



# **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

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

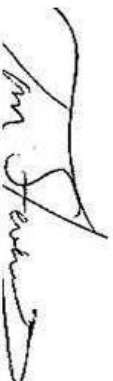
WHEREAS, The Planning Department staff prepared a document including a review of previous planning efforts, survey results and comprehensive parking counts; and

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

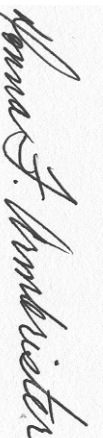
WHEREAS, the Downtown Parking Study recommends a variety of implementation actions ranging from consistent enforcement, improved signage, and other physical improvements,

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

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**

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### **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.

## *Chapter One : Introduction*

- 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**

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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.

**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.

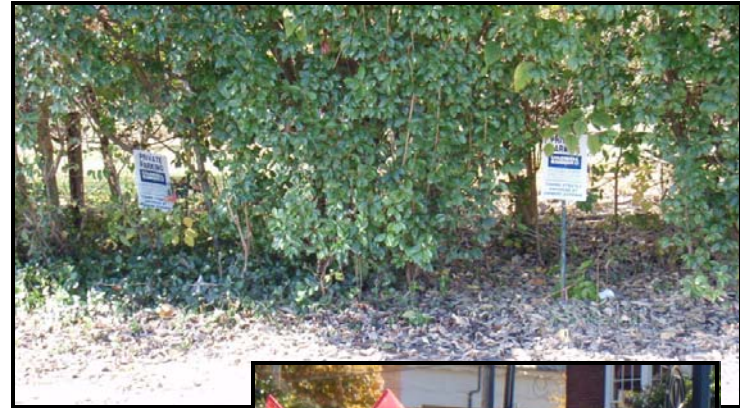
*Top: The entrance signage for the Bank of America parking lot.  
Right: On-street parking on East Margaret Lane.*





### **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.

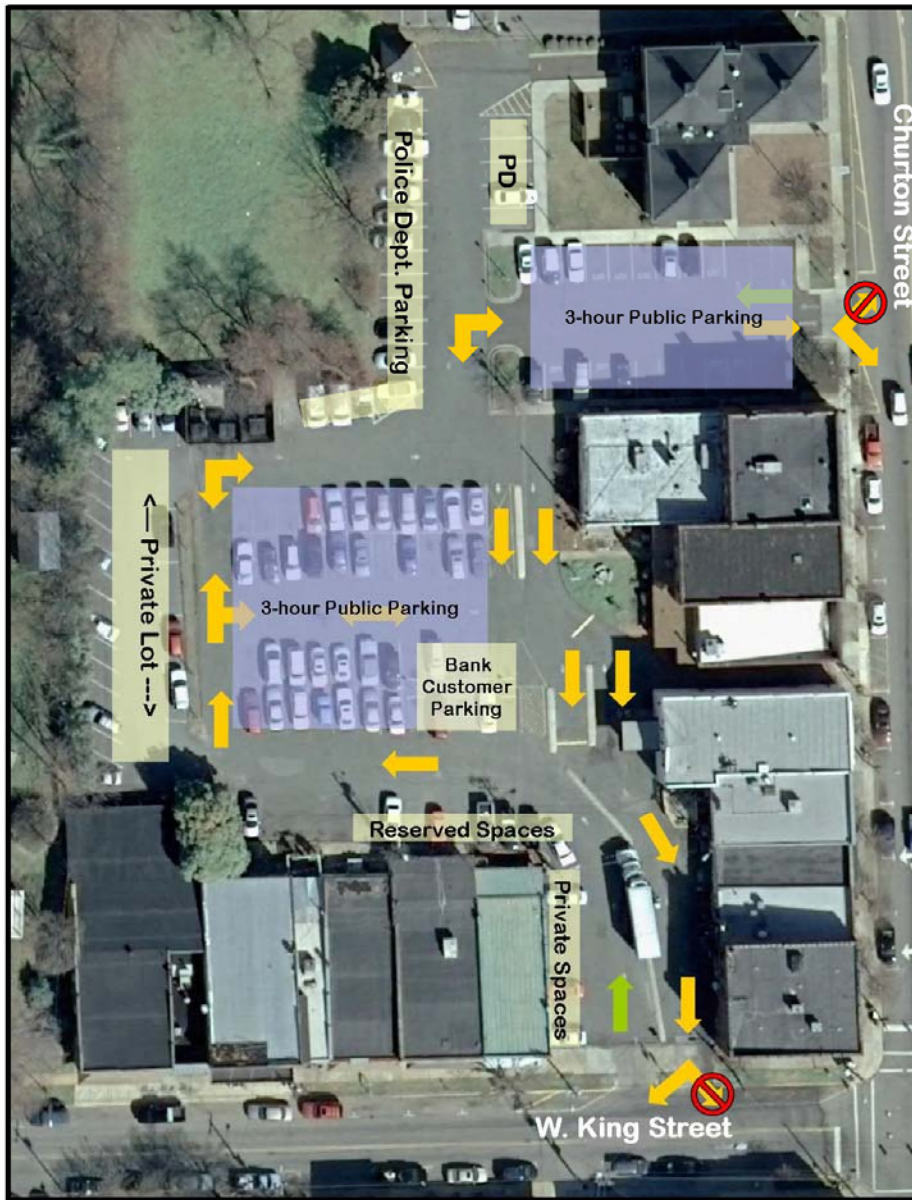
The next page shows the traffic patterns in each of the public parking lots.



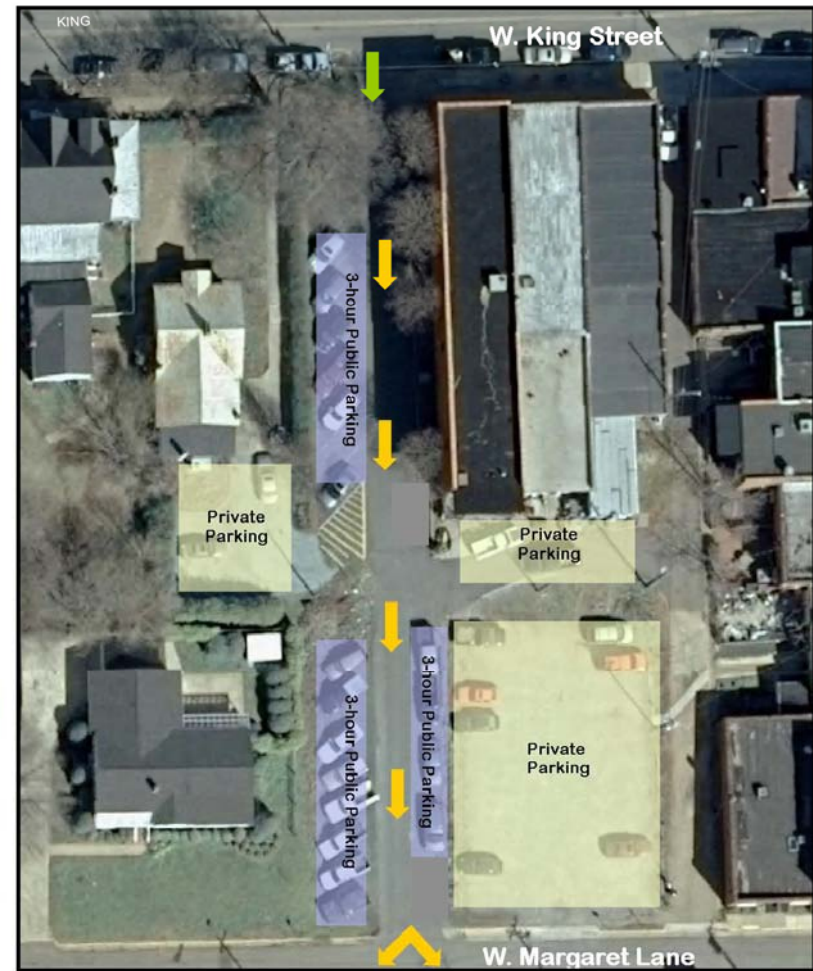
*Top: Poorly maintained signage indicating reserved spaces.*

*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 Bank of America lot



Existing traffic pattern in the Mayo Park lot



## Public Input

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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 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.

#### **Possible solutions suggested by business owners:**

- 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:

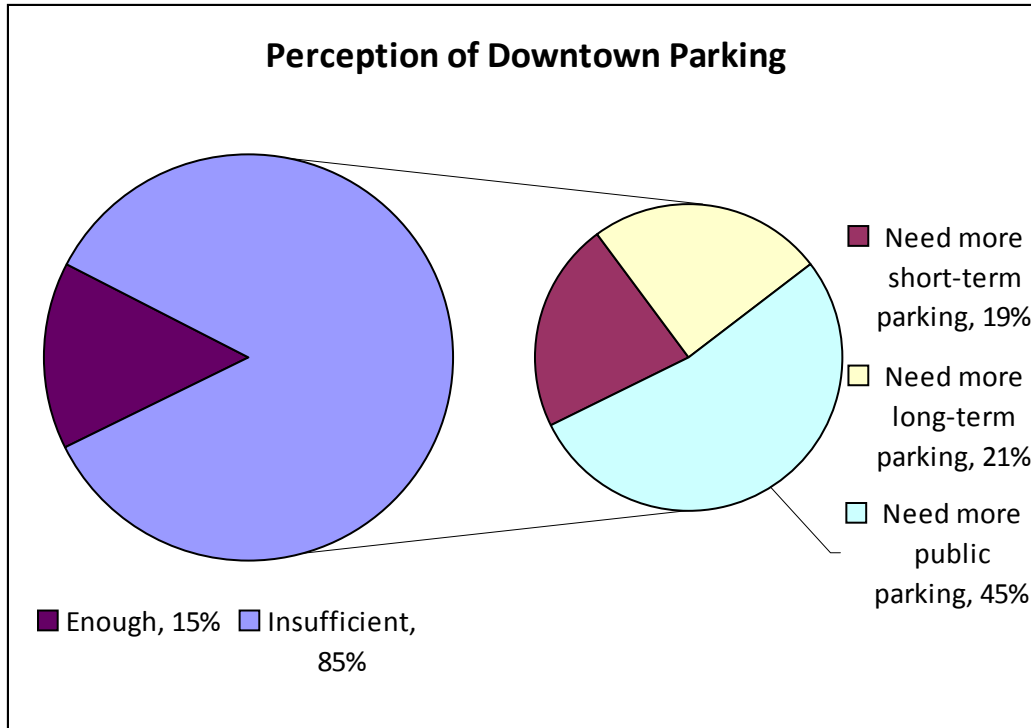
- Make sure that supplies from delivery trucks can easily get into the back of restaurants.
- The sidewalk on West King Street is a problem, from an accessibility and safety standpoint.
- Make sure the new in-town circulator bus route goes to Cameron Street, where all-day visitor and employee parking 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.

