

DOWNTOWN LURAY
PARKING STUDY

TOWN OF LURAY, VIRGINIA

Prepared by

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1. EXECUTIVE SUMMARY

The Town of Luray, situated within Page County, Virginia, has received numerous comments from the public over recent years in regard to potential inadequacy of parking availability within the Downtown area. In response, the Town commissioned this report with the goal of determining actual parking capacity utilization and recommendations for improved efficiencies.

Prior to data collection, a scoping session was held with the Town to define the physical limits of the study (intended to capture all areas of highest usage, as well as surrounding buffer zones that may be suitable for parking expansion), peak hours for detailed analysis, and the study's goals and objectives. Those objectives include to determine utilization rates for each parking lot and sub-area within the study limits, and to define areas of opportunity to increase efficiency of lot usage and/or increase capacity.

To achieve these goals, aerial imagery was collected during a standard mid-day, evening and weekend timeframe. That imagery was used to define parking capacity and usage during the stated times, which was then analyzed for both shortcomings and opportunities. Additionally, a field visitation was made to verify aerial observations, as well as to evaluate wayfinding and use-restriction signage.

Following evaluation of all available data, this report found that parking availability was generally sufficient for both current and future demand scenarios. While certain lots most proximate to the highest use sub-areas were heavily utilized, additional capacity was determined present and available nearby. Those lots with excessive capacity / low utilization can be improved for efficient usage through improvements to wayfinding. Opportunities have been identified for additional capacity creation through purchase of existing private lots, but there does not appear to be immediate need for such acquisition.

In sum, Downtown Luray has an abundance of surface-lot parking available for its employment and parton usage, both now and in the foreseeable future. Optimizing spaces within high-demand areas can be effectively achieved through low-cost wayfinding improvements. Increased inventory is not determined to be immediately necessary, but can be achieved at the election of the Town through strategic parcel acquisition / partnerships.

2. INTRODUCTION

The Town of Luray commissioned this Downtown Parking Study to evaluate the availability, use, and distribution of public parking within the downtown area. The study examines on-street spaces and public parking lots to identify areas of high demand, underused capacity, and opportunities to improve parking access, management, and wayfinding.

The study area generally extends from Mechanic Street to the north, Page Street and Cave Street to the south, Deford Avenue to the east, and Lee Street to the west, as shown in Figure 1: Downtown Parking Study Area. This area encompasses Luray's principal downtown businesses, public facilities, attractions, and surrounding streets where parking activity is concentrated.

