

City of Thomasville

Downtown Parking Study

December 2015



Report prepared by:
Department of Urban & Regional Planning
Florida State University



Introduction

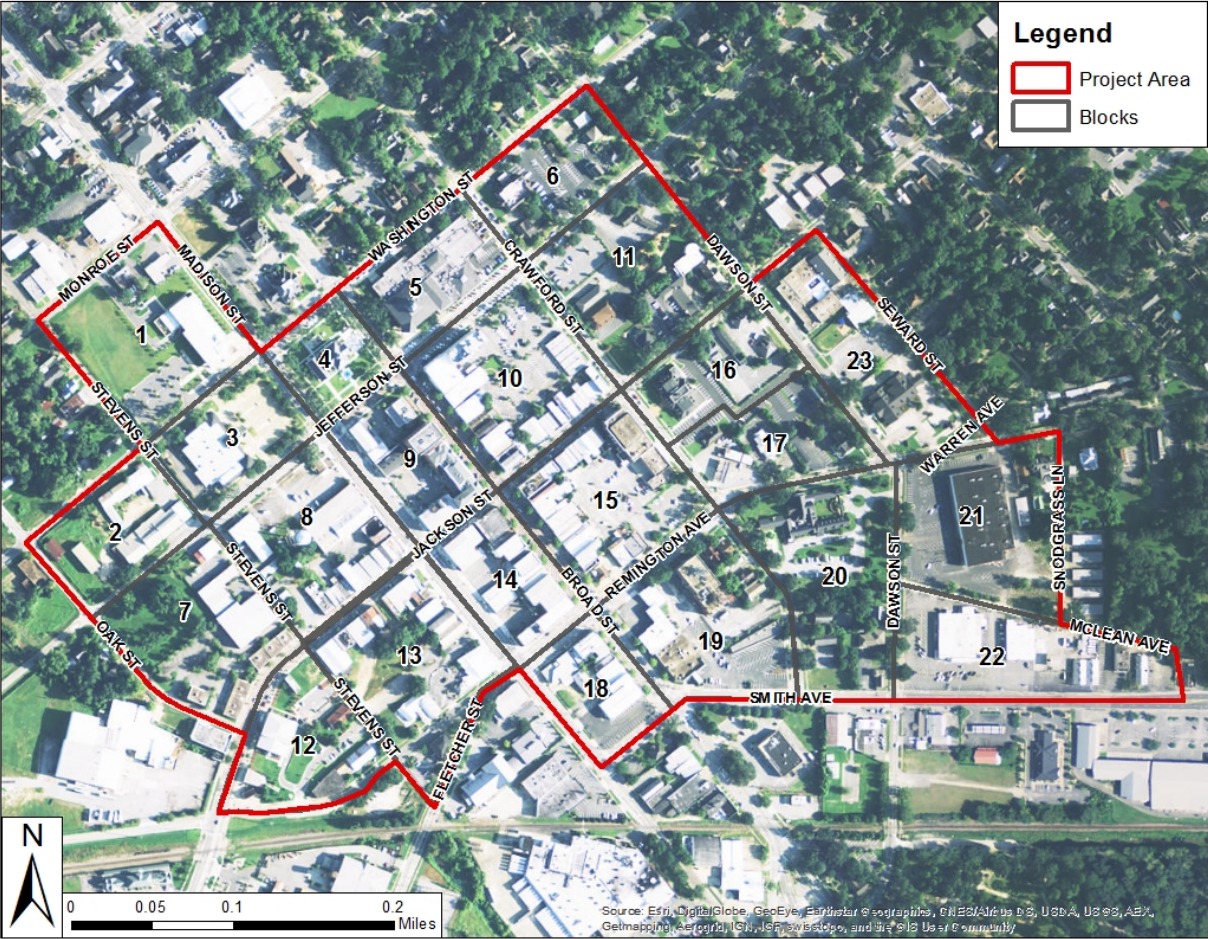
The City of Thomasville Planning Department contracted with the Florida State University Department of Urban and Regional Planning (the “FSU Research Team”) during Fall 2015 to develop a Downtown Parking Study (the “Study”). The Study consisted of three main tasks: (1) to identify and assess Downtown Thomasville’s baseline parking conditions, (2) analyze the utilization rate of the identified parking, and (3) analyze and provide guidance on whether additional parking is needed to support two proposed event venues in Downtown Thomasville. This report contains the final results of the FSU Research Team’s work, and includes recommendations on potential parking strategies for the City of Thomasville to consider moving forward.

Overview of the Study Area

Figure 1 displays the Study Area, identified in consultation with City of Thomasville staff. The Study Area includes the heart of Downtown Thomasville, as well as many of the immediately surrounding blocks that support and provide additional parking for visitors to Downtown Thomasville. To analyze and understand parking locations and demand across the Study Area, the FSU Research Team divided the Study Area into twenty-three blocks (also shown in Figure 1).

The Study Area includes the site of the proposed amphitheater in Downtown, located in Block 13 and a short walk from the Downtown’s primary shopping district. The Study Area also includes the former Rose’s shopping center (Block 21), which is proposed to be redeveloped as an events center at the eastern edge of Downtown. Both of these proposals have generated concerns that the parking demand from events held at the amphitheater and the event center will overload Downtown Thomasville’s existing parking space. This study evaluates whether these concerns are valid and determines whether additional parking may be required to accommodate the parking demand generated by the two proposed event centers.

Figure 1: Study Area Boundary Map



Parking Space Census and Parking Utilization Count Methodology

To assess Downtown Thomasville's baseline parking conditions, the FSU Research Team surveyed and inventoried the number, location, and type (on-street vs. surface lot) of vehicular parking spaces in the Study Area. The FSU Research Team conducted a preliminary count of observed parking spaces using Google Earth's satellite and "streetview" imagery. The FSU Research Team followed up with a site visit to ground-truth the number and location of parking spaces observed on the satellite imagery. This data was collectively compiled, mapped, and digitized into a geodatabase that ultimately resulted in a GIS map of existing parking within the Study Area (an example is shown in Figure 2) and a spreadsheet summarizing the count of parking spaces for each block in the Study Area broken down into on-street and surface parking.

Beyond performing the baseline conditions analysis in Downtown Thomasville, the FSU Research Team was also tasked with assessing the parking utilization of the observed parking spaces on a typical Fall weekend. Through discussions with Thomasville's planning staff, the weekend of October 30th and 31st, 2015 was selected to conduct the parking utilization walking survey. During this weekend, the FSU Research Team conducted hourly surveys of the number and location of vehicles parked in the Study Area during the following time windows:

- Midday Friday: 11:00am – 1:00pm
- Friday Evening: 3:00pm – 7:00pm
- Saturday: 10:00am – 2:00pm

In preparation for the utilization survey, the FSU Research Team developed and executed a counting methodology to ensure the survey was completed as efficiently and accurately as possible. The FSU Research Team:

1. Divided up the Study Area into four sections based on perceived density (core, periphery, industrial, mixed);
2. Assigned a team of two graduate students to each section;
3. Established walk paths for each section to maximize coverage and efficiency;
4. Developed parking guidelines to ensure each team counted vehicles according to a consistent rule set; and
5. Conducted a site visit to test the walk paths and counting methodology to ensure the walk paths could be completed within a one hour period.

Using the maps created during the baseline conditions analysis, the parking utilization survey was successfully completed during the prescribed periods on Friday, October 30th and Saturday, October 31st, 2015. The results were compiled into a parking utilization database that displays the percentage of occupied parking spaces by block for every hour of the survey time windows. These data were then joined to the parking maps at the block and parking lot levels to provide a geographic representation of parking utilization throughout the Study Area.

Figure 2: Example of Digitized Parking Spaces (Block 10)



Assessment of Existing Parking

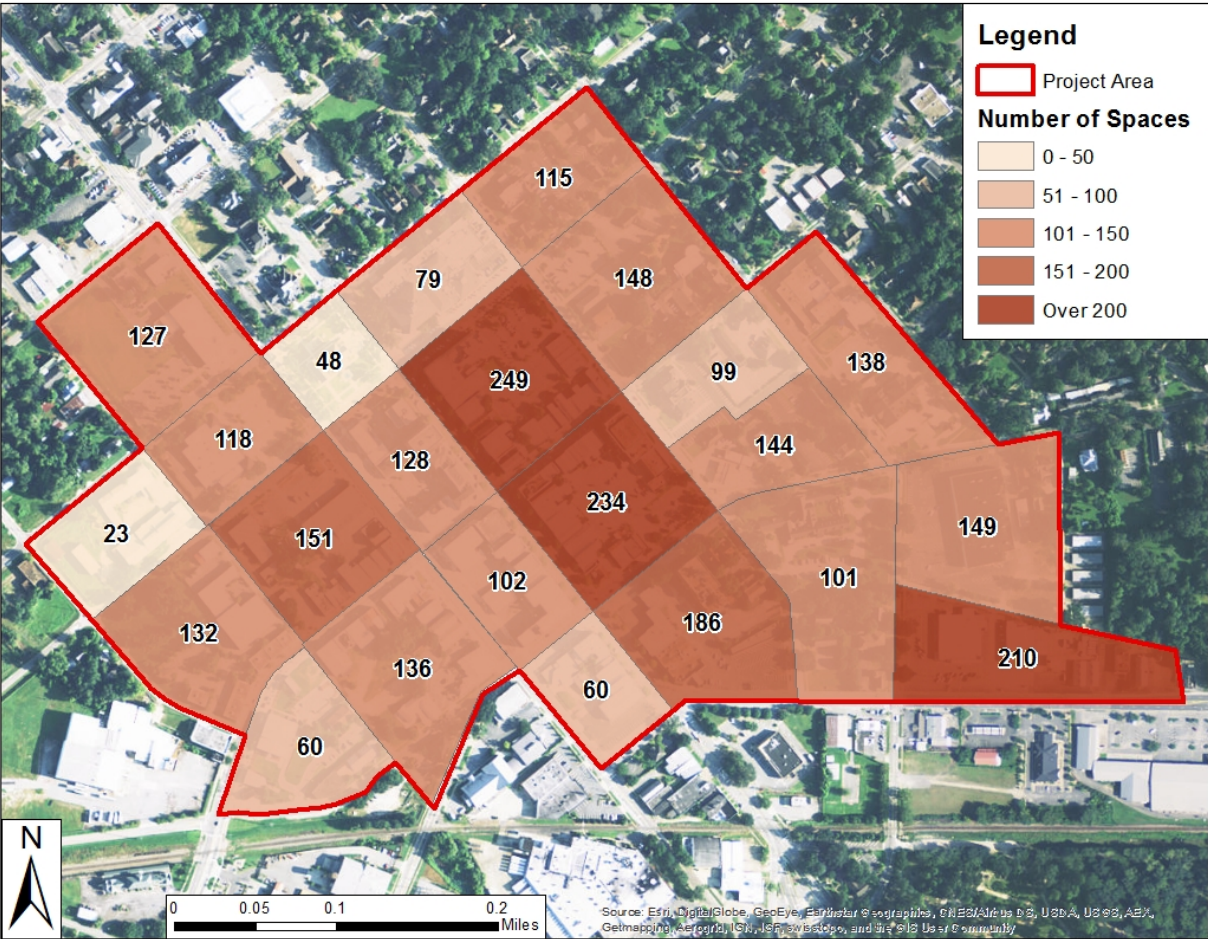
The FSU Research Team identified a total of 2,937 parking spaces in and around Downtown Thomasville. As shown in Figure 3, roughly one-quarter of the identified spaces are located in the central most blocks (9, 10, 14, & 15) of Downtown Thomasville. Additionally, a substantial number of spaces are also located in large surface lots on the southern and eastern edges of the Downtown district, although most of these were located on private property.

Of the spaces identified, 634 (21.6%) are on-street parking and 2,303 (78.4%) are in surface parking lots. The majority Downtown Thomasville's on-street parking is located in the central blocks the Study Area, particularly along Broad St., Crawford St., Jefferson St., Jackson St., and sections of Madison St. However, FSU Research Team found that it is common for vehicles to park along several streets on the periphery, including sections of Washington Street, where there is no striped on-street parking. Surface lots are found in all 23 blocks, although the largest surface lots are located along the periphery and tucked in behind buildings in the core blocks.

The general quality of the parking spaces in Downtown Thomasville also varied between the core and the periphery of the downtown district. Within the core blocks, virtually all of the parking spaces are well-striped and in good condition. However, further away from core, particularly on the western edge of the Study Area (blocks 2, 7, 12, and 13), poorly striped lots and unpaved lots are more common. This inconsistent striping within these peripheral blocks even extended into handicapped parking spaces, some of which are too narrow to be considered ADA-compliant.

For a more detailed breakdown of the existing parking including a block-by block breakdown of the type and location of parking throughout Downtown Thomasville see the *Block by Block Parking Utilization Analysis* presented in Appendix A.

Figure 3: Total Number of Existing Parking Spaces by Block



Parking Utilization Survey Findings

Table 1 summarizes the average usage rate of parking of on-street, surface, and total parking in the Study Area. The results indicate that Downtown Thomasville has substantial underutilized parking capacity, with an overall average parking utilization rate of 30.2%. While a few areas approached their full capacity during the busiest times of the weekend (most notably on-street parking in the heart of the Downtown), the vast majority of parking throughout Downtown was underutilized for most of the weekend.

Table 1: Average Parking Utilization for the Study Area by Type

	Parking Spaces	Occupied Parking Spaces	Utilization Rate
On-Street Parking	634	284	44.7%
Surface Lot Parking	2303	577	24.2%
Total Parking	2,937	886	30.2%

To understand hour-by-hour parking demand in Downtown Thomasville, the FSU Research Team created a series of maps that illustrate block by block parking utilization rates. These maps (Figures 4-13) show block by block parking utilization rates for each hour of the study period. All of the maps are standardized so that the Dark Green is very low utilization (less than 25%), Light Green is low utilization (25%-50%), Orange is medium utilization rate (50%-75%) and Red is high utilization rate (greater than 75%). This map series yields a few key findings of interest, most notably:

Parking Utilization Varies Significantly by Day and Time: Parking utilization rates peaked during lunch hours on Friday in almost every block. Table 2 presents the parking utilization rate by hour of the day, revealing that parking utilization slowly decreased through Friday afternoon before dropping off significantly after 5:00 pm. The Friday evening and Saturday lunchtime utilization rates (around 25%) were much lower than Friday midday (around 40%).

It is important to note that even during the busiest times of the weekend, parking utilization for the Study Area as a whole never rose above 45% (Table 2). That means that even during the busiest hour surveyed (Friday at 11:00am), there were over 1,600 empty parking spaces in the Study Area. There remained a sizable reserve of underutilized parking capacity throughout all hours of the study period.

Table 2: Average Parking Utilization Rate for the Study Area by Hour

Time of Day	Parking Spaces	Spaces Occupied	Utilization Rate
Friday 11:00am	2,937	1,245	42.4%
Friday 12:00pm	2,937	1,214	41.3%
Friday 3:00pm	2,937	1,005	34.2%
Friday 4:00pm	2,937	961	32.7%
Friday 5:00pm	2,937	721	24.5%
Friday 6:00pm	2,937	661	22.5%
Saturday 10:00am	2,937	670	22.8%
Saturday 11:00am	2,937	762	25.9%
Saturday 12:00pm	2,937	807	27.5%
Saturday 1:00pm	2,937	809	27.5%

Central Blocks were the Most Heavily Utilized: Downtown Thomasville’s low total parking utilization rates does not mean that the entire Study Area was found to have low parking utilization. As seen in Figures 4-13, utilization varied significantly by block. The central blocks (Blocks 9, 10, 14, 15) in the core of the downtown consistently were the most heavily utilized. During Lunch on Friday parking utilization in these blocks often exceeded 75%. Block 14 (bordered by Jackson, Broad, Remington, and Madison) maintained an average utilization of 65.9% for the entire weekend. While the Study Area as a whole contains a reserve unused parking, parking in the core of Downtown Thomasville is much more limited, especially during the Friday lunch period.

Conversely, parking spaces in peripheral and former industrial blocks on the western edge of the Study Area saw very little usage throughout the weekend. In fact, Blocks 2 and 12 had average utilization rates of less than 5.0%. Parking utilization in the blocks on the eastern end of the Study Area (in and around the Rose’s block) was also very low, even in the free public spaces available in these blocks. Unlike, the western edge of the Study Area, several of these blocks include large surface parking lots serving commercial and retail development. Many of these lots (Rose’s in particular) were virtually empty for most of the weekend. These lots represent large stores of underutilized parking within easy walking distance of Downtown.

On-Street Parking was More Heavily Utilized than Surface Lots: The average utilization rate for on-street parking was 44.7% compared to only 24.2% for surface lots (Table 1). As seen in Figure 14, the on-street parking in the most central blocks were consistently the most heavily used parking spaces in the entire Study Area. This may be in part because virtually all of the on-street parking is public, while many of the surface lots service private businesses and residences. However, visibility likely also plays a role. Many surface lots, particularly in the central blocks, are tucked behind buildings and often are not visible from the street.

The Private Parking Challenge and Opportunity

The other key observation from the parking utilization survey relates to the large amount of private parking in the Study Area. There are several lots throughout the Downtown area that had signage indicating these lots were for private parking only. Private parking signage varies widely in its quality, often with no listed consequences and no information on towing company and/or fines. Additionally, there were rarely any definitive markers that dictated where private parking began and where it ended. Some blocks were completely private (at least according to the observed signage) while others were a mix of private and public parking. On many lots outside of the Downtown core it was unclear if visitors to the area would be able to park legally on many of the surface lots. These lots contain substantial untapped parking capacity in and near Downtown Thomasville.