**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 Responses</b>		<b>Yes</b>	<b>No</b>
Have you been to Hillsborough before?		75%	25%
Did you have trouble finding the courthouse?		10%	90%
Did you have trouble finding parking?		28%	72%
How long did it take to find parking?	< 5 min.	68%	
	5-10 min.	25%	
	10-15 min.	6%	
	15+ min.	2%	
Where did you park?	Courthouse Lot	36%	
	Cameron St. Lot	10%	
	On-Street	27%	
	Parking Deck	17%	
	Other	10%	
		<b>Yes</b>	<b>No</b>
Did the presence of a fee influence your decision on where to park?		38%	62%
Were you given directions to parking before your 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?  Yes  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?  
 less than 5 min.  5 -10 min.  10 -15 min.  15+ min.

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:

*"Everything was well marked."*

*"Make parking easy."*

*"There should be a deck at the courthouse."*

*"Public needs to know about the parking garage it would raise revenue for town/county."*

*"Public needs to use garage across street."*

*"Public needs to park in parking deck."*

*"Make sure there is parking for courthouse personnel."*

*"Provide sufficient parking."*

*"Parking should be free."*

*"Everything was perfect."*

*"Thanks for the free parking."*

*"Signage for free parking confusing."*

*"I don't think you should have to pay to park for court."*

*"Parking is horrible!"*

*"Free parking for court matters is nice!"*

*"More free parking would be helpful."*

*"It would have been nice to know that there was free parking available."*

*"There needs to be better signs up for directions on where to park."*

*"No close handicap parking."*

*"Easy parking."*

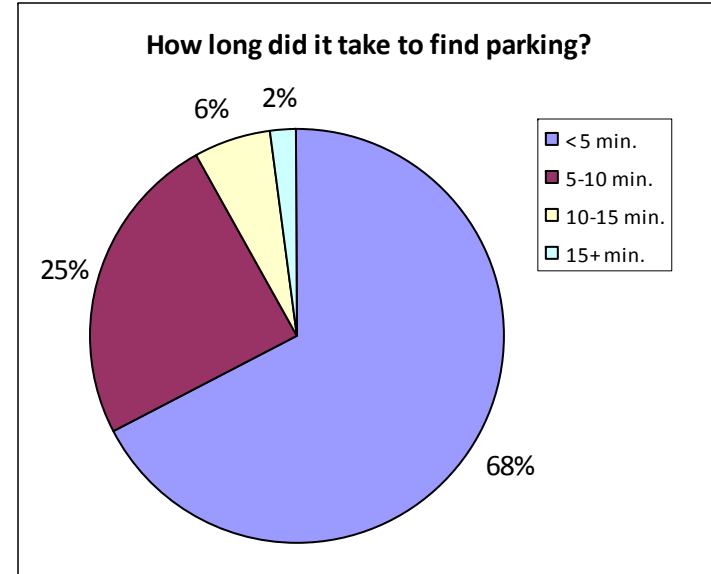
**Analysis**

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.

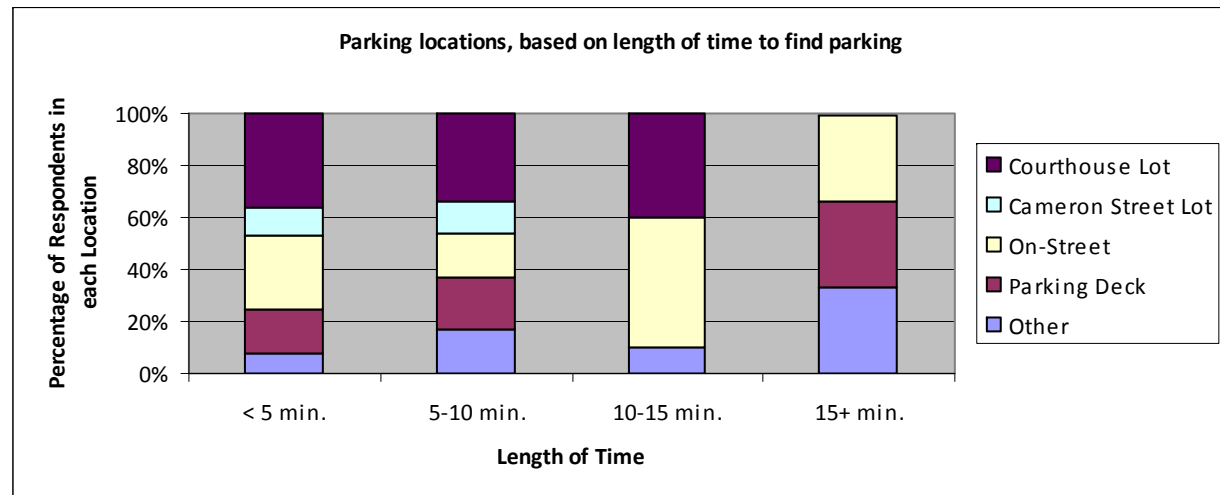
The first graph (right) shows the breakdown of the length of time it took to find parking. The second graph (below) displays the locations where respondents parked based on how long it took them to find parking. For instance, of the 68 percent of respondents who stated it took them less than five minutes 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:

<i>Location</i>	<i>Type</i>	<i>Access</i>	<i>Surface Type</i>	<i>Space Marked</i>	<i>Time Limit</i>	<i>Fee</i>	<i>Ownership</i>	<i>Restriction</i>	<i>Restricted Time</i>	<i>Restriction Marked</i>
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:

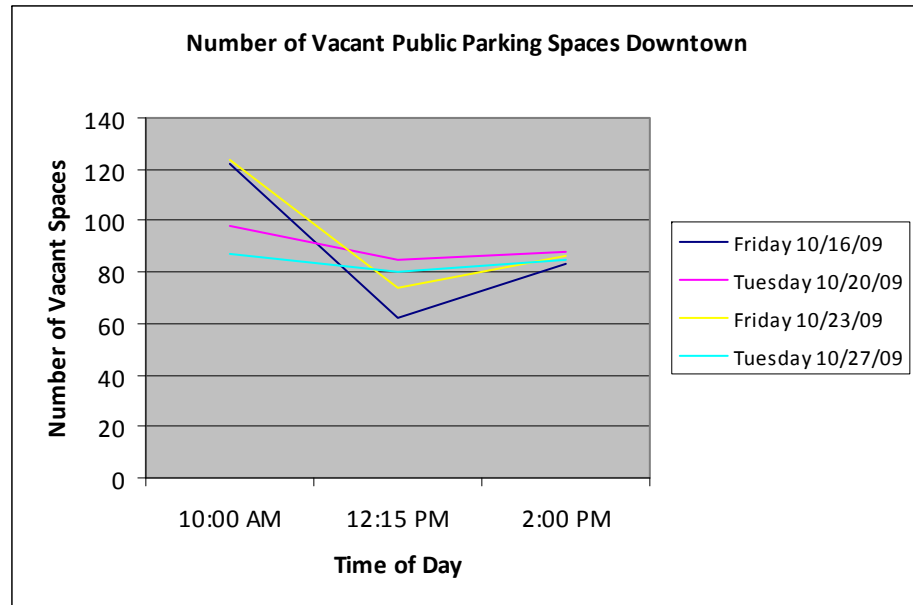
- 4,792 vehicles total entering and exiting.
- Daily traffic average: 675
- The heaviest day was Friday, with 1,076 vehicles.
- The lightest day was Sunday, with 278 vehicles.
- The lightest weekday was Monday, with 646 vehicles.
- For entering vehicles:
  - 11 a.m. was the most frequent a.m. peak volume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

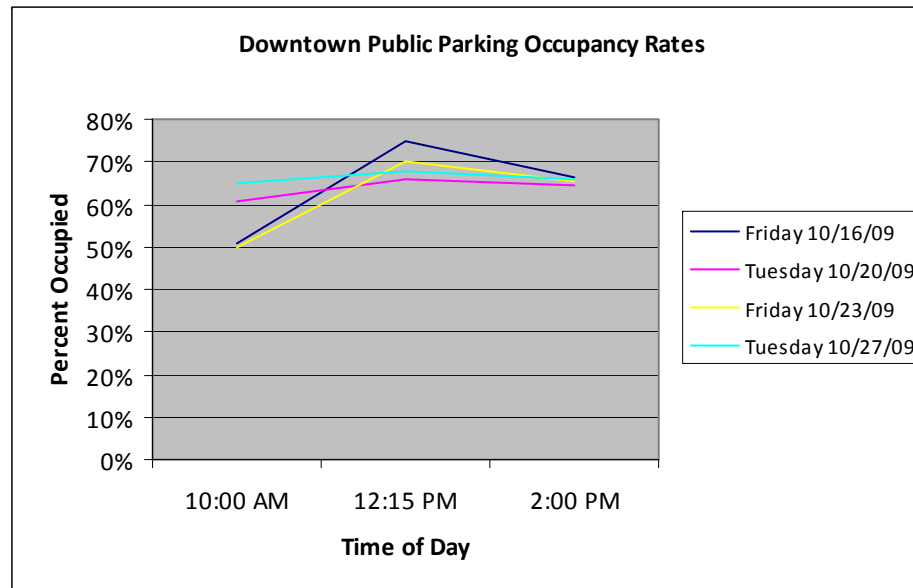
**Parking Occupancy Counts Fall 2009**

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.