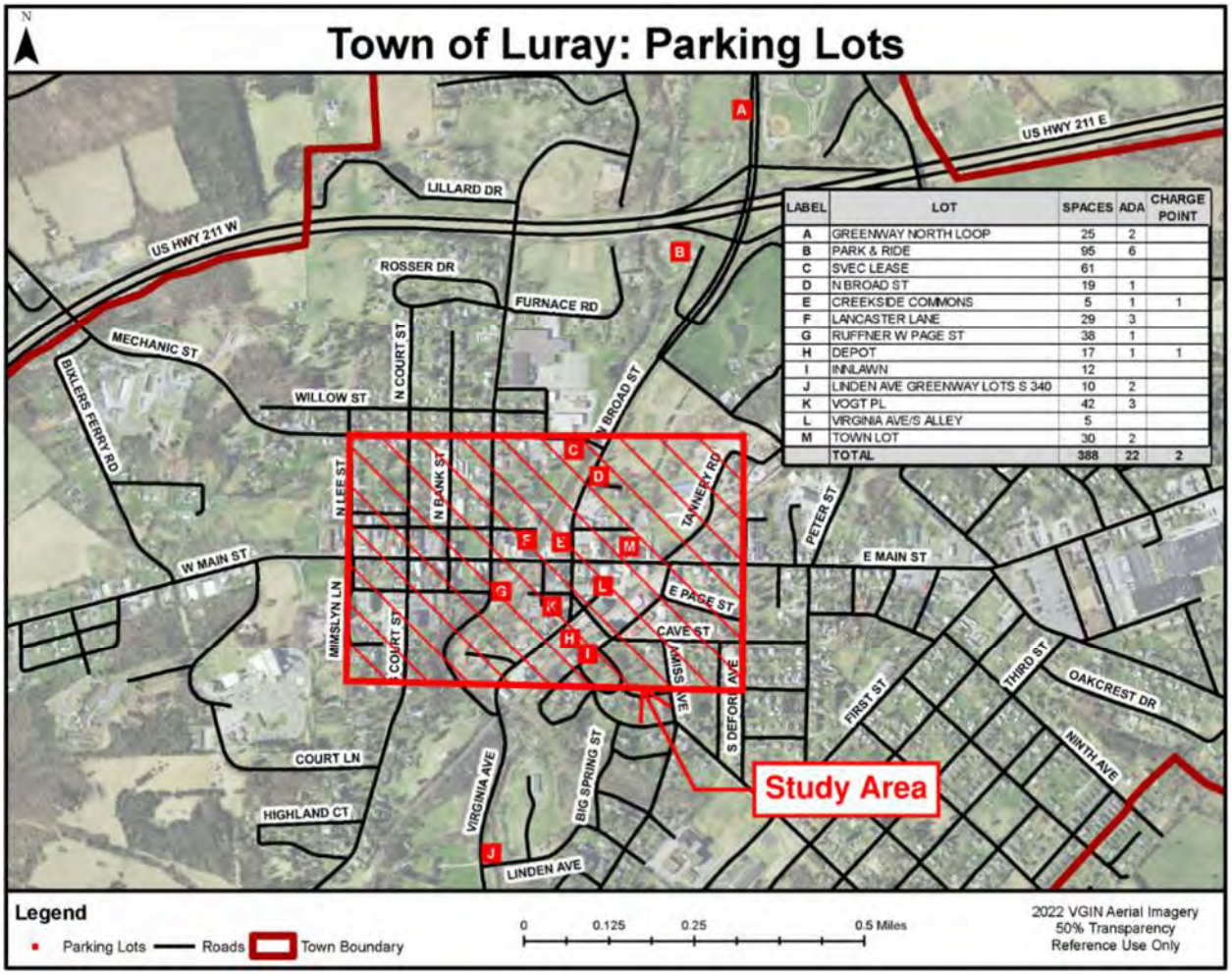


Figure 1: Downtown Parking Study Area

3. EXISTING PARKING CONDITIONS (2026)

This section summarizes the existing public parking supply, distribution, restrictions, and utilization within Downtown Luray. The analysis identifies areas experiencing high parking demand, locations with available capacity, and operational conditions that may affect convenient access to downtown businesses, services, and attractions.

3.1. Data Collection

Existing parking conditions were documented using aerial photography collected during four time periods selected in coordination with the Town. The time windows were chosen to capture typical weekday, peak evening, and mid-day weekend parking activity throughout Downtown Luray:

- Wednesday at 12:00 – 1:00 p.m.
- Friday from 4:30 – 5:30 p.m.
- Saturday from 12:00 - 1:00 p.m.

The photographs were used to identify occupied and available parking spaces and evaluate parking utilization and distribution throughout the study area.

3.2. Public On-Street and Off-Street Parking Supply

The updated parking inventory identified 642 public parking spaces within the Downtown Luray study area. These spaces are distributed between public on-street parking and off-street parking facilities available to the public, as summarized in Table 1.

Parking Type	Locations/Segments	Total Spaces	ADA-Designated Spaces	Share of Public Supply
Public on-street parking	29	297	7	46%
Public off-street parking	13	345	12	54%
Total Public Parking	**42**	**642**	**19**	**100%**

Table 1: Summary of Public Parking Supply

Public on-street parking provides 297 spaces, including 7 ADA-designated spaces, across 29 street segments. These spaces account for approximately 46 percent of the total public parking supply and provide direct access to businesses, public facilities, and other downtown destinations.

Public off-street parking provides 345 spaces, including 12 ADA-designated spaces, across 13 parking facilities. This represents approximately 54 percent of the public parking supply.

Overall, the public parking system includes 642 spaces, of which 19 are designated as accessible spaces. The locations and distribution of these spaces are shown in Figure 2: Existing Public Parking Supply. Subsequent sections evaluate the utilization of this supply during the three defined data-collection periods.



Figure 2: Existing Study Area Parking Lots

3.3. Parking restrictions, signage, and accessibility

In general, clear wayfinding is critical to optimization of space provisions. Within the Downtown Luray study area, however, parking accessibility and restrictions are not always consistently or clearly communicated, which may make it difficult for visitors to determine where parking is permitted and whether time limits or other restrictions apply.



Parking signs along the main roads are generally visible and appropriately placed; however, areas beyond the main roads lack clear directional and wayfinding signage to guide drivers to available public parking facilities. In particular, signage at the lot entry points is missing or otherwise unclear in usage permissions. That is, while parking signage on Main St was exemplary in directing visitors and patrons towards off-Main parking lots available for general use, there was generally no "arrival" signage at the actual lots differentiating them from other, private lots. And when there was signage, it was not always adequately communicative in the lots intended availability.

