

B+P

Item 9D

**DOWNTOWN PARKING STUDY
GEORGETOWN, SOUTH CAROLINA**

**Prepared For The
Georgetown City Council**

**By The
Downtown Parking Committee of the
Georgetown Planning Commission**

**With Assistance from the
Georgetown Building and Planning Department and the
Waccamaw Regional Planning and Development Council**

January, 2002

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GEORGETOWN, SOUTH CAROLINA**

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DOWNTOWN PARKING STUDY GEORGETOWN, SOUTH CAROLINA

The Study Area

The City of Georgetown Downtown Parking Study encompasses 47.7 acres in the Central Business District. The Study Area boundaries generally are Cleland Street, Prince Street, Queen Street and the edge of the Sampit River. The area excludes the north side of Front Street from Cleland to Front, and includes the right-of-way of Broad Street from Prince to Duke Streets. Figure 1 on the following page shows the boundaries of the Study Area.

Methodology

The first step was to inventory the existing parking spaces within the Study Area. The parking spaces were inventoried under three main headings: On-Street Parking; Off-Street Parking (Public); Off-Street Parking (Private). On-street parking spaces were further distinguished as Front Street spaces or side streets.

The second step involved surveys of parking space utilization. Three separate surveys were conducted at different times of the day and on different days. A morning survey was conducted on May 9, 2001, from 9:30 am – 11:00 am. A lunchtime survey was conducted on May 16, 2001, from 12:30 pm – 1:20 pm. An afternoon survey was conducted on May 21, 2001, from 3:00 pm – 3:30 pm. The reason for observing parking space usage at different times of the day was to determine if there was a certain time of the day that parking demands were higher. Businesses within the Study Area were surveyed by block location. Data collected included the type of business, the square footage, seating capacity (for restaurants) and the number of employees. This information was used to develop parking demand figures to compare with the actual observations.

The final step consisted of observation analysis, discussion of alternatives and development of recommendations for improving the downtown parking situation within the Study Area. The final step utilized the expertise and input of a committee appointed by the Chairman of the Georgetown City Planning Commission. This Committee held a total of four meetings to discuss the parking situation, analyze the data and develop alternatives and recommendations.

Observations

Tables 1, 2, and 3 provide the results of the parking use analysis for the three time periods that data was collected. Table 4 on page 6 compares the parking utilization

Figure 1

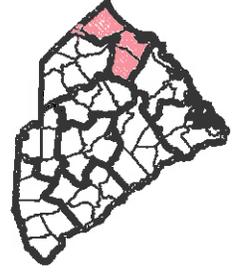


City of Georgetown Downtown Parking Inventory (Morning)