Figure 4: Parking Utilization by Block: Friday 11:00am

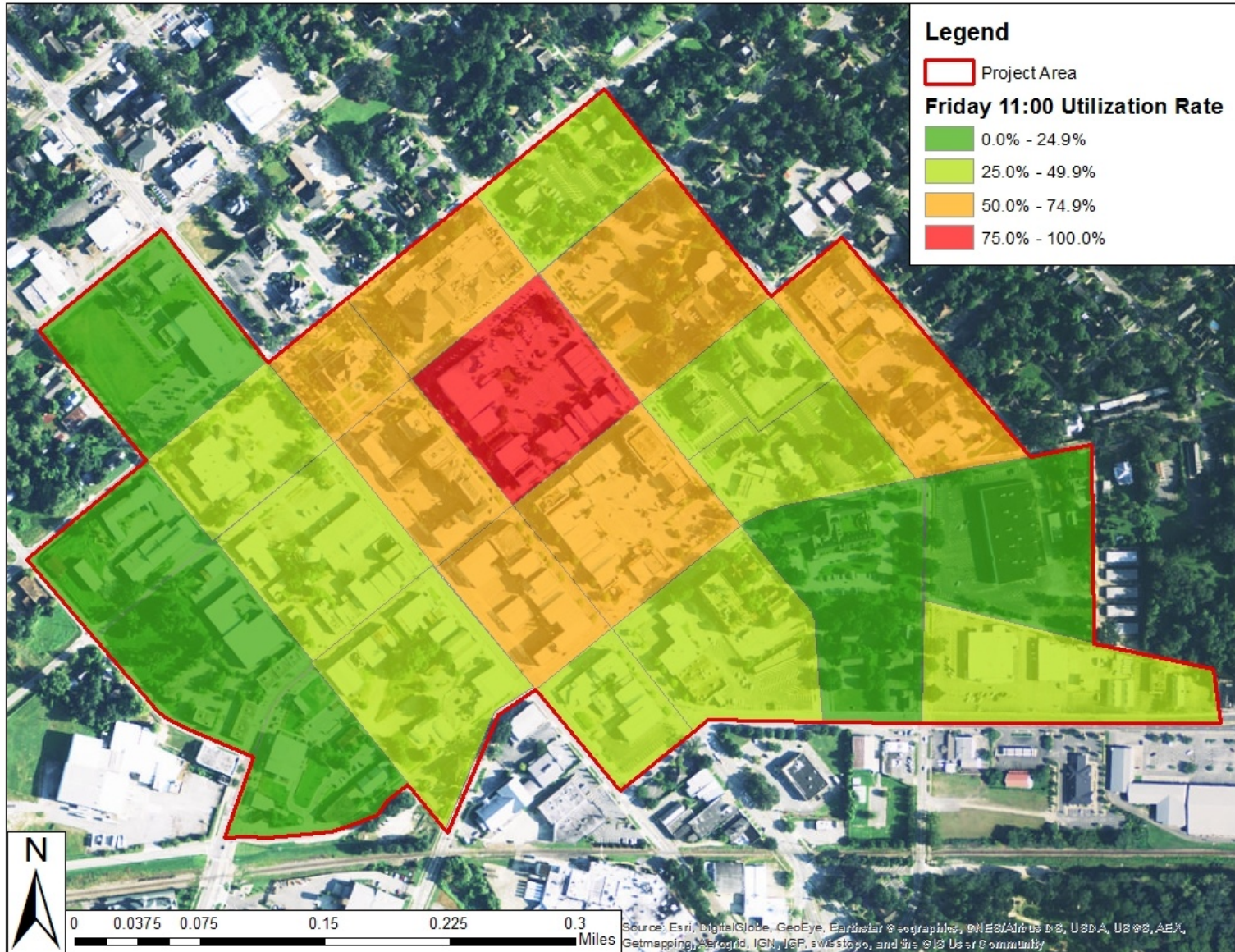


Figure 5: Parking Utilization by Block: Friday 12:00pm

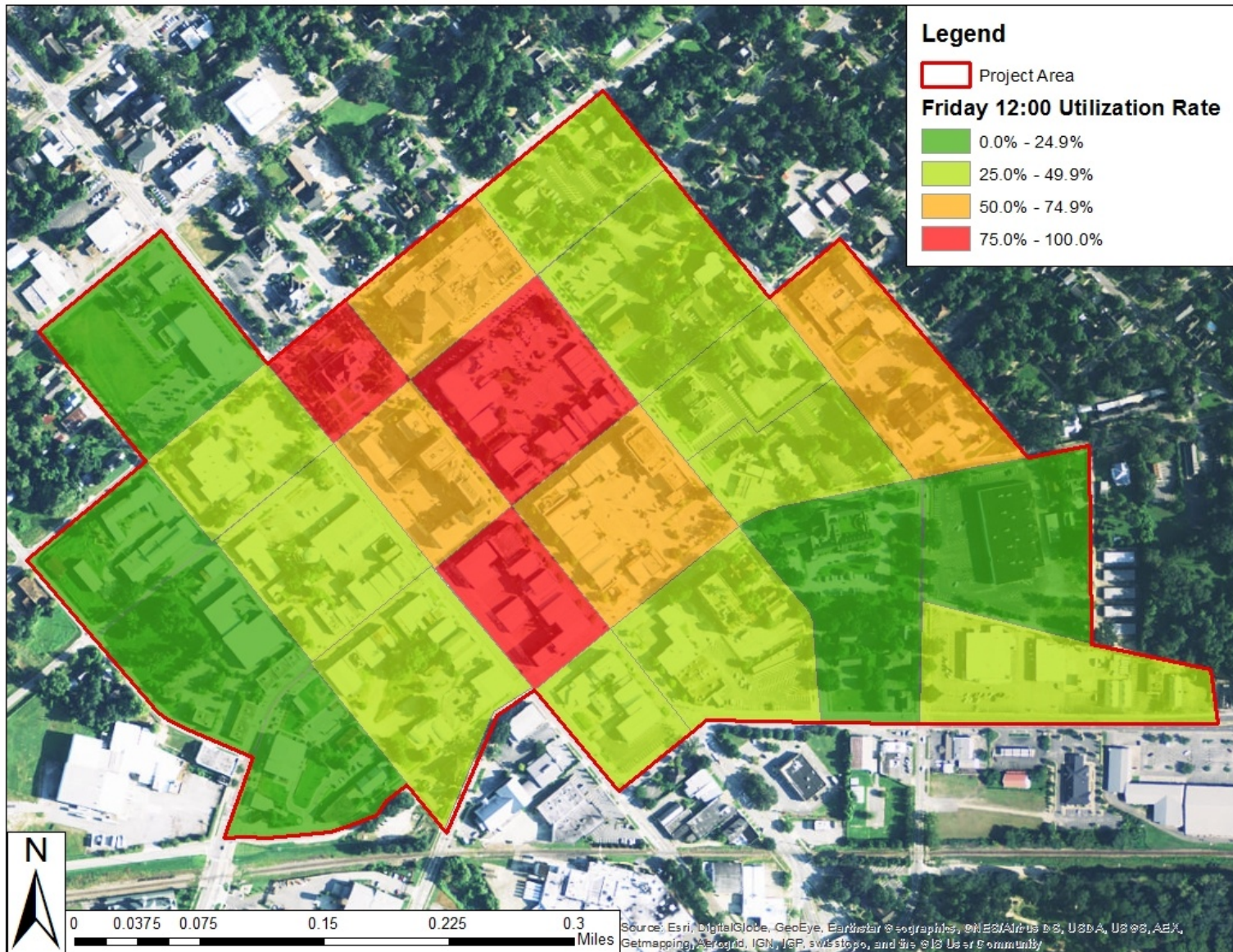


Figure 6: Parking Utilization by Block: Friday 3:00pm

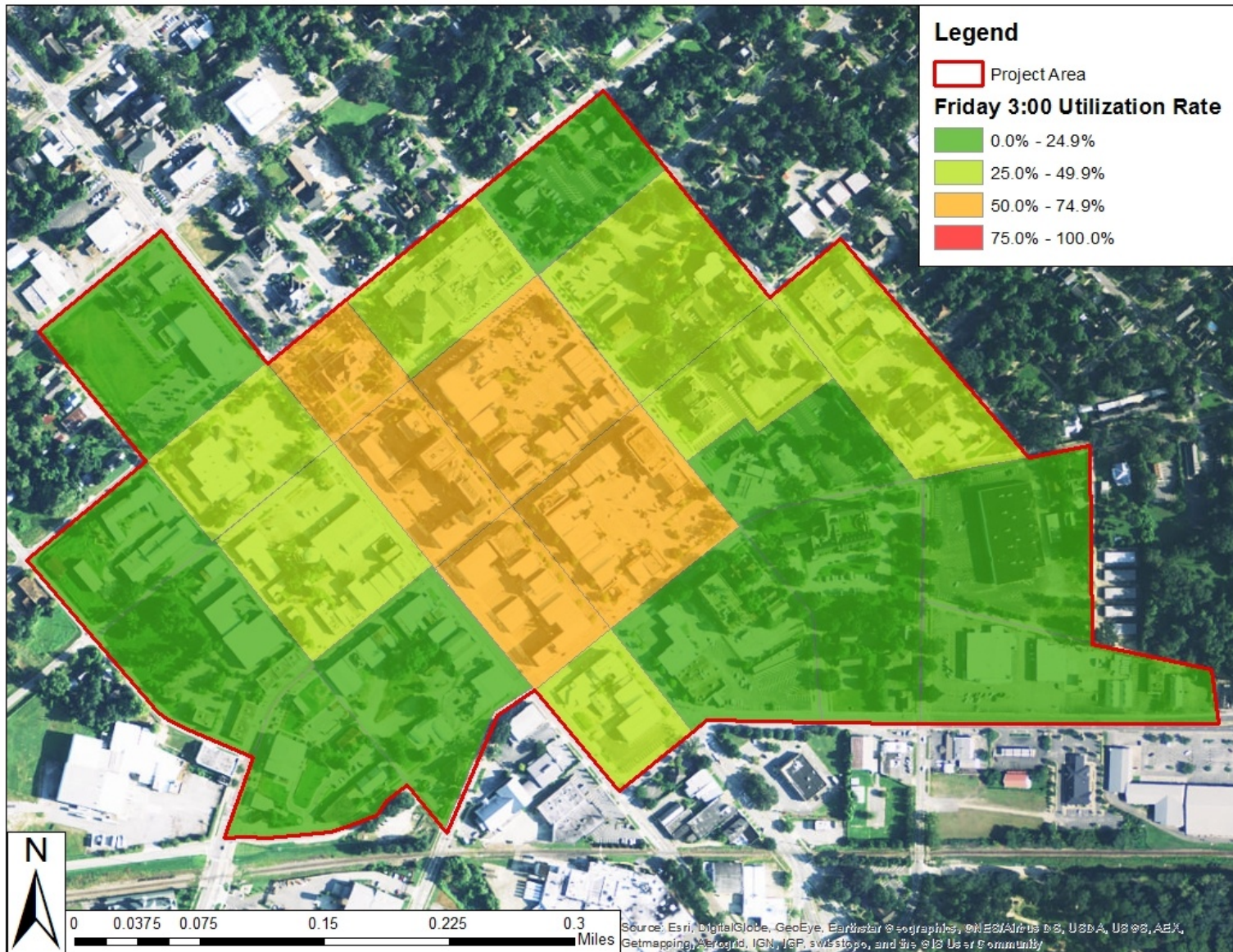


Figure 7: Parking Utilization by Block: Friday 4:00pm

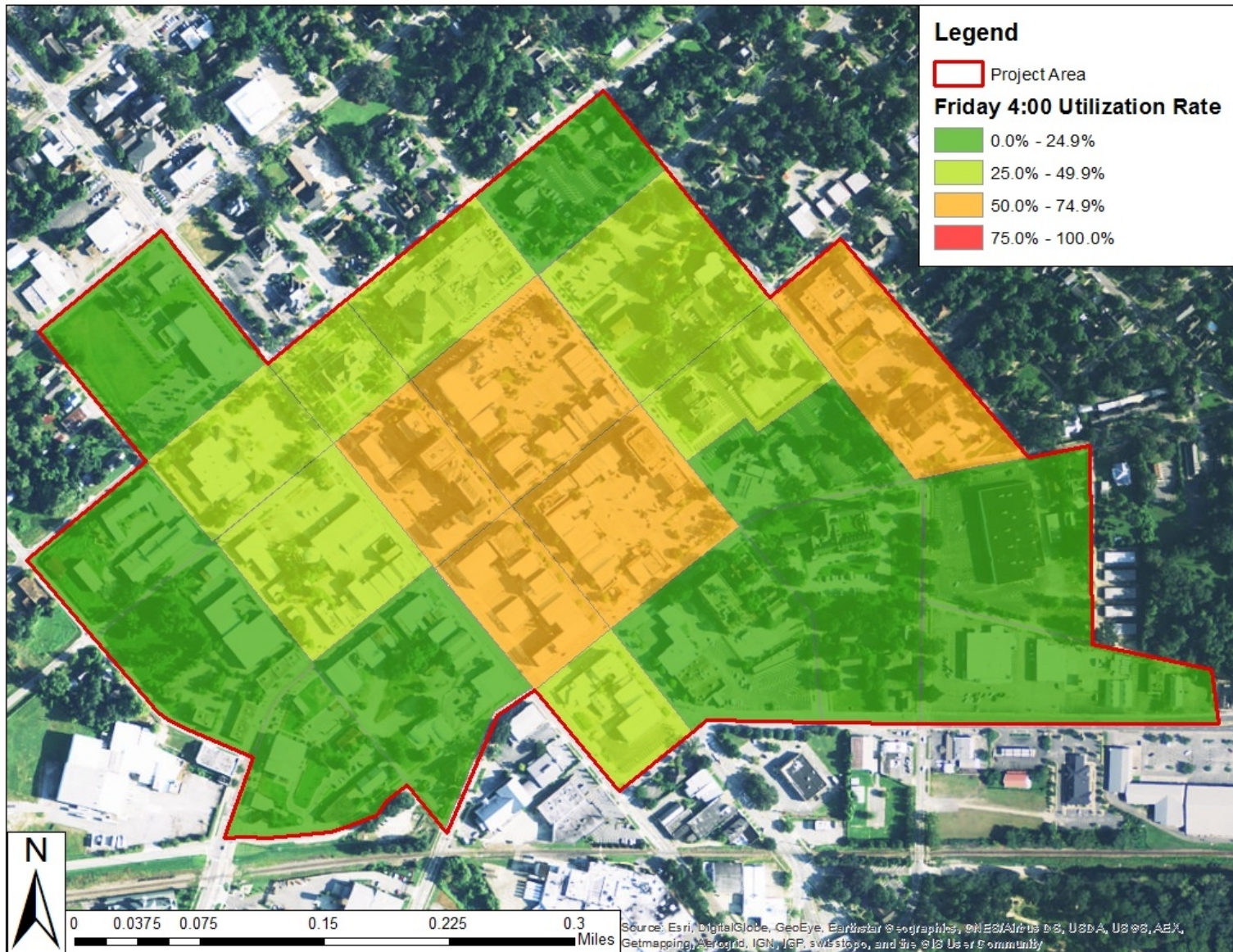


Figure 8: Parking Utilization by Block: Friday 5:00pm

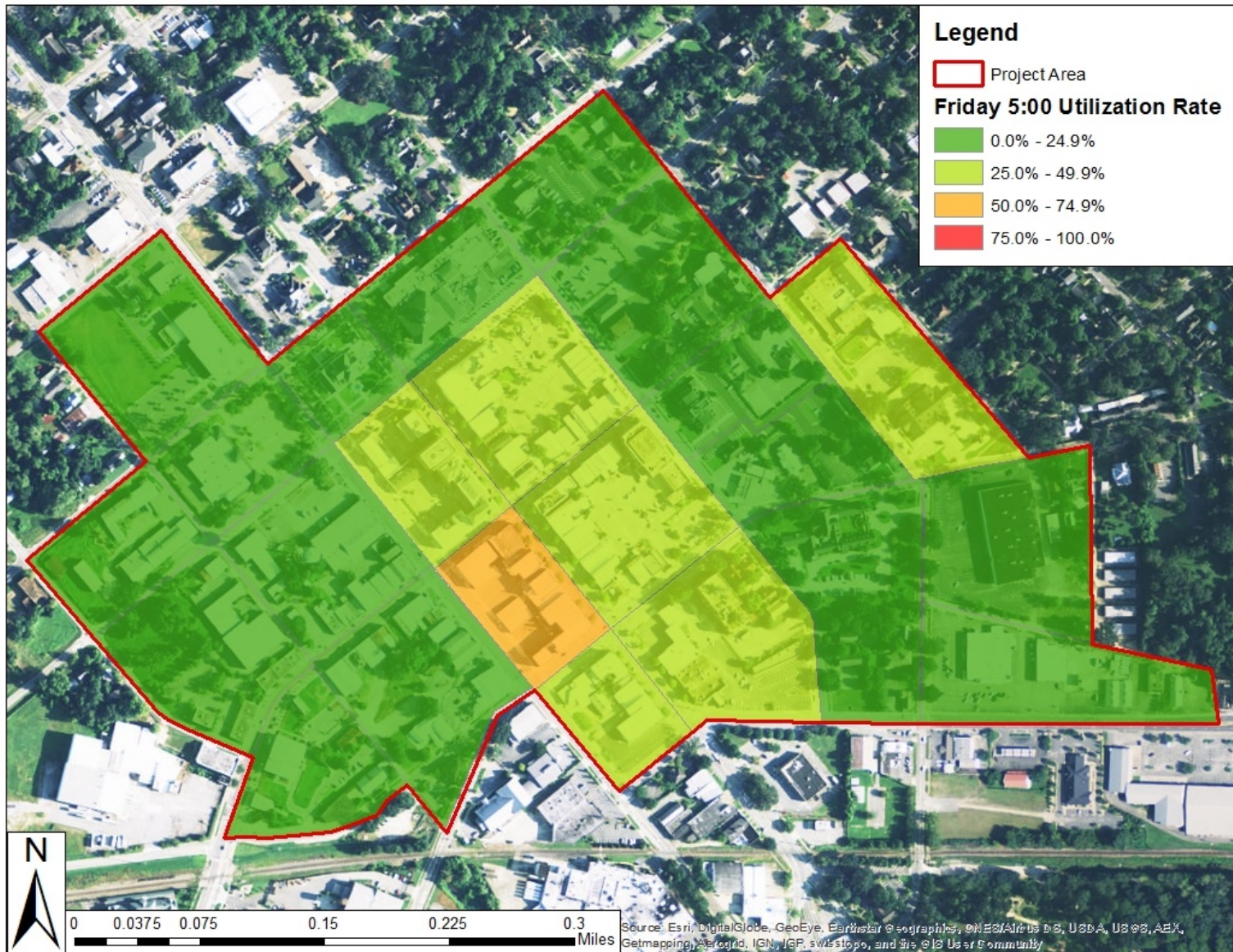


Figure 9: Parking Utilization by Block: Friday 6:00pm

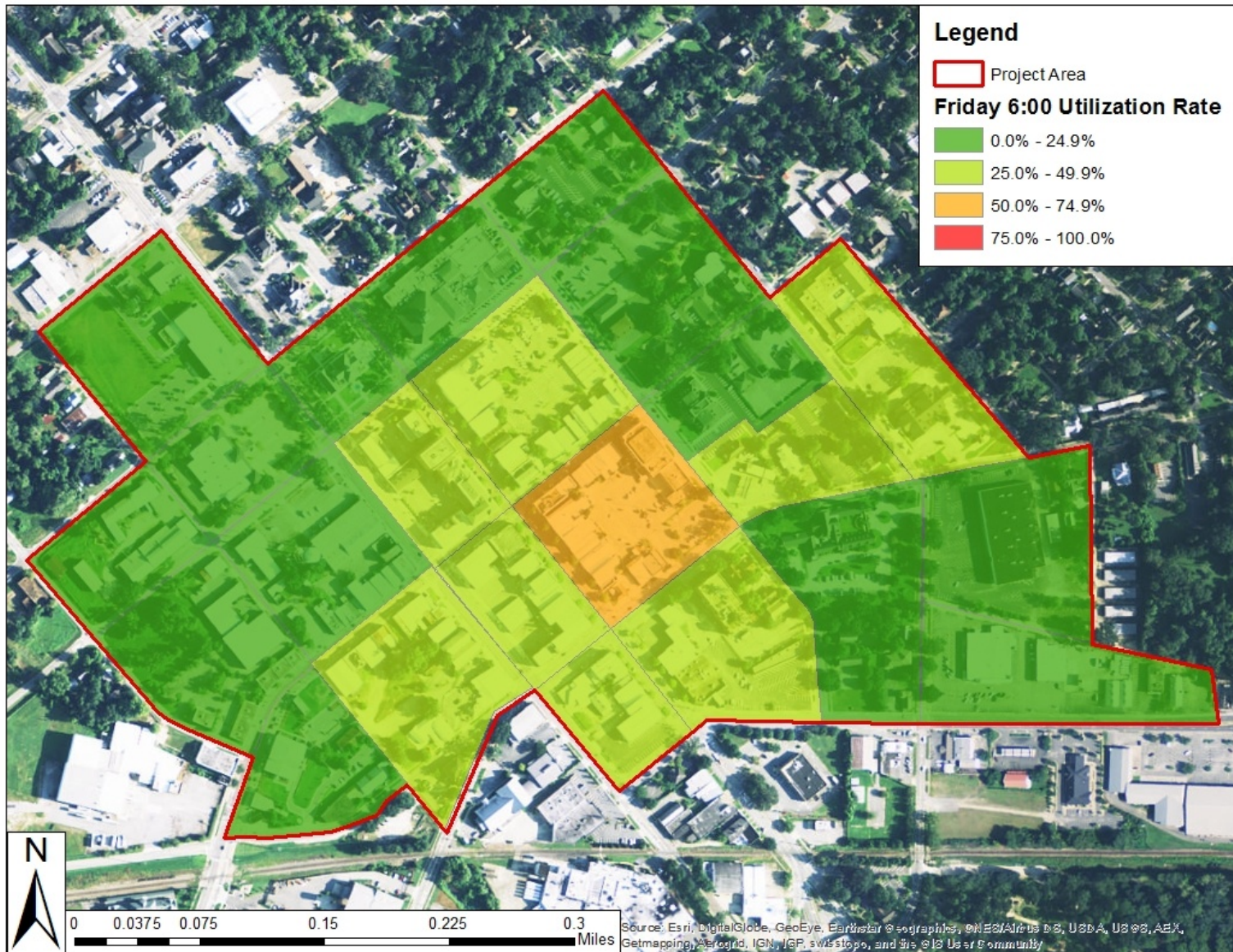


Figure 10: Parking Utilization by Block: Saturday 10:00am

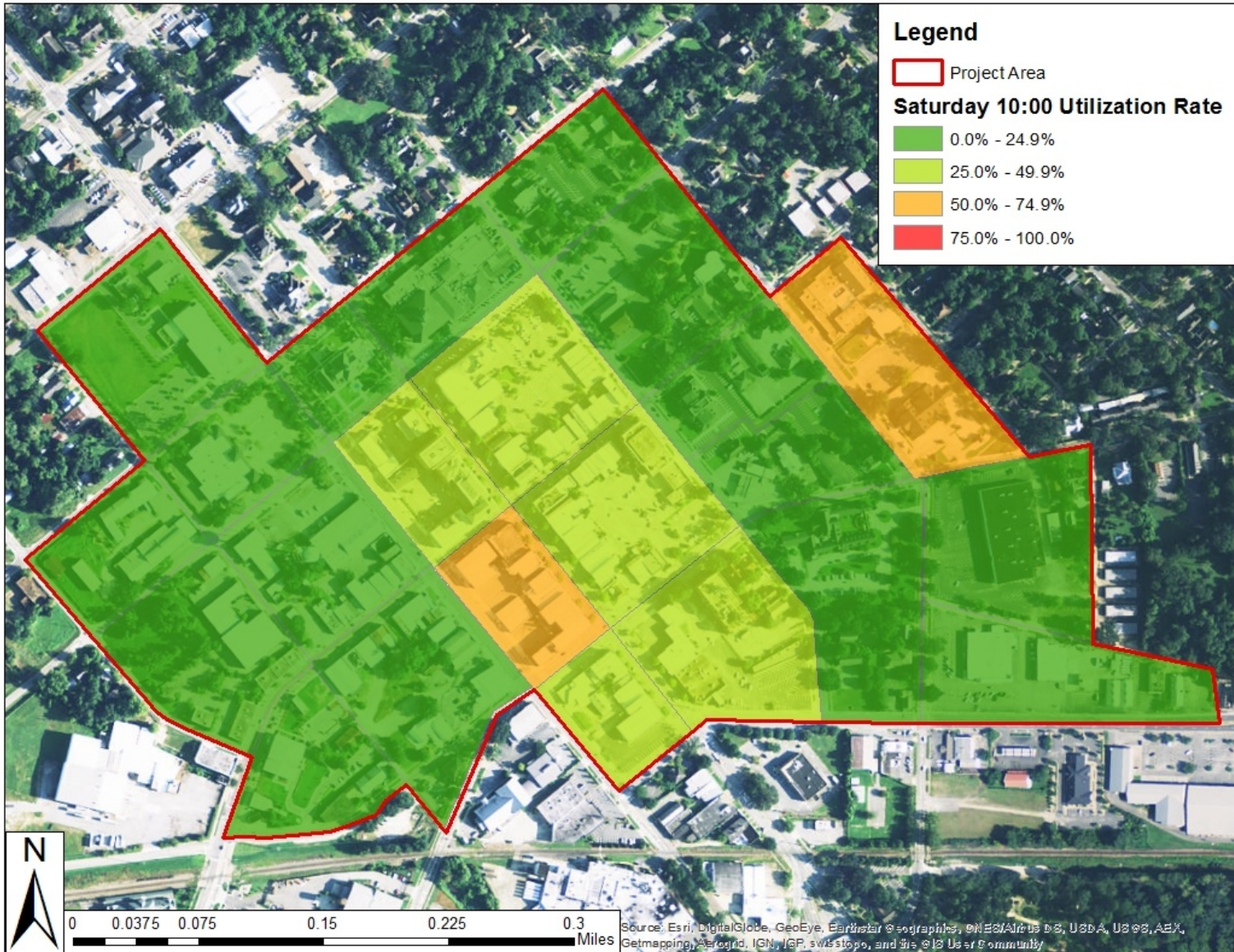


Figure 11: Parking Utilization by Block: Saturday 11:00am

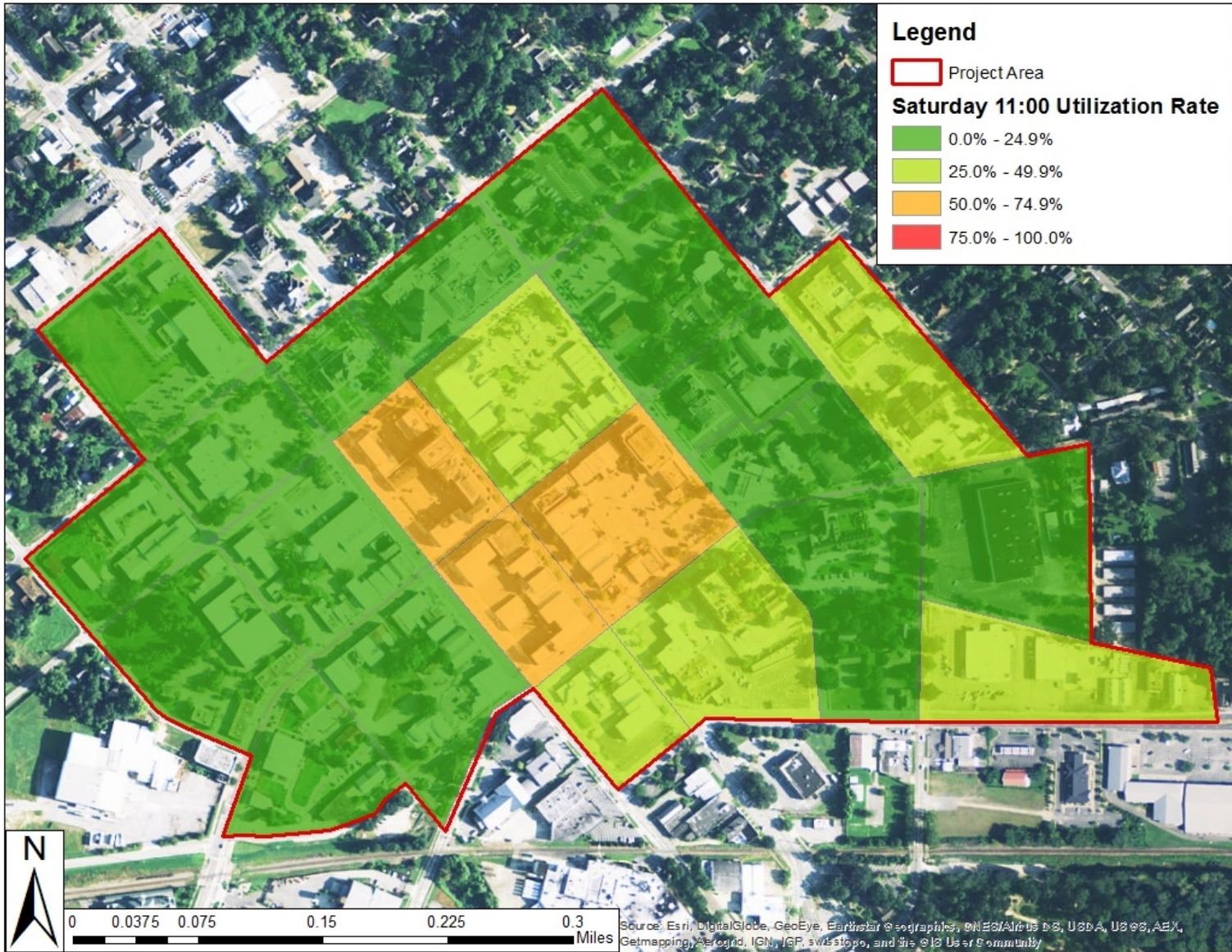


Figure 12: Parking Utilization by Block: Saturday 12:00pm

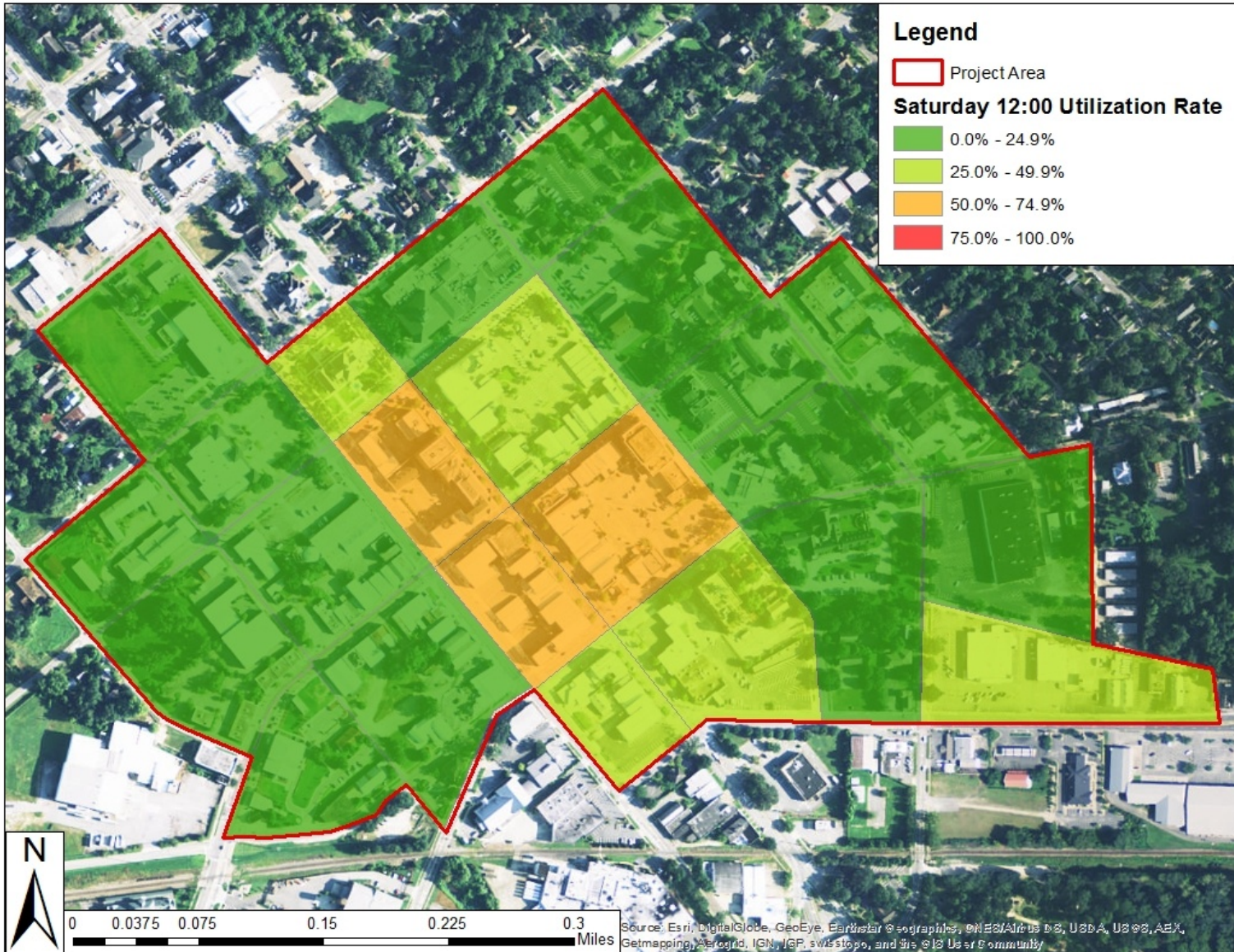


Figure 13: Parking Utilization by Block: Saturday 1:00pm

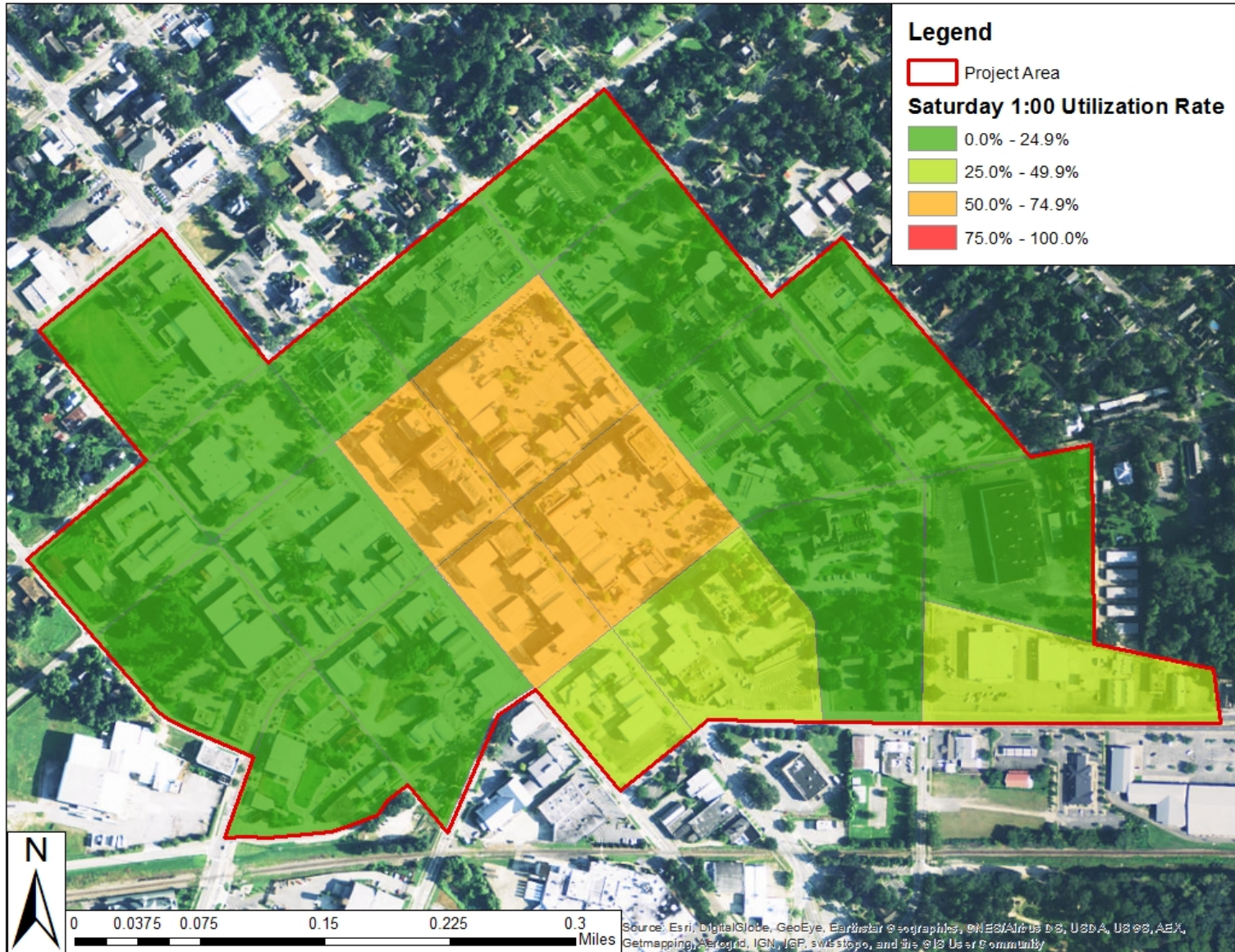


Figure 14: Average Parking Utilization Rate by Lot During Lunch Hours on Friday (11:00am & 12:00pm)



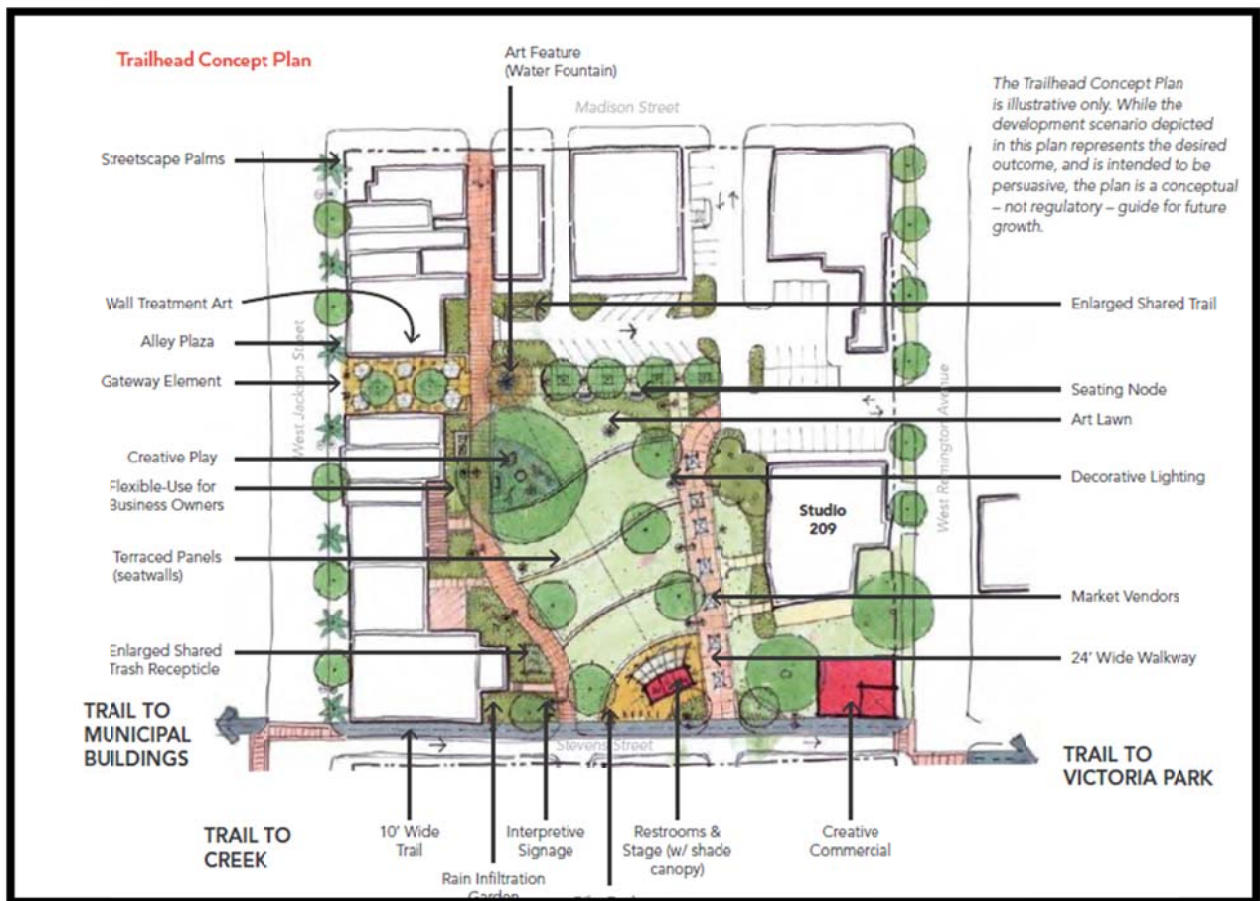
Amphitheater and Event Center Parking Impact Analysis

The FSU Research Team was also tasked with projecting parking demand for two proposed events centers in Downtown Thomasville: 1) a proposed Amphitheater on the interior of Block 13 of the Study Area and 2) a proposed Events Center on Block 21 of the Study Area. While a fair bit of uncertainty remains about the final design, form and programming of these entertainment venues, baseline parking demand can be generated at this stage. The following subsections summarize what is currently known about these projects and the assumptions made by the FSU Research Team regarding attendance and potential parking demand.