As example of this is the lot behind 18 Page St, as pictured below. This lot is owned by the Town and was communicated by Town staff as being a public lot. Its signage, however, indicates that is available for private (Blue Ridge Bank) usage only during business hours. Specific hours are not listed, nor are usage permissions outside of those hours.



Additionally, time-limitation signage (e.g., 4-hour parking) is selectively used in some locations, but residual spaces are not marked for general usage. Some time-limitation signage was found to be faded and difficult to read, making availability even more difficult to clearly understand. In general, wayfinding is most effective when easy to understand, uniform in application, and maintained for legibility, and thus there are opportunities for improvement in this area.





Finally, although accessible parking spaces are provided throughout the study area, their location, signage, pavement markings, as well as actual connections to accessible pedestrian routes could be improved to ensure that they are visible, convenient, and compliant with applicable accessibility requirements.

3.4. Current Parking Utilization

The Current parking utilization was evaluated using the four aerial photography observations. The results show that parking demand varies by location and time, with higher utilization generally occurring near the main downtown businesses and public destinations. Several public parking facilities also had available capacity, indicating that parking demand is not evenly distributed throughout the study area.

3.5. Key issues and observations

Key issues include uneven parking utilization, limited wayfinding to off-street parking facilities, and inconsistent communication of parking restrictions. Improved signage and wayfinding could help direct drivers to available parking and make better use of existing capacity. Accessible parking locations, signage, and pavement markings should also be reviewed.

4. CURRENT AND FUTURE PARKING NEEDS

This section evaluates whether the existing public parking supply is adequate to accommodate current parking demand and considers potential future parking needs within Downtown Luray. The evaluation is based on the existing parking inventory, observed utilization, and the distribution of parking demand throughout the study area.

4.1. Current parking adequacy

Parking utilization in Downtown Luray was evaluated during three survey periods: weekday midday (12:00–1:00 p.m.), weekday late afternoon (4:30–5:30 p.m.), and weekend midday (12:00–1:00 p.m.). Table 1 summarizes the 1,822 inventoried parking spaces by ownership category and parking type, presenting the number of occupied spaces and corresponding utilization rate for each period. Utilization was calculated by dividing observed occupied spaces by the total parking supply within each category. These results provide an overview of parking use during the surveyed periods and a basis for examining differences among parking categories and individual locations.

Table 1. Downtown Parking Supply and Observed Utilization

Ownership	Parking type	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
Public	On-street	277	85 (30.7%)	74 (26.7%)	79 (28.5%)
Public	Off-street	270	79 (29.3%)	48 (17.8%)	120 (44.4%)
Private	Off-street	1,143	413 (36.1%)	346 (30.3%)	301 (26.3%)
Government	Off-street	132	54 (40.9%)	37 (28.0%)	19 (14.4%)
Total	**All parking**	**1,822**	**631 (34.6%)**	**505 (27.7%)**	**519 (28.5%)**

Utilization color legend: Below 50% 50% to <75% 75% to <85% 85% and above

** Values show occupied spaces (utilization). Group utilization is calculated as total occupied spaces divided by total spaces, rather than averaging individual lot percentages. Add the actual survey dates to the headings when available.*

Table 2. Public Off-Street Parking Utilization

Lot ID	Parking lot	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
108-2	SVEC Lease	61	16 (26.2%)	6 (9.8%)	11 (18.0%)
109-2	Lancaster Lane	32	17 (53.1%)	8 (25.0%)	23 (71.9%)
109-3	Creekside Commons	14	8 (57.1%)	2 (14.3%)	5 (35.7%)
110-2	N Broad Street	12	0 (0.0%)	0 (0.0%)	0 (0.0%)
111-6	Town Lot	30	4 (13.3%)	9 (30.0%)	12 (40.0%)
207-2	Ruffner W Page St	39	8 (20.5%)	3 (7.7%)	37 (94.9%)
207-8	VOGT Pl	35	15 (42.9%)	12 (34.3%)	14 (40.0%)
208-1	Depot	17	2 (11.8%)	4 (23.5%)	8 (47.1%)
208-2	Innlawn	20	6 (30.0%)	1 (5.0%)	4 (20.0%)
209-9	Virginia Ave / S Alley	10	3 (30.0%)	3 (30.0%)	6 (60.0%)
Total	**10 public lots**	**270**	**79 (29.3%)**	**48 (17.8%)**	**120 (44.4%)**

Utilization color legend: Below 50% 50% to <75% 75% to <85% 85% and above

The 10 public off-street parking lots provide 270 spaces, with combined utilization ranging from 17.8% during the weekday late-afternoon survey to 44.4% during the weekend midday survey. Weekday midday utilization was 29.3%. Although 150 spaces remained available during the busiest surveyed period, demand varied considerably by location, with Ruffner W Page Street reaching 94.9% utilization and Lancaster Lane reaching 71.9% on the weekend. These findings indicate substantial overall spare capacity during the observed periods, alongside localized concentrations of parking demand.