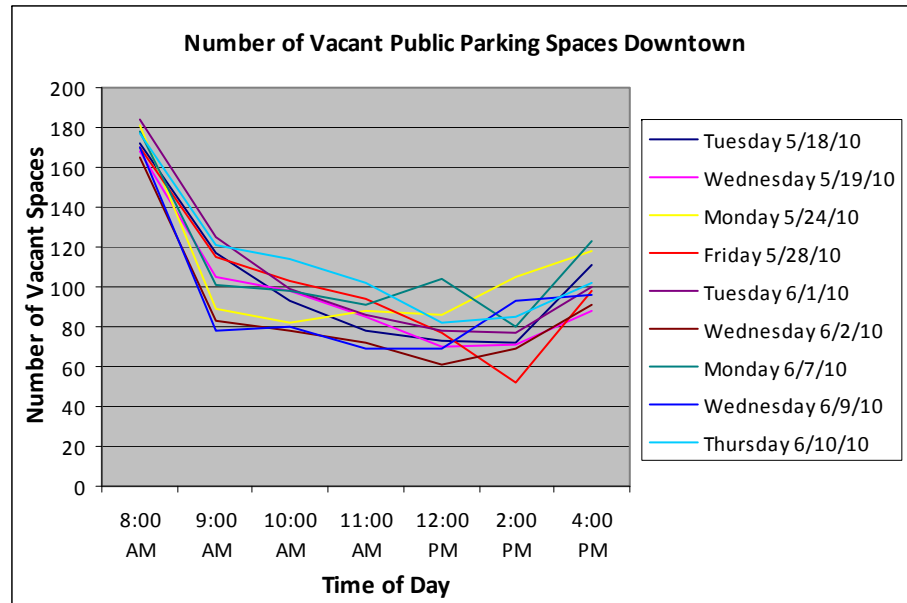
The counts were notably regular from day to day. The range in variation was from 1 to 14 spaces. Lunchtime traffic appears to cause the most parking congestion; parking availability at 10 a.m. and 2 p.m. was relatively similar.



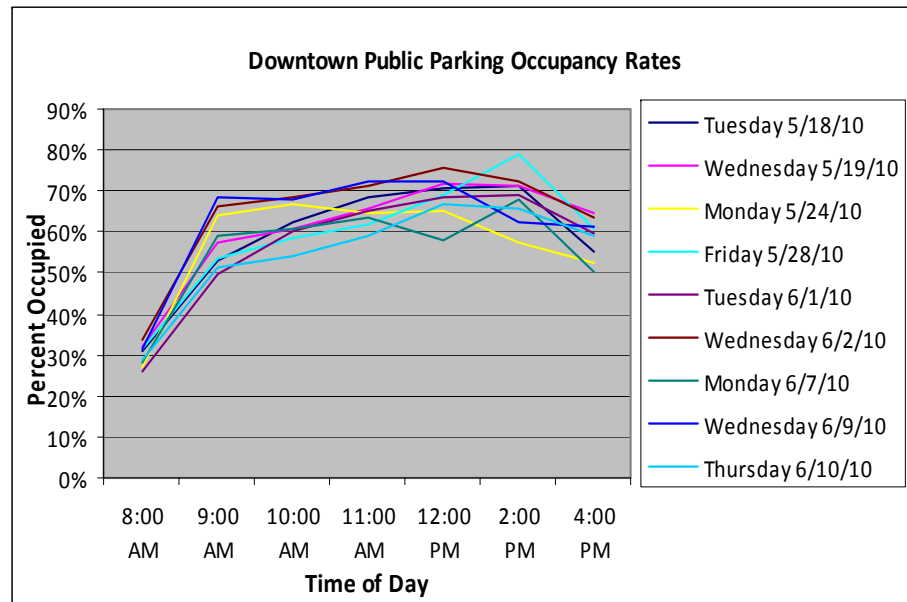
The hand count was useful beyond providing availability data because it allowed staff to observe parking patterns throughout the day. Staff observed spaces that were not utilized at all perhaps because of their restrictions, as well as areas that are not used for parking but have the potential to be.

**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.

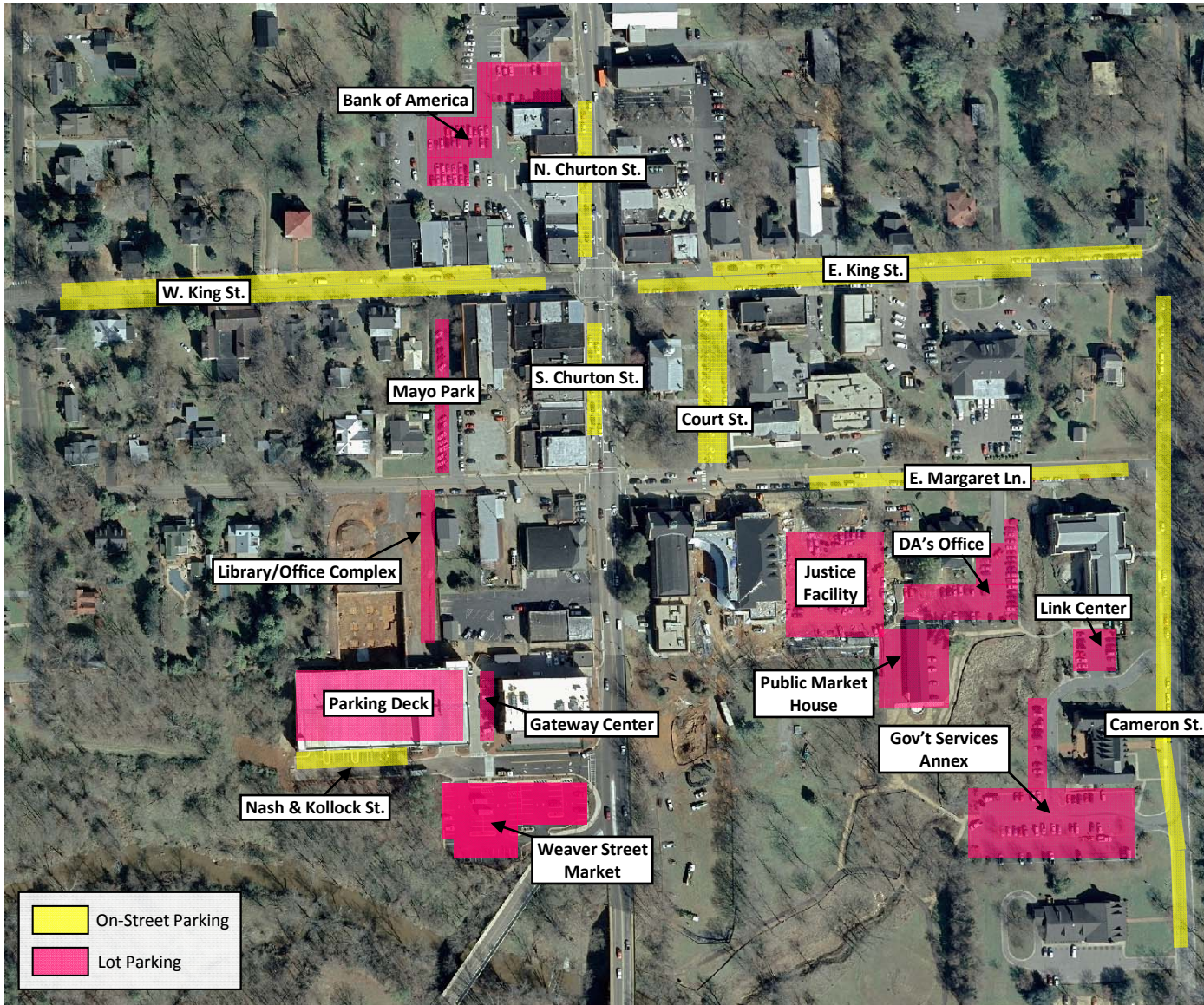


Overall, there is not a significant difference in the availability of downtown public parking now that the new Orange County buildings have opened as compared to before.