Proposed Amphitheater Parking Impact Analysis

An Amphitheater is being considered on the largely undeveloped central portion of Block 13 in the Study Area. According to information provided to the FSU Research Team by the client, the Amphitheater will be one element of a larger urban design and bike/pedestrian improvement project on this block. A version of the project site plan, as displayed in the *Creative District Vision Plan*, is displayed in Figure 15.

Figure 15. Proposed Amphitheater Sketch Plan



It is the FSU Research Team's understanding that no market study or final site plan have been prepared for the proposed Amphitheater, which makes it difficult to determine the capacity for the facility. Site reconnaissance suggests that the Amphitheater could accommodate as many as 1,500 event attendees.

Block 13 currently houses a total of 136 parking spaces, 42 in on-street parking and 94 in surface lot parking spaces. Based upon the FSU Research Team's field visit and the site plan shown in Figure 15, which shows approximately 45 surface spaces on the Amphitheater site, we are projecting a net loss of 50 surface parking spaces when the Amphitheater comes online.

Given this information, the FSU Research Team makes the following assumptions when projecting the maximum parking demand from the proposed Amphitheater:

- The Amphitheater's maximum capacity is 1,500 persons.
- Given Thomasville's small town, family-centered demographics and regional setting, we are assuming an average of 2.5 people per vehicle.
- Events will be held on Friday evenings and Saturdays during low parking demand times.
- Every attendee will arrive in Downtown Thomasville by vehicle (no walking or biking).

Under this set of very conservative assumptions, the maximum parking demand associated with an event at the Amphitheater would be:

$$1,500 \text{ attendees} / 2.5 \text{ average persons per vehicle} = 600 \text{ vehicles}$$

Proposed Events Center Impact Analysis

An Events Center is being considered for the site of the old Rose's store in Block 21. This Events Center is expected to play host to weddings, awards ceremonies, other social events, and small conferences. A preliminary site plan for the project is displayed in Figure 16.

According to information provided to the FSU Research Team from a design charrette for the facility, the Events Center will have banquet seating for a maximum of 600 people, as well as several breakout rooms and other spaces for events and meetings. This preliminary site plan indicates that 100 parking spaces will be provided on site.

Block 21 currently houses a total of 149 parking spaces, all in surface parking. Based upon our site-level reconnaissance and the site plan showed in Figure 16, which shows that there will be 100 new spaces created at the Event center, we are assuming a net loss of 49 parking spaces when the Events Center comes online.

Figure 16. Proposed Events Center Preliminary Site Plan



Given this information the FSU Research Team is making the following assumptions in projecting the maximum parking demand from the Events Center:

- The Amphitheater's maximum capacity is 600 persons.
- Given Thomasville's small town, family-centered demographics and regional setting, we are assuming an average of 2.5 people per vehicle.
- Events will be held on Friday evenings and Saturdays during low parking demand times.
- Every attendee will arrive at the Events Center by vehicle (no walking or biking).

Under this set of very conservative assumptions, the maximum parking demand associated with an event at the Events Center would be:

$$600 \text{ attendees} / 2.5 \text{ average persons per vehicle} = 240 \text{ vehicles}$$

Combined Impact of the Amphitheater and Events Center

Downtown Thomasville business owners have expressed concerns that parking supply would be insufficient when both the Amphitheater and Events Center come online. These perceptions likely revolve around two potential issues: 1) the influx of vehicles on days when both facilities are in use and 2) the loss of existing parking that is currently available on the sites of these proposed projects.

Our analysis, which is based upon very limited information about the final design and programming for these facilities, is that there is currently ample parking capacity on days when simultaneous events are held in Downtown Thomasville. The event parking demand analysis found that:

- The combined demand for parking if maximum capacity events were held in these facilities at the same time would be 840 vehicles.
- Current site plans indicate that of the 2,937 existing parking spaces in the Study Area, only 99 (3.4%) parking spaces will be lost when these facilities come online.

Observed conditions show that parking demand on current Friday evenings is only about 25% of available spaces (leaving over 2,000 spaces unoccupied on typical Friday evenings and Saturdays), there is every indication that Downtown Thomasville has ample parking available to accommodate increased parking demand due to the proposed event centers. Even if the Amphitheater and/or Events Center scale up and could accommodate double the current estimates of their capacities, Downtown Thomasville has sufficient existing parking to accommodate this increased demand. As we discuss in the conclusion to this report the challenge for Downtown Thomasville does not appear to be *parking supply*, but instead *a perceived lack of parking supply*. We believe that this perception is related in part to a lack of signage to direct vehicles to available parking and unclear rules and regulations regarding public vs. private parking arrangements in and around Downtown Thomasville.

Conclusions and Recommendations

Taken as a whole, these findings support the overall conclusion that Downtown Thomasville does not suffer from a lack of available parking for day and night visitors. The parking utilization study finds that even during the busiest period of a typical weekend (Friday lunchtime) there are well over 1,000 available spaces available for visitors in and near Downtown's core. Further, even with simultaneous events at the proposed Amphitheater and Events Center Downtown Thomasville has available sufficient parking to accommodate an influx of additional vehicles on top of typical weekend demand.

Beyond this broader finding of sufficient parking, the FSU Research Team reached three additional conclusions about parking supply and demand in Downtown Thomasville.

1. **A Lack of Parking Signage:** The FSU Research Team's street-level, block by block assessments found a remarkable absence of parking signage in the Study Area. Visitors to the area and even locals are not well-directed to the abundant, free public parking available in close proximity to the main commercial strips. Public parking is not well-marked, with only a small handful of old, partially legible signs to direct drivers (an example of existing signage is displayed on the cover of this report).
2. **Unused Parking on Private Property:** Much of Downtown Thomasville's parking supply rests on private property, with many properties displaying signage indicating that spaces are reserved for on-site businesses only and that violators will be towed. On other private properties there is no signage in place, so it is unclear what the landowner's policy is regarding parking by visitors. There are many churches and financial institutions in and around Downtown Thomasville that have ample parking available during most night and weekend hours.
3. **Parking Space Quality:** Parking spaces varied in their visibility and quality throughout the Study Area. In the core blocks spaces were typically clearly lined, while many outlying blocks had poor space markings. The FSU Research Team also observed that handicapped parking spaces were poorly marked throughout the Study Area, especially in off-street parking lots.

Recommendations

The empirical results of this study find that Downtown Thomasville has more than enough parking spaces to accommodate the current demand for parking, even with concurrent special events at the proposed Amphitheater and Events Center. While parking supply is not an issue, much of the existing parking is difficult to find, poorly striped, and/or located on lots where it is unclear if these spaces are available for public parking. Given these conclusions the FSU Research Team recommends three courses of action for the City to consider: 1) More and Better Public Parking Signage, 2) Updated Paper and Digital Parking Guides, and 3) Developing a Shared Parking Strategy.

1. **Signage Improvements:** Downtown Thomasville is currently poorly served by parking signage for visitors. The FSU Research Team observed only a small handful of signs

directing visitors to public parking. Existing public parking signage in the Study Area is small in size, poorly lit for night and bad weather viewing, and hard to read by drivers moving at speed along the city's streets. One relatively low cost strategy to improve the perception of parking in Downtown is to invest in new "Public Parking" signage that is uniform, of sufficient size, and sufficiently located/lit to be read from a moving vehicle.

2. **Updated Print and Digital Parking Guides:** The City should consider partnering with the business association to produce updated Public Parking maps (possibly including Shared Parking areas, see recommendation #3) that would be made available in stores and in the Visitor Center. The current version of the parking map is useful, but embedded in a broader Downtown Thomasville advertisement. The City should also make this map available online via the various websites that promote Downtown Thomasville, in a variety of formats including image (JPG), PDF and for mobile platforms. Given the prevalence and high degree of utilization of smart phones, a parking map that can be viewed on mobile devices would serve visitors to the district in real time. While initially expensive to develop, over the long run production costs for digital parking maps will be far less than printed maps, as these are more easily updated and far lesser printing costs involved (if any).

3. **Shared Parking Strategy:** While Downtown Thomasville has substantial parking capacity, much of it sits on private property. These private lots present an inexpensive solution to any actual or perceived parking shortages in the Study Area. The City should work on a Shared Parking Strategy with the business association and other partners (churches, most notably) to identify lots where shared parking arrangements might be established. Under a shared parking agreement, landowners grant the public access to their parking spaces during certain day/time windows. The rules and responsibilities for these arrangements should be established so that key issues such as the times when public parking is allowed, liability, maintenance, and any payment/incentive arrangements are known to all parties.

Appendix A: Block by Block Parking Utilization Analysis

Block 1 Parking Utilization

Located at the northern edge of the Study Area, Block 1 is bordered by Monroe Street, Washington Street, Stevens Street and Madison Street. The block is dominated by the Thomas County Judicial Center and its adjacent surface parking lot. Overall, Block 1 contains 127 parking spaces. All but 9 of Block 1's parking spaces are located in the Judicial Center surface lot. Of those 127 spaces, 4 are handicapped. Block 1 currently has no on-street parking. However, multiple vehicles were found to park along Monroe Street on north end of the block even though there were no marked parking spaces. Figure A-1 displays the parking spaces in Block 1 at the time of this study. The northern half of the judicial Center's Parking lot is recently built and therefore is not represented in the aerial imagery. In fact, during the weekend of this study's parking counts, the Judicial Center's parking lot was in the final stages of construction. Consequently, construction vehicles and materials made up a significant portion of the utilized spaces in the lot.

Generally, parking spaces within Block 1 remained underutilized throughout the sample weekend. This may have been in part because of the continuing construction on the Judicial Center's parking lot. However, the southern half of the Judicial Center's lot, which was largely unaffected by the construction, was mostly empty all weekend, including being completely empty every hour surveyed on Saturday. Average parking utilization in Block 1 was 15.5%, indicating very low usage of the existing parking spaces. As seen in Table A-1, parking utilization varied significantly by day and time, with the highest utilization rate (24.4%) on Friday at 3pm and with the lowest on Friday at 6pm (3.1%). However, even during the busiest times, parking utilization never rose above one quarter of the existing parking. Block 1 was generally busiest on Friday before 5:00pm. Since the Judicial Center was closed on Saturday, the entire block was virtually empty apart from the construction vehicles.

The generally low parking utilization rate contained in Block 1 mirrors the low utilization rate of other peripheral blocks in Thomasville. However, since Block 1 contains a large, 118-space public parking lot that is largely unused, Block 1 represents a unique example of how downtown Thomasville's parking problem is not one of quantity but of signage and way-finding. It is possible with better signage directing visitors to the large public parking lot in Block 1, increased utilization of the parking lot would occur.

Figure A-1: Block 1 Existing Parking Map



Figure A-2: Block 1 Parking Utilization Rate by Hour

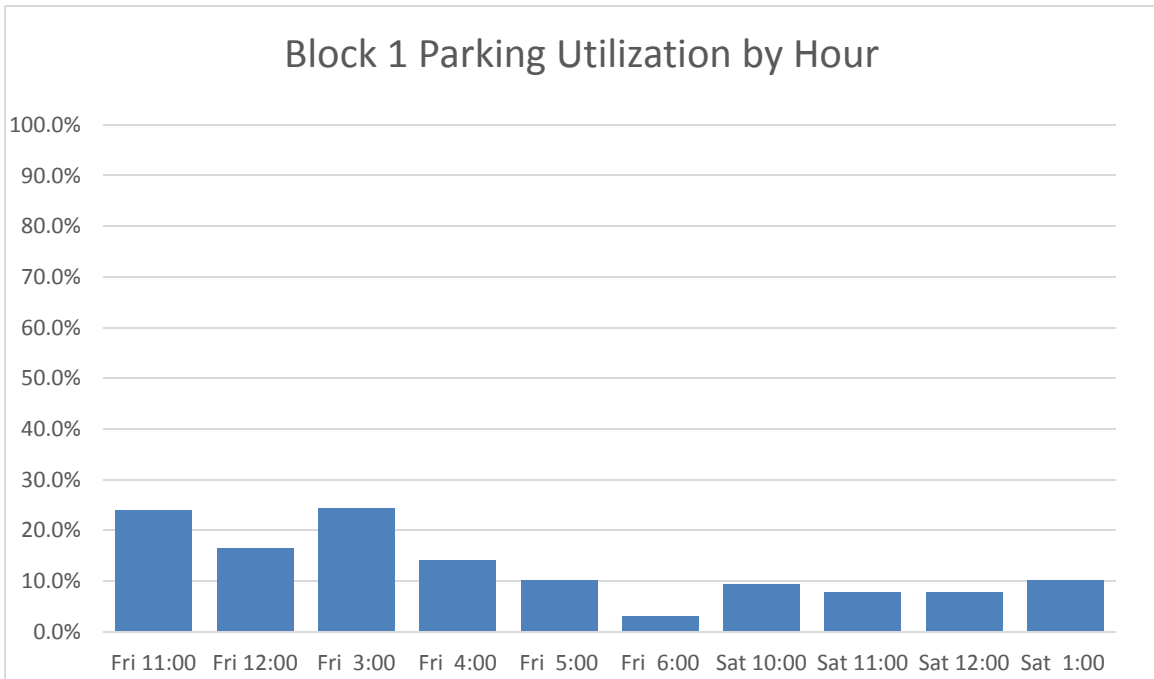


Table A-1: Block 1 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	On-Street Spaces	Spaces Occupied	Utilization Rate	Surface Lot Spaces	Spaces Occupied	Utilization Rate
Avg	127	15.8	12.8%	0	0	0	127	12.4%	12.4%
Fri 11:00	127	26	24.0%	0	0	0.0%	127	26	20.4%
Fri 12:00	127	21	16.5%	0	0	0.0%	127	21	16.6%
Fri 3:00	127	31	24.4%	0	0	0.0%	127	31	24.4%
Fri 4:00	127	18	14.1%	0	0	0.0%	127	18	14.1%
Fri 5:00	127	13	10.2%	0	0	0.0%	127	13	10.2%
Fri 6:00	127	4	3.1%	0	0	0.0%	127	4	3.0%
Sat 10:00	127	12	9.4%	0	0	0.0%	127	12	9.4%
Sat 11:00	127	10	7.8%	0	0	0.0%	127	10	7.8%
Sat 12:00	127	10	7.8%	0	0	0.0%	127	10	7.8%
Sat 1:00	127	13	10.2%	0	0	0.0%	127	13	10.2%

Block 2 Parking Utilization

Of the 23 blocks in the Study Area, Block 2 contains the smallest number of parking spaces with 23 total parking spaces. When compared to the other blocks in the Study Area, Block 2 was the least utilized block. Block 2 is bounded by Stevens Street, Washington Street, Jefferson Street, and Oak Street. The 23 parking spaces in Block 2 service the Bracy Lumber Company, with 12 surface lot spaces in front of the showroom on the east side of the Block and 11 spaces along Jefferson Street next to the old lumber mill (Figure A-3).

The parking spaces within Block 2 remained almost completely empty throughout the entire weekend of the parking count survey. With an average utilization of 2.2%, usage peaked on Friday at 11:00 a.m. with 2 cars (8.6%) (Table A-2 & Figure A-4). On Friday at 12:00 pm, 3:00 pm, and 4:00 pm there was only 1 car parked in Block 2. During every other hour surveyed, including all hours surveyed on Saturday, the parking spaces within Block 2 were vacant.

Figure A-3: Block 2 Existing Parking Map

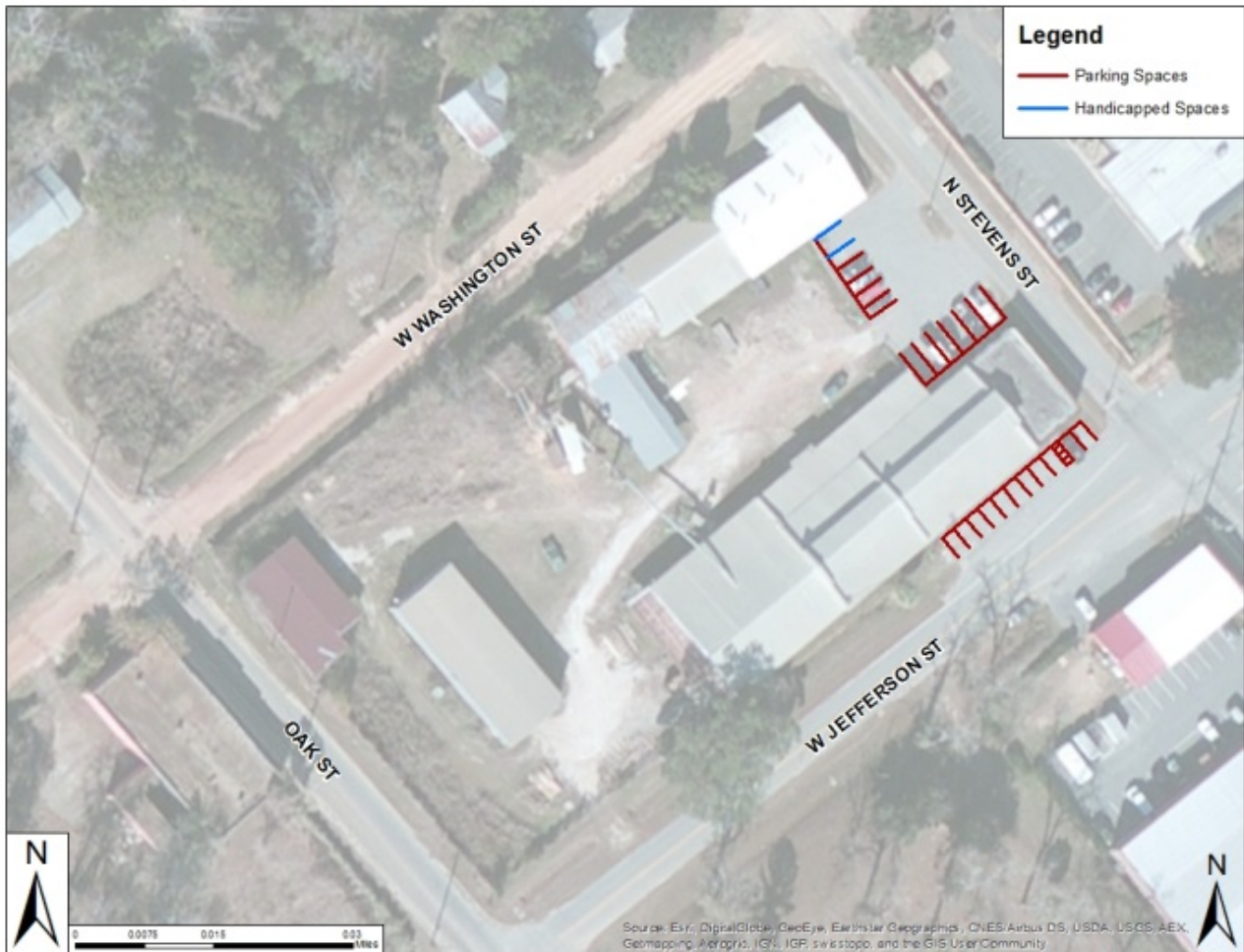


Figure A-4: Block 2 Parking Utilization Rate by Hour

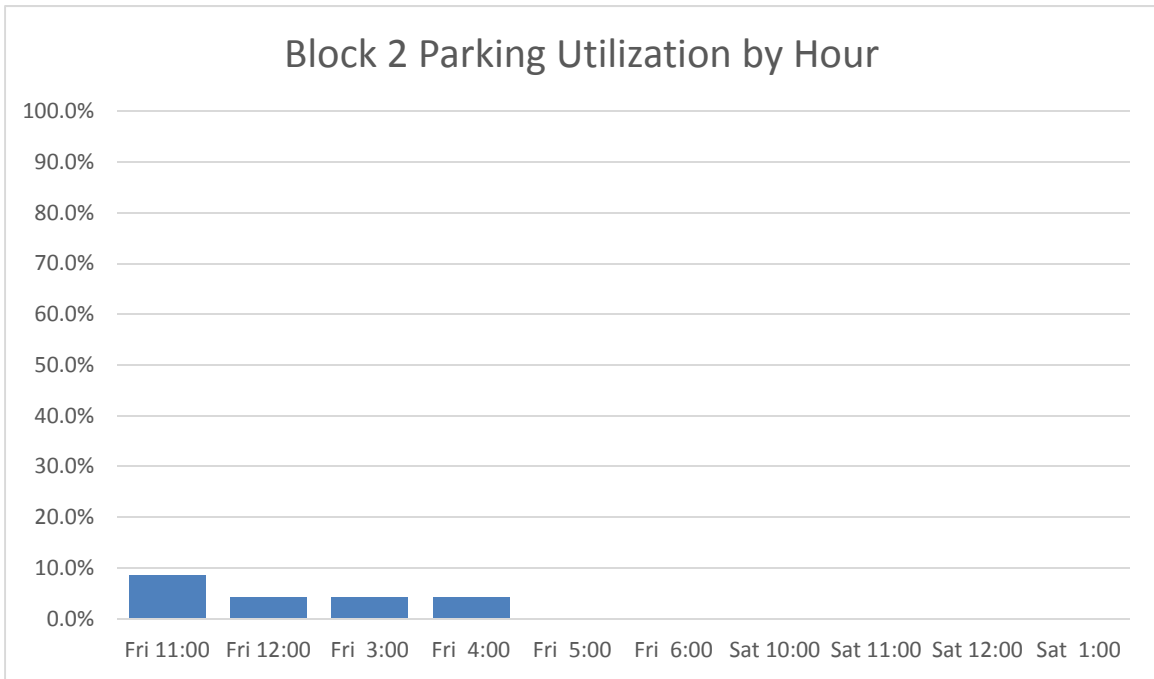


Table A-2: Block 2 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	23	0.5	2.2%	11	0.5	4.5%	12	0	0.0%
Fri 11:00	23	2	8.6%	11	2	18.0%	12	0	0.0%
Fri 12:00	23	1	4.3%	11	1	9.0%	12	0	0.0%
Fri 3:00	23	1	4.3%	11	1	9.0%	12	0	0.0%
Fri 4:00	23	1	4.3%	11	1	9.0%	12	0	0.0%
Fri 5:00	23	0	0.0%	11	0	0.0%	12	0	0.0%
Fri 6:00	23	0	0.0%	11	0	0.0%	12	0	0.0%
Sat 10:00	23	0	0.0%	11	0	0.0%	12	0	0.0%
Sat 11:00	23	0	0.0%	11	0	0.0%	12	0	0.0%
Sat 12:00	23	0	0.0%	11	0	0.0%	12	0	0.0%
Sat 1:00	23	0	0.0%	11	0	0.0%	12	0	0.0%

Block 3 Parking Utilization

Bordered by Stevens Street, Washington Street, Jefferson Street, and Madison Street, Block 3 is home to the Thomasville Public Library and adjacent surface parking lot. In total, Block 3 contains 118 parking spaces, of which 101 of these spaces are reserved for the public library. Of the 101 spaces reserved for the public library, 16-spaces are dedicated as staff-only parking and are located behind the library on the western end of the block. The staff-only parking lot is gated at all times and is not accessible to the general public. The additional 17 spaces within Block 3 are located along Jefferson Street.

Block 3 is one of the few blocks where surface parking lots were utilized at higher rates when compared to on-street parking spaces. The average utilization of on-street parking within Block 3 was 9.4%, compared to 24.4% in the surface parking lots. In fact, no cars parked in the on-street parking spaces after 5:00 p.m. on Friday or all day Saturday. Utilization of the library's surface parking lots was significantly higher on Friday (before 5:00 p.m.) than on Saturday, even though the library is still open on Saturdays. However, even during Block 3's busiest time (11:00 a.m. on Friday), the majority of the library's parking lot was empty, with only 39.6% of the parking spaces occupied. Consequently, the average parking utilization for the entirety of Block 3 remained low at 22.3% overall, with peak usage on Friday at 11:00 a.m. with 35.5% of the total parking spaces utilized.

Figure A-5: Block 3 Existing Parking Map



Figure A-6: Block 3 Parking Utilization Rate by Hour

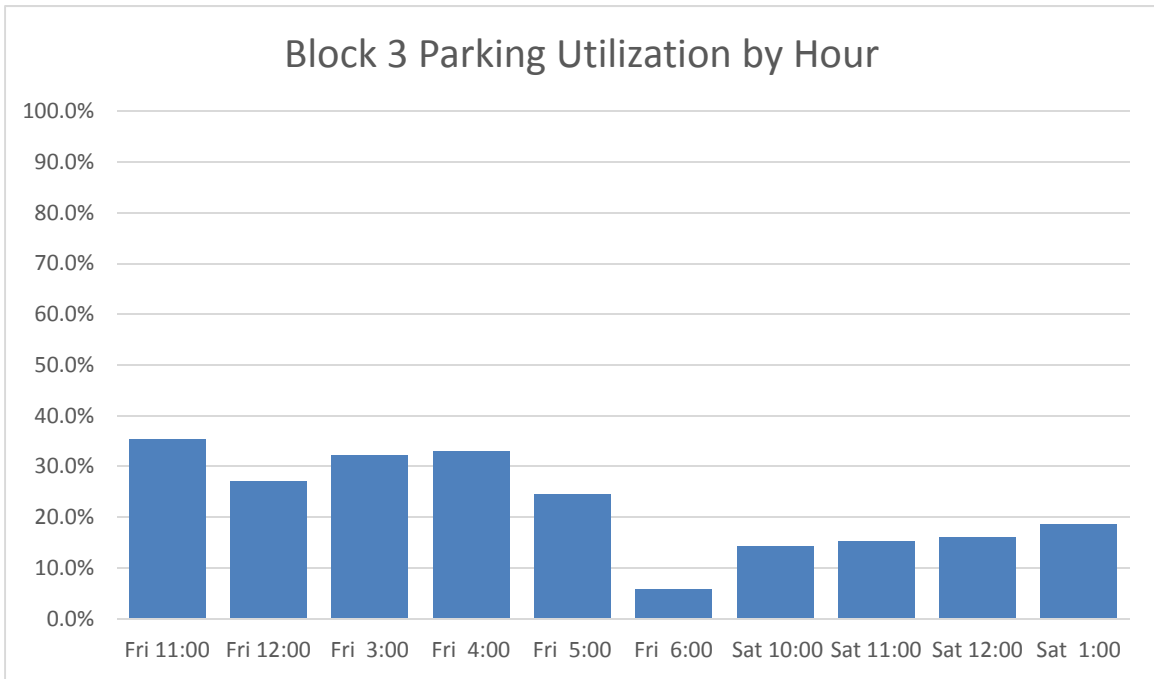


Table A-3: Block 3 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	118	26.3	22.3%	17	1.6	9.4%	101	24.7	24.4%
Fri 11:00	118	42	35.5%	17	3	17.6%	101	40	39.6%
Fri 12:00	118	32	27.1%	17	3	17.6%	101	30	29.7%
Fri 3:00	118	38	32.2%	17	5	29.4%	101	33	32.6%
Fri 4:00	118	39	33.0%	17	3	17.6%	101	36	35.6%
Fri 5:00	118	29	24.5%	17	2	11.7%	101	27	26.7%
Fri 6:00	118	7	5.9%	17	0	0.0%	101	7	6.9%
Sat 10:00	118	17	14.4%	17	0	0.0%	101	17	16.8%
Sat 11:00	118	18	15.2%	17	0	0.0%	101	18	17.8%
Sat 12:00	118	19	16.1%	17	0	0.0%	101	17	16.8%
Sat 1:00	118	22	18.6%	17	0	0.0%	101	22	21.7%

Block 4 Parking Utilization

Block 4 is bordered by Broad Street, Washington Street, Madison Street, and Jefferson Street. As seen in Figure A-7, almost the entirety of Block 4's land area is occupied by the Thomas County Superior Courthouse. The Courthouse is surrounded on all sides by on-street parking and encompasses the entirety of Block 4's 48 parking spaces, 5 of which are handicapped spaces.

