% 0 N/A

100%

8:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 4:00 PM

Totals 970 45 629 35% 126 -180% 630 35% 141 -213% 659 32% 118 -162% 729 25% 129 -187% 815 16% 144 -220% 0 100% 0 100% 0 100% 0 100%

354 #### 20 -900% 0 100% 0 100%

0 100%

100%

100%

100%

0 100%

0

0 100%

0

33%

N/A

0 100%

0 100% 0 N/A

0 100% 0 100%

0 100%

0 100%

0 100% 0 100%

0 100% 0 100%

0 100%

0 100% 0 N/A

0 100% 0 100%

0 100% 0 100%

				8:00	) AM		1	9:00	AM			10:0	0 AM			11:0	0 AM		1	12:00	) PM		ı	2:00	PM (			4:00	PM	-
Monday 6/7	Tota	Spaces	Red	ular	Hand	dicap	Reg	ular	Han	dicap	Red	ular	Han	dicap	Reg	ular	Hand	dicap	Reg	ular	Hand	icap	Reg	ular	Hand	dicap	Rec	ular	Han	dicap
•	Regular		# Open		# Open			% Full	# Open		# Open		# Oper		# Open	% Full		% Full	# Open		# Open	% Full	# Open				# Open	% Full	# Open	
N.Churton St.	10	2	10	0%	2	0%	6	40%	2	0%	9	10%	2	0%	3	70%	2	0%	2	80%	2	0%	2	80%	0	100%	4	60%	2	0%
BofA Lot	66	2	47	29%	2	0%	36	45%	2	0%	30	55%	2	0%	21	68%	2	0%	21	68%	2	0%	12	82%	1	50%	32	52%	2	0%
W. King St.	54	2	34	37%	2	0%	31	43%	2	0%	27	50%	1	50%	28	48%	2	0%	33	39%	3	-50%	21	61%	1	50%	29	46%	2	0%
Mayo Park Lot	16	1	13	19%	1	0%	2	88%	1	0%	1	94%	1	0%	1	94%	1	0%	2	88%	1	0%	3	81%	0	100%	0	100%	1	0%
S.Churton St.	8	1	8	0%	1	0%	0	100%	0	100%	2	75%	0	100%	1	88%	1	0%	2	75%	0	100%	2	75%	1	0%	5	38%	1	0%
E. King St.	40	1	24	40%	1	0%	20	50%	0	100%	18	55%	0	100%	20	50%	0	100%	15	63%	1	0%	19	53%	0	100%	26	35%	0	100%
Cameron St.	27	5	26	4%	5	0%	6	78%	5	0%	7	74%	2	60%	12	56%	3	40%	20	26%	4	20%	17	37%	4	20%	18	33%	4	20%
E. Margaret Ln.	16	0	12	25%	0	N/A	0	100%	0	N/A	4	75%	0	N/A	5	69%	0	N/A	7	56%	0	N/A	4	75%	0	N/A	7	56%	0	N/A
Court St.	12	1	4	67%	1	0%	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	2	83%	0	100%	0	100%	0	100%	2	83%	1	0%
											_	1			Ť											10070				
Downtown Totals	249	15	178	29%	15	0%	101	59%	12	20%	98	61%	8	47%	91	63%	11	27%	104	58%	13	13%	80	68%	7	53%	123	51%	13	13%
																														1070
				8:00	) AM			9:00	AM			10:0	0 AM			11:0	0 AM			12:00	) PM			2:00	) PM			4:00	PM (	
	Total	Spaces	Reg	ular	Hand	dicap	Reg	ular	Han	dicap	Reg	ular	Han	dicap	Reg	ular	Hand	dicap	Reg	ular	Hand	licap	Reg	ular	Hand	dicap	Reg	jular	Hand	dicap
	Regular	Handicap	# Open	% Full	# Oper	% Full	# Open	% Full																						
Annex	92	2	78	15%	2	0%	24	74%	2	0%	3	97%	2	0%	10	89%	2	0%	32	65%	2	0%	56	39%	2	0%	61	34%	2	0%
Link Center	8	5	2	75%	5	0%	0	100%	5	0%	0	100%	4	20%	0	100%	4	20%	3	63%	5	0%	0	100%	5	0%	0	100%	3	40%
DA's Office	37	3	38	-3%	3	0%	0	100%	1	67%	2	95%	1	67%	5	86%	0	100%	5	86%	2	33%	10	73%	3	0%	12	68%	3	0%
Market House	24	0	24	0%	0	N/A	0	100%	0	N/A	0	100%	0	N/A	5	79%	0	N/A	4	83%	0	N/A	5	79%	0	N/A	2	92%	0	N/A
Courthouse	59	4	3	95%	4	0%	0	100%	0	100%	0	100%	2	50%	2	97%	1	75%	1	98%	0	100%	1	98%	1	75%	1	98%	2	50%
Library/Office	11	4	10	9%	4	0%	8	27%	4	0%	0	100%	4	0%	1	91%	4	0%	2	82%	3	25%	1	91%	3	25%	5	55%	3	25%
Deck: County	195	5	97	50%	4	20%	65	67%	2	60%	65	67%	4	20%	65	67%	4	20%	69	65%	3	40%	74	62%	4	20%	75	62%	4	20%