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**





### **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.

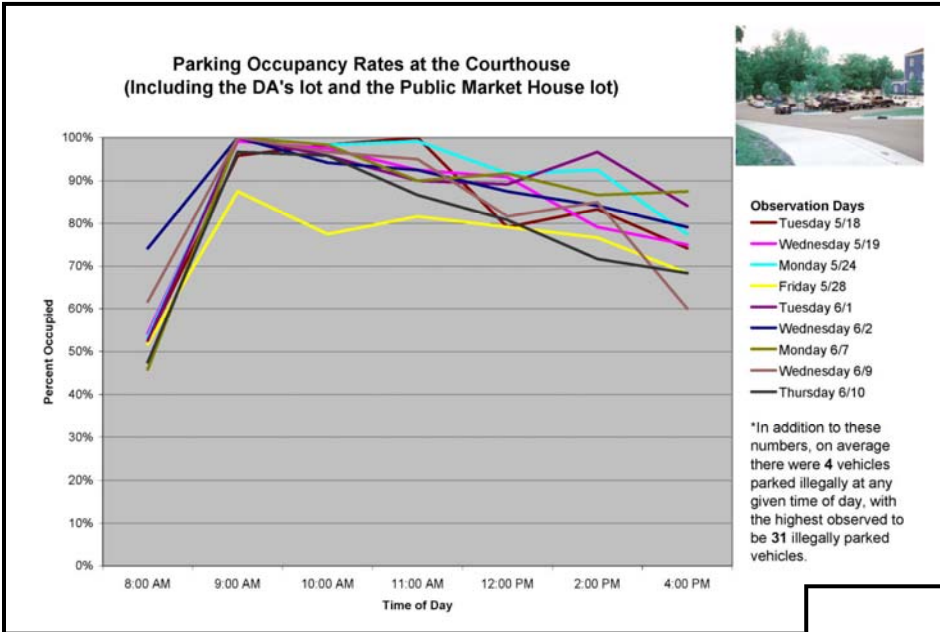
As the observation period progressed, the amount of illegal parking and general confusion about where to park decreased due to improvements made by Orange County. Orange County painted the no-parking zones within its parking lots with yellow curbs and erected temporary signage to help direct customers 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.

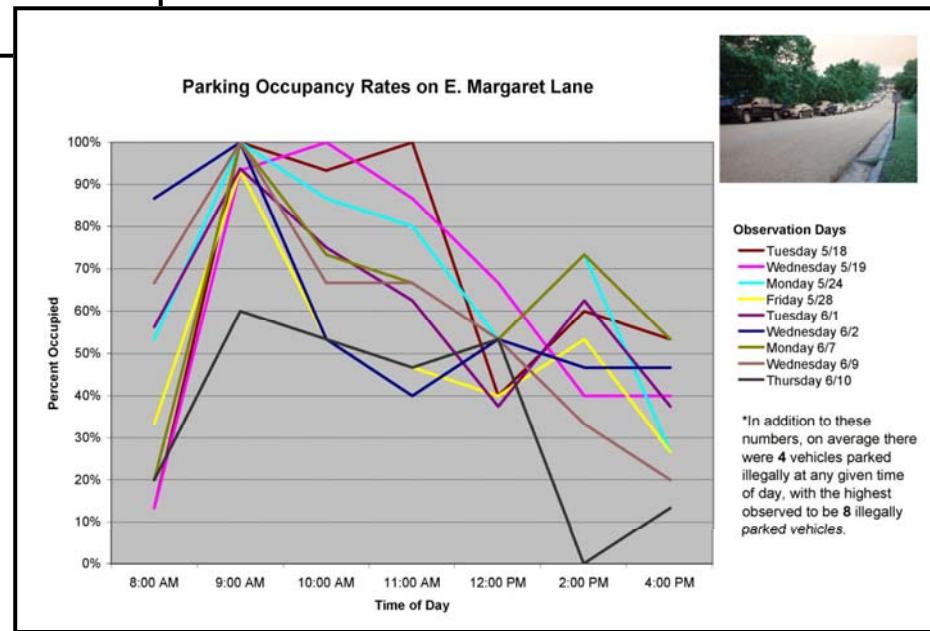
**Parking Occupancy at the Justice Facility**



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



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





**Parking Occupancy at the Justice Facility**



Court Street 9:15 a.m. Tuesday, May 18, 2010



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



S. Cameron Street 9:15 a.m. Wednesday, June 2, 2010



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



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



S. Cameron Street 9:15 a.m. Wednesday, June 2, 2010





## Chapter Three: Analysis & Synthesis

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## 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, 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.

#### **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.

### **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.

<b>Wednesday, June 2, 2010</b>		<b>Percentage Occupied</b>						
<b><u>On-Street Spaces</u></b>	<b># of Spaces</b>	<b>8 a.m.</b>	<b>9 a.m.</b>	<b>10 a.m.</b>	<b>11 a.m.</b>	<b>12 p.m.</b>	<b>2 p.m.</b>	<b>4 p.m.</b>
North Churton Street	10	0%	60%	10%	40%	80%	80%	90%
West King Street	54	44%	46%	52%	59%	67%	59%	52%
South Churton Street	8	0%	100%	63%	88%	100%	100%	75%
Court Street	12	100%	100%	92%	100%	100%	92%	100%
East King Street	40	20%	88%	90%	75%	68%	58%	68%
Cameron Street	27	4%	96%	70%	48%	30%	37%	19%
East Margaret Lane	16	88%	100%	56%	44%	56%	50%	50%
Nash & Kollock Street	19	95%	100%	95%	95%	100%	53%	53%

		<b>Percentage Occupied</b>						
<b><u>Parking Lots</u></b>	<b># of Spaces</b>	<b>8:00 AM</b>	<b>9:00 AM</b>	<b>10:00 AM</b>	<b>11:00 AM</b>	<b>12:00 PM</b>	<b>2:00 PM</b>	<b>4:00 PM</b>
Bank of America	66	27%	47%	70%	85%	97%	100%	73%
Mayo Park	16	44%	44%	100%	100%	100%	88%	94%
Library/Office Complex	11	18%	91%	73%	100%	91%	91%	91%
Deck: Reserved	195	59%	64%	66%	64%	66%	65%	65%
Deck: Non-reserved	206	9%	22%	17%	13%	11%	7%	1%
Gateway Center	7	14%	57%	14%	100%	71%	86%	100%
Weaver Street Market	63	38%	84%	83%	95%	95%	86%	57%
Justice Facility	59	100%	100%	100%	100%	100%	100%	98%
Public Market House	24	71%	100%	79%	79%	58%	33%	46%
District Attorney's Office	37	35%	100%	95%	89%	86%	92%	70%
Link Center	8	100%	100%	100%	100%	100%	38%	100%
Gov't Services Annex	92	37%	100%	92%	73%	46%	46%	38%

*Chapter Three : Analysis & Synthesis*

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.



*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



*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.*

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.

The inventory shows that 59 spaces out of the total 1,450 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 minimum number of accessible spaces in a lot. According to the table, downtown Hillsborough needs at least 24 parking spaces that provide handicap accessibility. With 59 spaces, Hillsborough exceeds the minimum. At least 15 of these spaces are considered nonconforming because they do not have adequate access aisles. As displayed on a map on the next page, handicap spaces are well 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.*

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.



*Above: Parking this close to a driveway corner limits visibility for turning traffic and endangers pedestrians. Left: Bilingual signage can improve adherence to parking restrictions.*



## **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 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.



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



# Chapter Four: Improvements & Recommendations



## **Improvements**

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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.

#### *Chapter Four : Improvements & Recommendations*

- 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:

- 1 to 2 parking spaces: One double-arrow sign.
- 3 to 5 parking spaces: 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

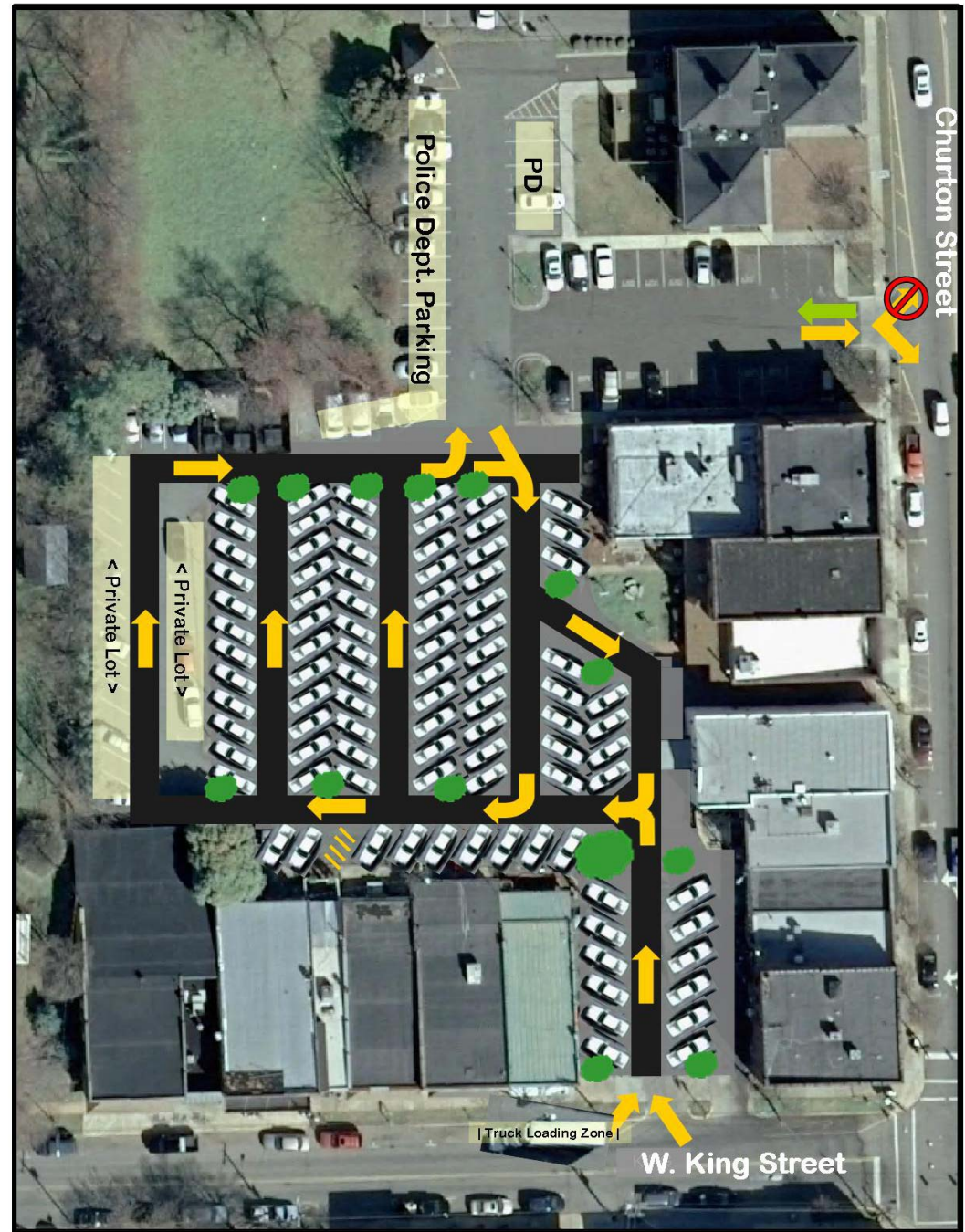
- 1.6a Install improved crosswalks at the intersections of Churton Street and King Street and Margaret Lane.
- 1.6b Install “Turning Vehicles Yield to Pedestrians” signage on the traffic light cables at the intersections of King Street and Margaret Lane with Churton Street.