Figure 2

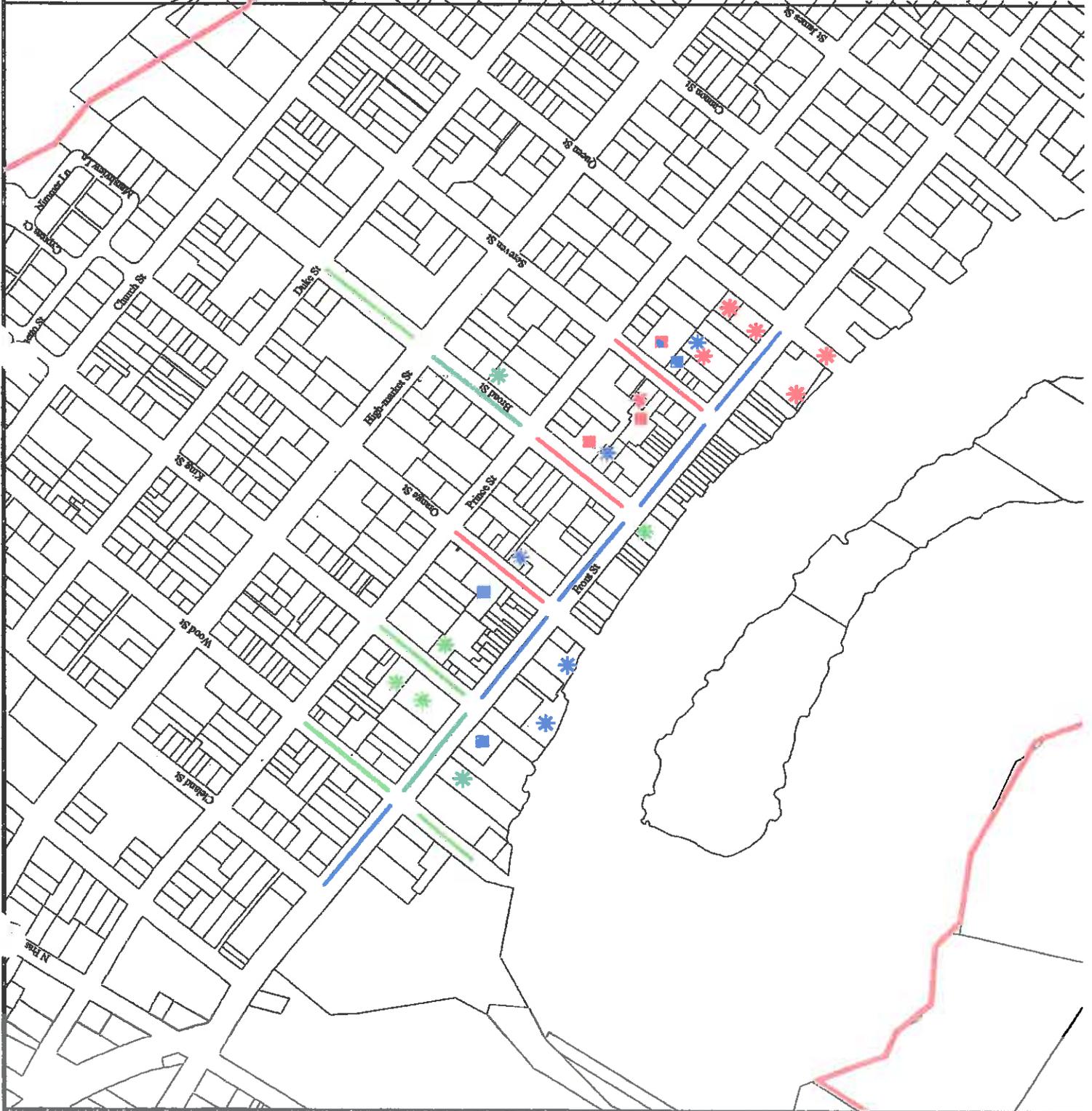
LEGEND

- Off Street Parking (Private)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- Off Street Parking (Public)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- On street Parking
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %





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City of Georgetown Downtown Parking Inventory (Noon)

Figure 3

LEGEND

- Off Street Parking (Private)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- Off Street Parking (Public)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- On street Parking
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %



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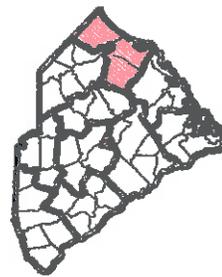


City of Georgetown Downtown Parking Inventory (Evening)

Figure 4

LEGEND

- Off Street Parking (Private)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- Off Street Parking (Public)
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %
- On street Parking
 - Less Than 34 %
 - 34 - 66 %
 - Greater Than 67 %



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TABLE 1

**PARKING INVENTORY AND USE ANALYSIS FOR THE DOWNTOWN AREA
CITY OF GEORGETOWN**

ON-STREET PARKING:			
<u>Location</u>	<u>Total # Spaces</u>	<u># Occupied</u>	<u>%</u>
Front St. between Cleland & Wood	18	11	61
Front St. between Wood & King	13	3	23
Front St. between King & Orange	55	19	35
Front St. between Orange & Broad	58	23	40
Front St. between Broad & Screven	52	27	52
Front St. between Screven & Queen	34	14	41
Sub-Total Front Street	230	97	42
Foot of Wood Street	16	4	25
Wood St. between Front & Prince	24	2	8
King St. between Front & Prince	43	12	28
Orange St. between Front & Prince	37	25	68
Broad St. between Front & Prince	44	42	95
Screven St. between Front & Prince	24	20	83
Sub-Total Side Streets	188	105	56
Broad St. between Prince & Highmarket	54	16	30
Broad St. between Highmarket & Duke	54	5	9
Sub-Total All On-Street	526	223	42
OFF-STREET PARKING (PUBLIC):			
Visitors Center	21	12	57
Orange Street Parking Lot	46	19	41
County Services Building Lot	26	25	96
City Lot Behind Courthouse	43	43	100
County Lot Behind Harper & Son	9	4	44
County Lot Across From Courthouse	80	64	80
Sub-Total Public Off-Street	225	167	74
Sub-Total Public On & Off-Street	751	390	52
OFF-STREET PARKING (PRIVATE):			
Carolina First Bank	29	18	62
Wachovia Bank	47	11	23
Kudzu Bakery	24	6	25
Thames Insurance/Mary's Styling Salon	9	3	33
Behind Wayne's Sporting Goods	25	9	36
Behind Al's Barber Shop	28	12	43
Augustus Carolina	24	11	46
Rice Paddy	15	4	27
First Citizens Bank	28	12	43
McNair Law Firm/Reuben Goude	14	12	86
Georgetown Construction Services	10	6	60
Behind Helping Hands	9	8	89
Front of Solicitor's Office	10	9	90
Behind Georgetown Times	23	17	74
Foot of Queen Street	21	16	76
Behind Dept. of Education	25	19	76
Maring Law Firm	9	4	44
Sub-Total Private Off-Street	350	177	51
GRAND TOTAL ALL PARKING	1,101	567	51
Closed Parking Lot Next to New Store	20	0	-

Note: Fifteen parking spaces reserved for court and law enforcement personnel on Screven Street are not included in this inventory.

Source: Survey by WRPDC between 9:30 - 11:00 a.m. on Wednesday, May 9, 2001.

TABLE 2

**PARKING INVENTORY AND USE ANALYSIS FOR THE DOWNTOWN AREA
CITY OF GEORGETOWN**

ON-STREET PARKING:			
<u>Location</u>	<u>Total # Spaces</u>	<u># Occupied</u>	<u>%</u>
Front St. between Cleland & Wood	18	11	61
Front St. between Wood & King	13	5	38
Front St. between King & Orange	55	34	62
Front St. between Orange & Broad	58	57	98
Front St. between Broad & Screven	52	53	102
Front St. between Screven & Queen	34	23	68
Sub-Total Front Street	230	183	80
Foot of Wood Street	16	4	25
Wood St. between Front & Prince	24	2	8
King St. between Front & Prince	43	22	51
Orange St. between Front & Prince	37	29	78
Broad St. between Front & Prince	44	35	80
Screven St. between Front & Prince	24	23	96
Sub-Total Side Streets	188	115	61
Broad St. between Prince & Highmarket	54	13	24
Broad St. between Highmarket & Duke	54	6	11
Sub-Total All On-Street	526	317	62
OFF-STREET PARKING (PUBLIC):			
Visitors Center	21	14	67
Orange Street Parking Lot	46	39	85
County Services Building Lot	26	31	119
City Lot Behind Courthouse	43	40	93
County Lot Behind Harper & Son	9	4	44
County Lot Across From Courthouse	80	47	59
Sub-Total Public Off-Street	225	175	78
Sub-Total Public On & Off-Street	751	492	66
OFF-STREET PARKING (PRIVATE):			
Carolina First Bank	29	16	55
Wachovia Bank	47	14	30
Kudzu Bakery	24	20	83
Thames Insurance/Mary's Styling Salon	9	3	33
Behind Wayne's Sporting Goods	25	11	44
Behind Al's Barber Shop	28	11	39
Augustus Carolina	24	6	25
Rice Paddy	15	14	93
First Citizens Bank	28	15	54
McNair Law Firm/Reuben Goude	14	11	79
Georgetown Construction Services	10	10	100
Behind Helping Hands	9	6	67
Front of Solicitor's Office	10	4	40
Behind Georgetown Times	23	16	70
Foot of Queen Street	21	18	86
Behind Dept. of Education	25	27	108
Maring Law Firm	9	4	44
Sub-Total Private Off-Street	350	206	59
GRAND TOTAL ALL PARKING	1,101	698	63
Closed Parking Lot Next to New Store	20	0	—