Deck: Non-county	206	3	206	0%	3	0%	198	4%	3	0%	195	5%	3	0%	200	3%	3	0%	202	2%	3	0%	205	0%	3	0%	204	1%	3	0%
Nash & Kollock	19	0	7	63%	0	N/A	0	100%	0	N/A	2	89%	0	N/A	4	79%	0	N/A	4	79%	0	N/A	10	47%	0	N/A	2	89%	0	N/A
Gateway	7	2	7	0%	2	0%	4	43%	2	0%	5	29%	1	50%	2	71%	1	50%	4	43%	1	50%	3	57%	0	100%	0	100%	0	100%
Weaver Street	63	2	40	37%	2	0%	12	81%	2	0%	17	73%	2	0%	8	87%	1	50%	3	95%	1	50%	10	84%	2	0%	20	68%	2	0%
Lot Totals	721	30	512	29%	29	3%	311	57%	21	30%	289	60%	23	23%	302	58%	20	33%	329	54%	20	33%	375	48%	23	23%	382	47%	22	27%
Lot Totals	121	30	012	2370	23	3 /6	311	31 /6	21	30 76	203	0076	23	2370	302	30 /6	20	3376	323	J4 /0	20	33 /6	373	4070	23	2570	302	47 /0		21 /0
				8:00	ΔM			9:00	ΔM			10:0	0 AM			11.0	0 AM		1	12:00	) PM		1	2:00	) PM			4.00	) PM	
Totals	970	45	690	29%	44	2%	412	58%	33	27%	387	60%	31	31%	393	59%	31	31%	433	55%	33	27%	455	53%	30	33%	505	48%	35	22%
				8:00	) AM			9:00	AM			10:0	0 AM			11:0	0 AM			12:00	) PM			2:00	PM			4:00	PM	
Wednesday 6/9	Total	Spaces	Reg	ular	Hand	dicap	Reg	ular	Han	dicap	Reg	ular	Han	dicap	Reg	ular	Hand	dicap	Reg	ular	Hand	licap	Reg	ular	Hand	dicap	Reg	jular	Hand	dicap
	Regular	Handicap	# Open	% Full	# Oper	% Full	# Open	% Full																						
N.Churton St.	10	2	9	10%	2	0%	8	20%	2	0%	5	50%	2	0%	3	70%	2	0%	2	80%	1	50%	1	90%	1	50%	1	90%	2	0%
BofA Lot	66	2	51	23%	2	0%	38	42%	2	0%	29	56%	2	0%	21	68%	2	0%	1	98%	2	0%	5	92%	1	50%	13	80%	1	50%
W. King St.	54	2	44	19%	1	50%	25	54%	1	50%	28	48%	1	50%	22	59%	1	50%	21	61%	2	0%	29	46%	2	0%	25	54%	1	50%
Mayo Park Lot	16	1	7	56%	1	0%	0	100%	1	0%	2	88%	1	0%	0	100%	0	100%	1	94%	0	100%	3	81%	1	0%	2	88%	0	100%
S.Churton St.	8	1	7	13%	1	0%	2	75%	0	100%	2	75%	1	0%	0	100%	1	0%	0	100%	1	0%	1	88%	1	0%	2	75%	1	0%
E. King St.	40	1	26	35%	1	0%	4	90%	1	0%	3	93%	1	0%	8	80%	1	0%	16	60%	0	100%	20	50%	1	0%	20	50%		0%
Cameron St.	27	5	20	26%	5	0%	1	96%	3	40%	5	81%	1	80%	10	63%	3	40%	18	33%	3	40%	21	22%	4	20%	18	33%	5	0%
E. Margaret Ln.	16	0	5	69%	0	N/A	0	100%	0	N/A	5	69%	0	N/A	5	69%	0	N/A	7	56%	0	N/A	10	38%	0	N/A	12	25%	0	N/A
Court St.	12	1	1	92%	1	0%	0	100%	0	100%	- 1	92%	1	0%	0	100%	0	100%	3	75%	U	100%	3	75%	0	100%	3	75%	0	100%
Downtown Totals	249	15	170	32%	14	7%	78	69%	10	33%	80	68%	10	33%	69	72%	10	33%	69	72%	9	40%	93	63%	11	27%	96	61%	11	27%
Dominion Foldio	2.10			0270		. ,,	,,,	0070		0070	- 00	0070		0070	- 00	1270		0070	- 00	1270		1070	- 00	0070		2.70	00	0170		2.70
				8:00	) AM			9:00	AM			10:0	0 AM			11:0	0 AM			12:00	) PM			2:00	) PM			4:00	PM	
	Total	Spaces	Reg	ular	Hand	dicap	Reg	ular	Han	dicap	Reg	ular		dicap	Reg	ular	Hand	dicap	Reg	ular	Hand	licap	Reg	ular	Hand	dicap	Reg	jular	Han	dicap
	Regular	Handicap	# Open		# Open	% Full	# Open	% Full	# Open		# Open		# Oper		# Open	% Full	# Open		# Open	% Full	# Open	% Full	# Open							
Annex	92	2	67	27%	2	0%	0	100%	1	50%	13	86%	2	0%	20	78%	2	0%	36	61%	2	0%	52	43%	2	0%	65	29%	2	0%
Link Center	8	5	3	63%	5	0%	0	100%	2	60%	0	100%	5	0%	0	100%	5	0%	2	75%	5	0%	0	100%	5	0%	1	88%	5	0%
DA's Office	37	3	26	30%	3	0%	0	100%	0	100%	2	95%	1	67%	2	95%	3	0%	5	86%	3	0%	13	65%	3	0%	23	38%	2	33%