### 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
<b>Adopt Recommended Unified Development Ordinance Parking Standards</b>	
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
<b>Improve Public Parking Lots</b>	
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
<b>Improve Enforcement</b>	
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
<b>Improve Operation</b>	
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
<b>Improve Traffic Circulation</b>	
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
<b>Improve the Pedestrian Environment</b>	
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





# Downtown Parking Survey

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 **Friday, September 25th**. Thank you for your participation.

## **Section 1: Business Information**

Business Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

Are you interested in joining a Hillsborough businesses' notification listserv?

- Yes  No

How many square feet is your business space?

Monday: \_\_\_\_\_

Tuesday-Friday: \_\_\_\_\_

Saturday: \_\_\_\_\_

Sunday: \_\_\_\_\_

What are your operating hours?

Business Category:

- Retail/Commercial
- Hospitality
- Office
- Medical
- Church
- Other

## **Section 2: Employee Information**

How many people do you employ?

Full-time: \_\_\_\_\_

Part-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?

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

Do you provide your employees with parking in a private lot?

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

**Section 3: Customer Information**

On average, how many customers do you have per day? \_\_\_\_\_

What is the average length of time a customer spends at your business?

- Under 15 minutes
- 15-30 minutes
- 30-40 minutes
- 45-60 minutes
- 1-2 hours
- More than 2 hours

Please estimate what percentage of your customers arrive by the following modes:

Mode	% of Customers
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other _____	

Please estimate where your customers are coming from:

Origin	% of Customers
Hillsborough	
Orange County	
Chapel Hill/Carrboro	
Durham/Durham County	
Alamance County	
Other	

Do you provide your customers with parking in a private lot?

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

**Section 4: Parking Information**

How would you describe downtown parking?

- There is enough parking
- There is insufficient parking
  - There should be more short-term parking
  - There should be more long-term parking
  - There should be more public parking
  - Other issue \_\_\_\_\_
- There is too much parking

How many additional parking spaces, if any, do you think you need to have adequate parking for your customers and employees? \_\_\_\_\_

If additional parking was constructed, would you be willing to pay for employee parking? \_\_\_\_\_

Do you think parking time limits should be enforced more strictly?

- Yes
- No





## **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.*



Appendix C: Customer Parking Survey Responses										
#	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		Shopping		Tupelo's	Yes	No street parking lot full	1 - 3 hours	
3	HYS	Tuesday	3:30 PM	Shopping		On-street	No		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.
5	HYS	Thursday	12:15 PM	Shopping		On-street	Yes	I drove around several times looking for any "free" parking.	3+ hours	Add deck
6	HYS	Friday	11:00 AM	Shopping		On-street	Yes	Street, lots full	1 - 3 hours	
7	HYS	Friday	11:00 AM	Shopping		Tupelo's	Yes	Full	3+ hours	Allow people to park in the parking deck without pre-paid fees or 1st hour 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.
9	HYS	Saturday	1:15 PM	Shopping		Public Mkt House	Yes	I needed shade to protect my market 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	
12	HYS	Wednesday	12:30 PM	Shopping		On-street	Yes	Store's spots were filled with non-customers	30 - 60 minutes	Police reserved spaces, try and find more.
13	HYS	Wednesday	12:30 PM	Shopping		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	No		1 - 3 hours	? - It won't be easy!
22	CAJ	Tuesday	11:30 AM	Shopping		On-street	No		15 - 30 minutes	
23	CAJ	Tuesday		Dining		On-street	Yes	No space	1 - 3 hours	More parking lots or garages!! On north side of town.
24	CAJ	Tuesday	4:15 PM	You live here		On-street	No		1 - 3 hours	by building an alternative road to carry cars/trucks just passing thru -- this 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.
27	CAJ	Wednesday	11:00 AM	Shopping	Dining	Dual Supply	No		3+ hours	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 parking deck is a very bad idea.
28	CAJ	Wednesday	10:55 AM	Dining		On-street	No		15 - 30 minutes	Make some free parking available in the new parking garage for LIBRARY patrons!
29	CAJ	Wednesday	12:00 PM	Dining		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		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?
										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 residents -- but we need to be able to park for 3-4 hours, and not worry about time limits or restricted space towing.
39	TUP	Tuesday	2:00 PM	Shopping	Dining	Weaver Street	Yes	Everything we found had 2-hour limit or reserved space signs subject to towing. All obvious spaces for visitors were full.	3+ hours	
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 (\$)
44	TUP	Tuesday	5:00 PM	You work here		Tupelo's	No		All day	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 lot behind Tupelo's). Not assigned parking for businesses, just make the lot permit only & if you have a permit you can park anywhere in the lot. <b>BOTTOM LINE: LOT BEHIND TUPELO'S = EMPLOYEES ONLY</b>
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.
46	TUP	Wednesday		You work here		Tupelo's	Yes	I drive a large vehicle -- small lot / spaces	3+ hours	(Free) parking lot for downtown employees only!
47	TUP	Tuesday	5:00 PM	Shopping	Dining	Tupelo's	No	Not today, but at times the lot is full.	All day	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 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		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	OCHM	Wednesday	1:00 PM	Historic Sites	Dining	On-street	Yes	Drove around and around!	1 - 3 hours	Make more parking space; buy land. For museum; cut extra spaces by using sidewalk (Tryon St.)
56	OCHM	Friday	11:00 AM	Historic Sites					1 - 3 hours	Not sure they can!
57	OCHM	Saturday		Shopping		On-street	Yes		15 - 30 minutes	more!
58	OCHM	Wednesday	3:00 PM	Shopping	Dining	On-street	Yes			Signs or better location for parking.

Customer Survey Result Totals:

Location	Day	Time	Reason # 1	Reason # 2	Parked At	Trouble?
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	17	13	0	1	6	
OCHM	Wednesday	12 - 2 PM	Historic Sites	Historic Sites	Parking Deck	
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 Responses

#	Have you been to Hillsborough before?		Did you have trouble finding the courthouse?		Did you have trouble finding parking?		How long did it take to find parking?				Where did you park?					Did a fee influence your decision?		Were you given directions beforehand?		Are you parked in a legal manner?		Other Comments	
	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	No		
	1	1			1		1	1				1					1			1			1
2		1				1		1							1		1			1			1
3	1					1		1			1						1			1			1
4	1					1		1								1				1			1
5	1					1		1							1	1				1			1
6	1					1		1									1			1			1
7	1					1		1									1			1			1
8		1		1		1		1								1				1			1
9	1					1		1									1			1			1
10	1	1				1		1								1				1			1
11	1			1		1		1									1			1			1
12		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
16	1					1		1								1				1			1
17	1					1		1								1				1			1
18	1					1		1							1	1				1			1
19	1					1		1							1		1			1			1
20		1				1		1								1				1			1
21	1					1		1								1				1			1
22	1					1		1									1			1			1
23	1					1		1								1				1			1
24	1					1		1								1			1				1
25	1					1		1								1			1				1
26	1			1		1		1								1			1				1
27	1					1		1								1				1			1
28	1					1		1								1				1			1
29	1					1		1								1	1			1			1
30	1					1		1								1				1			1
31	1					1		1									1			1			1
32	1					1		1									1			1			1
33	1					1		1									1			1			1
34		1				1		1								1				1			1
35		1		1		1		1								1				1			1
36	1					1		1								1				1			1
37		1				1		1								1				1			1
38		1				1		1								1				1			1
39		1		1		1		1								1				1			1
40	1					1		1								1				1			1
41	1					1		1								1				1			1
42	1			1		1		1									1			1			1
43	1					1		1									1			1			1
44	1					1		1									1			1			1
45	1					1		1									1			1			1
46		1				1		1									1			1			1
47		1				1		1									1			1			1
48	1					1		1									1			1			1
49	1					1		1									1			1			1
50	1					1		1									1			1			1
51		1				1		1									1			1			1
52	1					1		1									1			1			1
53	1					1		1									1			1			1
54	1					1		1									1			1			1
55		1				1		1									1			1			1
56	1			1		1		1									1			1			1
57		1				1		1									1			1			1
58	1					1		1									1			1			1