Table 3. Public On-Street Parking Utilization

Zone ID	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
112-7	15	5 (33.3%)	8 (53.3%)	3 (20.0%)
211-1	14	12 (85.7%)	14 (100.0%)	5 (35.7%)

Zone ID	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
111-9	20	2 (10.0%)	7 (35.0%)	14 (70.0%)
209-1	13	7 (53.8%)	10 (76.9%)	11 (84.6%)
109-5	14	7 (50.0%)	6 (42.9%)	10 (71.4%)
207-1	16	6 (37.5%)	5 (31.2%)	7 (43.8%)
107-4	8	0 (0.0%)	0 (0.0%)	2 (25.0%)
206-1	8	3 (37.5%)	1 (12.5%)	1 (12.5%)
105-3	10	4 (40.0%)	2 (20.0%)	4 (40.0%)
204-1	10	5 (50.0%)	2 (20.0%)	4 (40.0%)
103-6	6	3 (50.0%)	2 (33.3%)	3 (50.0%)
201-1	12	8 (66.7%)	3 (25.0%)	0 (0.0%)
Total	**146**	**62 (42.5%)**	**60 (41.1%)**	**64 (43.8%)**

Utilization color legend: Below 50% 50% to <75% 75% to <85% 85% and above

The 12 surveyed Main Street zones provide 146 on-street parking spaces, with combined utilization remaining relatively consistent at 42.5% during weekday midday, 41.1% during weekday late afternoon, and 43.8% during weekend midday. Although more than half of the spaces remained unoccupied during each survey, demand varied considerably between zones. Zone 211-1 reached full occupancy during weekday late afternoon, while Zone 209-1 reached 84.6% utilization during weekend midday. These findings indicate localized concentrations of demand despite substantial available capacity across the surveyed Main Street zones.

Table 4. Parking Utilization Per Study Zones 2026

Study zone	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
101	36	9 (25.0%)	10 (27.8%)	8 (22.2%)
102	23	8 (34.8%)	5 (21.7%)	7 (30.4%)
103	93	50 (53.8%)	50 (53.8%)	42 (45.2%)
104	49	13 (26.5%)	6 (12.2%)	7 (14.3%)
105	58	23 (39.7%)	26 (44.8%)	28 (48.3%)
106	64	9 (14.1%)	7 (10.9%)	6 (9.4%)
107	24	4 (16.7%)	3 (12.5%)	6 (25.0%)
108	132	39 (29.5%)	20 (15.2%)	25 (18.9%)

Study zone	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
109	60	32 (53.3%)	16 (26.7%)	38 (63.3%)
110	141	56 (39.7%)	55 (39.0%)	50 (35.5%)
111	131	19 (14.5%)	24 (18.3%)	28 (21.4%)
112	49	11 (22.4%)	11 (22.4%)	4 (8.2%)
201	27	9 (33.3%)	7 (25.9%)	5 (18.5%)
202	133	87 (65.4%)	54 (40.6%)	34 (25.6%)
203	4	0 (0.0%)	0 (0.0%)	0 (0.0%)
204	45	19 (42.2%)	9 (20.0%)	17 (37.8%)
205	90	53 (58.9%)	43 (47.8%)	20 (22.2%)
206	39	12 (30.8%)	16 (41.0%)	13 (33.3%)
207	186	61 (32.8%)	40 (21.5%)	65 (34.9%)
208	82	9 (11.0%)	6 (7.3%)	13 (15.9%)
209	128	44 (34.4%)	63 (49.2%)	81 (63.3%)
210	52	3 (5.8%)	0 (0.0%)	1 (1.9%)
211	113	41 (36.3%)	24 (21.2%)	17 (15.0%)
212	36	19 (52.8%)	9 (25.0%)	4 (11.1%)
213	27	1 (3.7%)	1 (3.7%)	0 (0.0%)
Total	**1,822**	**631 (34.6%)**	**505 (27.7%)**	**519 (28.5%)**

Parking utilization varied across the 25 study zones, with overall occupancy of 34.6% during weekday midday, 27.7% during weekday late afternoon, and 28.5% during weekend midday. Zone 202 recorded the highest weekday midday utilization at 65.4%, while Zones 109 and 209 had the highest weekend utilization, both at approximately 63.3%. Zones 203, 210, and 213 remained largely unused across all survey periods. These results indicate substantial unused capacity overall, although demand was concentrated in certain zones. Because the analysis includes both public and private parking, unused spaces may not be available to all downtown visitors.