Market House 24

59

11

195

206

19

63

Courthouse

Library/Office

Deck: County

Weaver Street

Gateway

Lot Totals 721

Totals 970

Deck: Non-county

Nash & Kollock

20 17%

80 59%

193 6%

44 30%

0

100%

82%

95%

14%

8:00 AM

0

4

4

5

2

30

0 N/A

4 0%

4 20%

3 0% 0 N/A

2 0% 2 0%

3

25%

0 100%

100% 0

55% 4

74% 4 20%

34% 3

100%

71%

79%

9:00 AM

0

50

135

0

2 13

0 N/A

2 0% 0%

100%

0% 0 100%

0%

N/A

2 92%

58 70%

153 26%

0 100%

9 86%

0

100%

86%

10:00 AM

0 N/A

1 80%

0 N/A

0 100% 2 0%

25%

25%

0%

3 88% 0 N/A 9 63% 0 N/A

8

86%

5 74% 0

12:00 PM

0 100%

62 68%

178 14%

1 86% 12 81%

25%

0%

3 25%

4 20%

0 N/A

2 0% 2 0%

98%

100%

89%

86% 75%

45 612 37% 42 7% 283 71% 28 38% 318 67% 30 33% 344 65% 37 18% 387 60% 36 20% 362 63% 39 13% 510 47% 36 20%

442 39% 28 7% 205 72% 18 40% 238 67% 20 33% 275 62% 27 10% 318 56% 27 10% 269 63% 28 7% 414 43% 25 17%