Overall, utilization of the on-street parking spaces on Block 4 averaged at 35.4%. However, there was great fluctuation in parking during the surveyed hours with variation from 0.0% to 100%, depending on the time and day. During lunch hours on Friday, utilization of the spaces in Block 4 was extremely high: 75% at 11:00am and 100% at 12:00pm. Block 4 was the only block to have 100% of its parking spaces occupied during an hour of the survey. After lunch parking utilization slowly declined reaching 43.7% by 4:00pm before dropping off significantly after traditional work hours falling to 2.0% by 6:00pm. On Saturday, utilization remained extremely low (between 0% and 2%) until lunch hours, when parking utilization of Block 4 spaces rose to just over 30% by noon.

Figure A-7: Block 4 Existing Parking Map



Figure A-8: Block 4 Parking Utilization Rate by Hour

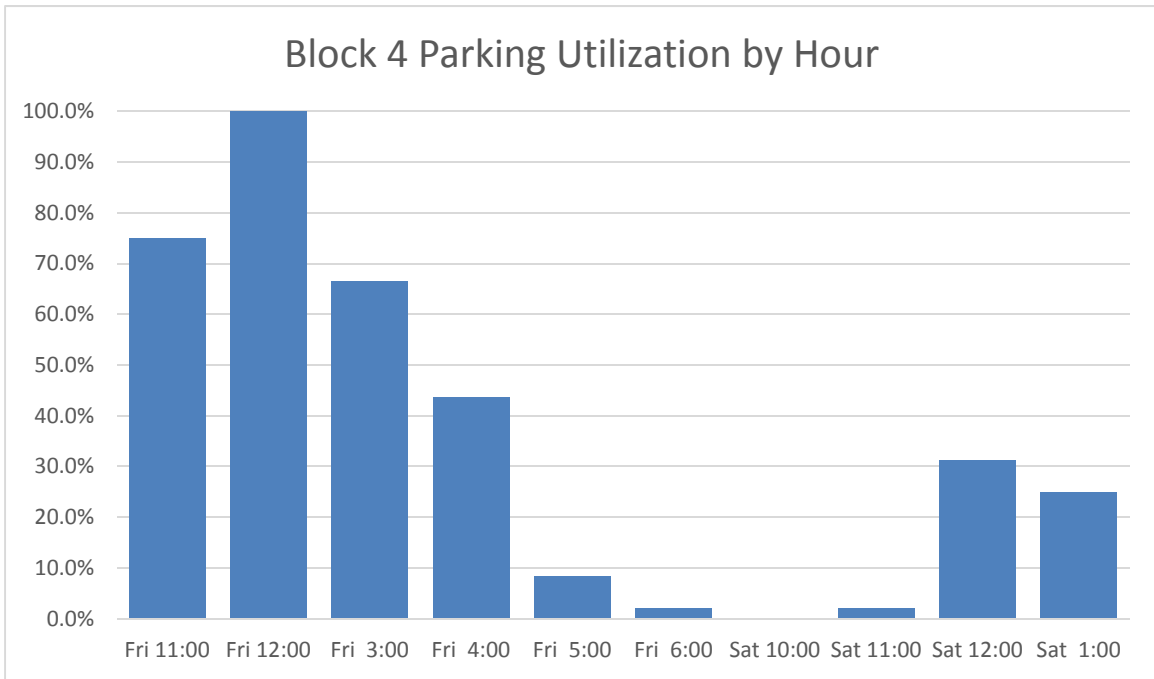


Table A-4: Block 4 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	48	17	35.4%	48	17	35.4%	0	0	0.0%
Fri 11:00	48	36	75.0%	48	36	75.0%	0	0	0.0%
Fri 12:00	48	48	100.0%	48	48	100.0%	0	0	0.0%
Fri 3:00	48	32	66.6%	48	32	66.6%	0	0	0.0%
Fri 4:00	48	21	43.7%	48	21	43.7%	0	0	0.0%
Fri 5:00	48	4	8.3%	48	4	8.3%	0	0	0.0%
Fri 6:00	48	1	2.0%	48	1	2.0%	0	0	0.0%
Sat 10:00	48	0	0.0%	48	0	0.0%	0	0	0.0%
Sat 11:00	48	1	2.0%	48	1	2.0%	0	0	0.0%
Sat 12:00	48	15	31.2%	48	15	31.2%	0	0	0.0%
Sat 1:00	48	12	25.0%	48	12	25.0%	0	0	0.0%

Block 5 Parking Utilization

Block 5, is bordered by Jefferson Street, Crawford Street, Broad Street, and Washington Street, and houses a church that is currently under construction and an operating daycare. Block 5 contains a total of 79 parking spaces. The church includes a small 18-space surface lot, but the majority of the parking spaces within Block 5 are 61 on-street spaces. Of the on-street spaces in Block 5, about half are located on Jefferson Street.

Block 5 had an overall calculated average utilization rate of 21.0%. During the day on Friday, parking utilization stayed well above 30%, peaking around 62% at 11:00 a.m. In this way, Block 5 followed the general pattern of a Friday lunch rush, as customers park their vehicles and walk to eat at one of the many nearby restaurants. After the lunch rush, parking utilization in Block 5 slowly declined before dropping off significantly after work hours on Friday. However, after 5:00 p.m. on Friday, the number of occupied spaces dropped to below 8.8% and remained below 10% for the entirety of Saturday's survey window. Block 5's Saturday utilization was relatively low compared to other similar blocks in the Study Area.

Figure A-9: Block 5 Existing Parking Map

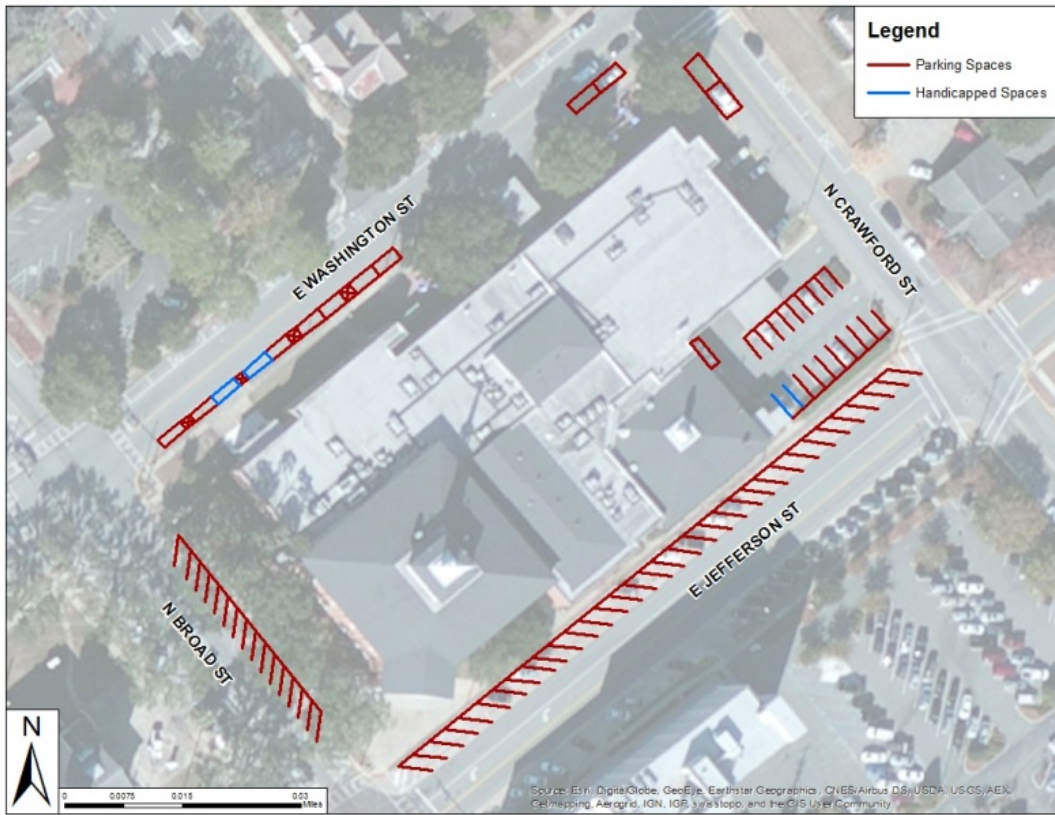


Figure A-10: Block 5 Parking Utilization Rate by Hour

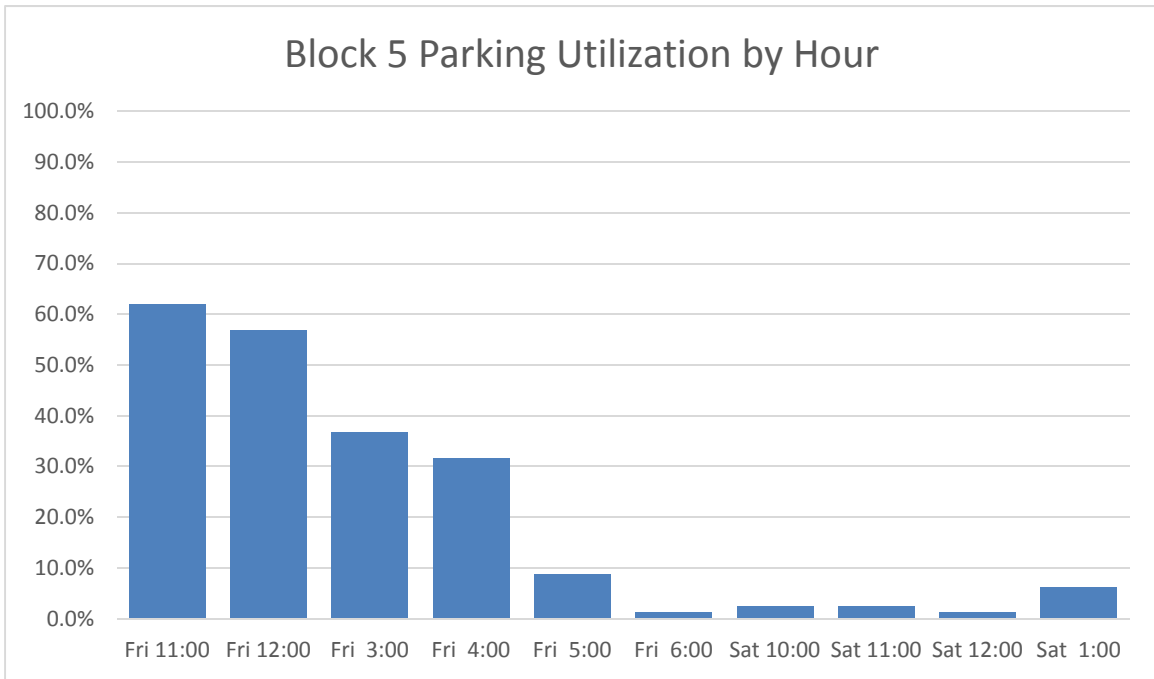


Table A-5: Block 5 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	79	16.6	21.0%	61	13	21.3%	18	3.7	20.5%
Fri 11:00	79	49	62.0%	61	39	63.9%	18	12	66.6%
Fri 12:00	79	45	56.9%	61	38	62.2%	18	6	33.3%
Fri 3:00	79	29	36.7%	61	21	34.4%	18	8	44.4%
Fri 4:00	79	25	31.6%	61	18	29.5%	18	7	38.8%
Fri 5:00	79	7	8.8%	61	6	9.8%	18	1	5.5%
Fri 6:00	79	1	1.2%	61	0	0.0%	18	1	5.5%
Sat 10:00	79	2	2.5%	61	0	0.0%	18	2	11.1%
Sat 11:00	79	2	2.5%	61	2	3.2%	18	0	0.0%
Sat 12:00	79	1	1.2%	61	1	1.6%	18	0	0.0%
Sat 1:00	79	5	6.3%	61	5	8.1%	18	0	0.0%

Block 6 Parking Utilization

Located on the northeastern corner of the Study Area, Block 6 is bordered by Dawson Street, Washington Street, Jefferson Street, and Crawford Street. The block contains a bank (under construction) and several small businesses with adjacent surface parking lots. Block 6 contains a total of spaces: 19 on-street parking spaces and 96 surface lot spaces (including 3 handicapped spaces).

The overall average parking utilization calculated for Block 6 was very low at 14.5% of total spaces. Similar to other peripheral blocks, parking utilization for Block 6 peaked during lunch hours on Friday before tapering off for the rest of the weekend (Figure A-12). At 11:00 am on Friday, Block 6's total parking utilization was 34.7%, but after 5:00pm on Friday, utilization was found to be less than 10% for every hour surveyed. Low utilization rates were common both surface and on-street parking. Even though on-street peaked at a much higher 47.6%, both parking types averaged between 13% and 15% utilization. Since most of the businesses in Block 6 were closed on Saturday, the block's surface parking was largely underutilized with only 9.3% of surface spaces occupied throughout every Saturday count. On-street parking was used even more infrequently on Saturday than the surface lots. The on-street parking on Jefferson Street in particular remained largely unused throughout the entire weekend. However, it is important to note that even though Washington Street does not have any marked parking spaces, cars parked along the street with relative frequency. Similarly, Dawson Street also had cars parking in unmarked spaces, but these were used less frequently. If the City is looking to expand on-street parking capacity, this area may be an easy place to start.

Figure A-11: Block 6 Existing Parking Map

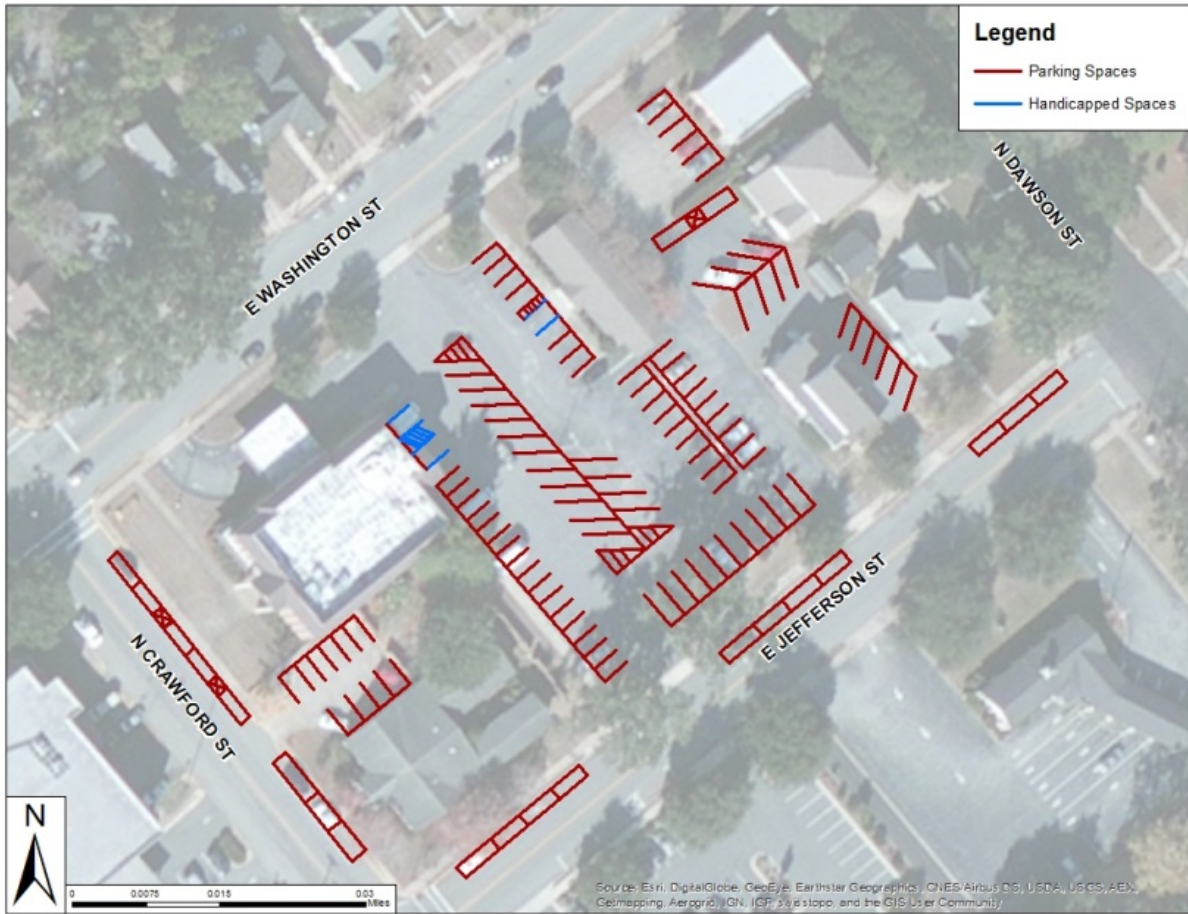


Figure A-12: Block 6 Parking Utilization Rate by Hour

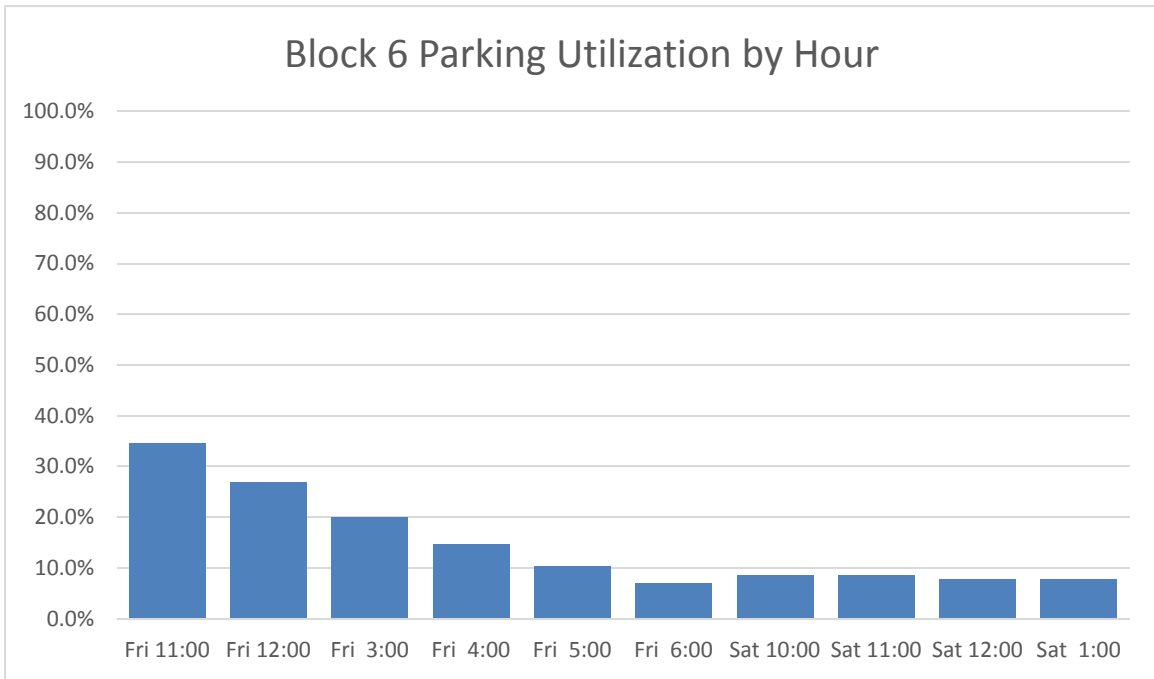


Table A-6: Block 6 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	115	16.9	14.6%	19	2.5	13.1%	96	14.4	14.9%
Fri 11:00	115	40	34.7%	19	9	47.3%	96	31	32.2%
Fri 12:00	115	31	26.9%	19	4	21.0%	96	27	28.1%
Fri 3:00	115	23	20.0%	19	5	26.3%	96	18	18.7%
Fri 4:00	115	17	14.7%	19	4	21.0%	96	13	13.5%
Fri 5:00	115	12	10.4%	19	1	5.2%	96	11	11.4%
Fri 6:00	115	8	6.9%	19	0	0.0%	96	8	8.3%
Sat 10:00	115	10	8.6%	19	1	5.2%	96	9	9.3%
Sat 11:00	115	10	8.6%	19	1	5.2%	96	9	9.3%
Sat 12:00	115	9	7.8%	19	0	0.0%	96	9	9.3%
Sat 1:00	115	9	7.8%	19	0	0.0%	96	9	9.3%

Block 7 Parking Utilization

Block 7 represents another relatively underutilized peripheral block. Bordered by Jefferson St., Stevens St., Jackson St., and Oak St., Block 7 houses several retail firms and a fitness center serviced by a sizable surface lot. The block also has a large open field with curb cuts bordering Jefferson and Oak Street that looks like it could be used as an unstriped parking lot for large events, although this was not factored into this study's analysis. In total, Block 7 has 132 parking spaces, 115 of which are surface lot spaces. Most of Block 7's 17 on-street parking spaces are located along Jackson Street.

Block 7's average parking utilization rate was very low at 16.5%. Compared to many other blocks, parking utilization in Block 7 remained relatively consistent over day and time only ranging from 6.8% at its slowest time (Friday at 6:00 pm) to 24.4% at its busiest time (Friday at 11:00 pm). Similar to much of the Study Area, Block 7's on-street parking was used more frequently than its surface parking lots. This could be in part because the surface lots are hidden behind the retail establishments and are not visible from Jackson St. On average, only 14.7% of spaces in Block 7's surface lots were used at a time, compared to 27.0% of its on-street parking. However, even the on-street parking peaked at only 35.2% utilization.

Figure A-13: Block 6 Existing Parking Map

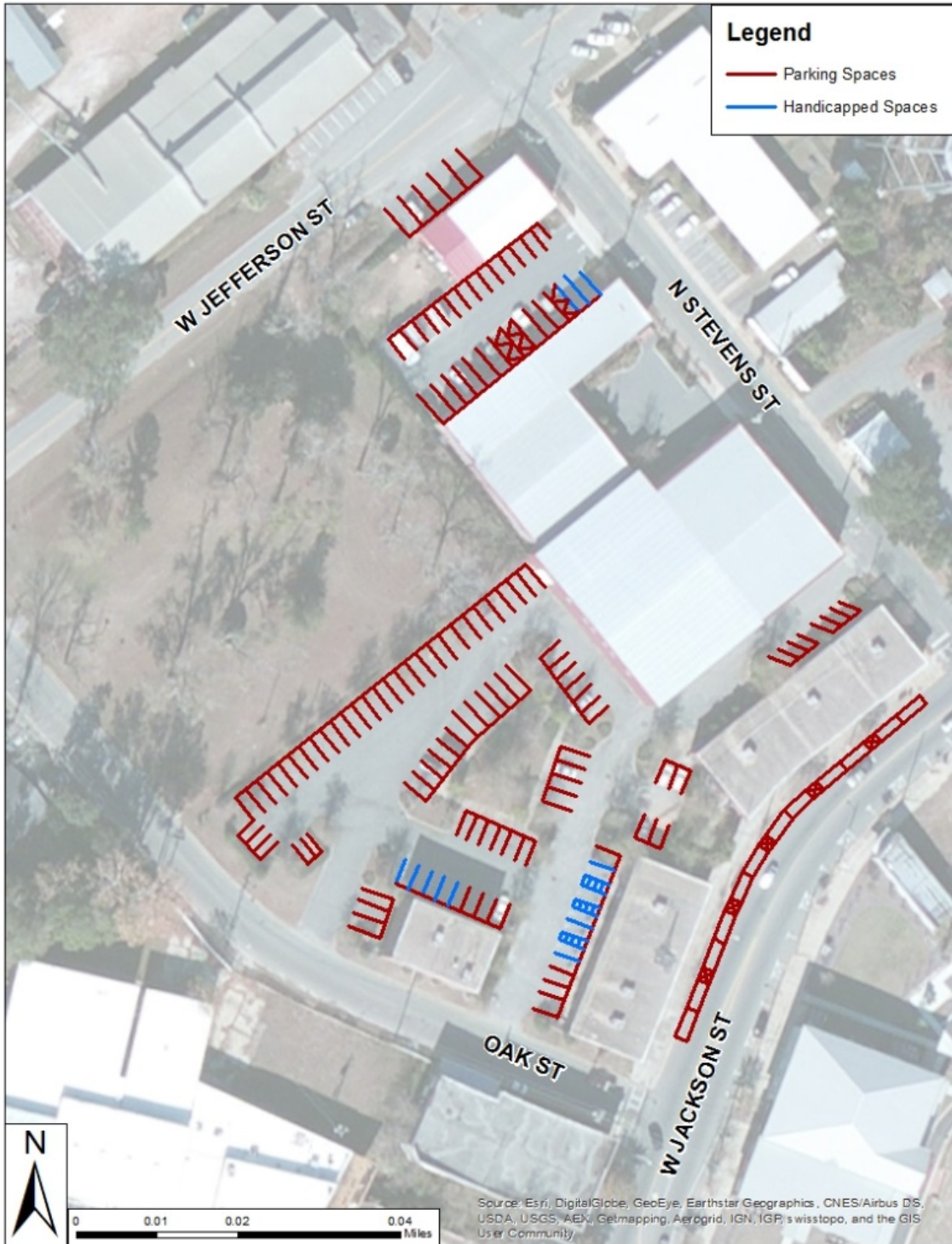


Figure A-14: Block 7 Parking Utilization Rate by Hour

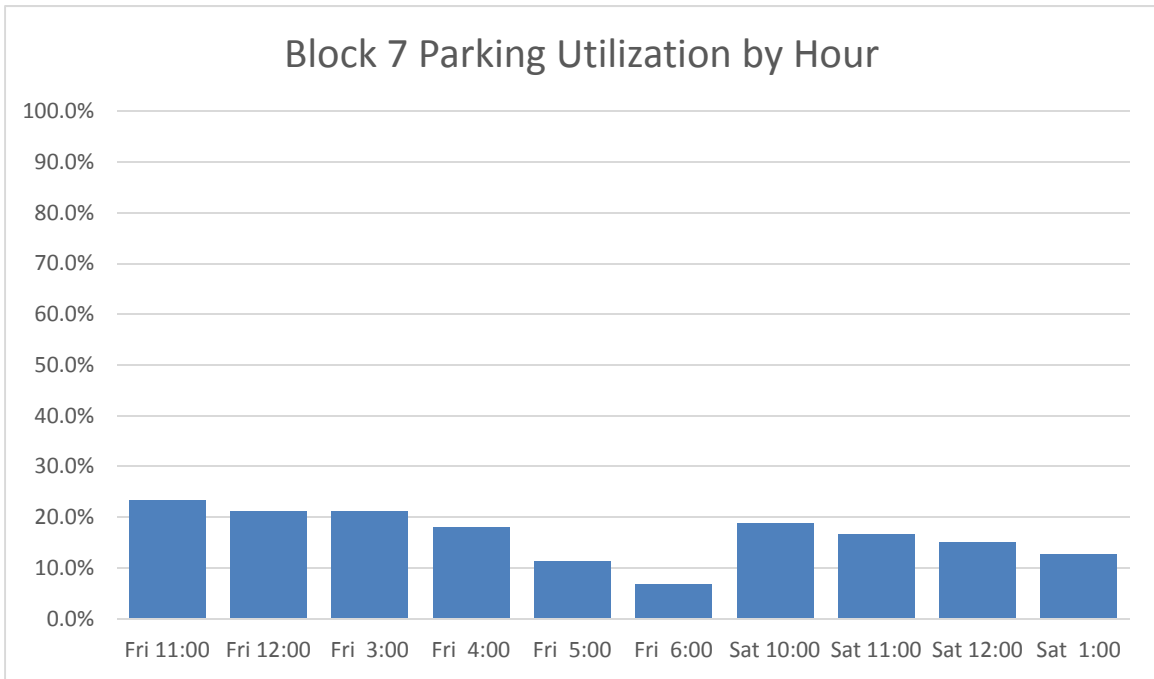


Table A-7: Block 7 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	132	21.9	16.5%	17	4.6	27.0%	115	17	14.7%
Fri 11:00	132	31	23.4%	17	5	29.4%	115	24	20.8%
Fri 12:00	132	28	21.2%	17	3	17.6%	115	25	21.7%
Fri 3:00	132	28	21.2%	17	6	35.2%	115	22	19.1%
Fri 4:00	132	24	18.1%	17	5	29.4%	115	18	15.6%
Fri 5:00	132	15	11.3%	17	5	29.4%	115	10	8.6%
Fri 6:00	132	9	6.8%	17	3	17.6%	115	6	5.2%
Sat 10:00	132	25	18.9%	17	6	35.2%	115	19	16.5%
Sat 11:00	132	22	16.6%	17	6	35.2%	115	16	13.9%
Sat 12:00	132	20	15.1%	17	3	17.6%	115	17	14.7%
Sat 1:00	132	17	12.8%	17	4	23.5%	115	13	11.3%

Block 8 Parking Utilization

Located just outside of Thomasville's downtown core, Block 8 is bordered by Jefferson Street, Madison Street, Jackson Street, and Stevens Street. This block contains several retail storefronts as well as professional services and government offices. Block 8 contains a total of 151 parking spaces, of which 103 parking spaces are contained within several small surface parking lots that serve the retail stores and offices along the block. The remaining 48 parking spaces are on-street spaces. Of the total 151 parking spaces, 4 are designated handicapped and several are marked as private with signage.