Note: Fifteen parking spaces reserved for court and law enforcement personnel on Screven Street are not included in this inventory.

Source: Survey by WRPDC between 12:30 p.m. - 1:20 p.m. on Wednesday, May 16, 2001.

TABLE 3

**PARKING INVENTORY AND USE ANALYSIS FOR THE DOWNTOWN AREA
CITY OF GEORGETOWN**

ON-STREET PARKING:			
<u>Location</u>	<u>Total # Spaces</u>	<u># Occupied</u>	<u>%</u>
Front St. between Cleland & Wood	18	21	117
Front St. between Wood & King	13	2	15
Front St. between King & Orange	55	24	44
Front St. between Orange & Broad	58	30	52
Front St. between Broad & Screven	52	30	58
Front St. between Screven & Queen	34	14	41
Sub-Total Front Street	230	121	53
Foot of Wood Street	16	8	50
Wood St. between Front & Prince	24	3	13
King St. between Front & Prince	43	13	30
Orange St. between Front & Prince	37	20	54
Broad St. between Front & Prince	44	44	100
Screven St. between Front & Prince	24	24	100
Sub-Total Side Streets	188	112	60
Broad St. between Prince & Highmarket	54	8	15
Broad St. between Highmarket & Duke	54	6	11
Sub-Total All On-Street	526	247	47
OFF-STREET PARKING (PUBLIC):			
Visitors Center	21	13	62
Orange Street Parking Lot	46	15	33
County Services Building Lot	26	29	112
City Lot Behind Courthouse	43	36	84
County Lot Behind Harper & Son	9	5	56
County Lot Across From Courthouse	80	58	73
Sub-Total Public Off-Street	225	156	69
Sub-Total Public On & Off-Street	751	403	54
OFF-STREET PARKING (PRIVATE):			
Carolina First Bank	29	12	41
Wachovia Bank	47	10	21
Kudzu Bakery	24	3	13
Thames Insurance/Mary's Styling Salon	9	1	11
Behind Wayne's Sporting Goods	25	15	60
Behind Al's Barber Shop	28	5	18
Augustus Carolina	24	10	42
Rice Paddy	15	6	40
First Citizens Bank	28	14	50
McNair Law Firm/Reuben Goude	14	12	86
Georgetown Construction Services	10	11	110
Behind Helping Hands	9	5	56
Front of Solicitor's Office	10	6	60
Behind Georgetown Times	23	15	65
Foot of Queen Street	21	19	90
Behind Dept. of Education	25	29	116
Maring Law Firm	9	5	56
Sub-Total Private Off-Street	350	178	51
GRAND TOTAL ALL PARKING	1,101	581	53
Closed Parking Lot Next to New Store	20	0	--

Note: Fifteen parking spaces reserved for court and law enforcement personnel on Screven Street are not included in this inventory.

Source: Survey by WRPDC between 3:00 p.m. - 3:30 p.m. on Monday, May 21, 2001.