11:00 AM

65 67%

165

16

5 79%

82%

2:00 PM

2 100%

80 59%

93 55%

3 84%

3 18 57% 71%

0%

50%

0%

N/A

0% 0%

4 20% 0 N/A

4 20%

0 N/A

1 50% 2 0%

0%

4 0%

4 0% 18 25%

3 73%

71 64%

204 1%

2 89%

0 100% 20 68%

88%

0 N/A

0%

0%

20%

0%

N/A

100% 50%

4

4

4

0

4:00 PM

1

				8:00	AM			9:00	AM			10:0	0 AM			11:00	) AM			12:0	0 PM			2:00	PM			4:00	PM	
Thursday 6/10	Total	Spaces	Regi		Hand		Reg			dicap	Reg		Hand		Reg		Hand		Reg		Hand		Regu		Hand			Jular	Hand	
	Regular	Handicap	# Open	% Full	# Open	% Full	# Open		# Open	% Full	# Open		# Open		# Open		# Open	% Full	# Open		# Open	% Full	# Open		# Open	% Full	# Open	% Full	# Open	
N.Churton St.		2	10	0%	2	0%	6	40%	2	0%	9	10%	1	50%	6	40%	2	0%	0	100%	2	0%	2	80%	2	0%	3	70%	2	0%
BofA Lot		2	47	29%	2	0%	27	59%	2	0%	20	70%	2	0%	11	83%	2	0%	1	98%	0	100%	3	95%	0	100%	6	91%	2	0%
W. King St.		2	43	20%	2	0%	33	39%	1	50%	27	50%	1	50%	31	43%	1	50%	28	48%	1	50%	17	69%	0	100%	32	41%	2	0%
Mayo Park Lot		1	6	63%	1	0%	0	100%	1	0%	6	63%	1	0%	1	94%	0	100%	0	100%	0	100%	3	81%	0	100%	3	81%	1	0%
S.Churton St.		1	8	0%	1	0%	5	38%	1	0%	1	88%	1	0%	2	75%	1	0%	0	100%	0	100%	1	88%	0	100%	4	50%	1	0%
E. King St.		1	28	30%	1	0%	26	35%	1	0%	25	38%	1	0%	24	40%	1	0%	26	35%	1	0%	26	35%	1	0%	23	43%	1	0%
Cameron St.		5	21	22%	5	0%	17	37%	5	0%	17	37%	5	0%	18	33%	5	0%	18	33%	5	0%	16	41%	5	0%	16	41%	5	0%
E. Margaret Ln.	16	0	12	25%	0	N/A	6	63%	0	N/A	7	56%	0	N/A	8	50%	0	N/A	7	56%	0	N/A	15	6%	0	N/A	13	19%	1	N/A
Court St.	. 12	1	2	83%	0	100%	1	92%	0	100%	2	83%	0	100%	1	92%	0	100%	2	83%	0	100%	2	83%	0	100%	2	83%	0	100%
Downtown Totals	249	15	177	29%	14	7%	121	51%	13	13%	114	54%	12	20%	102	59%	12	20%	82	67%	9	40%	85	66%	8	47%	102	59%	15	0%
				8:00	AM			9:00	AM		10:00 AM		11:00	MAC			12:0	0 PM			2:00	PM			4:00	PM				
		Spaces	Regi		Hand		Reg			dicap	Reg		Hand		Reg		Hand		Reg		Hand		Regu		Hand			Jular	Hand	
	Regular	Handicap	# Open		# Open				# Open				# Open				# Open		# Open		# Open				# Open			% Full	# Open	
Annex		2	73	21%	1	50%	61	34%	2	0%	55	40%	2	0%	57	38%	2	0%	66	28%	2	0%	63	32%	1	50%	70	24%	2	0%
Link Center	8	5	2	75%	4	20%	0	100%	4	20%	0	100%	3	40%	0	100%	4	20%	2	75%	4	20%	2	75%	5	0%	2	75%	5	0%
DA's Office		3	32	14%	3	0%	4	89%	3	0%	2	95%	3	0%	7	81%	2	33%	5	86%	3	0%	12	68%	3	0%	16	57%	3	0%
Market House		0	24	0%	0	N/A	0	100%	0	N/A	2	92%	0	N/A	7	71%	0	N/A	10	58%	0	N/A	20	17%	0	N/A	19	21%	0	N/A
Courthouse		4	7	88%	4	0%	0	100%	3	25%	1	98%	3	25%	2	97%	2	50%	8	86%	3	25%	2	97%	4	0%	3	95%	4	0%
Library/Office		4	11	0%	4	0%	6	45%	4	0%	0	100%	4	0%	2	82%	3	25%	5	55%	3	25%	3	73%	4	0%	8	27%	4	0%
Deck: County	195	5	86	56%	4	20%	74	62%	4	20%	68	65%	4	20%	66	66%	4	20%	67	66%	3	40%	75	62%	4	20%	79	59%	4	20%
Deck: Non-county	206	3	206	0%	3	0%	205	0%	3	0%	200	3%	3	0%	203	1%	3	0%	203	1%	3	0%	201	2%	3	0%	200	3%	3	0%
Nash & Kollock		0	2	89%	0	N/A	1	95%	0	N/A	2	89%	0	N/A	3	84%	0	N/A	3	84%	0	N/A	0	100%	0	N/A	3	84%	0	N/A
Gateway		2	6	14%	2	0%	1	86%	1	50%	1	86%	0	100%	2	71%	1	50%	1	86%	1	50%	2	71%	1	50%	5	29%	0	100%
Weaver Street	63	2	27	57%	2	0%	18	71%	1	50%	16	75%	2	0%	24	62%	2	0%	15	76%	2	0%	17	73%	2	0%	12	81%	2	0%
Lot Totals	721	30	476	34%	27	10%	370	49%	25	17%	347	52%	24	20%	373	48%	23	23%	385	47%	24	20%	397	45%	27	10%	417	42%	27	10%
Totals	970	45	653	8:00 33%	AM 41	9%	491	9:00 49%	AM 38	16%	461	10:0 52%	0 AM 36	20%	475	11:00 51%	35	22%	467	12:0 52%	0 PM 33	27%	482	2:00 50%	PM 35	22%	519	4:00 46%	PM 42	7%