On average, 26.3% of Block 6's parking spaces were utilized. Even though the on-street parking spaces are much more visible than the off-street surface parking options (which were often alongside or behind buildings), the on-street and surface lot parking spaces in Block 8 maintained a similar level of usage (29.6% and 22.8% respectively). The highest overall utilization rate was on Friday at noon, when 40.4% of parking spaces in Block 8 were occupied. On-street parking utilization peaked at 45.8% on two occasions (at 12:00 p.m. and 4:00 p.m. on Friday), while off-street parking use peaked on Friday at noon at 37.9%. High usage during the lunch hours could be due to individuals wishing to find easy parking on the edge of the downtown core.

Figure A-15: Block 8 Existing Parking Map

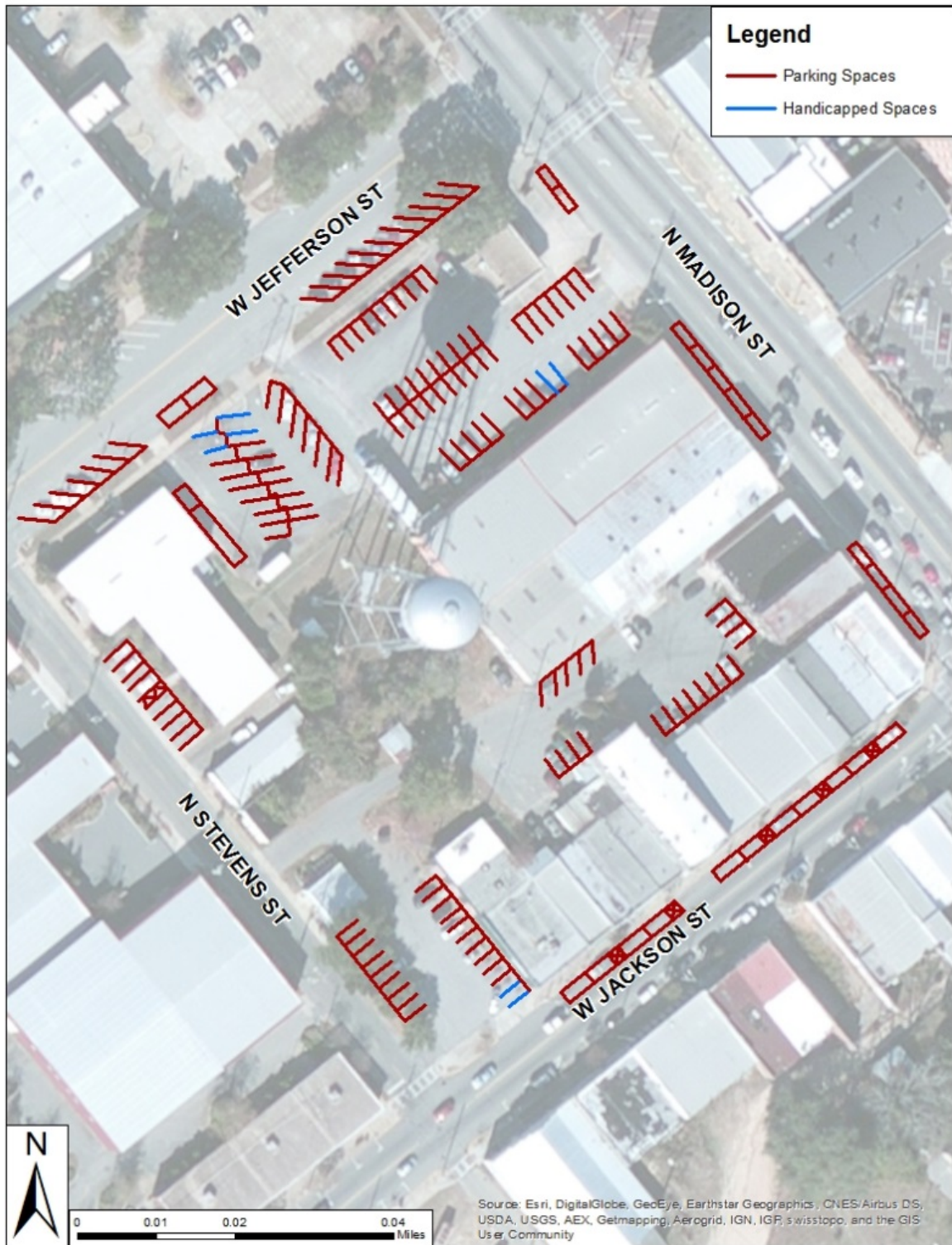


Figure A-16: Block 8 Parking Utilization Rate by Hour

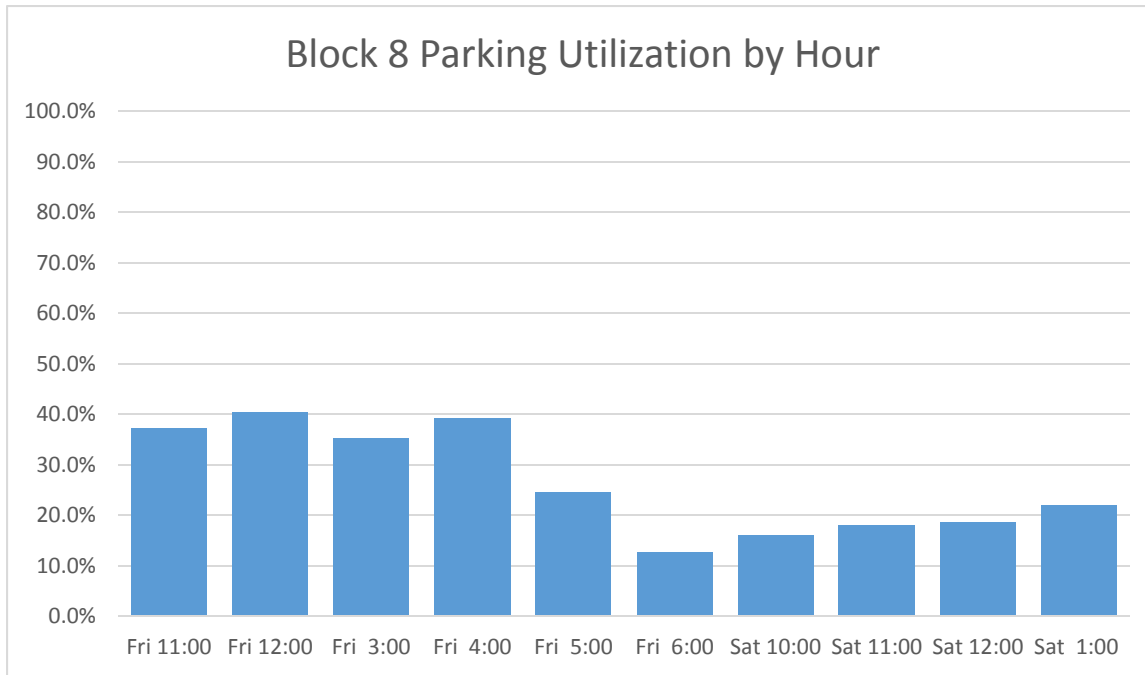


Table A-8: Block 8 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	151	39.7	26.3%	48	14.2	29.6%	103	23.5	22.8%
Fri 11:00	151	56	37.1%	48	18	37.5%	103	34	33.0%
Fri 12:00	151	61	40.4%	48	22	45.8%	103	39	37.9%
Fri 3:00	151	53	35.1%	48	18	37.5%	103	32	31.1%
Fri 4:00	151	59	39.1%	48	22	45.8%	103	35	34.0%
Fri 5:00	151	37	24.5%	48	11	22.9%	103	24	23.3%
Fri 6:00	151	19	12.6%	48	6	12.5%	103	11	10.7%
Sat 10:00	151	24	15.9%	48	7	14.6%	103	14	13.6%
Sat 11:00	151	27	17.9%	48	10	20.8%	103	15	14.6%
Sat 12:00	151	28	18.5%	48	13	27.1%	103	14	13.6%
Sat 1:00	151	33	21.9%	48	15	31.3%	103	17	16.5%

Block 9 Parking Utilization

Block 9 is adjacent to several key commercial and public nodes in Thomasville, namely the Thomas County Board of Commissioners building and numerous boutiques. Bordered by Jefferson Street, Broad Street, Jackson Street, and Madison Street, the block itself houses Thomasville's Genealogy Library and a mixed-use residential community. Block 9 contains 128 parking spaces divided almost evenly between 60 on-street and 68 surface parking spaces. Of the total 128 spaces, 4 spaces are designated as handicapped, and 53 parking spaces are explicitly marked private, labeled for use by compact vehicles only, or labeled for use by police vehicles only. The majority of the private spaces within Block 9 are found in the mixed-use residential community's surface lot off of Madison Street.

As one of the core downtown blocks, Block 9 maintained a relatively high average utilization of 54.4%. However, on-street parking was utilized by visitors significantly more than surface parking spaces (72.1% overall usage versus 38.8% for surface parking). This discrepancy may be in part because Block 9's largest surface parking lot is a private lot, but it may also be attributed to the fact that on-street parking spaces in the downtown core consistently were the most heavily utilized parking spaces in the entire Study Area. In particular, over 75% of parking spaces along Broad Street were occupied during lunch hours on Friday and Saturday. For the Study Area as a whole, the highest overall utilization was on Friday at noon, with 75% of spaces in use.

Figure A-17: Block 9 Existing Parking Map



Figure A-18: Block 9 Parking Utilization Rate by Hour

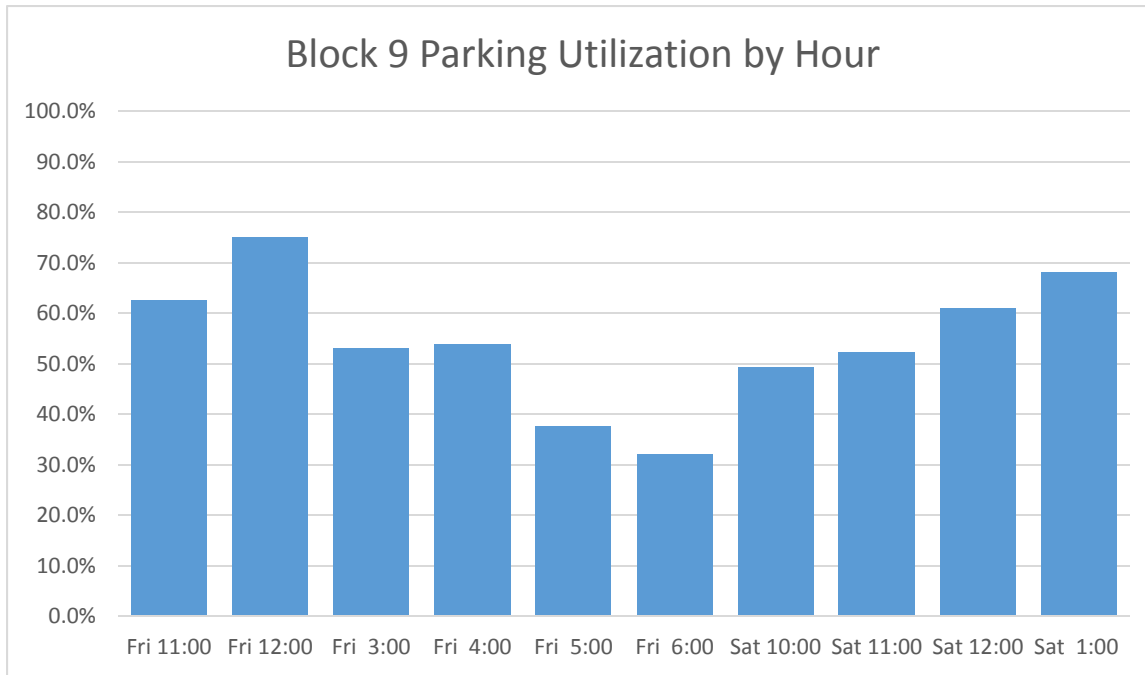


Table A-9: Block 9 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	128	69.7	54.4%	60	43.3	72.1	68	23.5	38.8%
Fri 11:00	128	80	62.5%	60	52	86.7%	68	28	41.2%
Fri 12:00	128	96	75.0%	60	58	96.7%	68	38	55.9%
Fri 3:00	128	68	53.1%	60	41	68.3%	68	27	39.7%
Fri 4:00	128	69	53.9%	60	44	73.3%	68	25	36.8%
Fri 5:00	128	48	37.5%	60	28	46.6%	68	20	29.4%
Fri 6:00	128	41	32.0%	60	22	36.6%	68	19	27.9%
Sat 10:00	128	63	49.2%	60	38	63.3%	68	25	36.8%
Sat 11:00	128	67	52.3%	60	44	73.3%	68	23	33.8%
Sat 12:00	128	78	60.9%	60	52	86.6%	68	26	38.2%
Sat 1:00	128	87	68.0%	60	54	90.0%	68	33	48.5%

Block 10 Parking Utilization

Located in the heart of Thomasville's Downtown, Block 10 is home to several restaurants and numerous retail stores. Block 10 is bounded by Crawford Street, Jackson Street, Broad Street, and Jefferson Street. With a total of 249 parking spaces, Block 10 has more parking than any other block in the Study Area. The majority of the parking spaces in Block 10 are located in a large, 158-space public surface parking lot tucked into the center and northeast corner of the block. Block 10 also contains 91 on-street parking spaces that surround the block on every side. The majority of the on-street parking spaces front Broad Street and Jefferson Street. Thus, Block 10 has the largest concentration of public parking in the Study Area.

With an average parking utilization rate of 54.8%, Block 10 was also one of the most heavily utilized blocks. While Block 10 followed the general utilization pattern of a peak at lunch on Friday (80.7% at 12:00 p.m.), Block 10 maintained a relatively high rate of utilization throughout the entire weekend. Even during the time of lowest utilization (10:00 am on Saturday), over one-fourth of the parking spaces in Block 10 were occupied. During lunch on Saturday, parking utilization increased to 53.0%. It should be noted, however, that even during the time of highest utilization, Block 10 still had 48 available parking spaces.

Similar to the rest of the Study Area, on-street parking in Block 10 was utilized more heavily than surface lot parking. On-street parking utilization never dropped below 33.0%, and maintained high levels of utilization later into the afternoon than most of the study. In fact, on-street parking utilization peaked at 3:00 pm on Friday at 85.7%. Like Block 9, the on-street parking spaces along Broad Street in Block 10 were the most highly utilized spaces. Even though the public surface parking lot was utilized less frequently than the on-street parking spaces, the lot was one of the most utilized surface lots in the Study Area. With an average utilization rate of 50.6%, the surface lot peaked at 78.5% on Friday at 12:00 p.m., before a drop off to 34.2% at 5:00 p.m. On Saturday, surface lot parking spaces were used less frequently than during the Friday hours, hitting a weekend low at 10:00 a.m. (25.9%). However, after 10:00 a.m., utilization almost doubled to 44.9% by 1:00 p.m.

Figure A-19: Block 10 Existing Parking Map

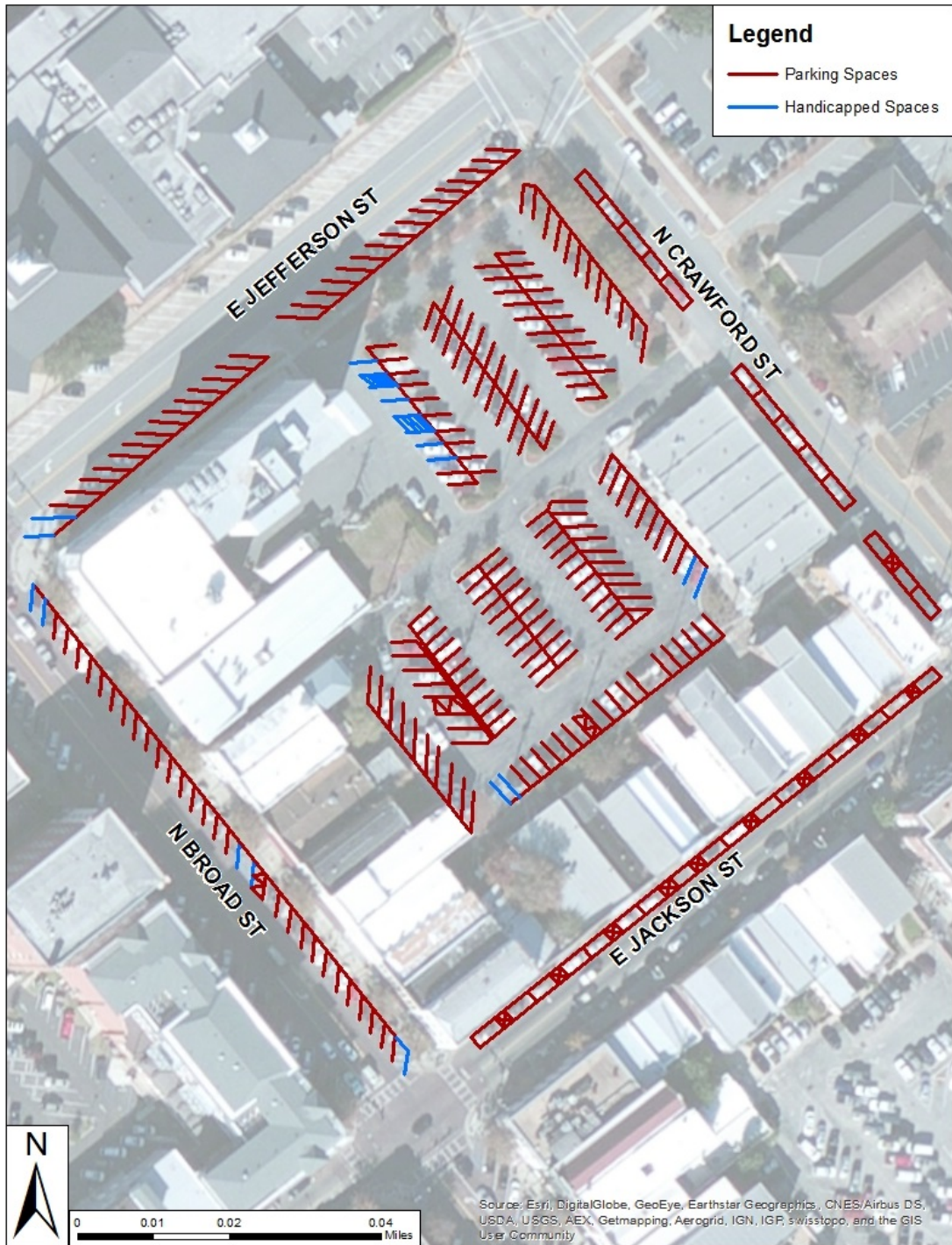


Figure A-20: Block 10 Parking Utilization Rate by Hour

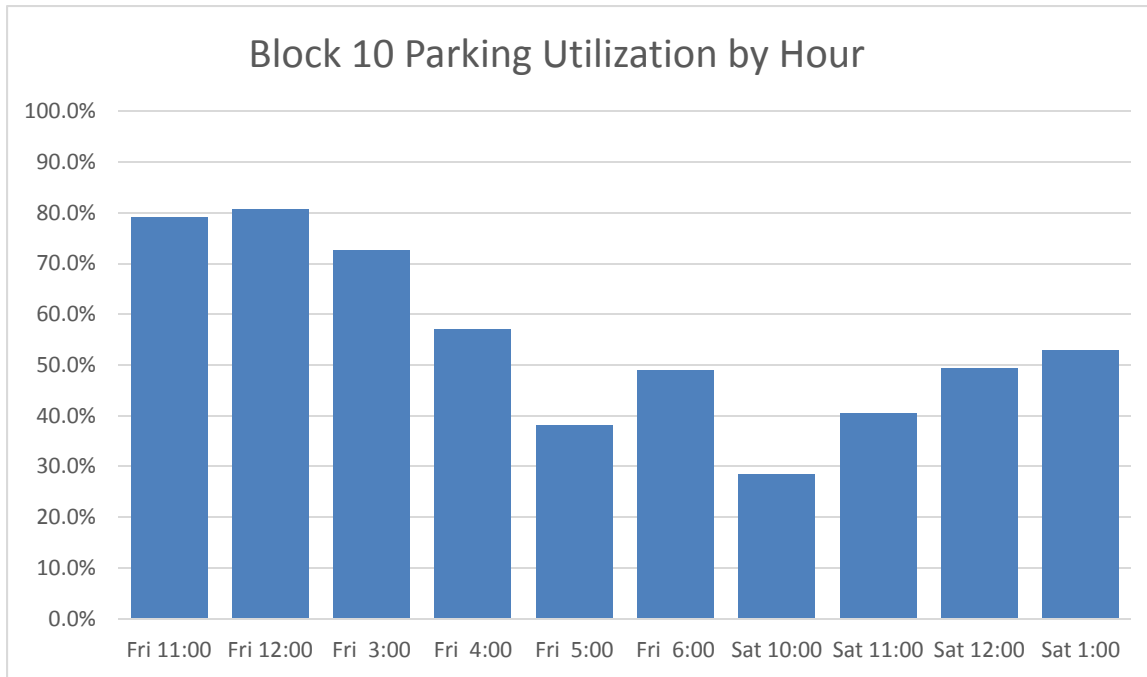


Table A-10: Block 10 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	249	136.5	54.8%	91	56.6	62.2%	158	79.9	50.6%
Fri 11:00	197	197	79.1%	91	76	83.5%	158	121	76.6%
Fri 12:00	201	201	80.7%	91	77	84.6%	158	124	78.5%
Fri 3:00	181	181	72.7%	91	78	85.7%	158	103	65.2%
Fri 4:00	142	142	57.0%	91	53	58.2%	158	89	56.3%
Fri 5:00	95	95	38.2%	91	41	45.1%	158	54	34.2%
Fri 6:00	122	122	49.0%	91	46	50.5%	158	76	48.1%
Sat 10:00	71	71	28.5%	91	30	33.0%	158	41	25.9%
Sat 11:00	101	101	40.6%	91	47	51.6%	158	54	34.2%
Sat 12:00	123	123	49.4%	91	57	62.6%	158	66	41.8%
Sat 1:00	132	132	53.0%	91	61	67.0%	158	71	44.9%

Block 11 Parking Utilization

Block 11 is bounded by East Jackson Street, North Crawford Street, East Jefferson Street, and North Dawson Street. This block includes First Presbyterian Church, Synovus – Commercial Bank and small office buildings. Block 11 is relatively large and contains a total of 140 parking spaces, which are mostly located adjacent to two office buildings along North Crawford Street.

The surface parking within Block 11 utilize nose-in parking, while a small number of on-street parking spaces are configured as parallel parking. Block 11 includes 8 handicap spaces, 5 of which are in the church parking lot. There is a small parcel along East Jackson Street that was not counted with the rest of the block. If this omitted parcel (and related building) includes any parking, it was not visible to the FSU Research Team and was therefore not included in the study.

Overall, Block 11's parking utilization rate was an average of 23.3%. The FSU Research Team observed that when the day care associated with the First Presbyterian Church was not in operation, the parking lots were not utilized. The Synovus-Commercial Bank parking lot was empty for the majority of the counting periods, with the exception of a couple employee vehicles. All lots suffer from a lack of signage to indicate whether the general public can utilize these lots for parking. The on-street parking was utilized consistently on Friday, especially along North Crawford Street. The FSU Research Team observed several people parking in the parallel on-street spaces to visit the restaurants across the street. Some of the parking counted as occupied was blocked with construction materials (an entire row) and a construction trailer (4 spaces).

The large parking lot adjacent to the church is a prime candidate for shared parking with the core blocks of Downtown Thomasville, as Block 11 is close to the core and not heavily utilized during the hours outside of the typical 8 a.m. – 5 p.m. business hours.

Figure A-21: Block 11 Existing Parking Map



Figure A-22: Block 11 Parking Utilization Rate by Hour

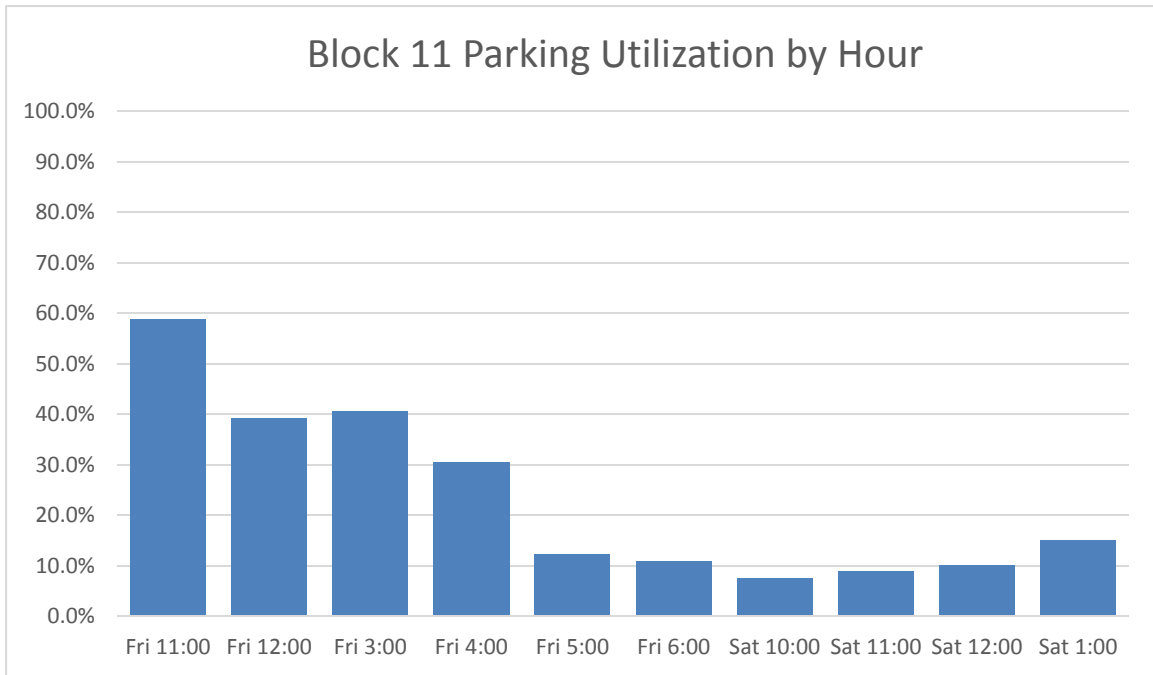


Table A-11: Block 11 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	148	34.5	23.3%	13	4.7	36.2%	135	29.8	22.1%
Fri 11:00	148	87	58.8%	13	12	92.3%	135	75	55.6%
Fri 12:00	148	58	39.2%	13	10	76.9%	135	48	35.6%
Fri 3:00	148	60	40.5%	13	7	53.9%	135	53	39.3%
Fri 4:00	148	45	30.4%	13	6	46.2%	135	39	28.9%
Fri 5:00	148	18	12.2%	13	2	15.4%	135	16	11.9%
Fri 6:00	148	16	10.8%	13	4	30.8%	135	12	8.9%
Sat 10:00	148	11	7.4%	13	0	0.0%	135	11	8.1%
Sat 11:00	148	13	8.8%	13	2	15.4%	135	11	8.1%
Sat 12:00	148	15	10.1%	13	2	15.4%	135	13	9.6%
Sat 1:00	148	22	14.9%	13	2	15.4%	135	20	14.8%

Block 12 Parking Utilization

Block 12 lies along one of Thomasville's key points of entry, North Jackson Street. Block 12 contains a church and two retail establishments.

In total, Block 12 includes 60 marked parking spaces: 11 on-street spaces and 49 off-street surface parking lot spaces. Of the total 60 spaces, 3 are designated handicapped. The overall average utilization rate for Block 12 was 4.0% of spaces, with both on-street and off-street parking space utilization capping out at low overall usage levels (10.9% on-street versus 2.0% off-street).