TABLE 4

COMPARISON OF DOWNTOWN PARKING UTILIZATION FOR THREE TIME PERIODS
CITY OF GEORGETOWN

				MORNING	NOON	AFTERNOON	
ON-STREET PARKING							
Location	Total # Spaces	# Occupied	%	# Occupied	%	# Occupied	%
Front St. between Cleland & Wood	18	11	61	11	61	21	117
Front St. between Wood & King	13	3	23	5	38	2	15
Front St. between King & Orange	55	19	35	34	62	24	44
Front St. between Orange & Broad	58	23	40	57	98	30	52
Front St. between Broad & Screven	52	27	52	53	102	30	58
Front St. between Screven & Queen	34	14	41	23	68	14	41
Sub-Total Front Street	230	97	42	183	80	121	53
Foot of Wood Street	16	4	25	4	25	8	50
Wood St. between Front & Prince	24	2	8	2	8	3	13
King St. between Front & Prince	43	12	28	22	51	13	30
Orange St. between Front & Prince	37	25	68	29	78	20	54
Broad St. between Front & Prince	44	42	95	35	80	44	100
Screven St. between Front & Prince	24	20	83	23	96	24	100
Sub-Total Side Streets	188	105	56	115	61	112	60
Broad St. between Prince & Highmarket	54	16	30	13	24	8	15
Broad St. between Highmarket & Duke	54	5	9	6	11	6	11
Sub-Total All On-Street	526	223	42	317	62	247	47
OFF-STREET PARKING (PUBLIC):							
Visitors Center	21	12	57	14	67	13	62
Orange Street Parking Lot	46	19	41	39	85	15	33
County Services Building Lot	26	25	96	31	119	29	112
City Lot Behind Courthouse	43	43	100	40	93	36	84
County Lot Behind Harper & Son	9	4	44	4	44	5	56
County Lot Across From Courthouse	80	64	80	47	59	58	73
Sub-Total Public Off-Street	225	167	74	175	78	156	69
Sub-Total Public On & Off-Street	751	390	52	492	66	403	54
OFF-STREET PARKING (PRIVATE):							
Carolina First Bank	29	18	62	16	55	12	41
Wachovia Bank	47	11	23	14	30	10	21
Kudzu Bakery	24	6	25	20	83	3	13
Thames Insurance/Mary's Styling Salon	9	3	33	3	33	1	11
Behind Wayne's Sporting Goods	25	9	36	11	44	15	60
Behind Al's Barber Shop	28	12	43	11	39	5	18
Augustus Carolina	24	11	46	6	25	10	42
Rice Paddy	15	4	27	14	93	6	40
First Citizens Bank	28	12	43	15	54	14	50
McNair Law Firm/Reuben Goude	14	12	86	11	79	12	86
Georgetown Construction Services	10	6	60	10	100	11	110
Behind Helping Hands	9	8	89	6	67	5	56
Front of Solicitor's Office	10	9	90	4	40	6	60
Behind Georgetown Times	23	17	74	16	70	15	65
Foot of Queen Street	21	16	76	18	86	19	90
Behind Dept. of Education	25	19	76	27	108	29	116
Maring Law Firm	9	4	44	4	44	5	56
Sub-Total Private Off-Street	350	177	51	206	59	178	51
GRAND TOTAL ALL PARKING	1,101	567	51	698	63	581	53
Closed Parking Lot Next to New Store	20	0	-	0	-	0	-

Note: Fifteen parking spaces reserved for court and law enforcement personnel on Screven Street are not included in this inventory.

for the three periods. General observations are shown below:

- The parking inventory identified 1,101 spaces. On-street parking accounts for slightly less than half (48%) of the total. Private off-street parking provides 350 spaces, compared with 225 spaces of public off-street parking.
- Front Street parking utilization is lowest in the morning hours (42%) and highest during lunchtime (80%). Afternoon parking utilization is 53%.
- Side street parking is heaviest on Broad Street and Screven Street. Broad Street averaged almost 92% occupancy during the three study periods. Screven Street averaged 93%.
- Public off-street parking utilization is heaviest in the vicinity of the Courthouse. Occupancy in the County Services Building Parking Lot averaged 109%. The City-owned lot south of the Courthouse averaged over 92%.
- Overall, public off-street parking is utilized more than public on-street or private off-street parking; with the exception of Front Street parking during lunchtime. The daily average of parking on Front Street was 58%. During lunchtime, parking utilization on Front Street was 80%.

Figures 2, 3, and 4 on pages 8, 9 and 10 display the parking utilization rates for the three time periods.

Table 5 on pages 11, 12, 13, 14 and 15 represents an inventory of the downtown businesses and offices that are located within the Study Area. The type of business, square footage and number of employees is noted. In the case of restaurants, the number of seats is also provided. The businesses and offices are grouped by block location, in order to estimate the level of traffic generated by the downtown activities.

Analysis of Alternatives

The Downtown Parking Advisory Committee (DPAC) evaluated alternative actions designed to alleviate the problems of on-street and off-street parking in the Study Area. They are presented below along with a discussion of the pro's and con's of each alternative:

- Consider relocating the Jolly Rover – Relocating the Carolina Rover and Jolly Rover tour boat operation to a waterfront location on the fringe of the downtown area or outside of the downtown area would reduce the demand for on-street parking on side streets and public off-street parking lots. According to Mr. Earl Walter, owner of the company, approximately 300 people per day take the tour during the summer months. The tours last for approximately three hours, therefore customers are forced to park off of Front Street. The negative effects of moving the tour boat operation away from the center of the downtown area

Table 5
Business Inventory for the Downtown Area
City of Georgetown

Business	Address	Type of Business	Square Footage	Seating Capacity	No. of employees
600 Block Front					
O'Donnell Law Firm	601 Front	Office	2400		6
Geo. Times	615 Front	Office			
Anastasio's	629 Front	Retail	1500		1
Yacht Club	631 Front	Restaurant		44	3
Rice Museum	633 Front	Public	7500		4
Solicitor's office building	602B Front	Office	8500		13
Hinds Law Firm	604 Front	Office	3500		9
Power and Assoc.	606 Front	Office	5800		10
Bd. Of Ed. - Admin.	600 blk Front	Office	1881		18
Bd. Of Ed. - Finance	600 blk Front	Office	1440		13
Bd. Of Ed. - HR	600 blk Front	Office	1803		5
Dr. Joseph	634 Front	Medical Office	3500		12
Subtotal			37824	44	94
700 Block Front					
Coldwell Banker	701 Front	Office	1000		5
Thomas Café	703 Front	Restaurant		57	4
Pinckney	709 Front	Retail	1500		2
Osprey Nest	711 Front	Retail	1500		3
Syd & Luther's	713 Front	Restaurant		160	13
Pelican Pete/ Beary Special	715 Front	Retail	2100		1