Appendix I: Parking Requirements Under Current Zoning Ordinance

Appendix I. Farking Requirements on				# -4 0444-	0-4	0/05	0	0/	T-4-1 0 D
Business Name	SF	# of Employees		# or Students	Category	Spaces/SF	•	Spaces/Emp	Total Spaces Req.
Clements Funeral Service	5,166	4	200		Assembly		50		50
Hillsborough Presbyterian Church	7,831	6	150	28	Assembly		38	10	47
Orange County Historical Museum	2,000	2			Assembly				4
Walker's Funeral Home	5,000	1	220		Assembly		55		55
Linda's Personality Cuts	400	1			Beauty	2		1	3
Tonsorium	900	1			Beauty	5		1	6
Orange Family Medical	6,960	15			Health	35			35
Latta Brothers Tractor Service	3,034	2	(3 bays)		Motor	3		2	5
Ballard Agency	3,400	4			Office	11		4	15
Bank of America	3,150	6			Office	11		6	17
Buckingham Business Services	400	2			Office	1		2	3
Carolina Farm Credit	1,520	3			Office	5		3	8
Central Telephone Company	4,900	10			Office	16		10	26
Cheshire Parker Law Firm	3,150	4			Office	11		4	15
Coldwell Banker Howard Perry and Walston	3,000	10			Office	10		10	20
Copperline Book Services	430	2			Office	1		2	3
Cyrus D. Hogue Law Office	1,682	1			Office	6		1	7
Digital Services	400	1			Office	1		1	2
Elsewhere	500	2			Office	2		2	4
ENT Land Surveys, Inc.	750	4			Office	3		4	7
Gates Management and Realty	828	4			Office	3		4	7
Go Natural Nails	650	1			Office	2		1	3
Hillsborough Arts Council	400	2			Office	1		2	3
Hillsborough-Orange Chamber of Commerce	1,200	2			Office	4		2	6
Home Helpers (Job's Reward, Inc.)	300	3			Office	1		3	4
James Michael Gay, Attorney at Law	400	2			Office	1		2	3
Joseph Harvey Council, Attorney at Law	425	2			Office	1		2	3
Judith K. Guibert, Attorney at Law	400	1			Office	1		1	2
	260	1			Office	1		1	2
Kara Richards Baker								· ·	
Laura Wessell Photography	500	1			Office	2		1	3
Loftin & Loftin Law Firm	1,593	5			Office	5		5	10
Lyell Cash Properties	800	3			Office	3		3	6
Mandeville and Mandeville, Inc.	120	2			Office	0		2	2
Margaret W. Ray, DDS	1,063	2			Office	4		2	6
Sam Chang DMD, PA	1,593	2			Office	5		2	7
Sedrick's Studio	200	1			Office	1		1	2
SunTrust Bank	3,132	6			Office	10		6	16
Alliance for Historic Hillsborough	2,000	3			Office	7		3	10
Taylor-Hall Properties	1,000	3			Office	3		3	6
The News Of Orange	1,404	5			Office	5		5	10
Touch Health Massage	332	1			Office	1		1	2
Trading Path Association	800	2			Office	3		2	5