The highest overall utilization for Block 12 was on Saturday during the 10:00 a.m. and 11:00 a.m. hours, with 8.3% of spaces in use. Utilization was low throughout the weekend. It is likely that the low utilization rates for Block 12 is due to its removed proximity from the downtown core.

Figure A-23: Block 12 Existing Parking Map



Figure A-24: Block 12 Parking Utilization Rate by Hour

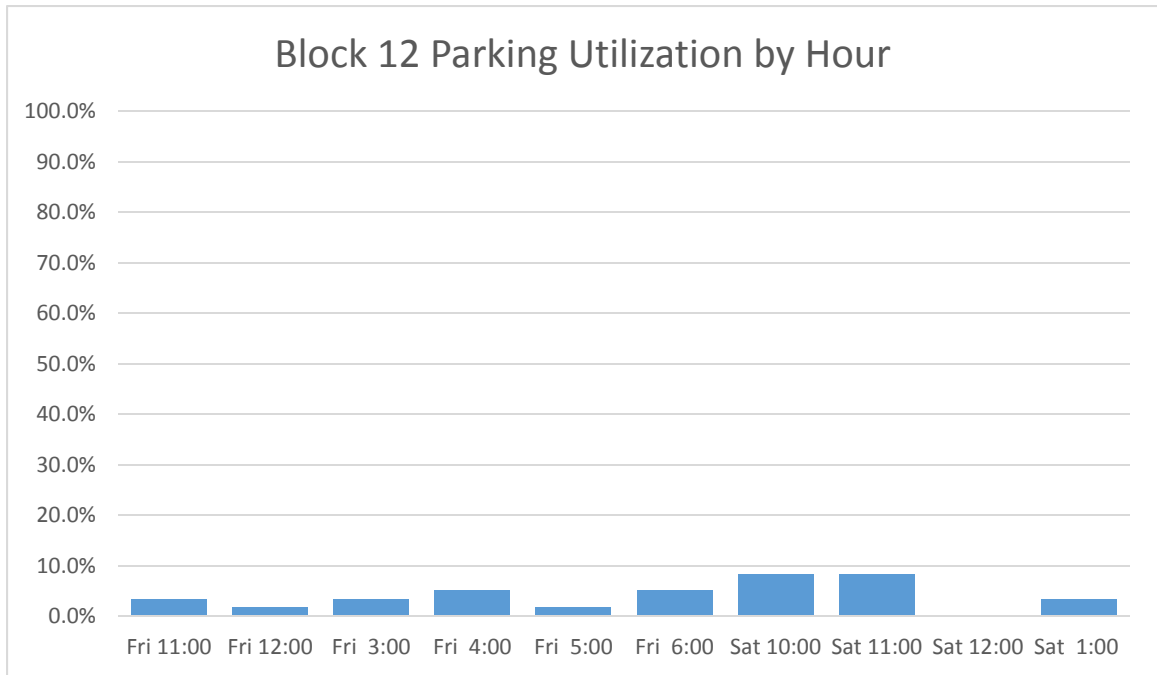


Table A-12: Block 12 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	60	3	4.0%	11	1.2	10.9%	49	1	2.0%
Fri 11:00	60	5	3.3%	11	1	9.0	49	1	2.0
Fri 12:00	60	2	1.7%	11	0	0.0	49	1	2.0
Fri 3:00	60	2	3.3%	11	1	9.0	49	1	2.0
Fri 4:00	60	3	5.0%	11	2	18.2	49	1	2.0
Fri 5:00	60	1	1.7%	11	1	9.0	49	0	0.0
Fri 6:00	60	3	5.0%	11	2	18.2	49	0	0.0
Sat 10:00	60	5	8.3%	11	1	9.0	49	3	6.1
Sat 11:00	60	6	8.3%	11	2	18.2	49	3	6.1
Sat 12:00	60	0	0.0%	11	0	0.0	49	0	0.0
Sat 1:00	60	3	3.3%	11	2	18.2	49	0	0.0

Block 13 Parking Utilization

Block 13 serves as an entry point for Downtown Thomasville from the south. Block 13 is home to several retail establishments, including a yoga studio, two bars, a restaurant and an artist studio/retail combination. Block 13 also includes a bank and a warehouse venue on the periphery.

Overall, Block 13 contains a total of 136 marked parking spaces: 42 on-street and 94 off-street surface parking lot spaces. Of the total 136 spaces, there is only 1 space reserved for handicapped use and no spaces within Block 13 marked as private. Behind the yoga studio, there is an unimproved, grass parking lot designated as private. Average utilization for Block 13 was 25.9% of the total number of spaces. On-street parking was utilized moderately throughout the weekend, with a 33.3% utilization rate. This is compared to an overall 17.5% utilization rate for off-street parking within Block 13 for the overall study period.

The highest overall utilization for parking within Block 13 was on Friday during the 6:00 p.m. hour (33.1%), perhaps due to the presence of nightlife in this particular block. Of note is the high usage of unofficial off-street parking in the grass behind certain buildings; unmarked parking was highest during the 5:00 p.m. hour on Friday behind the off-street bar (12 cars total).

Figure A-25: Block 13 Existing Parking Map



Figure A-26: Block 13 Parking Utilization Rate by Hour

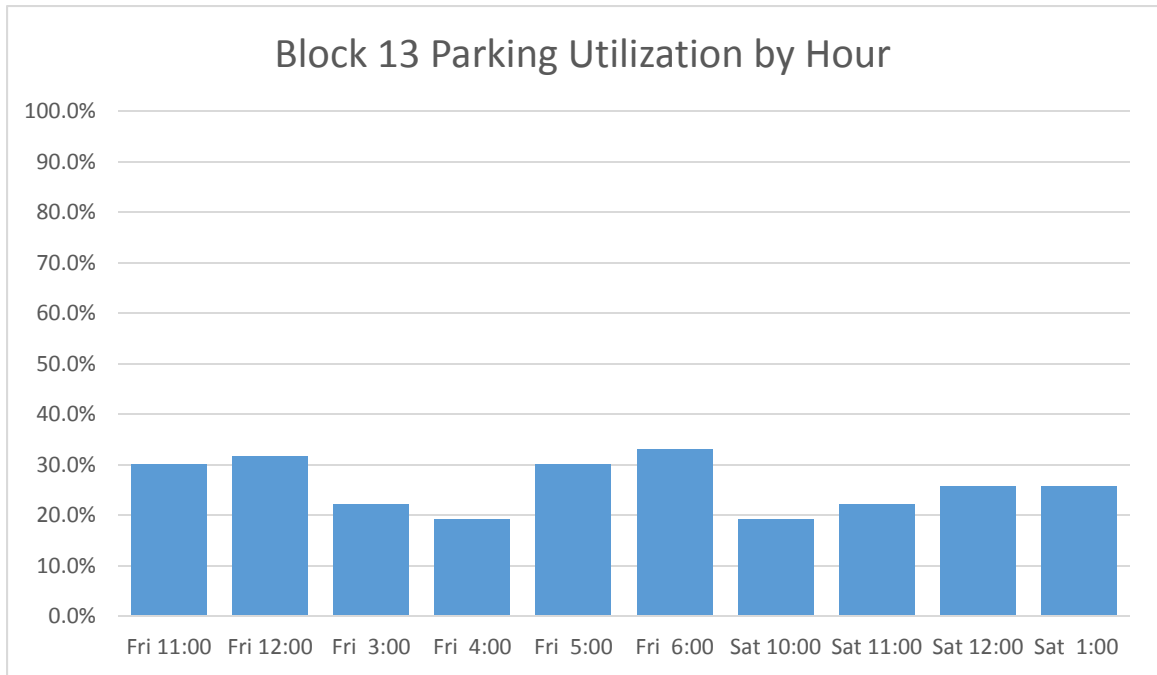


Table A-13: Block 13 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	136	35.2	25.9%	42	14	33.3%	94	16.4	17.5%
Fri 11:00	136	41	30.1%	42	16	38.1%	94	25	26.6%
Fri 12:00	136	43	31.6%	42	16	38.1%	94	26	27.7%
Fri 3:00	136	30	22.1%	42	13	31.0%	94	7	7.4%
Fri 4:00	136	26	19.1%	42	11	26.2%	94	8	8.5%
Fri 5:00	136	41	30.1%	42	12	28.6%	94	17	18.1%
Fri 6:00	136	45	33.1%	42	8	19.0%	94	28	29.8%
Sat 10:00	136	26	19.1%	42	10	23.8%	94	14	14.9%
Sat 11:00	136	30	22.1%	42	16	38.1%	94	11	11.7%
Sat 12:00	136	35	25.7%	42	18	42.9%	94	14	14.9%
Sat 1:00	136	35	25.7%	42	20	47.6%	94	14	14.9%

Block 14 Parking Utilization

Block 14 is bounded by Broad Street, Jackson Street, Remington Avenue, and Madison Street. Broad Street is Downtown Thomasville's thoroughfare, and is lined with a variety of vibrant retail and entertainment facilities. This particular block is home to Grassroots Coffee, The Bookshelf, and several specialized boutiques.

In total, Block 14 contains 102 marked parking spaces: 50 on-street parking spaces and 52 off-street surface lot parking spaces. Of the 102 spaces, 2 of them are reserved for handicapped use and 52 are marked as private with no enforcement measures (such as towing) posted. Average utilization for Block 14 was 65.9% of spaces, with the average on-street parking utilization rate (74.6%) surpassing the surface lot parking utilization rate (55.0%). On-street parking spaces were likely more popular due to their visibility and proximity the storefronts. The surface parking spaces, in contrast, are located behind the storefronts and are therefore less visible and identifiable to visitors who may not be familiar with downtown parking standards and locations. Simply put, the on-street parking in Block 14 is located at the nexus of downtown's shopping and entertainment venues while the surface lots seem to be utilized mostly by employees and customers who were familiar with the location and availability of the out-of-the-way surface lots.

Average overall parking utilization for Block 14 only dipped below 50% on Friday evening during the 6:00 p.m. hour, likely due to the fact that most – if not all – businesses in the Study Area close at 5:00 p.m. In contrast, on-street parking in Block 14 saw peak usage on Friday during the noon hour (92.0%) while the surface lots were most heavily used during the 11:00 a.m. and 12:00 p.m. hours (69.2%).

Figure A-27: Block 14 Existing Parking Map

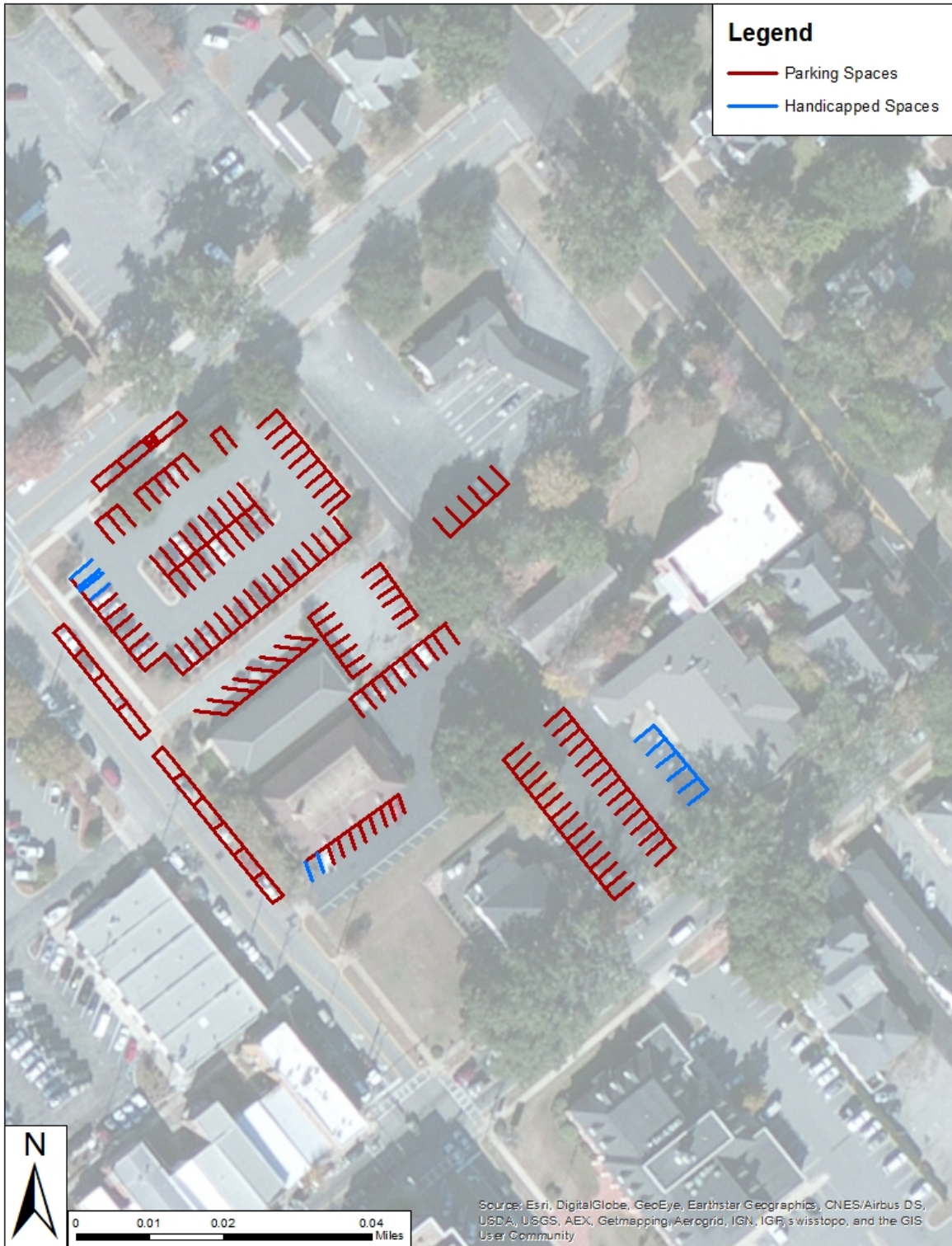


Figure A-28: Block 14 Parking Utilization Rate by Hour

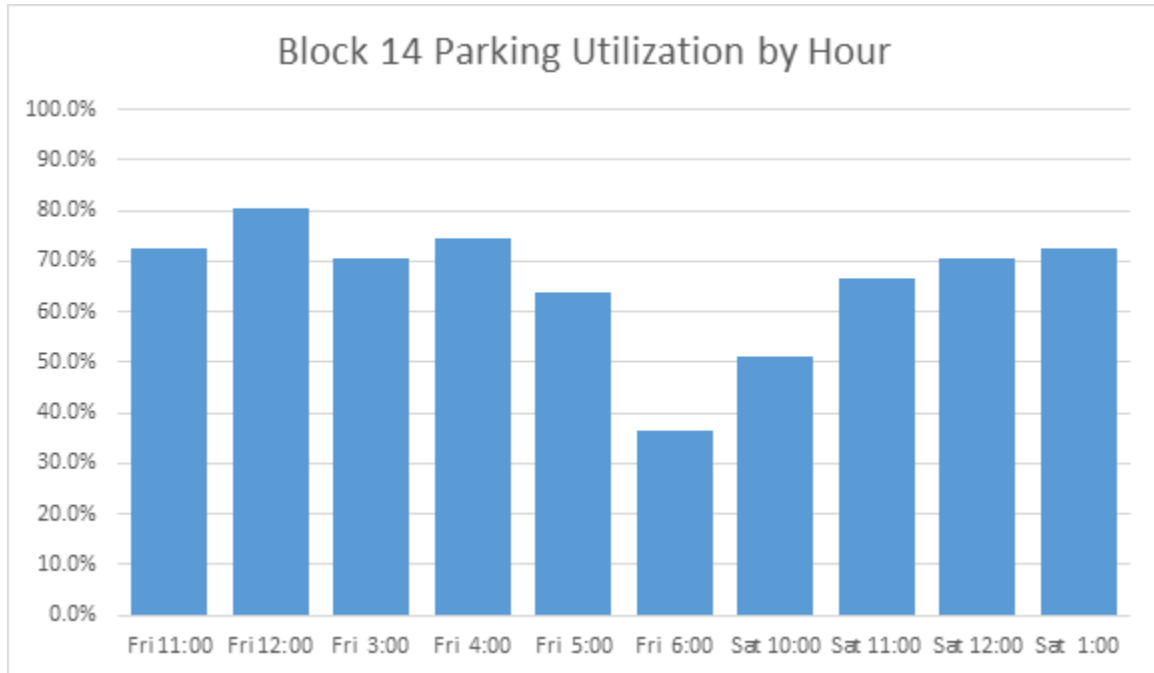


Table A-14: Block 14 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	102	67.2	65.9%	50	37.3	74.6%	52	28.6	55.0%
Fri 11:00	102	74	72.5%	50	38	76.0%	52	36	69.2%
Fri 12:00	102	82	80.4%	50	46	92.0%	52	36	69.2%
Fri 3:00	102	72	70.6%	50	38	76.0%	52	33	63.5%
Fri 4:00	102	76	74.5%	50	40	80.0%	52	33	63.5%
Fri 5:00	102	65	63.7%	50	36	72.0%	52	28	53.8%
Fri 6:00	102	37	36.3%	50	27	54.0%	52	10	19.2%
Sat 10:00	102	52	51.0%	50	26	52.0%	52	24	46.2%
Sat 11:00	102	68	66.7%	50	38	76.0%	52	28	53.8%
Sat 12:00	102	72	70.6%	50	40	80.0%	52	30	57.7%
Sat 1:00	102	74	72.5%	50	44	88.0%	52	28	53.8%

Block 15 Parking Utilization

Block 15 is bounded by Remington Avenue, Crawford Street, Jackson Street, and Broad Street. Block 15 contains several retail establishments including Sweet Grass Dairy and the Thomasville Visitor Center. Block 15 contains a large surface lot and on-street parking. The total number of spaces in Block 15 is 234, and includes 5 handicapped spaces. Of the total number of spaces, Block 15 includes 78 on-street parking spaces and 156 surface lot parking spaces. The average overall parking utilization for Block 15 was 54.8%, with a peak on Friday at 11 a.m. (61.5%). The parking utilization of Block 15 remained relatively high and constant throughout the study period, with an all-time low on Saturday at 10 a.m. (47%).

Average overall on-street parking utilization in Block 15 was 63.7%. On Friday, on-street parking utilization remained relatively constant with a high at 11 a.m. (67.9%) and a low at 5 p.m. (53.8%). Saturday utilization of on-street parking reached a low at 10 a.m. (35.8%) and a high at 1 p.m. (79.4%). On all days, on-street parking utilization in Block 15 was relatively high when compared to other Blocks.

Average overall utilization for surface parking was 50.8%. Surface lots in Block 15 experienced peak usage on Friday at 11 a.m. (58.3%) and a daily low at 6 p.m. (44.8%). On Saturday, peak surface parking lot utilization in Block 15 was at its peak at 10 a.m. (52.5%) and reached a low at 11 a.m. (44.2%). Overall, Saturday utilization did not vary greatly and remained consistent, hovering around 50% utilization.

Figure A-29: Block 15 Existing Parking Map

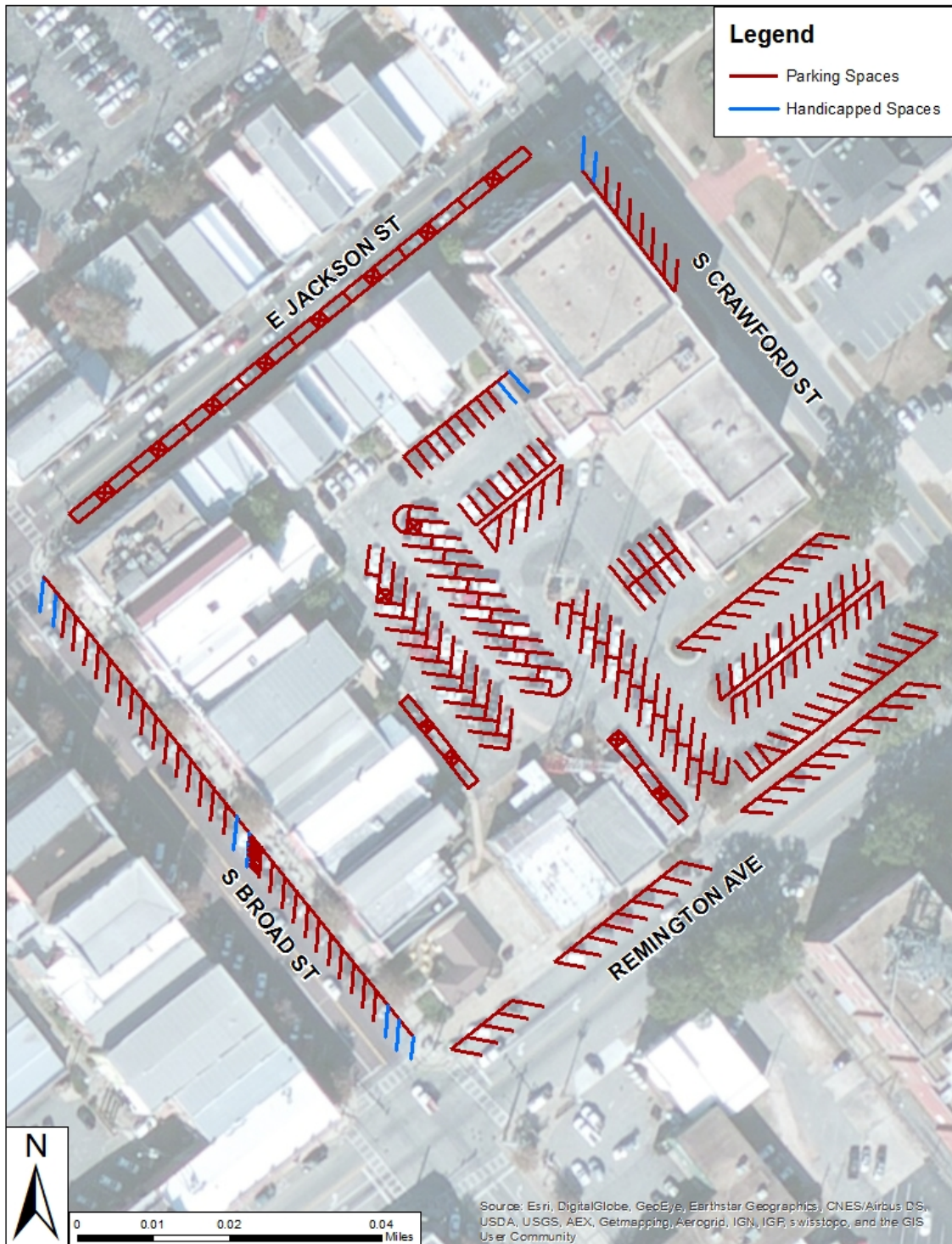


Figure A-30: Block 15 Parking Utilization Rate by Hour

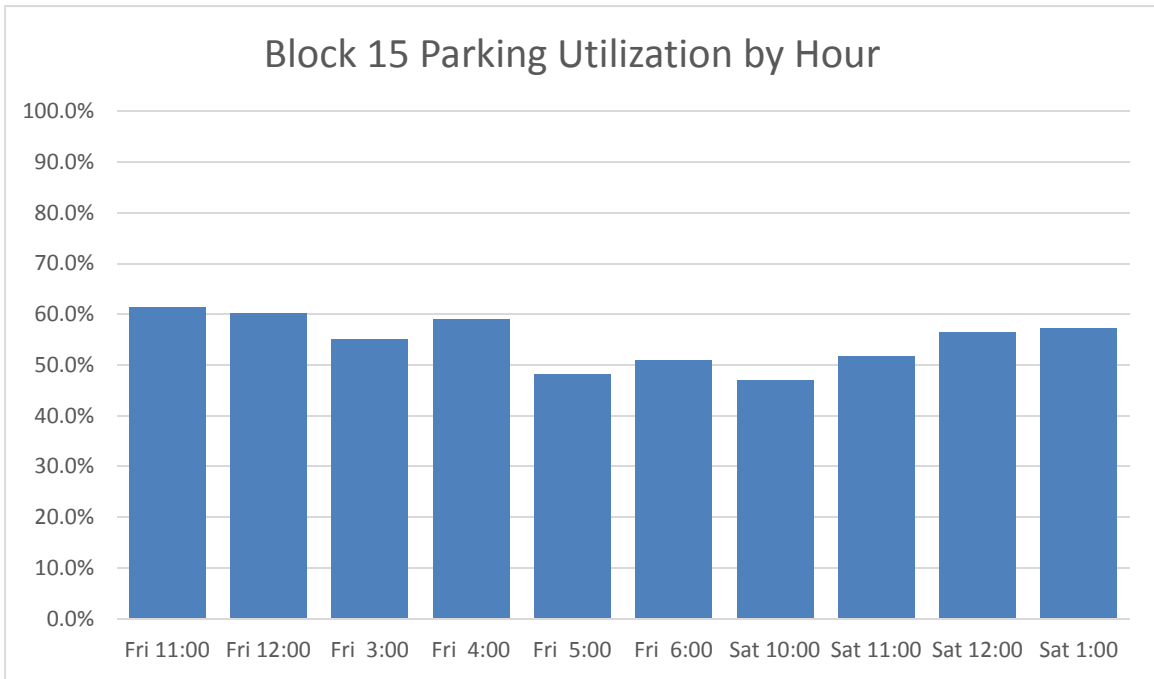


Table A-15: Block 15 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	234	129	54.8%	78	49.7	63.7%	156	79.3	50.8%
Fri 11:00	234	144	61.5%	78	53	67.9%	156	91	58.3%
Fri 12:00	234	141	60.3%	78	55	70.5%	156	86	55.1%
Fri 3:00	234	129	55.1%	78	43	55.1%	156	86	55.1%
Fri 4:00	234	138	59.0%	78	55	70.5%	156	83	53.2%
Fri 5:00	234	113	48.3%	78	42	53.8%	156	71	45.5%
Fri 6:00	234	119	50.9%	78	49	62.8%	156	70	44.8%
Sat 10:00	234	110	47.0%	78	28	35.8%	156	82	52.5%
Sat 11:00	234	121	51.7%	78	52	66.6%	156	69	44.2%
Sat 12:00	234	132	56.4%	78	58	74.3%	156	74	47.4%
Sat 1:00	234	143	57.3%	78	62	79.4%	156	81	51.9%

Block 16 Parking Utilization

Blocks 16 and 17 are actually one street block encased by Remington Avenue, South Crawford Street, South Dawson Street, and East Jackson Street. However, the FSU Research Team divided this block into two separate blocks for ease in counting and because there is a difference in uses along the road frontage. Block 16 was divided along a small service-style road that divides the overall block. Block 16 includes a major bank, an adoption agency, State Farm and other small businesses. Although Block 16 is located between two major arterials (Remington Avenue and East Jackson Street), on-street parking is not located along this corridor.

Block 16 contains a surface parking lot with a total of 99 parking spaces, with 4 handicapped spaces. Of the 99 parking spaces in Block 16, most do not appear to be designated for a specific business. Within Block 16, the smaller businesses such as the adoption agency and the State Farm have a handful of parking spaces nearby. However, parking is not designated as business-specific through marked spaces or signage.

The surface parking lot within Block 16 had an overall average utilization rate of 19.0%. The peak utilization period for this surface parking lot was between the hours of 11:00 a.m. and 4:00 p.m. on Friday. The peak utilization time for the surface parking lot was at 11:00 a.m. on Friday at 36.4%.

The surface parking lot in Block 16 is a prime candidate for shared parking opportunities, due to its proximity to the YMCA and core downtown business district.