Business	Address	Type of Business	Square Footage	Seating Capacity	No. of employees
Tobacco Shop	717 Front	Retail	1500		1
Pink Magnolia	719 Front	Restaurant		100	12
Calico Closet	721 Front	Retail	1200		3
Harborwalk Books	723 Front	Retail	1500		2
Colonial Florist	725 Front	Retail	2500		4
Vacant	732 Front				
First Citizen Bank	726 Front	Office	3000		11
Christoper's	724 Front	Retail	3000		4
Riverside Grill	716 Front	Restaurant		45	5
Cultural Council	714 Front	Office	1200		2
Added Touch	712 Front	Retail	1000		3
Strand Theater	710 Front	Public		165	2
Subtotal			21000	527	77
800 Block Front					
Harvest Moon	801 Front	Restaurant		12	2
River Room	801 Front	Restaurant		118	25
Prince George Framing	805 Front	Retail	2500		2
Antiques (Bucky Watkins)	807 Front	Retail	2500		2
Front St Deli	809 Front	Restaurant		80	4
Rice Paddy	819 Front	Restaurant		120	20
Indigo/Sanford	829 Front	Office	5000		7
Hallmark	833 Front	Retail	3200		2
Ray's	835 Front	Retail			2
Rug Shop	800 Front	Retail	2700		2
Tomlinson's	806 Front	Retail	10000		9

Business	Address	Type of Business	Square Footage	Seating Capacity	No. of employees
Rug Shop	800 Front	Retail	2700		2
Tomlinson's	806 Front	Retail	10000		9
Kings Industries	812 Front	Office	700		3
Sampit Furniture	814 Front	Retail	4500		2
Maxway	818 Front	Retail	20295		6
Augustus Carolina	830 Front	Retail	30000		9
Subtotal			81395	318	95
900 Block Front					
Outlaw	905 Front	Retail	1000		4
Olive Branch	913 Front	Retail	1950		3
Arbor	915 Front	Retail	2100		1
LaSheek	917 Front	Service	700		5
Formal Affair	919 Front	Retail	3800		4
Wayne's Sporting Goods		Retail	6500		4
Dance Studio	925 Front	Service	3500		1
Winyah Fitness	929 Front	Service	3800		2
Freeman & Johnson	902 Front	Office	2000		5
Harbor Printing	904 Front	Retail	1400		2
New Beginning	910 Front	Retail	4200		7
New York New York	920 Front	Retail	2160		2
Diamond Collection	922 Front	Retail	4000		5
Nightingale's	924 Front	Retail	1500		2
Godrey's	926 Front	Restaurant		50	1
Kudzu Bakery		Retail	3400		7

Business	Address	Type of Business	Square Footage	Seating Capacity	No. of employees
Cititrends	936 Front	Retail	6000		5
Ed Jones	936 Front		1200		3
Subtotal			49210	50	63
1000 Block Front					
Chamber Building	1001 Front Street	Office	12618		16
Kaminski House	1003 Front Street	Office/Retail	750		6
Carolina First Bank	1019 Front	Office			11
Wachovia Bank	1002 Front	Office	8985		11
Subtotal			22353	0	44
1100 Block Front					
Antique Shoppe	1103 Front	Retail	8000		2
Security Finance	1100 blk Front	Office			3
WGTV	1100 blk Front	Office			
Geo Steel Eng	1100 blk Front	Office			
Subtotal			8000		5
100 Block King					
Weddings n Things	102 King	Retail	744		1
Timely Treasu	100 King	Retail	750		1
Huell Building	King	Office/Rest.	1900		4
Beck Building	King	Retail	5292		2
Maniguault Bld	King	Office/Service	16800		4
Subtotal			25486	0	12

Business	Address	Type of Business	Square Footage	Seating Capacity	No. of employees
100 Block Orange					
Orange Bloss	107 Orange	Restaurant		55	9
Images	Orange	Service	1200		6
Mitchum	Orange	Office	3200		3
Subtotal			4400	55	18
100 Block Broad					
Dr. Ferrar	101 Broad	Medical Office	1800		7
Building Dept.	120 Broad	Office	6000		27
Planning Dept.		Office	1500		9
Subtotal			9300	0	43
100 Block Screven					
Bd. Of Ed - Ac	100 blk Screv	Office	1300		5
Rosen & Rose	107 Screven	Office	3600		2
Culberson	108 Screven	Office			2
Rothrock	119 Screven	Office/Retail	4332		5
Courthouse	Screven	Office	20000		55
Subtotal			29232	0	69
100 Block Queen					
Counseling/Wi	107 Queen	Office	4500		6
Subtotal			4500		6
Total			292700	994	526

Source: Survey by City of Georgetown Planning Department, May 2001

include the potential loss of shopping and dining customers, the lack of suitable secondary locations for the operation and the potential of creating new areas of parking congestion.

- Initiate a shuttle service from a satellite parking area to the downtown area – Establishing a continuous shuttle service from an area such as from East Bay Park or the Visitors Center near Lands End Marina to the downtown area would reduce the demand for downtown parking spaces. It could also expand tourism opportunities. The cost of the shuttle service is expected to be \$84,000 for the first year of service, assuming operation from June 1st through August 31st. Subsequent years would average \$24,000 per year for part-time drivers, gasoline and maintenance on the vehicles. The willingness of local residents to utilize the service is not known, therefore the potential benefits of such a system could be diminished by lack of ridership. It is also recommended that the City cooperates with the Chamber of Commerce in an effort to locate a Visitor's Center in an appropriate location.
- Establish a cooperative dialog with Georgetown County – There is no doubt that the County offices and employees contribute significantly to the high parking utilization rates on Broad and Screven Streets. County vehicles could be stored in parking areas away from the downtown area. Employees could be encouraged to park in the fringe areas and leave the downtown spaces available for tourists, shoppers and County residents doing business in County offices. This proposal lacks any incentive for employees "to do the right thing". Also, groups concerned with "downtown appearance" such as the Architectural Review Board should be included in discussions concerning parking.
- Downtown merchants police themselves – Numerous complaints concerning parking problems in the downtown area note that downtown merchants and their employees occupy key parking spaces for long periods of time. Business owners need to be educated on the value of a parking stall and the need for parking turnover.
- Relocate public uses – There are several government offices that are located in the downtown area that are not directly dependant on being close to the Courthouse. Some are in the process of moving (e.g. the Department of Education and the Emergency Operations Center/911 dispatch). Consideration should be given to identifying other public functions that are not dependent on a downtown location and proposing alternative locations for these uses. The problem with this proposal is that the buildings vacated by these uses are likely to be reoccupied by another public agency or private enterprise that would also require parking spaces for support.
- Advertise the location of public parking areas – There are several areas available for public parking that are underutilized. Proper signs and advertising could increase the utilization of these areas by locals and tourists. These areas need to be attractive, well marked and well lit. Distributing brochures that identify