#	Have you been to Hillsborough before?		Did you have trouble finding the courthouse?		Did you have trouble finding parking?		How long did it take to find parking?				Where did you park?				Did a fee influence your decision?		Were you given directions beforehand?		Are you parked in a legal manner?		Other Comments
	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	
59	1		1		1		1							1	1			1	1		
60		1		1		1							1			1			1	1	
61	1		1		1			1			1					1		1	1		
62	1		1		1			1								1		1	1		
63	1			1	1				1				1			1		1	1		Please help!
64	1			1		1						1				1		1	1		
65		1		1		1					1					1		1	1		Thanks for the free parking
66	1			1		1							1			1		1	1		
67	1			1		1								1	1			1	1		Signage for free parking confusing
68		1		1		1							1			1		1	1		
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		
71																					
72	1			1		1						1				1		1	1		
73	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		
76	1		1		1			1					1			1		1	1		
77	1			1	1						1					1		1	1		
78	1			1		1					1					1		1	1		Keep it up. Surveys help us plan!!
79	1			1		1								1		1		1	1		
80	1			1		1							1			1		1	1		Free parking for court matters is nice!
81	1			1		1						1				1		1	1		
82	1			1	1	1					1					1		1	1		1
83	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	1			1	1			1								1		1	1		
87	1			1		1					1					1		1	1		
88	1			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		
91		1	1		1							1				1		1	1		
92	1			1		1						1				1		1	1		
93	1			1		1							1			1		1	1		
94		1		1		1						1				1		1	1		
95	1			1		1					1					1		1	1		1
96	1			1		1						1				1		1	1		
97		1		1		1							1			1		1	1		
98	1			1		1					1					1		1	1		
99	1			1	1			1				1				1		1	1		
100	1			1		1		1								1		1	1		
101	1			1		1		1					1			1		1	1		
102	1			1		1		1								1		1	1		
103	1			1	1			1								1		1	1		
104		1		1		1							1			1		1	1		
105		1		1		1							1			1		1	1		
106	1			1		1					1					1		1	1		1
107	1			1		1		1								1		1	1		
108	1			1	1			1							1		1	1			
109	1			1		1						1				1		1	1		
110	1			1		1						1				1		1	1		
111	1			1		1		1								1		1	1		
112	1			1		1					1					1		1	1		
113	1			1		1						1				1		1	1		
114	1			1		1						1				1		1	1		
115	1			1	1	1						1				1		1	1		More free parking would be helpful
116	1			1		1							1			1		1	1		
117	1			1		1										1		1	1		
118	1			1		1					1					1		1	1		
119		1		1		1		1								1		1	1		
120	1			1	1	1										1		1	1		
121	1			1		1		1								1		1	1		
122		1		1	1	1										1		1	1		

#	Have you been to Hillsborough before?		Did you have trouble finding the courthouse?		Did you have trouble finding parking?		How long did it take to find parking?				Where did you park?					Did a fee influence your decision?		Were you given directions beforehand?		Are you parked in a legal manner?		Other Comments
	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	No	
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		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			1
133	1			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			
136		1		1		1	1						1			1		1	1			it would have been nice to know that there was free parking available.
137		1		1		1	1						1			1		1	1			
138		1		1		1	1						1			1		1	1			
139		1		1		1	1						1			1		1	1			
140	1			1		1	1						1			1		1	1			
141	1			1		1		1					1			1		1	1			
142	1			1		1	1						1			1		1	1			
143	1			1		1	1						1			1		1	1			
144	1			1		1	1								1		1	1				
145	1			1		1	1				1					1		1	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	1			
149		1		1		1	1						1			1		1	1			
150	1			1		1	1				1					1		1	1			always a positive experience even for Blue 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					1	1	1	1			
157	1			1		1	1						1			1		1	1			
158	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	1			No close handicap parking.
160	1			1		1	1				1					1		1	1			
161	1			1		1	1				1					1		1	1			
162	1			1		1	1						1			1		1	1			
163		1		1	1				1							1		1	1			
164		1		1	1		1						1			1		1	1			
165	1		1			1	1				1					1		1	1			
166	1			1		1	1						1			1		1	1			
167	1		1			1			1							1		1	1			
168		1		1		1	1				1					1		1	1			
169	1			1	1		1						1			1		1	1			
170		1		1		1	1						1			1		1	1			
171	1			1		1	1				1					1		1	1			
172		1		1		1		1					1			1		1	1			1
173	1			1		1	1						1			1		1	1			
174		1		1		1		1					1			1		1	1			
175	1			1		1	1				1					1		1	1			Easy parking.
176	1			1	1		1				1					1		1	1			
177	1			1		1	1						1			1		1	1			
178	1			1		1		1					1			1		1	1			
179	1			1	1		1						1			1		1	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 - 10 min.	10 - 15 min.	15+ min.	Courthouse Lot	Cameron Street Lot	On-Street	Parking Deck	Other	Yes	No	Yes	No	Yes	No
75%	25%	10%	90%	28%	72%	68%	25%	6%	2%	36%	10%	27%	17%	10%	38%	62%	6%	94%	91%	9%





**APPENDIX E: Parking Inventory**

<b>Total Parking Spaces: 1,450</b>										
<i>Location</i>	<i>Type</i>	<i>Access</i>	<i>Surface Type</i>	<i>Space Marked</i>	<i>Time Limit</i>	<i>Fee</i>	<i>Ownership</i>	<i>Restriction</i>	<i>Restricted Time</i>	<i>Restriction Marked</i>
<b>On Street</b>	<b>Surface</b>	<b>Pull In</b>	<b>Asphalt</b>	<b>Yes</b>	<b>None</b>	<b>No</b>	<b>Publicly Owned</b>	<b>None—Public</b>	<b>24 hours</b>	<b>Yes</b>
217	1,041	1,115	934	1,361	1,262	1,250	633	487	900	614
<b>Off Street</b>	<b>Deck</b>	<b>Diagonal</b>	<b>Concrete</b>	<b>No</b>	<b>15 min</b>	<b>Yes</b>	<b>Privately Owned</b>	<b>County Employees</b>	<b>During business hours</b>	<b>No</b>
1,233	409	131	462	89	2	200	817	296	33	319
		<b>Parallel</b>	<b>Gravel</b>		<b>3 hours</b>			<b>Town Employees</b>	<b>Not restricted</b>	<b>Not restricted</b>
		204	54		186			32	517	517
								<b>Customer Use</b>		
								425		
								<b>Employee Use</b>		
								151		
								<b>Handicap</b>		
								59		



### 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

Start Time	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	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	9
01:00	*	*	*	*	*	*	2	2	1	5	1	2	1	4	1	3
02:00	*	*	*	*	*	*	0	0	0	0	3	6	1	2	1	2
03:00	*	*	*	*	*	*	1	1	2	3	0	2	0	1	1	2
04:00	*	*	*	*	*	*	0	1	1	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	4	1	0	1	2	0	1	2	2	1
06:00	*	*	*	*	*	*	5	3	0	1	1	2	0	0	2	2
07:00	*	*	*	*	*	*	4	3	4	3	0	1	2	1	2	2
08:00	*	*	*	*	*	*	29	16	25	12	3	6	2	1	15	9
09:00	*	*	*	*	21	16	27	19	36	18	12	9	11	1	21	13
10:00	*	*	*	*	24	19	31	34	36	33	8	12	5	5	21	21
11:00	*	*	*	*	44	27	43	26	48	32	24	15	9	2	34	20
12:00 PM	*	*	*	*	35	39	40	42	62	42	19	20	14	6	34	30
01:00	*	*	*	*	41	43	31	39	57	57	27	22	11	15	33	35
02:00	*	*	*	*	30	36	35	39	56	47	15	26	11	12	29	32
03:00	*	*	*	*	33	23	30	24	43	38	11	21	14	11	26	23
04:00	*	*	*	*	27	24	39	29	46	45	18	25	10	21	28	29
05:00	*	*	*	*	24	34	23	35	56	44	16	12	8	15	25	28
06:00	*	*	*	*	18	15	25	28	30	23	14	13	5	11	18	18
07:00	*	*	*	*	15	22	12	22	28	29	9	14	10	13	15	20
08:00	*	*	*	*	16	18	7	29	13	22	10	16	2	3	10	18
09:00	*	*	*	*	6	12	2	11	14	14	12	13	3	3	7	11
10:00	*	*	*	*	9	16	3	7	4	11	1	5	1	3	4	8
11:00	*	*	*	*	2	5	7	10	5	13	10	9	5	3	6	8
Lane Day	0	0	0	0	345	349	401	424	577	499	222	266	130	148	340	344
	0		0		694		825		1076		488		278		684	
AM Peak Vol.					11:00 44	11:00 27	11:00 43	10:00 34	11:00 48	10:00 33	11:00 24	00:00 15	09:00 11	00:00 13	11:00 34	10:00 21
PM Peak Vol.					13:00 41	13:00 43	12:00 40	12:00 42	12:00 62	13:00 57	13:00 27	14:00 26	12:00 14	16:00 21	12:00 34	13:00 35