Figure A-31: Block 16 Existing Parking Map

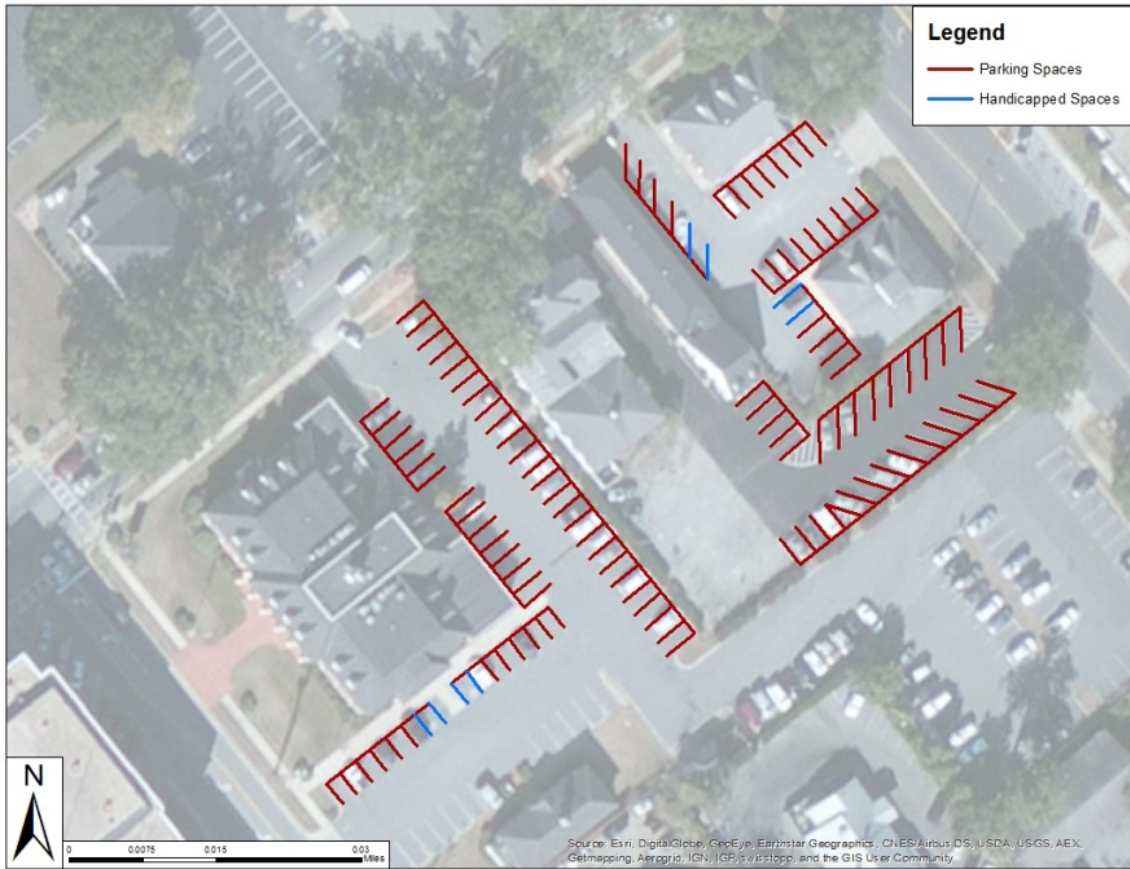


Figure A-32: Block 16 Parking Utilization Rate by Hour

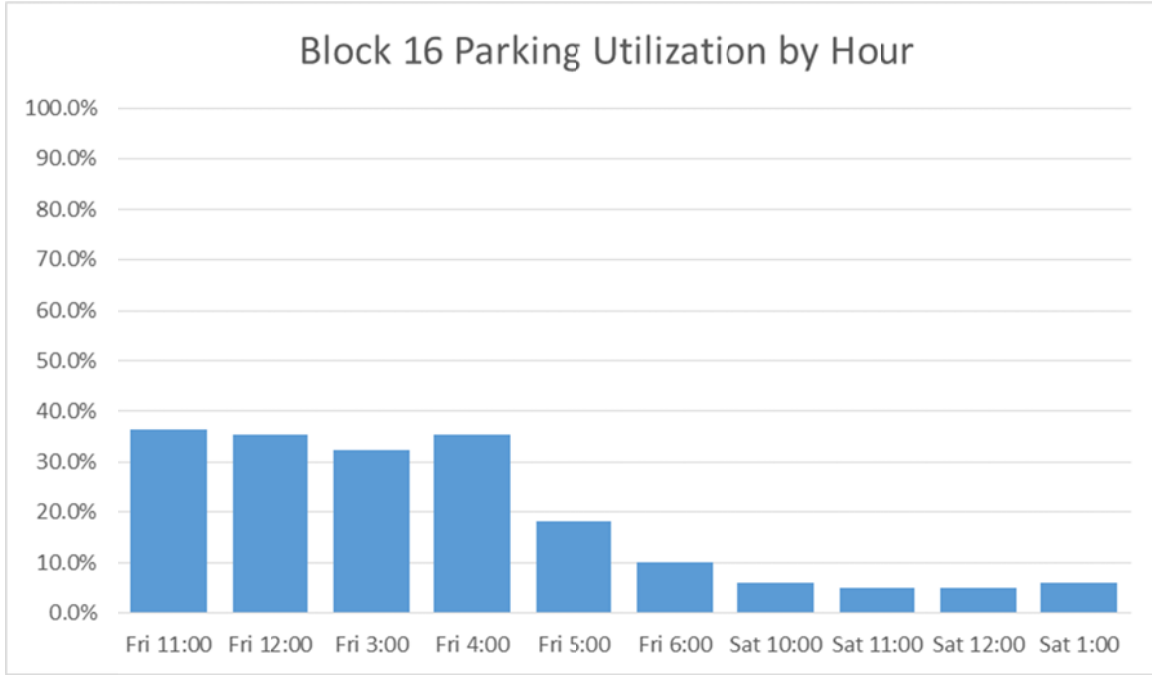


Table A-16: Block 16 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	99	18.8	19.0%	0	0	0	99	18.8	19.0%
Fri 11:00	99	36	36.4%	0	0	0.0%	99	36	36.4%
Fri 12:00	99	35	35.4%	0	0	0.0%	99	35	35.4%
Fri 3:00	99	32	32.3%	0	0	0.0%	99	32	32.3%
Fri 4:00	99	35	35.4%	0	0	0.0%	99	35	35.4%
Fri 5:00	99	18	18.2%	0	0	0.0%	99	18	18.2%
Fri 6:00	99	10	10.1%	0	0	0.0%	99	10	10.1%
Sat 10:00	99	6	6.1%	0	0	0.0%	99	6	6.1%
Sat 11:00	99	5	5.1%	0	0	0.0%	99	5	5.1%
Sat 12:00	99	5	5.1%	0	0	0.0%	99	5	5.1%
Sat 1:00	99	6	6.1%	0	0	0.0%	99	6	6.1%

Block 17 Parking Utilization

As indicated previously, Blocks 16 and 17 are actually one street block bounded by Remington Avenue, South Crawford Street, South Dawson Street, and East Jackson Street. Block 17 includes a gas station, restaurant and several small businesses.

Block 17 includes a surface parking lot with a total of 144 parking spaces, with a total of 4 designated handicapped parking spaces. The surface parking lot is generally underutilized and many of the spaces along the South Dawson Street frontage are used by people visiting the YMCA. There is a sign in the lot that says no YMCA parking during certain times but the FSU Research Team observed YMCA visitors parking in the lot regardless of time. The majority of the parking spaces do not appear to be designated for a specific business. The FSU Research Team observed several cars parked in in unmarked areas along South Dawson Street. As a result, it appears that there is the potential for additional parallel parking spaces to be designated along this corridor.

The overall utilization rate for Block 17 was 23.1%. The FSU Research Team observed inconsistent counts on Friday - with peaks and troughs at similar hours. The peak hour of parking utilization for Block 17 was at 11:00 a.m. on Friday at 38.9%. This is likely due to bank and restaurant patrons parking in the surface parking lot.

The surface parking lot in Block 17 is a prime candidate for shared parking opportunities, due to its proximity to the YMCA and core downtown business district. Block 17 could also fortify parking for the Roses venue.

Figure A-33: Block 17 Existing Parking Map



Figure A-34: Block 17 Parking Utilization Rate by Hour

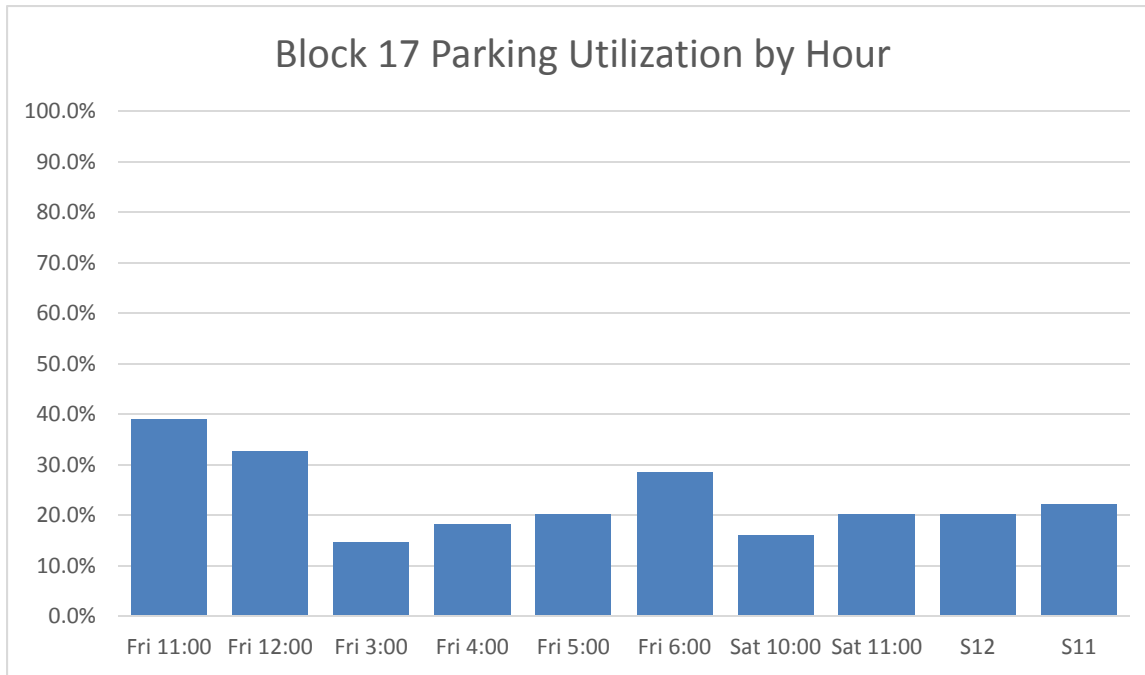


Table A-17: Block 17 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	144	33.3	23.1%	0	0	0.0%	144	33.3	23.1%
Fri 11:00	144	56	38.9%	0	0	0.0%	144	56	38.9%
Fri 12:00	144	47	32.6%	0	0	0.0%	144	47	32.6%
Fri 3:00	144	21	14.6%	0	0	0.0%	144	21	14.6%
Fri 4:00	144	26	18.1%	0	0	0.0%	144	26	18.1%
Fri 5:00	144	29	20.1%	0	0	0.0%	144	29	20.1%
Fri 6:00	144	41	28.5%	0	0	0.0%	144	41	28.5%
Sat 10:00	144	23	16.0%	0	0	0.0%	144	23	16.0%
Sat 11:00	144	29	20.1%	0	0	0.0%	144	29	20.1%
Sat 12:00	144	29	20.1%	0	0	0.0%	144	29	20.1%
Sat 1:00	144	32	22.2%	0	0	0.0%	144	32	22.2%

Block 18 Parking Utilization

Block 18 is bounded by West Remington Avenue, South Madison Street, Broad Street, and Smith Avenue. Block 18 includes Wigs & Things, a number of small store front business along Broad Street, and industrial buildings along South Madison Street and West Remington Avenue.

Block 18 includes a total of 60 parking spaces, with a near even split of street and surface lot parking. All of the surface lot parking is located in the Wigs & Things parking lot. There are numerous signs stating parking is reserved for patrons of Wigs & Things only. The on-street parking is located along West Remington Avenue and Broad Street. The on-street parking spaces are angled, nose in spaces and parallel spaces. The parking for the industrial buildings was not counted because they include unimproved gravel or dirt lots and are otherwise gated off and inaccessible to the FSU Research Team.

Overall, the average utilization rate for Block 18 was 34.7%. Block 18 could be a candidate for shared parking because the Wigs & Things parking lot is underutilized and with an agreement could potentially provide additional parking for the core district or the amphitheater.

Figure A-35: Block 18 Existing Parking Map

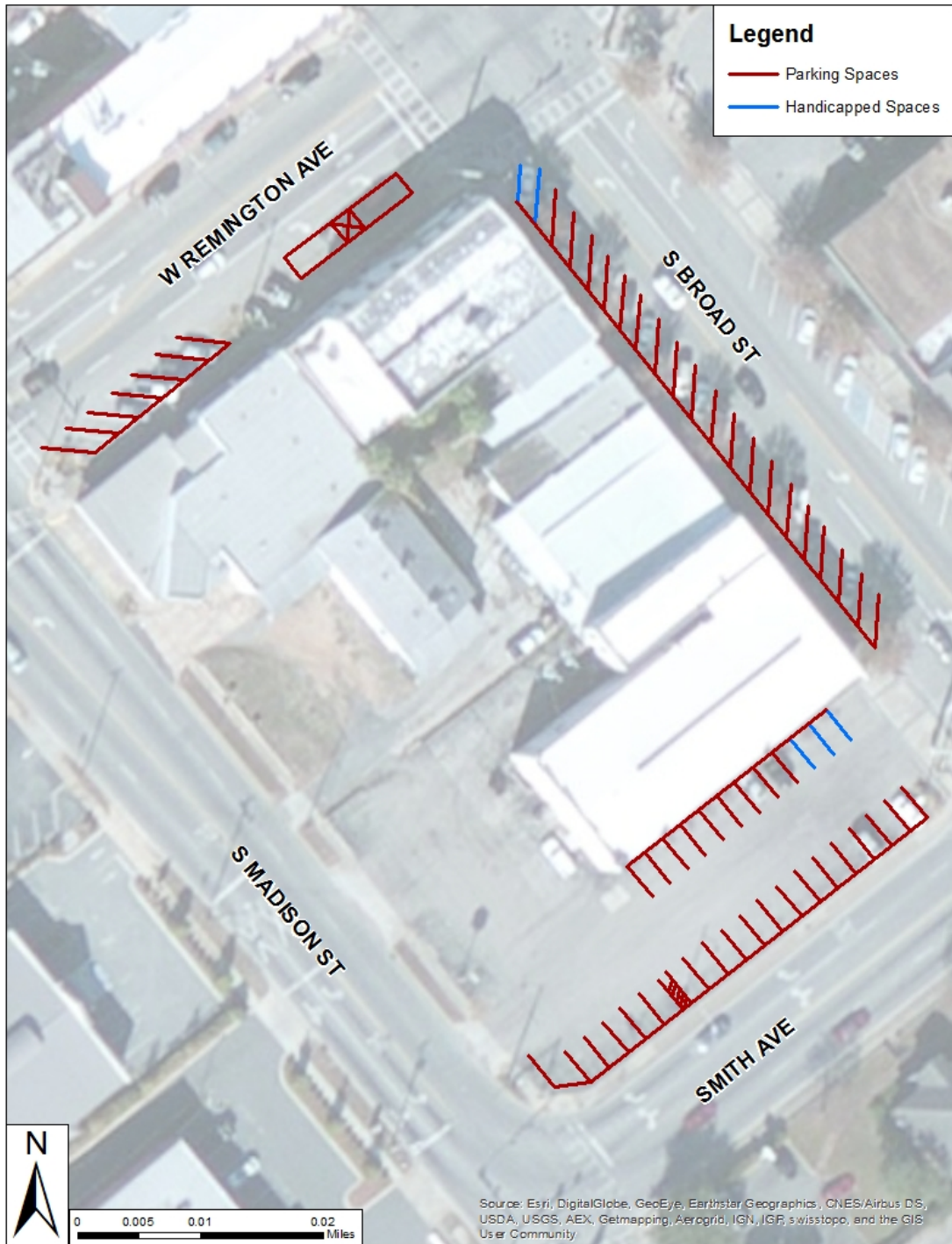


Figure A-36: Block 18 Parking Utilization Rate by Hour

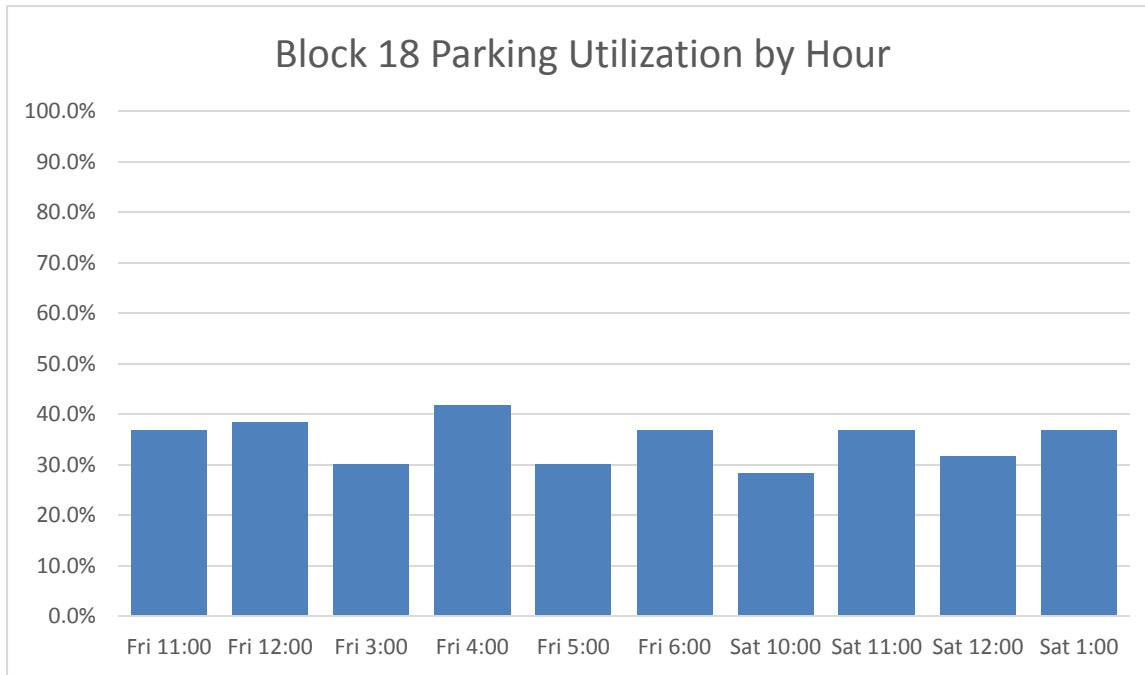


Table A-18: Block 18 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	60	20.8	34.7%	29	13.9	47.8%	31	6.9	22.3%
Fri 11:00	60	22	36.7%	29	14	48.3%	31	8	25.8%
Fri 12:00	60	23	38.3%	29	17	58.6%	31	6	19.4%
Fri 3:00	60	18	30.0%	29	13	44.8%	31	5	16.1%
Fri 4:00	60	25	41.7%	29	14	48.3%	31	11	35.5%
Fri 5:00	60	18	30.0%	29	12	41.4%	31	6	19.4%
Fri 6:00	60	22	36.7%	29	8	27.6%	31	14	45.2%
Sat 10:00	60	17	28.3%	29	10	34.5%	31	7	22.6%
Sat 11:00	60	22	36.7%	29	18	61.1%	31	4	12.9%
Sat 12:00	60	19	31.7%	29	15	51.7%	31	4	12.9%
Sat 1:00	60	22	36.7%	29	18	62.1%	31	4	12.9%

Block 19 Parking Utilization

Block 19 is bounded by Remington Ave, South Crawford Street, South Broad Street, and Smith Avenue. This block includes the Plaza Restaurant, some smaller storefronts, industrial buildings, residences, religious centers, and a private, fenced parking lot.

Block 19 includes a total of 186 parking spaces, with all spaces being located in the western portion of the block. Block 19 contains nose-in parking and includes 4 parking spaces reserved for handicapped persons. On-street parking is located along South Broad Street and Remington Avenue. Along South Crawford Street there is an area designated as parallel parking, however individual parallel parking spaces are not delineated. During the study period, the FSU Research Team did not observe any cars parked along South Crawford Street. Additionally, along the Smith Avenue side of South Crawford Street the FSU Research Team observed a small stretch of the designated parallel parking area includes signage limiting parking to a period of two hours. Also of note, the private industrial property with the large, fenced parking lot was not included in the study.

The overall parking utilization of Block 19 was 31.5%. Generally, the peak times of utilization occurred during the lunch hours of Friday and Saturday, with an additional spike in usage at 6:00 p.m. on Friday, due to people eating dinner at the Plaza Restaurant.

Figure A-37: Block 19 Existing Parking Map

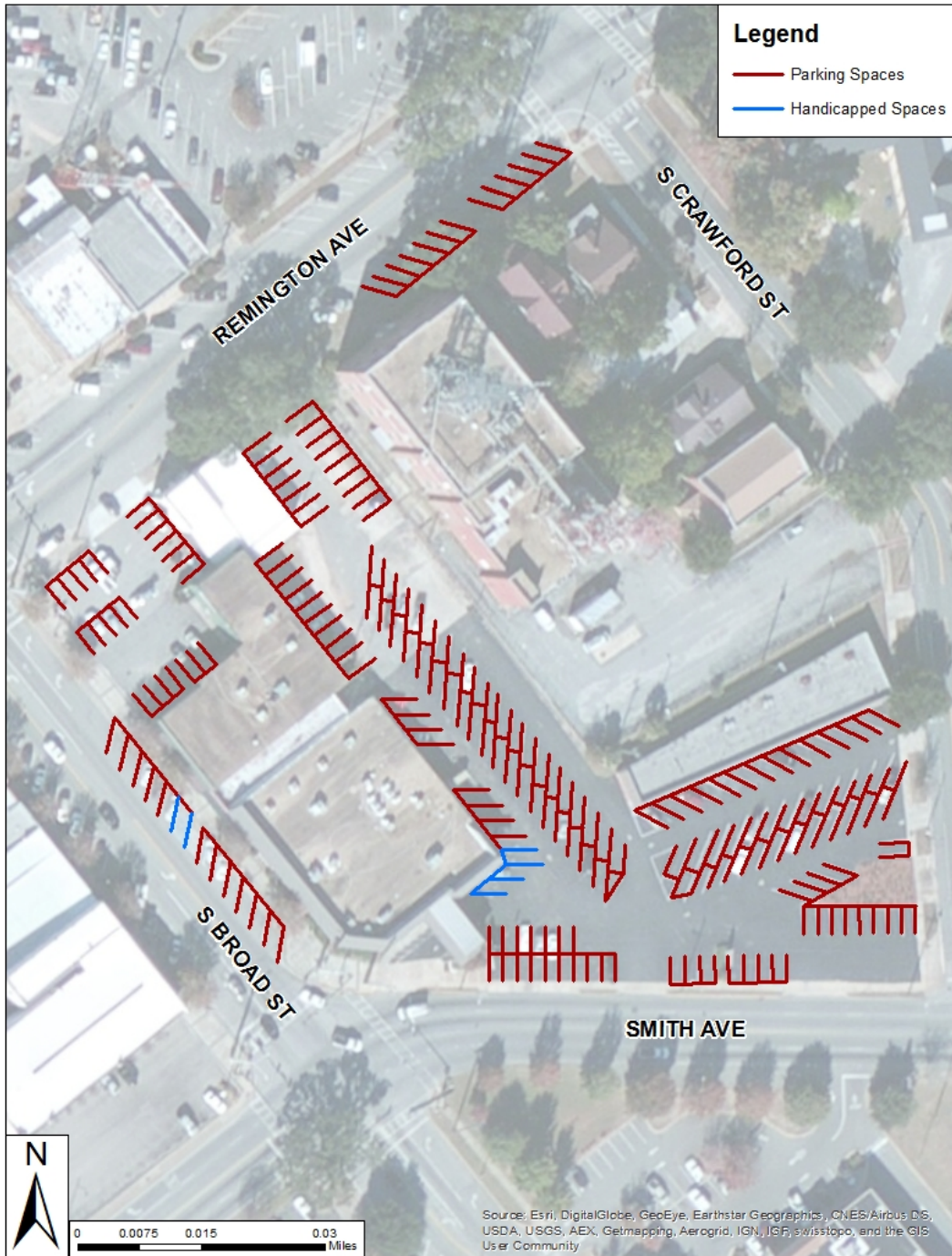


Figure A-38: Block 19 Parking Utilization Rate by Hour

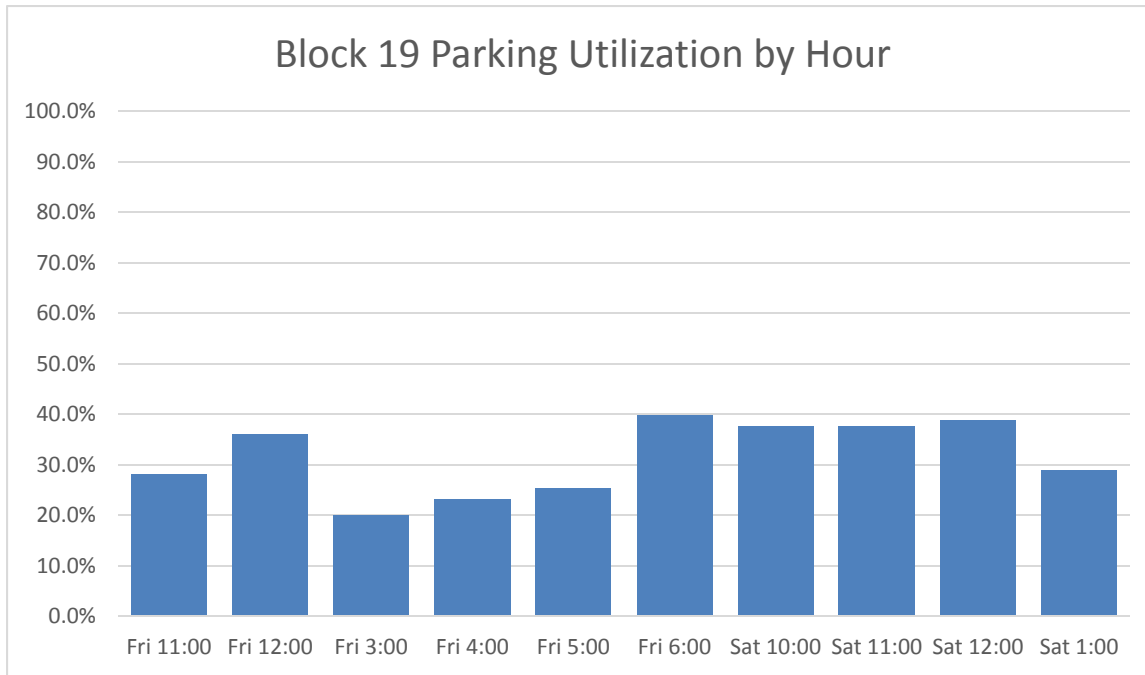


Table A-19: Block 19 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	186	58.2	31.5%	23	4.6	20.0%	163	53.8	33.0%
Fri 11:00	186	52	28.0%	23	5	21.7%	163	47	28.8%
Fri 12:00	186	67	36.0%	23	10	43.5%	163	57	35.0%
Fri 3:00	186	37	19.9%	23	4	17.4%	163	33	20.2%
Fri 4:00	186	43	23.1%	23	6	26.1%	163	37	22.7%
Fri 5:00	186	47	25.3%	23	1	4.3%	163	48	29.4%
Fri 6:00	186	74	39.8%	23	3	13.0%	163	71	43.6%
Sat 10:00	186	70	37.6%	23	2	8.7%	163	68	41.7%
Sat 11:00	186	70	37.6%	23	4	17.4%	163	66	40.5%
Sat 12:00	186	72	38.7%	23	5	21.7%	163	67	41.1%
Sat 1:00	186	50	28.9%	23	6	26.1%	163	44	27.0%

Block 20 Parking Utilization

Block 20 is bounded by Remington Avenue, South Crawford Street, South Dawson Street, and Smith Avenue. Block 20 includes St. Thomas Episcopal Church and Day School, as well as several small offices. Block 20 is located between Remington Avenue and Smith Avenue.

Block 20 includes a total of 101 parking spaces (8 handicapped spaces), with the vast majority being designated for St. Thomas Episcopal Church parking. The church parking lot has a mix of nose-in and parallel parking. There are no official marked on-street parking spaces surrounding this block. However, along South Crawford Street a marked area for parallel parking exists, but does not include on-street demarcation of individual spaces. Throughout the study period, the FSU Research Team did not observe any cars parked along South Crawford Street. It should be noted that a small parcel located along South Crawford Street was not included in the study, as it has a small parking lot behind a building that appeared to be private parking only.

The overall parking utilization for Block 20 was 9.3%. The FSU Research Team observed that the highest usage of the lot occurs during parent pick-up for the day school that is affiliated with the church. Similarly, the small office building lots contained in Block 20 were empty outside of standard business hours.

The peak hours for the lot in Block 20 occurred between 11:00 a.m. and 1:00 p.m. on Friday and at 12:00 p.m. on Saturday. The peak in usage at 12:00 p.m. on Saturday appeared to be related to an event at the church rather than normal usage.

This lot could be a prime candidate to explore for shared parking opportunities, especially with the proposed event center.