Business Name TS Financial, Inc. VIP Computer Systems	<b>SF</b> 144 1,250	# of Employees 1 8	# of seats	# of students	Category Office Office	Spaces/SF 0 4	Spaces/seat	Spaces/Emp 1 8	Total Spaces Req. 1 12
, ,						_			
Blue Bayou Club	1,300	_	35		Pub	3	9		12
The Wooden Nickel	1,000	8	30		Pub	3	8		10
Bandido's Mexican Restaurant	3,360	5	99		Restaurant		25		25
Cup A Joe	600	2	10		Restaurant		3		3
Gulf Rim Café	2,000	9	42		Restaurant		11		11
Panciuto Restaurant	2,208		50		Restaurant		13		13
Saratoga Grill	2,028	5	60		Restaurant		15		15
Tupelo's	2,700	6	64		Restaurant		16		16
Valour's Patisserre & Bistro	600		26		Restaurant		7		7
Callaway Jewelry/Spiral Studios	1,200	2			Retail	6		2	8
Carolina Fish & Game	1,200	2			Retail	6		2	8
Churton Street Gallery	1,400	1			Retail	7		1	8
Churton Street Gallery Churton Street Realty	1,300	2			Retail	7		2	9
Country Village Florist and Gifts	2,000	3			Retail	10		3	13
Court Square Shops	2,000	1			Retail	10		1	11
Dallas Pridgen Jewelry Inc.	1,485	3			Retail	7		3	10
Dual Supply Hardware	9,052	4			Retail	45		4	49
Hillsborough Gallery of Arts	2,560	1			Retail	43 13		4	49 14
Hillsborough Wine Co.	1,550	1			Retail	8		1	9
Hillsborough Yarn Shop	1,418	1			Retail	o 7		1	8
Lloyds Pharmacy	1,680	2			Retail	8		2	10
Matthews Chocolates / Loco Pops	900	1			Retail	5		0	5
Melissa's Designer Jewelry	600	1			Retail	3		1	4
Roomscape	550	1			Retail	3		1	4
Vintage Revival Tea Room & Treasures	800	1			Retail	4		1	5
Weaver Street Market	11,900	13			Retail	60		13	73
Weaver Street Market	11,900	13			Retail	00		13	73
Hillsborough Plumbing (currently vacant)	2,784				Office	9		0	9
133 E. King Street (currently vacant)	888				Office	3		0	3
Purchasing Building (currently vacant)	7,000				Office	23		0	23
Court Annex Building (currently vacant)	3,300	1			Office	11		0	11
Graham Building (currently vacant)	750	040			Office	3	-	0 	3
Total Downtown Employees	i.	219					В	sinesses Total:	870

Government Offices	SF	# of Employees	# of seats	# of students	Category	Spaces/SF	Spaces/seat	Spaces/Emp	Total Spaces Req.
Town of Hillsborough Annex	2,200	11			Office	7	-	11	18
Town of Hillsborough Police Dept.	5,674	14			Office	19		14	33
Orange Rural/Hillsborough Fire Dept.	6,072	8			Office	20		8	28
United States Post Office	10,300	20			Office	34		20	54
								Total:	134
Orange County East Campus									
Orange County Gov't Services/Link Center	25,991	31			Office	87		31	118
Orange County Gov't Services Annex	7,480	4			Office	25		4	29
Orange County Old Courthouse	7,128	0			Office	24		0	24
Orange County Court Street Annex	8,200	16			Office	27		16	43
Orange County Jail	26,708	13						13	18
Orange County District Attorney's Office	6,609	14			Office	22		14	36
Orange County Justice Facility (66,399 total)									
Sheriff's Office	15,000	70			Office	50		70	120
Orange County Courthouse	51,399	36			Office	171		36	207
								Total:	595
Orange County West Campus									
Orange County Office Complex	46,716	75			Office	156		75	231
Orange County Library	23,454	27			Office	78		27	105
Gateway Center	22,968	49			Office	77		49	126
								Total:	461
Total OC Employee		335							
Total Gov't Employee	es:	388						Gov't Total:	1,190
						Total I	Downtown Parl	king Required:	2,060

**Total Existing Spaces:** 

Difference:

1,450

-610

### **Current Zoning Ordinance Off-Street Parking Standards**

Retail Sales = 1 space per employee plus 1 space per 200 square feet of gross floor area

Restaurants = 1 space per 4 seats or 1 space per 50 square feet of floor area in public use