public parking areas from the Georgetown Visitor's Center would be effective and relatively inexpensive. There should also be more delineation of available spaces (i.e. area in front of Carolina First).

- Increase law enforcement and fines -- increasing the level of enforcement of the two hour time limit and increasing the amount for a parking fine should help increase parking space turnover and induce motorists to consider parking off-street or on side streets. Cars that are illegally parked should be towed. Existing ordinances should be strictly enforced and more fines should be collected. The Police Department could include the amount of parking fines collected in their monthly report to Council. The City should re-evaluate parking policies that do not provide equitable treatment under the law (i.e. construction vehicles).
- Parking meters – Reintroducing parking meters to the downtown area could solve several of the identified problems. If meters were in place downtown (on-street and off-street) and the hourly rates were high enough, employees would be induced to park in fringe areas (or use the shuttle). Hourly rates could be varied to encourage turnover in the center of the downtown area. The negatives associated with parking meters are cost and appearance. Enforcement of parking meter laws must be strong in order for the benefits to be realized. Many persons do not think that meters are attractive. Also, the cost of purchasing 751 parking meters and installing them is estimated to be \$436,500.
- Parking garage – The construction of a centrally located parking garage has been offered as a solution to the downtown area's parking problems. The benefits of such a facility are obvious. A multi-level parking facility would alleviate parking problems in downtown Georgetown. There are several negative factors, the most significant of which is the cost involved. The cost per space for a parking garage ranges from \$8,000-\$10,000. In order to induce persons to utilize this facility, meters would have to be installed in the downtown area and the rates adjusted so that the fees charged to park in the garage facility become attractive. Some persons have also expressed concern that such a facility is visually incompatible with the Georgetown Historic District.
- The Georgetown County School District owns two parcels of land on the north side of Front Street between Screven Street and Queen Street. The adjacent parcels are identified as TMS 5-29-81 and 82. These two parcels contain the structure that houses the School District administrative offices. Future plans propose to consolidate administrative and support functions at the Beck Middle School site on West Church Street. The District office on Front Street will likely be sold once the offices are relocated. The following represents a general assessment of the property for public parking.

Parcel 81 measures 91.5' x 217.9', which constitutes 19,937.85 square feet. Parcel 82 measures 50' x 165.9' and contains 8,295 square feet. Together these parcels contain 28,232.85 square feet, or 0.65 acres of land. The two parcels contain a

large two story structure with parking around the building. Approximately twenty-five (25) spaces are provided beside and behind the offices.

Based on assessed values of adjoining property, the value of the two parcels is estimated at \$400,000. In order to maximize the parking potential of the property, the structure would need to be removed. Demolition and clearance is expected to cost \$45,000. Maximum utilization of the property for off-street parking would yield 87 off-street spaces. The cost to construct the parking area is estimated to be \$75,000. Total costs for acquisition, demolition and construction are \$520,000. This represents \$5,977 per parking space, which is less than the cost for parking spaces in a parking garage.

Prioritization of Alternatives

The alternatives presented in this report are offered in an effort to ameliorate the parking problems identified in downtown Georgetown. Each alternative was evaluated and prioritized in regards to whether it should be addressed immediately (within two years), mid-term (2 – 5 years) or long-term (5+ years). Factors that were considered in assigning priorities included the overall effectiveness of the proposed alternative, the cost associated with implementation and the time-frame required to achieve the impact. The prioritized alternatives are listed below:

Short-Term Activities*

Relocate Jolly Rover
Cooperative Dialogue with County
Downtown Merchants Police Themselves
Relocating Public Uses
Advertise Public Parking Areas
Increased Law Enforcement & Fines
Acquiring School District Property
Downtown Shuttle Service

Mid-Term Activities

Parking Meters

Long-Term Activities

Parking Garage

*Short-term activities are not in priority order.

Summary

The patterns of automobile parking in the downtown area reflect periods of peak activity for certain areas in downtown Georgetown and chronic parking problems in the vicinity of the Georgetown County Courthouse. The lunch hour creates parking problems on-street from Orange Street to Queen Street. Public off-street parking lots are also heavily utilized.

The Courthouse employee parking demand, added to tour boat customers, contributes to the heavy utilization of parking spaces on side streets and off-street parking lots. These persons are discouraged from parking on Front Street due to the two hour limit.

Some prime downtown areas with public off-street parking are underutilized. The parking lots behind Al's Barber Shop and Wayne's Sporting Goods are open to the public, even though the property is privately owned. The highest utilization rate for each was 43% and 60%, respectively.

No single alternative was deemed to be the "silver bullet". The best approach to resolving the downtown parking problem is to implement a combination of alternatives in a phased manner. This multi-faceted approach should improve parking problems in the downtown area and enhance the shopping district's position in the retail market in Georgetown.

APPENDIX

ZWW



DUNCAN Parking Meters

DUNCAN INTERNATIONAL SALES LTD.