Figure A-39: Block 20 Existing Parking Map

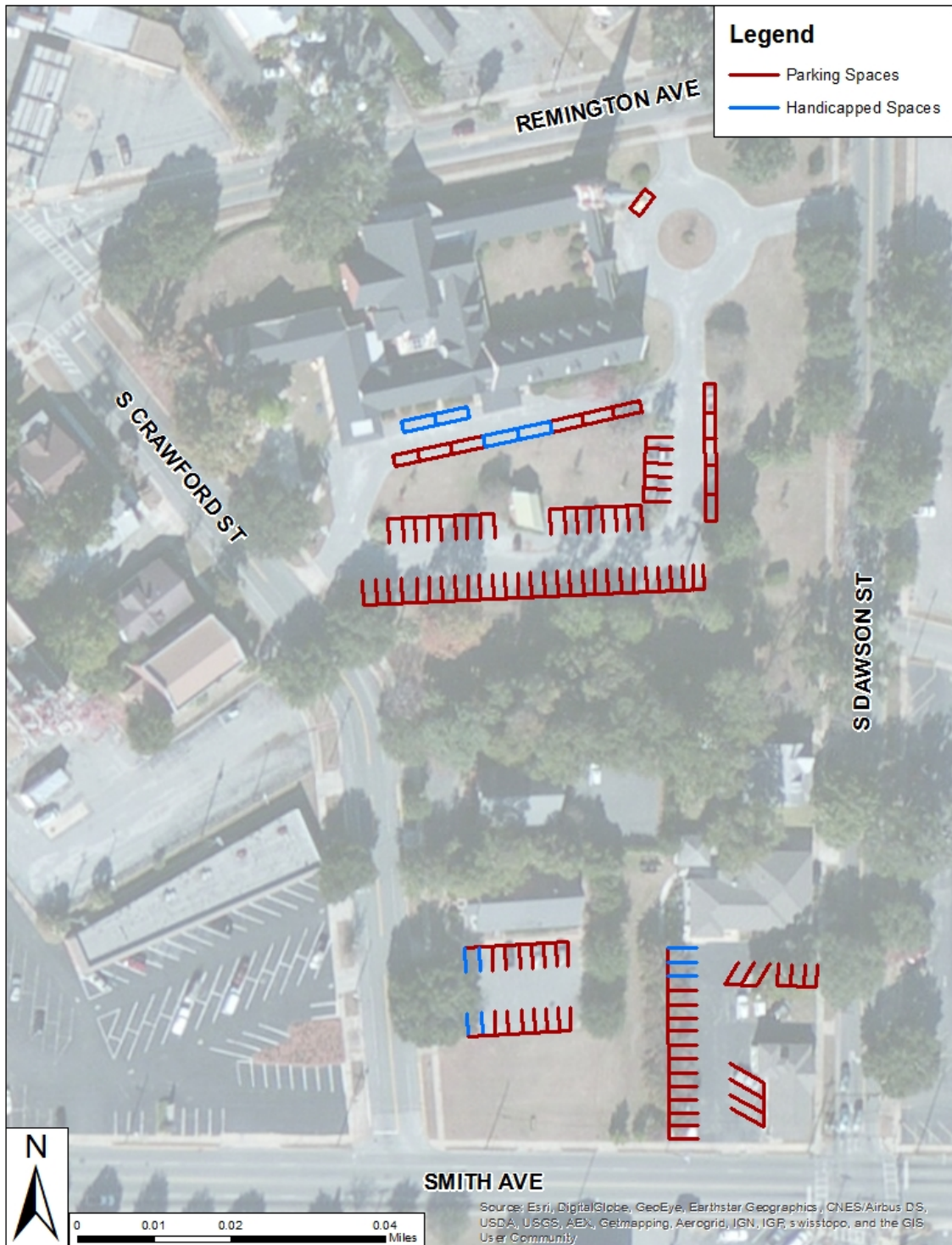


Figure A-40: Block 20 Parking Utilization Rate by Hour

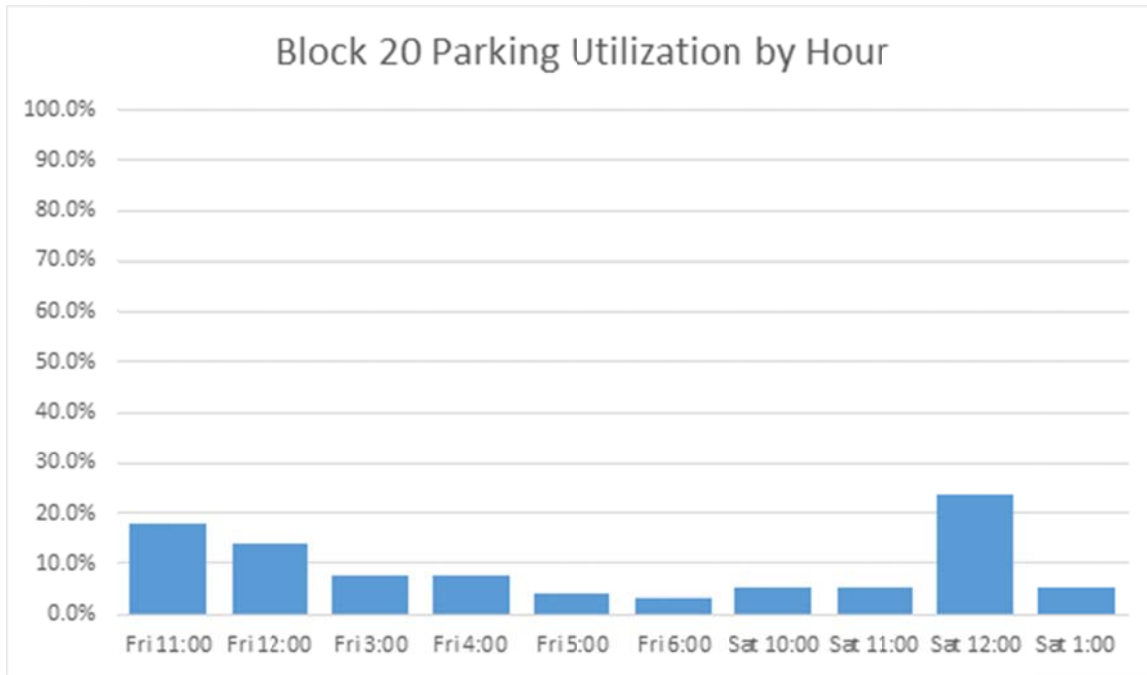


Table A-20: Block 20 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	101	10	9.3%	0	0	0	101	10	9.3%
Fri 11:00	101	18	17.8%	0	0	0.0%	101	18	17.8%
Fri 12:00	101	14	13.9%	0	0	0.0%	101	14	13.9%
Fri 3:00	101	11	7.6%	0	0	0.0%	101	11	7.6%
Fri 4:00	101	11	7.6%	0	0	0.0%	101	11	7.6%
Fri 5:00	101	4	4.0%	0	0	0.0%	101	4	4.0%
Fri 6:00	101	3	3.0%	0	0	0.0%	101	3	3.0%
Sat 10:00	101	5	5.0%	0	0	0.0%	101	5	5.0%
Sat 11:00	101	5	5.0%	0	0	0.0%	101	5	5.0%
Sat 12:00	101	24	23.8%	0	0	0.0%	101	24	23.8%
Sat 1:00	101	5	5.0%	0	0	0.0%	101	5	5.0%

Block 21 Parking Utilization

Block 21 contains the Roses Store and is located between South Dawson Street, Remington Avenue, Snodgrass Lane, and Mc Lean Avenue. Block 21 does not contain any on-street parking. The FSU Research Team did not observe any utilization of the surface parking lot in Block 21. The occupied spaces logged on Friday consisted of a shopping cart occupying two spaces. The hours logged as occupied on Saturday included a semi-truck parked in the lot.

Figure A-41: Block 21 Existing Parking Map

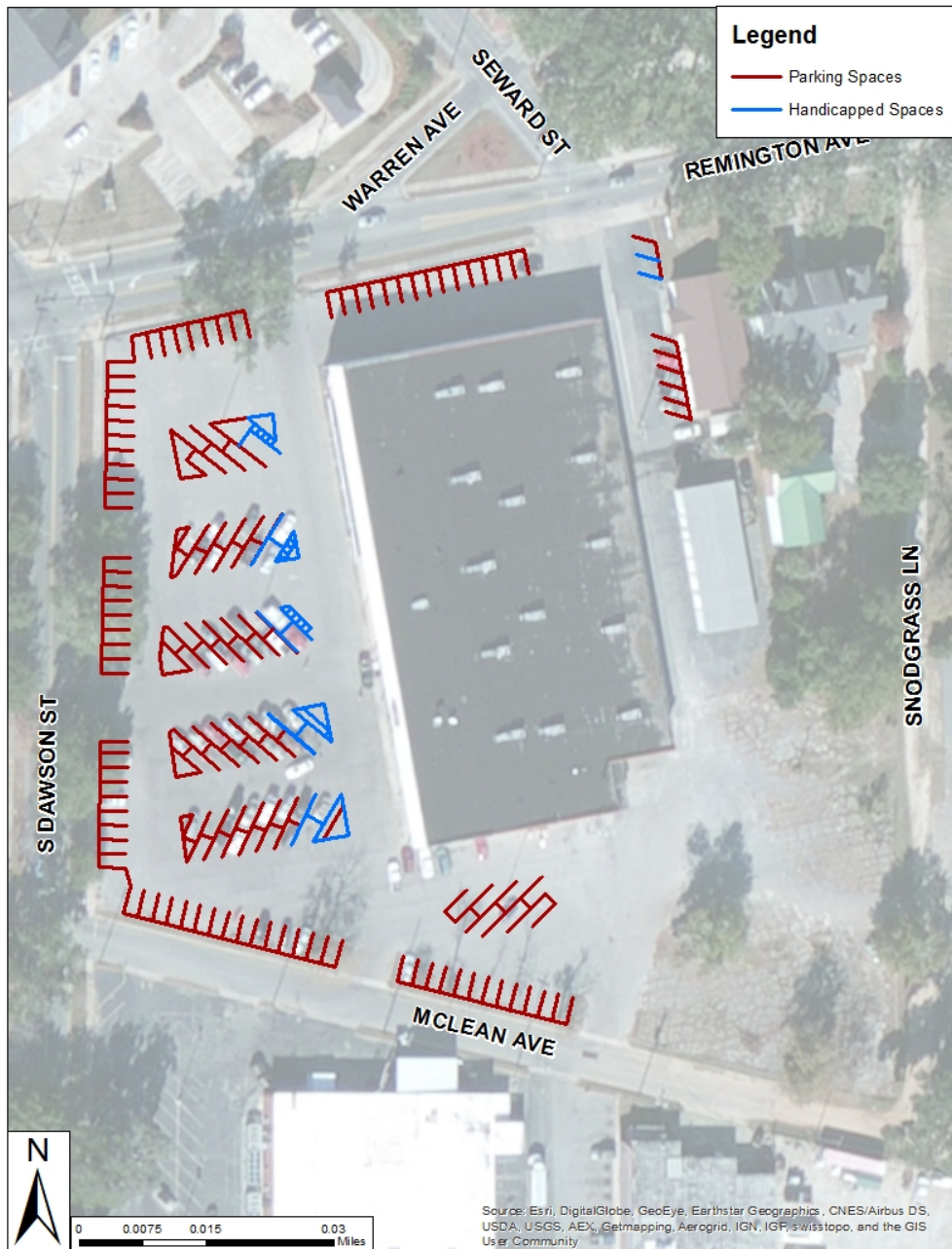


Figure A-42: Block 21 Parking Utilization Rate by Hour

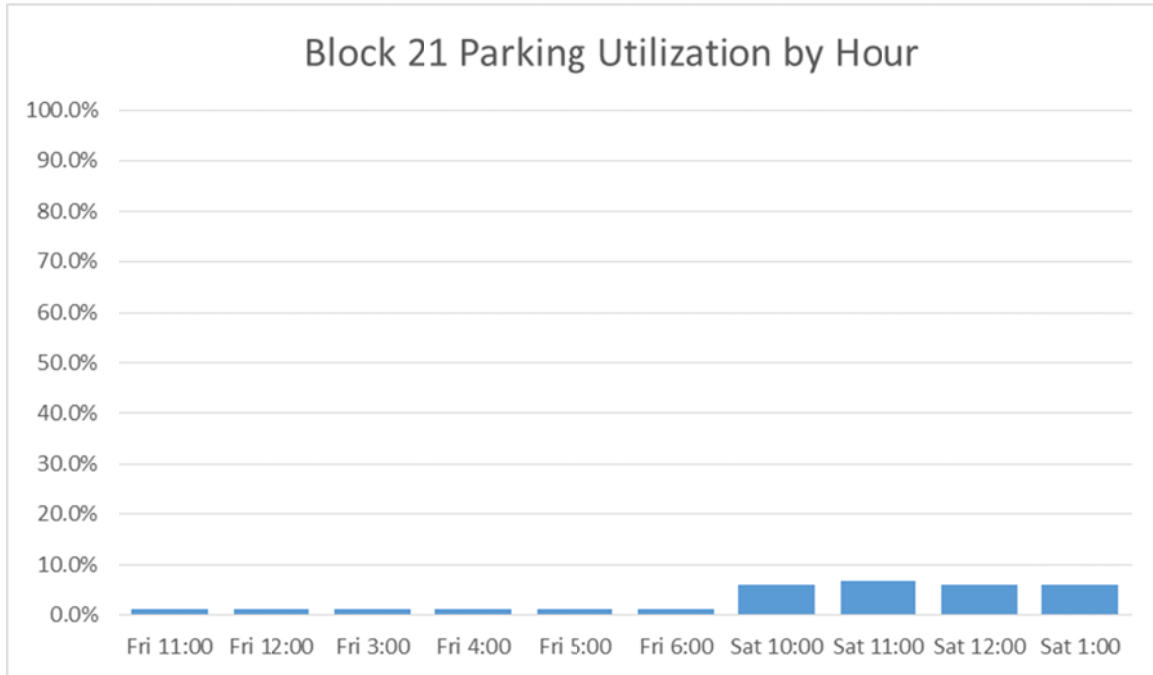


Table A-21: Block 21 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	149	4.9	3.3%	0	0	0.0%	149	4.9	3.3%
Fri 11:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Fri 12:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Fri 3:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Fri 4:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Fri 5:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Fri 6:00	149	2	1.3%	0	0	0.0%	149	2	1.3%
Sat 10:00	149	9	6.0%	0	0	0.0%	149	9	6.0%
Sat 11:00	149	10	6.7%	0	0	0.0%	149	10	6.7%
Sat 12:00	149	9	6.0%	0	0	0.0%	149	9	6.0%
Sat 1:00	149	9	6.0%	0	0	0.0%	149	9	6.0%

Block 22 Parking Utilization

Block 22 is located on the periphery of the Study Area. This block is located between South Dawson Street, McLean Avenue, Smith Avenue, and Henderson's parking lot. This block contains multiple businesses; the largest being Harvey's grocery store. Block 22 also includes a restaurant, insurance agency, propane business and a small strip mall with multiple small establishments.

This block has a total of 210 parking spaces, all of which are nose-in parking and has 7 handicap spaces. Block 22 does not contain any on-street parking spaces. Most of the parking spaces used appeared to be related to the Harvey's grocery store. While the lots in Block 22 were never at capacity, the Harvey's grocery store lot was usually very crowded immediately adjacent to the store. In the remaining surface lots, it appeared that many of the employees of the related businesses utilize the parking spaces immediately outside of their place of employment. This was inferred after the FSU Research Team observed that many of the parked cars did not move throughout the entire day on Friday until the business closed for the night.

Overall, Block 22 had an average parking utilization rate of 24.6%. Block 22 is on the periphery of the Study Area and a fair distance from the core shopping district. As a result, the FSU Research Team was not surprised by this relatively low overall utilization rate.

Block 22 is likely to be one of the most impacted blocks when the new event center at the Roses parcel is developed. There is an area of parking spaces on the side of the Harvey's grocery store by South Dawson Street that is underutilized, but could potentially be used for the Roses venue. Shared parking alternatives could potentially be explored. However, any shared parking arrangements for the Roses venue may need to be sensitive to the Harvey's grocery store customer's need to access the business during a longer period of hours when the Roses venue may be operating.

Figure A-43: Block 22 Existing Parking Map

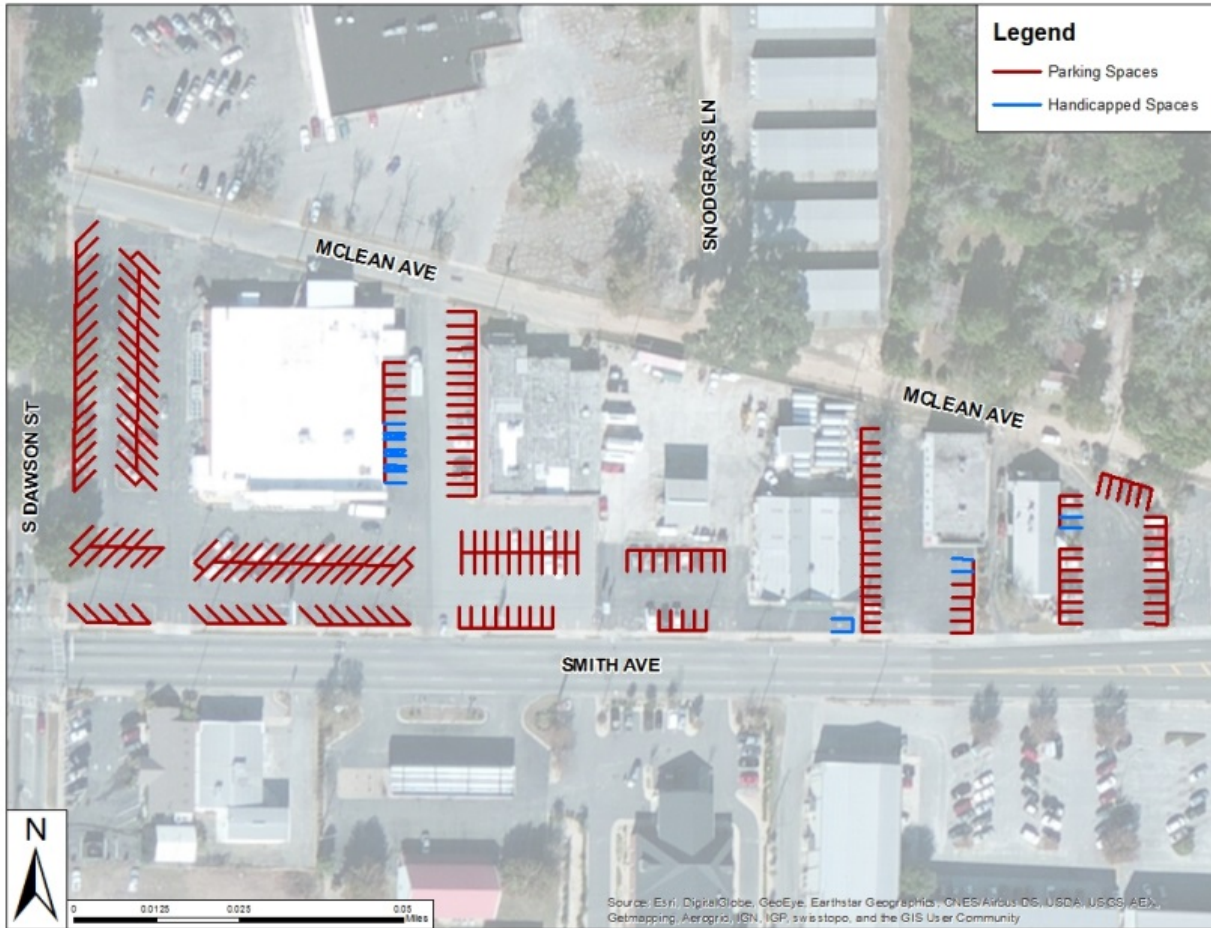


Figure A-44: Block 22 Parking Utilization Rate by Hour

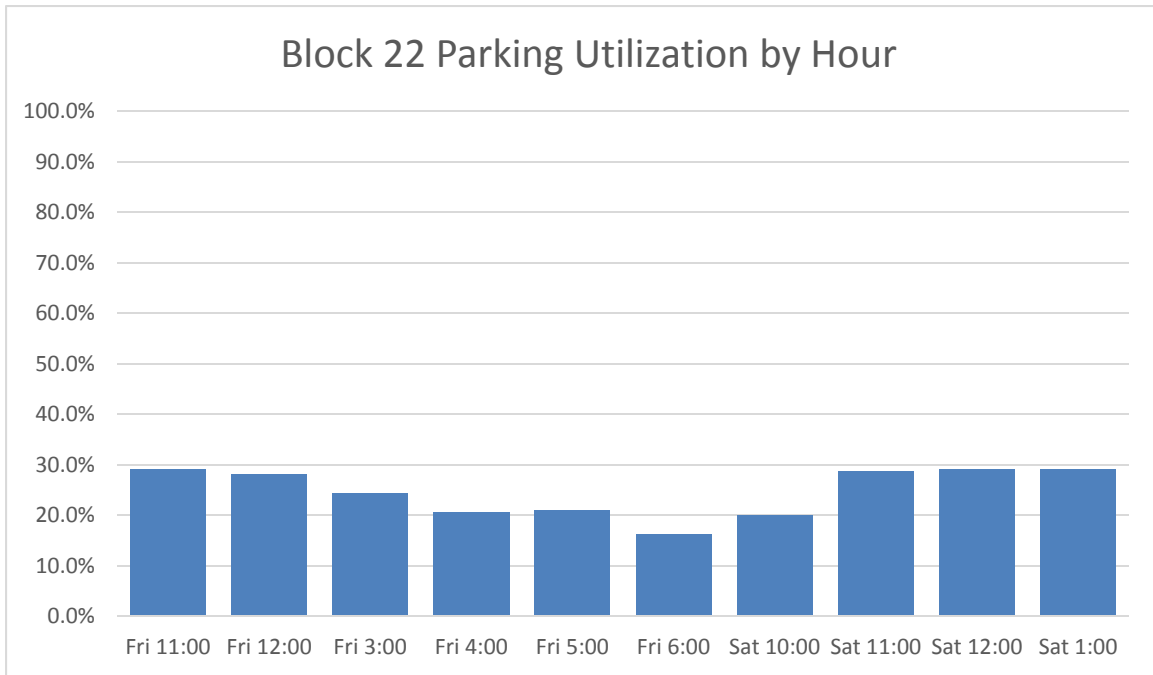


Table A-22: Block 22 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	210	51.6	24.6%	0	0	0.0%	210	51.6	24.6%
Fri 11:00	210	61	29.0%	0	0	0.0%	210	61	29.0%
Fri 12:00	210	59	28.1%	0	0	0.0%	210	59	28.1%
Fri 3:00	210	51	24.3%	0	0	0.0%	210	51	24.3%
Fri 4:00	210	43	20.5%	0	0	0.0%	210	43	20.5%
Fri 5:00	210	44	21.0%	0	0	0.0%	210	44	21.0%
Fri 6:00	210	34	16.2%	0	0	0.0%	210	34	16.2%
Sat 10:00	210	42	20.0%	0	0	0.0%	210	42	20.0%
Sat 11:00	210	60	28.6%	0	0	0.0%	210	60	28.6%
Sat 12:00	210	61	29.1%	0	0	0.0%	210	61	29.1%
Sat 1:00	210	61	29.1%	0	0	0.0%	210	61	29.1%

Block 23 Parking Utilization

Block 23 is bounded by Remington Avenue/Warren Avenue, South Dawson Street, East Jackson Street, and Seward Street. This block includes two businesses: Thomas County Federal Bank and Everett-Milton YMCA. Parking utilization is fairly high compared to other periphery blocks, this relatively high utilization is due to the YMCA.

This lot has a total of 138 parking spaces (11 handicapped spaces), with the vast majority being YMCA parking. All of the parking in this block is nose-in either angled or straight. There are 16 designated on-street spaces along South Dawson Street, with 8 of the street spaces directly in front of the YMCA building and designated as handicapped spaces. All of the on-street spaces are angled nose-in parking. There were also some cars parked along Seward Street in front of the YMCA. While there are not any marked parallel parking spaces along Seward Street, there may be room to add a few parking spaces. The only sign related to parking in this area is a “no parking between 4:00 p.m. and 6:00 p.m.” posting.

Overall, the parking utilization rate for Block 23 was an average of 39.8%. The lowest point of utilization (only 12.3%) was between 1:00 p.m. and 2:00 p.m. on Saturday afternoon. This is likely due to Halloween events going on that day.

There were multiple peak hours for Block 23 on Friday and Saturday. Spikes in usage on Friday occurred between 11:00 a.m.-1:00 p.m. and between 4:00 p.m. and 6:00 p.m. These peaks likely occurred from people visiting the bank or YMCA for a quick workout during lunch or after work. The peak usage on Saturday between 10:00 a.m. and 12:00 p.m. may have occurred due to people starting their day by working out and running errands. The highest point of usage over the study period was at 11:00 a.m. on Friday, and even so the parking utilization was only 63.8%.

Block 23 is likely to be affected heavily by the new event center being proposed. The FSU Research Team informally spoke with a couple of people while doing counts on Friday and Saturday regarding the YMCA lot. Patrons felt there were not enough parking spaces for the YMCA and would like to see more spaces added. Events at the Roses event center may impact parking for both the bank and the YMCA, as the event center would be immediately adjacent to Block 23. Unlike the bank, the YMCA has extended business hours and would potentially overlap with events where shared parking may not be feasible.

Figure A-45: Block 23 Existing Parking Map



Figure A-46: Block 23 Parking Utilization Rate by Hour

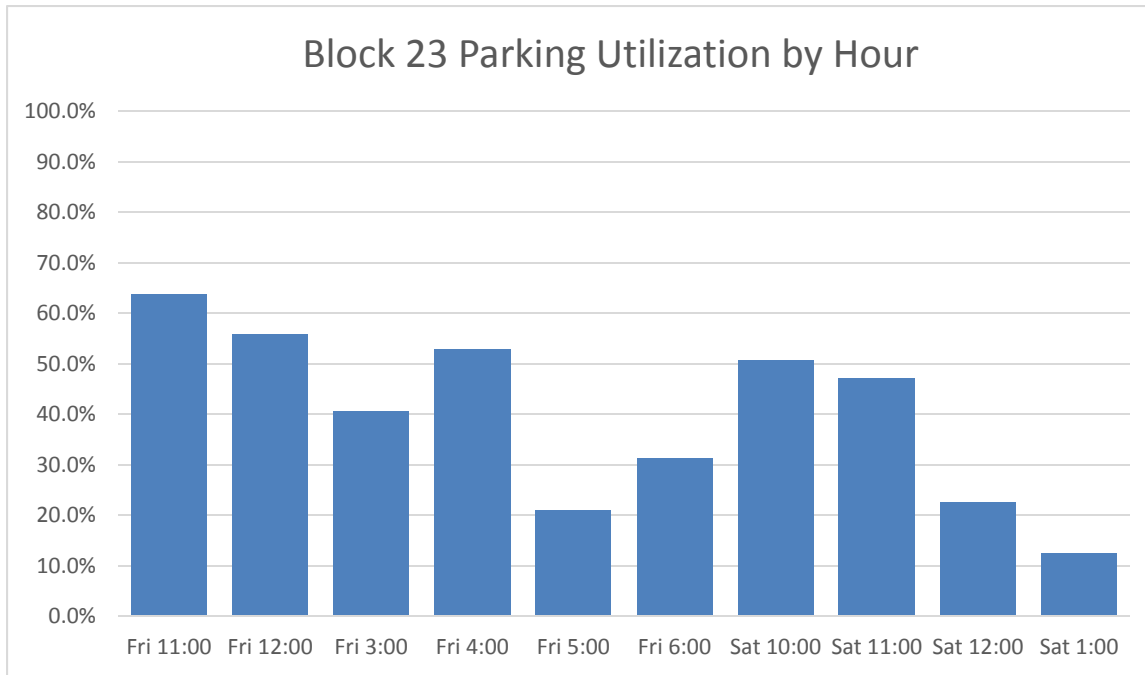


Table A-23: Block 23 Parking Utilization by Type and Hour

Hour	Total Parking			On-Street Parking			Surface Lot Parking		
	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces	Spaces Occupied	Utilization Rate	Hour	Total Spaces
Avg	138	58.1	39.8%	16	4.9	30.7%	122	53.2	24.6%
Fri 11:00	138	88	63.8%	16	9	56.3%	122	79	29.0%
Fri 12:00	138	77	55.8%	16	4	25.0%	122	73	28.1%
Fri 3:00	138	56	40.6%	16	9	56.3%	122	47	24.3%
Fri 4:00	138	73	52.9%	16	7	43.8%	122	66	20.5%
Fri 5:00	138	61	21.0%	16	3	18.8%	122	58	21.0%
Fri 6:00	138	43	31.2%	16	1	6.3%	122	42	16.2%
Sat 10:00	138	70	50.7%	16	3	18.8%	122	67	20.0%
Sat 11:00	138	65	47.1%	16	4	25.0%	122	61	28.6%
Sat 12:00	138	31	22.5%	16	5	31.3%	122	26	29.1%
Sat 1:00	138	17	12.3%	16	4	25.0%	122	13	29.1%