Nightclubs/Pubs = 1 space per 4 seats plus 1 space per 400 square feet of gross floor area

Assembly (Church/Funeral Home) = 1 space per 4 seats

Office (Banks, Offices, Personal Services, Government Facilities) = 1 space per employee plus 1 space per 300 square feet of gross floor area

Beauty & Barber Shops = 1 space per employee plus 1 space per 200 square feet

Motor Vehicle Maintenance = 1 space per employee plus 1 space per service bay

Health Care Facility = 1 space per 200 square feet of gross floor area

Appendix J: Parking Requirements Under New Unified Development Ordinance

Property		Property Owner (Current Business)	SF	Zoning	1 Space/500 SF
	Churton St.	Cheshire Building	6,300	Central Commercial	13
101 N.	Churton St.	Armadillo Associates (Tupelo's)	4,200	Central Commercial	8
104 N.	Churton St.	Dallas Pridgen	2,245	Central Commercial	4
105 N.	Churton St.	Judith Moore (The Wooden Nickel)	1,000	Central Commercial	2
106 N.	Churton St.	Hunt Box Investment Partners	3,060	Central Commercial	6
107 N.	Churton St.	Larry Carroll (Matthews Chocolates)	900	Central Commercial	2
110 N.	Churton St.	Seisin in Law	3,310	Central Commercial	7
111 N.	Churton St.	TLS Properties (Gulf Rim Café)	3,500	Central Commercial	7
112 N.	Churton St.	Orange County	3,240	Central Commercial	6
113 N.	Churton St.	Bank of America	4,481	Central Commercial	9
115 N.	Churton St.	Callaway & Rogers LLC	1,513	Central Commercial	3
117 N.	Churton St.	John D Loftin	3,820	Central Commercial	8
118 N.	Churton St.	Orange County (Graham Building)	754	Central Commercial	2
121 N.	Churton St.	Churton Street Development LLC	5,977	Central Commercial	12
127 N.	Churton St.	Town of Hillsborough (Police Dept.)	5,674	Central Commercial	11
128 N.	Churton St.	Central Carolina Bank (SunTrust)	7,440	Central Commercial	15
132 N.	Churton St.	Michael Latta (Latta Brothers Tractor Service)	3,116	Central Commercial	6
136 N.	Churton St.	James Hall Ray (Roomscape)	600	Central Commercial	1
137 N.	Churton St.	Town of Hillsborough (Town Hall Annex)	3,340	Central Commercial	7
138 N.	Churton St.	James Hall Ray (VIP Computer Systems)	7,500	Central Commercial	15
148 N.	Churton St.	Clements Funeral Service	5,166	Central Commercial	10
200 N.	Churton St.	William & Pamela Turner (Happy Factory)	1,848	Central Commercial	4
204 N.	Churton St.	Allen Walker Trustee (Walker's Funeral Home)	9,522	Central Commercial	19
100 S.	Churton St.	Vincent Tesoro II (Churton Street Gallery)	1,548	Central Commercial	3
106 S.	Churton St.	Michael & Jean Bernholz (Blue Bayou Club)	6,240	Central Commercial	12
108 S.	Churton St.	Kevin & Colleen St John (Saratoga Grill, Court Sq. Shops)	4,056	Central Commercial	8
110 S.	Churton St.	Vandy Enterprises (Panciuto Restaurant)	4,176	Central Commercial	8
112 S.	Churton St.	Tryon Investment Group (Melissa's Designer Jewelry)	2,652	Central Commercial	5
114 S.	Churton St.	Tryon Investment Group (Hillsborough Yarn Shop, etc.)	2,652	Central Commercial	5
116 S.	Churton St.	Churton Street Development LLC (Tonsorium)	910	Central Commercial	2
118 S.	Churton St.	Susan Seahorn (Hillsborough Wine Company)	1,610	Central Commercial	3
120 S.	Churton St.	Eno Rentals Two LLC (Gates Management & Realty)	1,540	Central Commercial	3
	Churton St.	C D Hogue III & Nancy Vest (Bandido's Mexican)	6,720	Central Commercial	13
	Churton St.	William Hall & Robbin Taylor-Hall	1,092	Central Commercial	2
	Churton St.	Town of Hillsborough (Orange Rural Fire Dept.)	6,072	Central Commercial	12
	Churton St.	Prysock Varnadoe Prysock LLC	4,560	Central Commercial	9
	Churton St.	Ray Motor (ENT Land Surveys, Inc.)	750	Central Commercial	2
	Churton St.	Weaver Street Market	11,900	Central Commercial	24
	Churton St.	Gateway Center (Orange County Land Records)	22,968	Central Commercial	46
	King St.	Charles Womack (The News Of Orange)	1,638	Central Commercial	3
	King St.	North Central Production (Carolina Farm Credit)	2,320	Central Commercial	5
	King St.	Jean Ellen Holcomb (Vintage Revival)	1,080	Central Commercial	2
	King St.	Orange County (Purchasing Building)	6,568	Central Commercial	13
133 E.	King St.	Doris Dwyer	888	Central Commercial	2