Philip B. Davis, Managing Director

Regency Station, PO Box 70657, Richmond, Virginia 23255 USA
Toll Free (800) 955-6424 ~ (804) 527-5217 ~ Fax (804) 527-5218

Mr. Elder Holmes
Public Works Administrator
City of Georgetown, SC
PO Drawer 939
Georgetown, SC 29442

Re: Duncan Parking Meters

Dear Mr. Holmes:

Thank you for asking about our advanced line of Duncan Parking Meter technology. As mentioned, Duncan produces a variety of parking meters and accessories that shall respond to most any type of parking situation and budget. Please refer to the brochures I have provided for specific details about each product or model.

To start, you will need to ask yourself some basic questions about the type of parking service you shall wish to provide. Your answers will help determine the type of parking meter that is best suited to solve your specific needs.

For 65 years, Duncan has been the world's leading manufacturer of parking meters. From the original mechanical meter to our premier EAGLE line of electronic meters, Duncan meters are accurate, reliable and designed for optimum performance.

Duncan parking meters are being used by many parking operations in your area including the cities of Charleston, Myrtle beach, Surfside, Isle of Palms, Hilton Head, Columbia and University of SC at Columbia.

The Basic Parking Meter – Mechanisms and Housings

EAGLE Electronic Mechanisms

Every parking meter has two principal components--the meter mechanism and the meter housing. Today, Duncan produces five different models of the advanced, electronic Eagle meter mechanism. The new Eagles range in price from \$175 to \$250 per unit!

The Eagle, Eagle CK and CR each accept as many as seven different coins. Each mechanism is programmable for different rates, limits and special functions. Since the Eagle is computerized and has memory, it offers unprecedented accuracy, reliability and performance. The more advanced Eagle 2000 and 2000+ add programming and memory features, including a real time, 365 day clock and up to 16 coin recognition.

Each Eagle is powered by a standard 9-volt alkaline battery which has a one year life expectancy. The Eagles is shipped factory preprogrammed to your specifications, and is backed by our one year full warranty against defects and failure.

The Eagle CK offers Duncan's unique CashKey prepaid system. Instead of coins, motorists use this special key to pay for parking time. The key is inserted into the Cashkey receptacle. A unit of preloaded value is debited from the key per each insertion. Cashkeys are reloadable and very secure. With the Cashkey, you will never need to carry coins again.

The Eagle CR offers similar features as the CK, but accepts smart card (IC-cards) as the payment vehicle as an alternative to the Cashkey. The most common type of smart card is the memory card, which stores value in its memory bank. The card is inserted into the parking meter and a charge is debited. Cards are disposable or reloadable, and are an excellent means of advertising as well.

All higher models of the Eagle can accept either a smart card or cashkey. The Eagles accept both coin and either CashKeys or CashCards.

DUNCAN PARKING METER HOUSINGS

The second major component is the meter housing. Duncan offers several different housing types, which correspond to three levels of security—high, higher and maximum.

Each housing consists of two sections. The “upper” section protects the meter mechanism, while the lower (vault) section safeguards the monies. Both sections lock separately.

The Model 76, for instance, is our most economical housing model. The 76 meter case is casted from ZAMAC V, a super strong aluminum alloy with a tensile strength of 30,000 psi.

For maximum security needs, we produce the VIP 80 and 95 all iron models. These housings are built like a tank from 70,000 psi ductile iron. The 95 includes an extra capacity vault section.

In the middle range, we offer the 70 and 90 series, which combines the economy of ZAMAC with the super strength of ductile iron. The upper housing is casted in ZAMAC, while the meter monies are protected by a ductile iron vault. The 90 offers the larger sized vault. A new Duncan meter housing starts at \$135.00 per unit for a Model 76, and ranges to as high as \$265.00 per space for an all iron, Model 95.

Meter housings are also produced in two other varieties—single space and double space. With a double meter housing, two mechanisms share one large sized vault, and may be installed on one pole. Both the single and double meter housings are securely installed on a single pole using a specially designed “gripper wedge.”

The cost of one duplex meter is less than the cost of two single meters. Operators will also save on the cost of installation as well.

DUNCAN METER ACCESSORIES

Lastly, you will need to decide whether or not you need certain accessories. We produce many optional accessories, which we can discuss as we progress. For now I will identify a few important ones.

In my professional opinion, the most important accessory is our "sealed collection" system, which includes sealed coin boxes (inside each meter vault) and a sealed collection cart which collectors use outside to unlock each coin box. The sealed system is designed to collect the money quickly and without human exposure to the coins.

This "internal" safeguard is worthy of serious consideration. A sealed coin box will cost about \$14.00 depending on the model housing. The standard sealed collection cart sells for \$850.00. A stainless steel model sells for \$1,000. The best internal safeguard is your ability to hire honest and trustworthy employees in any stage of the money collection, counting and handling process.

Duncan also offers a variety of vault locks in prices that range from \$18.00 to \$32.00 per unit. We are also developing an electronic vault lock for the future. My personal favorite is the "Change Lock," which provides four different key combinations in the same lock cylinder. Key and lock control is of paramount importance in any parking meter operations since the quantities of cash (quarters) you will be handling is enormous.

The next most important accessory is Duncan's powerful MeterTrax parking meter management software. MeterTrax helps take the guess work out of parking meters. With the MeterTrax software and handheld infrared communicator, you create a database and track actual meter performance, including inventory, maintenance, auditing and programming, each with report capabilities.

The most valuable aspect of MeterTrax is the programming functions. MeterTrax allows you to write your own operating programs and convert your active meters with new program changes quickly, easily and efficiently. Mechanical conversions are difficult, time intensive and costly. With MeterTrax, conversions are as easy as pressing a button.