*Working St. - Total Count 2965*

*TOTAL 488*  
*4792*

# 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

Start Time	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
12:00 AM	3	3	1	2	3	6	*	*	*	*	*	*	*	*	2	4
01:00	0	0	0	0	4	2	*	*	*	*	*	*	*	*	1	1
02:00	0	0	3	1	6	4	*	*	*	*	*	*	*	*	3	2
03:00	0	0	0	0	1	1	*	*	*	*	*	*	*	*	0	0
04:00	3	1	0	1	0	0	*	*	*	*	*	*	*	*	1	1
05:00	0	3	0	0	0	0	*	*	*	*	*	*	*	*	0	1
06:00	1	0	2	5	1	4	*	*	*	*	*	*	*	*	1	3
07:00	6	5	14	4	13	4	*	*	*	*	*	*	*	*	11	4
08:00	22	14	26	13	*	*	*	*	*	*	*	*	*	*	24	14
09:00	20	17	24	16	*	*	*	*	*	*	*	*	*	*	22	16
10:00	25	24	45	28	*	*	*	*	*	*	*	*	*	*	35	26
11:00	30	23	19	18	*	*	*	*	*	*	*	*	*	*	24	20
12:00 PM	28	37	39	35	*	*	*	*	*	*	*	*	*	*	34	36
01:00	46	19	22	22	*	*	*	*	*	*	*	*	*	*	34	20
02:00	34	32	39	27	*	*	*	*	*	*	*	*	*	*	36	30
03:00	32	17	36	26	*	*	*	*	*	*	*	*	*	*	34	22
04:00	40	26	32	27	*	*	*	*	*	*	*	*	*	*	36	26
05:00	21	29	25	33	*	*	*	*	*	*	*	*	*	*	23	31
06:00	7	21	22	18	*	*	*	*	*	*	*	*	*	*	14	20
07:00	10	10	16	24	*	*	*	*	*	*	*	*	*	*	13	17
08:00	1	7	9	15	*	*	*	*	*	*	*	*	*	*	5	11
09:00	5	9	18	14	*	*	*	*	*	*	*	*	*	*	12	12
10:00	2	8	1	7	*	*	*	*	*	*	*	*	*	*	2	8
11:00	2	3	2	5	*	*	*	*	*	*	*	*	*	*	2	4
Lane Day	338	308	395	341	28	21	0	0	0	0	0	0	0	0	369	329
646			736		49										698	
AM Peak	11:00	10:00	10:00	10:00	07:00	00:00									10:00	10:00
Vol.	30	24	45	28	13	6									35	26
PM Peak	13:00	12:00	12:00	12:00											14:00	12:00
Vol.	46	37	39	35											36	36

Comb. Total	646	736	743	825	1076	488	278	1382
ADT	ADT 675		AADT 675					

**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
<b>Totals:</b>	<b>12</b>	<b>15</b>	<b>64</b>	<b>0</b>	<b>7</b>	<b>12</b>

**Total: 110**

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.						
<b>Totals:</b>	<b>17</b>	<b>9</b>	<b>53</b>	<b>1</b>	<b>7</b>	<b>9</b>

**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
<b>Totals:</b>	<b>5</b>	<b>5</b>	<b>65</b>	<b>0</b>	<b>10</b>	<b>12</b>

**Total: 97**

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
<b>Totals:</b>	<b>10</b>	<b>0</b>	<b>57</b>	<b>4</b>	<b>9</b>	<b>10</b>

**Total: 90**

Tuesday, 10/20/09, 2-2:20 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.			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
<b>Totals:</b>	<b>10</b>	<b>5</b>	<b>65</b>	<b>1</b>	<b>7</b>	<b>13</b>

**Total: 101**

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
<b>Totals:</b>	<b>11</b>	<b>4</b>	<b>59</b>	<b>4</b>	<b>7</b>	<b>10</b>

**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
<b>Totals:</b>	<b>29</b>	<b>13</b>	<b>65</b>	<b>3</b>	<b>12</b>	<b>11</b>

**Total: 133**

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					
<b>Totals:</b>	<b>34</b>	<b>15</b>	<b>64</b>	<b>3</b>	<b>8</b>	<b>10</b>

**Total: 134**

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					
<b>Totals:</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>12</b>	<b>8</b>

**Total: 70**

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
<b>Totals:</b>	<b>5</b>	<b>2</b>	<b>57</b>	<b>0</b>	<b>10</b>	<b>12</b>

**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
<b>Totals:</b>	<b>25</b>	<b>2</b>	<b>49</b>	<b>1</b>	<b>6</b>	<b>11</b>

**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					
<b>Totals:</b>	<b>14</b>	<b>4</b>	<b>59</b>	<b>2</b>	<b>7</b>	<b>7</b>

**Total: 93**

# Appendix H: 2010 Parking Occupancy Counts

Tuesday 5/18

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	66	2	47	29%	2	0%	36	45%	2	0%	18	73%	2	0%	9	86%	0	100%	1	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	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%
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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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%	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%
Deck: Non-county	206	3	205	0%	3	0%	203	1%	2	33%	200	3%	2	33%	199	3%	1	67%	199	3%	2	33%	199	3%	3	0%	199	3%	2	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%

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

Wednesday 5/19

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	8	20%	2	0%	8	20%	2	0%	8	20%	2	0%	4	60%	2	0%	2	80%	2	0%	3	70%	2	0%	4	60%	1	50%
BofA Lot	66	2	51	23%	2	0%	29	56%	2	0%	24	64%	2	0%	17	74%	2	0%	2	97%	2	0%	3	95%	2	0%	1	98%	1	50%
W. King St.	54	2	39	28%	1	50%	28	48%	1	50%	33	39%	1	50%	27	50%	2	0%	24	56%	2	0%	18	67%	0	100%	30	44%	1	50%
Mayo Park Lot	16	1	10	38%	1	0%	5	69%	1	0%	3	81%	1	0%	1	94%	0	100%	0	100%	0	100%	1	94%	1	0%	1	94%	1	0%
S.Churton St.	8	1	8	0%	1	0%	4	50%	1	0%	3	63%	0	100%	0	100%	0	100%	0	100%	0	100%	1	88%	0	100%	4	50%	1	0%
E. King St.	40	1	27	33%	1	0%	17	58%	1	0%	18	55%	1	0%	20	50%	1	0%	21	48%	1	0%	21	48%	1	0%	24	40%	1	0%
Cameron St.	27	5	13	52%	4	20%	13	52%	4	20%	9	67%	4	20%	14	48%	3	40%	16	41%	3	40%	15	44%	5	0%	15	44%	5	0%
E. Margaret Ln.	16	0	11	31%	0	N/A	1	94%	0	N/A	0	100%	0	N/A	2	88%	0	N/A	5	69%	0	N/A	9	44%	0	N/A	9	44%	0	N/A
Court St.	12	1	1	92%	0	100%	0	100%	0	100%	0	100%	1	0%	0	100%	0	100%	0	100%	0	100%	0	100%	1	0%	0	100%	0	100%
Downtown Totals	249	15	168	33%	12	20%	105	58%	12	20%	98	61%	12	20%	85	66%	10	33%	70	72%	10	33%	71	71%	12	20%	88	65%	11	27%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	72	22%	2	0%	71	23%	2	0%	65	29%	2	0%	62	33%	2	0%	72	22%	2	0%	68	26%	2	0%	76	17%	2	0%
Link Center	8	5	2	75%	5	0%	1	88%	5	0%	0	100%	5	0%	0	100%	5	0%	3	63%	5	0%	1	88%	5	0%	1	88%	5	0%
DA's Office	37	3	29	22%	3	0%	1	97%	1	67%	0	100%	3	0%	3	92%	3	0%	3	92%	2	33%	13	65%	3	0%	16	57%	3	0%
Market House	24	0	17	29%	0	N/A	0	100%	0	N/A	3	88%	0	N/A	6	75%	0	N/A	6	75%	0	N/A	11	54%	0	N/A	13	46%	0	N/A
Courthouse	59	4	9	85%	3	25%	0	100%	3	25%	0	100%	3	25%	0	100%	4	0%	2	97%	3	25%	1	98%	4	0%	1	98%	4	0%
Library/Office	11	4	11	0%	4	0%	6	45%	2	50%	0	100%	0	100%	2	82%	3	25%	0	100%	1	75%	3	73%	4	0%	1	91%	4	0%
Deck: County	195	5	80	59%	3	40%	55	72%	4	20%	69	65%	5	0%	69	65%	4	20%	73	63%	4	20%	78	60%	3	40%	51	74%	1	80%
Deck: Non-county	206	3	203	1%	3	0%	202	2%	3	0%	200	3%	3	0%	199	3%	3	0%												

**Monday 5/24**

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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	66	2	48	27%	2	0%	28	58%	2	0%	19	71%	2	0%	18	73%	2	0%	9	86%	1	50%	19	71%	0	100%	19	71%	2	0%
W. King St.	54	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	16	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.	8	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%	1	0%	16	60%	1	0%	16	60%	1	0%	20	50%	1	0%	23	43%	1	0%	14	65%	0	100%	19	53%	1	0%
Cameron St.	27	5	23	15%	5	0%	7	74%	5	0%	9	67%	5	0%	14	48%	5	0%	19	30%	4	20%	18	33%	4	20%	18	33%	3	40%
E. Margaret Ln.	16	0	7	56%	0	N/A	0	100%	0	N/A	2	88%	0	N/A	3	81%	0	N/A	7	56%	0	N/A	4	75%	0	N/A	11	31%	0	N/A
Court St.	12	1	0	100%	0	100%	0	100%	1	0%	2	83%	1	0%	1	92%	1	0%	1	92%	1	0%	1	92%	1	0%	1	92%	0	100%
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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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%	0	100%	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	37	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	24	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	59	4	6	90%	4	0%	0	100%	3	25%	0	100%	2	50%	0	100%	4	0%	1	98%	0	100%	0	100%	4	0%	7	88%	4	0%
Library/Office	11	4	11	0%	4	0%	4	64%	3	25%	0	100%	3	25%	2	82%	3	25%	1	91%	4	0%	2	82%	3	25%	2	82%	3	25%
Deck: County	195	5	95	51%	4	20%	67	66%	4	20%	76	61%	3	40%	72	63%	4	20%	81	58%	4	20%	70	64%	4	20%	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%

Totals	8:00 AM		9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM							
	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
Totals	970	45	676	30%	42	7%	417	57%	37	18%	406	58%	38	16%	404	58%	40	11%	432	55%	37	18%	460	53%	36	20%	508	48%	37	18%