Property	Property Owner (Current Business)	SF	Zoning	1 Space/500 SF
105 W. King St.	John David Ballard (Ballard Insurance Agency)	2,310	Central Commercial	5
107 W. King St.	John David Ballard	594	Central Commercial	1
109 W. King St.	John Seelye (Purple Crow Books)	828	Central Commercial	2
112 W. King St.	RC Neighbours (HPW Realty)	1,620	Central Commercial	3
113 W. King St.	Dual Supply	3,340	Central Commercial	7
114 W. King St.	RC Neighbours (HPW Realty)	2,100	Central Commercial	4
115 W. King St.	Dual Supply	3,168	Central Commercial	6
116 W. King St.	RC Neighbours (Linda's Personality Cuts)	208	Central Commercial	0
117 W. King St.	Dual Supply	8,625	Central Commercial	17
118 W. King St.	RC Neighbours (Lloyd's Pharmacy)	1,680	Central Commercial	3
120 W. King St.	Churton Street Development (Cup A Joe)	600	Central Commercial	1
124 W. King St.	Wesley & Alice Woods	2,450	Central Commercial	5
126 W. King St.	Wesley & Alice Woods	4,733	Central Commercial	9
126 W. King St.	Wesley & Alice Woods (Patisserie)	587	Central Commercial	1
147 W. King St.	Lyell Cash	1,812	Central Commercial	4
110 W. Margaret Ln.	C D Hogue III	1,800	Central Commercial	4
115 W. Margaret Ln.	Garrison Riggs	2,784	Central Commercial	6
121 W. Margaret Ln.	Susan Frankenberg	1,451	Central Commercial	3
131 W. Margaret Ln.	Orange County (Office Complex)	46,716	Central Commercial	93
137 W. Margaret Ln.	Orange County (Library)	23,454	Central Commercial	47
115 W. Tryon St.	Margaret Walker Ray	1,063	Central Commercial	2

# Total Central Commercial Square Footage: 292,369 Total Spaces Required: 585

Property	<i>l</i>	Property Owner (Current Business)	SF	Zoning	1 Space/300 SF
200 S.	Cameron St.	Orange County (Gov't Services/Link Center)	25,991	Office Institutional	87
208 S.	Cameron St.	Orange County (Gov't Services Annex)	7,480	Office Institutional	25
210 S.	Cameron St.	Tuscany LLC (Orange Family Medical)	7,056	Office Institutional	24
201 N.	Churton St.	Orange County (Historical Museum)	2,000	Office Institutional	7
125	Court St.	Orange County (Jail)	26,708	Office Institutional	
104 E.	King St.	Orange County (Old Courthouse)	7,128	Office Institutional	24
110 E.	King St.	Orange County (Court Street Annex)	8,200	Office Institutional	27
120 E.	King St.	Central Telephone Company	4,900	Office Institutional	16
144 E.	King St.	United States Post Office	10,300	Office Institutional	34
150 E.	King St.	Orange County (Alliance for Historic Hillsborough)	2,000	Office Institutional	7
106 E.	Margaret Ln.	Orange County (Sheriff's Office)	15,000	Office Institutional	50
106 E.	Margaret Ln.	Orange County (Justice Facility)	51,399	Office Institutional	171
144 E.	Margaret Ln.	Orange County (District Attorney's Office)	6,609	Office Institutional	22
102 W.	Tryon St.	Hillsborough Presbyterian Church	7,831	Office Institutional	26

Total Office Institutional Square Footage: 182,602 Total Spaces Required: 520

Total Downtown Parking Requirement: 1,104

Total Existing Spaces: 1,450

Difference: 346

# **REFERENCES:**

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