Versions of METERTRAX are available in DOS and Windows, single and multi user configurations. Packages including the Handheld Communicators and Management Software start at \$2,000.

COST CONSIDERATIONS

To determine the final cost of your meter selections, you must add the price of the meter mechanism to the price of the meter housing, plus the cost of any options. If you are in need of double meter housing, then add the cost of one double housing with the cost of two mechanisms.

It is also important to point out that many of Duncan's products can be provided as "Factory Remanufactured" (Like New). All factory remanned equipment is delivered to your specifications and comes with an identical Full one year warranty as our brand new equipment. Of course, remanned equipment is subjected to availability.

DUNCAN PARKING METER PRICING

MECHANISMS	Description	Per Unit
Eagle	Coin Only	\$160.00
Eagle CK	Coin and CashKey	175.00
Eagle CR	Coin & CashCard	195.00
Eagle 2000	365 calendar, Coin and Card	205.00
Eagle 2000+	same, w 32K memory	215.00

HOUSINGS

Model 76 Single	All ZAMAC	\$135.00
Model 76 Duplex	All ZAMAC, two spaces	235.00
Model 70 Single	½ ZAMAC, ½ Iron	160.00
Model 90 Single	½ ZAMAC, ½ Iron, Large Vault	195.00
Model 90 Duplex	½ + ½, two spaces	325.00
VIP 80 Single	All Iron	245.00
VIP 95 Single	All Iron, Large Vault	265.00
VIP 95 Duplex	All Iron, Two spaces	470.00

ACCESSORIES

Sealed Collection Cart Standard	\$850.00
Sealed Collection Cart Stainless Steel	995.00
Collection Cart (Open)	800.00
Sealed Collection Cannisters	14.50

METERTRAX MANAGEMENT SYSTEM

DOS, with DDT Infrared Communicator	\$2,000.00
Windows 2000, with Husky Communicator	Call for Pricing

OPTIONAL VAULT DOOR LOCKS

Change Lock	\$ 32.00 per vault
Change Lock Tool Kit & Keys	150.00
Individual Keys / Tools	18.00
KABA Mechanical Locks	28.00
KABA Electronic Lock System	Call for Pricing
PARKING METER POSTS	

48 inch length	\$22.00
60 inch length	28.00

I realize that I have left you with a lot to think about. I will be happy to answer all of your questions and concerns at any time. Furthermore, if You would like for me to make a visit to your community, please feel free to call me and we will schedule a visit.

I hope you find this information helpful. I thank you again for your Interest in our innovative meter technology, and look forward to hearing from you soon. On behalf of Duncan, I wish you a Happy Thanksgiving and holiday season. Sincerely I am,



Philip Davis
Regional Distributor

COSTS FOR PARKING GARAGES

South Norwalk Rail Station and Parking Garage

Norwalk, CT

6 story pre-cast concrete

725 cars @ \$11,460/space

Latimer Square Parking Garage

Denver, CO

6 story pre-cast concrete

315 cars @ \$12,500/space

Mint Street Parking Facility

Charlotte, NC

6 story pre-cast and cast in place concrete

2,300 cars @ \$9,130/space

BID SCHEDULE
GEORGETOWN MEMORIAL HOSPITAL
OFF SITE COLLECTIONS OFFICE
J. JOHNSON GRADING & PAVING

PARKING IMPROVEMENTS (BASE BID)

ITEM	QNTY	UNIT	DESCRIPTION	UNIT COST	TOTAL COST
1	1	LS	REMOVE EXISTING 15" RCP	\$150.00	\$150.00
2	77	CY	REMOVE EXISTING SLAG (APPROX 4")	\$25.00	\$1,925.00
3	70	LF	REGRADE SWALE	\$6.50	\$455.00
4	1027	SY	6" ROCK SURFACE (CRUSHED GRANITE)	\$8.00	\$8,216.00
5	24	EA	PARKING STOP (CONCRETE)	\$35.00	\$840.00
6	23	LF	4' CONCRETE SIDEWALK	\$25.00	\$575.00
7	116	LF	15" RCP	\$18.00	\$2,088.00
8	0.2	AC	CLEARING AND GRUBBING	\$2,000.00	\$400.00
9	0.1	AC	GRASSING	\$1,000.00	\$100.00
10	1	EA	STRAW BALE CHECK DAM	\$125.00	\$125.00
11	60	LF	TREE PROTECTION	\$5.00	\$300.00
12	37	CY	STRIP TOPSOIL & SPREAD ON SITE IN LANDSCAPED AREAS	\$14.00	\$518.00
13	1037	SY	FINISH GRADING (PARKING & WALK)	\$3.00	\$3,111.00
14	1	LS	CONSTRUCTION STAKING	\$450.00	\$450.00
TOTAL BASE BID					\$19,253.00

**BID SCHEDULE
GEORGETOWN MEMORIAL HOSPITAL
OFF SITE COLLECTIONS OFFICE
J. JOHNSON GRADING & PAVING**

PARKING IMPROVEMENTS (BID ALTERNATE)

ITEM	QNTY	UNIT	DESCRIPTION	UNIT COST	TOTAL COST
15	1027	SY	6" FLBC	\$7.25	\$7,445.75
16	1027	SY	1 1/2" ASPHALT SURFACE	\$6.00	\$6,162.00
DELETE	1027	SY	6" ROCK SURFACE (CRUSHED GRANITE)	(\$8.00)	(\$8,216.00)
SUBTOTAL BID ALTERNATE					\$5,391.75
TOTAL BASE BID					\$19,253.00
TOTAL BID ALTERNATE					\$24,644.75

ON a large project the
FLBC could go down to \$6.50/sy
& Asphalt could go down to \$4.75/sy.
This was a small job.