**Friday 5/28**

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	6	40%	2	0%	2	80%	2	0%	7	30%	2	0%	8	20%	2	0%	2	80%	2	0%	1	90%	1	50%	4	60%	1	50%
BofA Lot	66	2	50	24%	2	0%	37	44%	2	0%	21	68%	2	0%	7	89%	2	0%	0	100%	1	50%	7	89%	0	100%	7	89%	2	0%
W. King St.	54	2	34	37%	1	50%	26	52%	1	50%	21	61%	1	50%	26	52%	0	100%	19	65%	0	100%	15	72%	1	50%	27	50%	0	100%
Mayo Park Lot	16	1	11	31%	1	0%	2	88%	1	0%	0	100%	0	100%	4	75%	1	0%	1	94%	0	100%	0	100%	1	0%	4	75%	0	100%
S.Churton St.	8	1	8	0%	1	0%	1	88%	1	0%	1	88%	1	0%	0	100%	0	100%	2	75%	1	0%	1	88%	1	0%	0	100%	1	0%
E. King St.	40	1	29	28%	1	0%	21	48%	1	0%	22	45%	1	0%	22	45%	1	0%	19	53%	1	0%	15	63%	1	0%	23	43%	1	0%
Cameron St.	27	5	22	19%	4	20%	25	7%	4	20%	24	11%	4	20%	19	30%	5	0%	25	7%	4	20%	6	78%	5	0%	22	19%	4	20%
E. Margaret Ln.	16	0	10	38%	0	N/A	1	94%	0	N/A	7	56%	0	N/A	8	50%	0	N/A	9	44%	0	N/A	7	56%	0	N/A	11	31%	7	N/A
Court St.	12	1	0	100%	0	100%	0	100%	1	0%	0	100%	1	0%	0	100%	0	100%	0	100%	1	0%	0	100%	0	100%	0	100%	0	100%
Downtown Totals	249	15	170	32%	12	20%	115	54%	13	13%	103	59%	12	20%	94	62%	11	27%	77	69%	10	33%	52	79%	10	33%	98	61%	16	-7%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	75	18%	2	0%	70	24%	2	0%	69	25%	2	0%	67	27%	2	0%	68	26%	2	0%	70	24%	2	0%	74	20%	2	0%
Link Center	8	5	1	88%	4	20%	3	63%	2	60%	1	88%	5	0%	0	100%	5	0%	0	100%	4	20%	0	100%	3	40%	1	88%	5	0%
DA's Office	37	3	29	22%	3	0%	5	86%	2	33%	10	73%	3	0%	9	76%	2	33%	6	84%	3	0%	10	73%	3	0%	18	51%	3	0%
Market House	24	0	22	8%	0	N/A	10	58%	0	N/A	13	46%	0	N/A	13	46%	0	N/A	17	29%	0	N/A	15	38%	0	N/A	18	25%	0	N/A
Courthouse	59	4	7	88%	4	0%	0	100%	3	25%	4	93%	3	25%	0	100%	3	25%	2	97%	3	25%	3	95%	3	25%	2	97%	4	0%
Library/Office	11	4	0	100%	0	100%	5	55%	4	0%	2	82%	3	25%	3	73%	3	25%	0	100%	3	25%	2	82%	4	0%	1	91%	4	0%
Deck: County	195	5	92	53%	5	0%	71	64%	4	20%	82	58%	4	20%	73	63%	4	20%	79	59%	4	20%	91	53%	3					

Tuesday 6/1

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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		
N.Churton St.	10	2	10	0%	2	0%	4	60%	2	0%	5	50%	2	0%	8	20%	2	0%	1	90%	2	0%	4	60%	2	0%	1	90%	2	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%	1	0%	1	88%	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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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%
Lot Totals	721	30	492	32%	25	17%	387	46%	25	17%	379	47%	26	13%	383	47%	24	20%	363	50%	24	20%	352	51%	25	17%	387	46%	24	20%

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

Wednesday 6/2

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM				
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		
	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	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%	0	100%	1	50%	0	100%	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	16	1	78	-388%	11	#####	72	-350%	14	#####	61	-281%	12	#####	69	-331%	11	#####	91	-469%	7	-600%	#####	0	100%	0	100%	0	100%	0	100%
S.Churton St.	8	1	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. King St.	40	1	Total: #####	89	#####	Total: #####	86	#####	Total: #####	73	#####	Total: #####	80	#####	Total: #####	98	#####	#####	0	100%	0	100%	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: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: N/A	Regular: #####	Handicap: 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%	
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%	

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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	100%	0	100%	0	100%
Courthouse	59	4	171	-190%	3	25%	180	-205%	3	25%	184	-212%	3	25%	192	-225%	3	25%	204	-246%	2	50%	0	100%	0	100%	0	100%	0	100%
Library/Office	11	4	1	91%	0	100%	1	91%	0	100%	0	100%	0	100%	9	18%	0	100%	9	18%	0	100%	0	100%	0	100%	0	100%	0	100%
Deck: County	195	5	6	97%	0	100%	0	100%	1	80%	2	99%	0	100%	1	99%	1	80%	0	100%	2	60%	0	100%	0	100%				

**Monday 6/7**

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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		
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%
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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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%	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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
	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
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%

**Wednesday 6/9**

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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%	1	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%	0	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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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	0	20	17%	0	N/A	0	100%	0	N/A	2	92%	0	N/A	3	88%	0	N/A	9	63%	0	N/A	5	79%	0	N/A	18	25%	0	N/A
Courthouse	59	4	0	100%	3	25%	0	100%	0	100%	0	100%	3	25%	1	98%	3	25%	8	86%	4	0%	0	100%	4	0%	7	88%	4	0%
Library/Office	11	4	2	82%	4	0%	5	55%	4	0%	0	100%	3	25%	0	100%	3	25%	0	100%	2	50%	2	82%	4	0%	3	73%	4	0%
Deck: County	195	5	80	59%	4	20%	50	74%	4	20%	58	70%	1	80%	65	67%	4	20%	62	68%	4	20%	80	59%	4					



Thursday 6/10

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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%	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	66	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.	54	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	16	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.	8	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.	40	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.	27	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%

	Total Spaces		8:00 AM				9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM			
			Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap		Regular		Handicap	
	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	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	37	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	24	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	59	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	11	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	19	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	7	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%

	8:00 AM		9:00 AM				10:00 AM				11:00 AM				12:00 PM				2:00 PM				4:00 PM							
Totals	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
	970	45	653	33%	41	9%	491	49%	38	16%	461	52%	36	20%	475	51%	35	22%	467	52%	33	27%	482	50%	35	22%	519	46%	42	7%



**Appendix I: Parking Requirements Under Current Zoning Ordinance**

Business Name	SF	# of Employees	# of Seats	# of Students	Category	Spaces/SF	Spaces/seat	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
Kara Richards Baker	260	1			Office	1		1	2
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

<b>Business Name</b>	<b>SF</b>	<b># of Employees</b>	<b># of seats</b>	<b># of students</b>	<b>Category</b>	<b>Spaces/SF</b>	<b>Spaces/seat</b>	<b>Spaces/Emp</b>	<b>Total Spaces Req.</b>
TS Financial, Inc.	144	1			Office	0		1	1
VIP Computer Systems	1,250	8			Office	4		8	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 Patisserie & Bistro	600		26		Restaurant		7		7
Callaway Jewelry/Spiral Studios	1,200	2			Retail	6		2	8
Carolina Fish & Game	1,293	2			Retail	6		2	8
Churton Street Gallery	1,400	1			Retail	7		1	8
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	2,028	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	13		1	14
Hillsborough Wine Co.	1,550	1			Retail	8		1	9
Hillsborough Yarn Shop	1,418	1			Retail	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
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				Office	11		0	11
Graham Building (currently vacant)	750				Office	3		0	3
<b>Total Downtown Employees:</b>		<b>219</b>						<b>Businesses Total:</b>	<b>870</b>

<b>Government Offices</b>	<b>SF</b>	<b># of Employees</b>	<b># of seats</b>	<b># of students</b>	<b>Category</b>	<b>Spaces/SF</b>	<b>Spaces/seat</b>	<b>Spaces/Emp</b>	<b>Total Spaces Req.</b>
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
								<i>Total:</i>	<i>134</i>
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
								<i>Total:</i>	<i>595</i>
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
								<i>Total:</i>	<i>461</i>
	<i>Total OC Employees:</i>	<i>335</i>							
	<i>Total Gov't Employees:</i>	<i>388</i>						<i>Gov't Total:</i>	<i>1,190</i>
								<b>Total Downtown Parking Required:</b>	<b>2,060</b>

**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

**Total Existing Spaces: 1,450**  
**Difference: -610**



## Appendix J: Parking Requirements Under New Unified Development Ordinance

Property	Property Owner (Current Business)	SF	Zoning	1 Space/500 SF
100 N. 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
122 S. Churton St.	C D Hogue III & Nancy Vest (Bandido's Mexican)	6,720	Central Commercial	13
200 S. Churton St.	William Hall & Robbin Taylor-Hall	1,092	Central Commercial	2
206 S. Churton St.	Town of Hillsborough (Orange Rural Fire Dept.)	6,072	Central Commercial	12
220 S. Churton St.	Prysock Varnadoe Prysock LLC	4,560	Central Commercial	9
226 S. Churton St.	Ray Motor (ENT Land Surveys, Inc.)	750	Central Commercial	2
228 S. Churton St.	Weaver Street Market	11,900	Central Commercial	24
228 S. Churton St.	Gateway Center (Orange County Land Records)	22,968	Central Commercial	46
109 E. King St.	Charles Womack (The News Of Orange)	1,638	Central Commercial	3
115 E. King St.	North Central Production (Carolina Farm Credit)	2,320	Central Commercial	5
125 E. King St.	Jean Ellen Holcomb (Vintage Revival)	1,080	Central Commercial	2
129 E. 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	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**

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