4.2. Future Demand

Analysis of future conditions within this study is limited to application of a 1% per annum growth factor on demands witnessed in present day, and then re-computation of utilization rates for each parking lot within the study area for periods 5 and 10 years into the future. Resulting utilization rates for the years 2031 and 2036 are as follows:

Table 5. Parking Utilization Per Study Zones 2031

Study zone	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
101	36	10 (26.3%)	11 (29.2%)	9 (23.3%)
102	23	9 (36.5%)	6 (22.8%)	8 (32.0%)
103	93	53 (56.5%)	53 (56.5%)	45 (47.4%)
104	49	14 (27.9%)	7 (12.9%)	8 (15.0%)
105	58	25 (41.6%)	28 (47.1%)	30 (50.7%)
106	64	10 (14.8%)	8 (11.5%)	7 (9.8%)
107	24	5 (17.5%)	4 (13.1%)	7 (26.3%)
108	132	41 (31.0%)	21 (15.9%)	27 (19.9%)
109	60	34 (56.0%)	17 (28.0%)	40 (66.5%)
110	141	59 (41.7%)	58 (41.0%)	53 (37.2%)
111	131	20 (15.2%)	26 (19.2%)	30 (22.4%)
112	49	12 (23.6%)	12 (23.6%)	5 (8.6%)
201	27	10 (35.0%)	8 (27.2%)	6 (19.4%)
202	133	92 (68.7%)	57 (42.6%)	36 (26.8%)
203	4	0 (0.0%)	0 (0.0%)	0 (0.0%)
204	45	20 (44.3%)	10 (21.0%)	18 (39.7%)
205	90	56 (61.8%)	46 (50.2%)	21 (23.3%)
206	39	13 (32.3%)	17 (43.1%)	14 (35.0%)
207	186	65 (34.4%)	42 (22.6%)	69 (36.7%)
208	82	10 (11.5%)	7 (7.7%)	14 (16.6%)
209	128	47 (36.1%)	67 (51.7%)	86 (66.4%)
210	52	4 (6.1%)	0 (0.0%)	2 (2.0%)
211	113	44 (38.1%)	26 (22.3%)	18 (15.8%)
212	36	20 (55.4%)	10 (26.3%)	5 (11.7%)
213	27	2 (3.9%)	2 (3.9%)	0 (0.0%)
Total	**1,822**	**663 (36.4%)**	**531 (29.1%)**	**545 (29.9%)**

Assuming 1% annual linear growth and unchanged parking capacity, overall parking utilization in 2031 is projected to reach 36.4% during weekday midday, 29.1% during weekday late afternoon, and 29.9% during weekend midday. Zone 202 is expected to have the highest utilization at 68.7% during weekday midday, followed by Zones 109 and 209 at approximately 66% during weekend midday. These projections indicate substantial remaining capacity at the study-zone level, although individual parking facilities may experience higher demand, and unused private parking may not be available to the general public.

Table 6. Parking Utilization Per Study Zones 2036.

Study zone	Total spaces	Weekday 12–1 p.m.	Weekday 4:30–5:30 p.m.	Weekend 12–1 p.m.
101	36	10 (27.5%)	11 (30.6%)	9 (24.4%)
102	23	9 (38.3%)	6 (23.9%)	8 (33.5%)
103	93	55 (59.1%)	55 (59.1%)	47 (49.7%)
104	49	15 (29.2%)	7 (13.5%)	8 (15.7%)
105	58	26 (43.6%)	29 (49.3%)	31 (53.1%)
106	64	10 (15.5%)	8 (12.0%)	7 (10.3%)
107	24	5 (18.3%)	4 (13.8%)	7 (27.5%)
108	132	43 (32.5%)	22 (16.7%)	28 (20.8%)
109	60	36 (58.7%)	18 (29.3%)	42 (69.7%)
110	141	62 (43.7%)	61 (42.9%)	55 (39.0%)
111	131	21 (16.0%)	27 (20.2%)	31 (23.5%)
112	49	13 (24.7%)	13 (24.7%)	5 (9.0%)
201	27	10 (36.7%)	8 (28.5%)	6 (20.4%)
202	133	96 (72.0%)	60 (44.7%)	38 (28.1%)
203	4	0 (0.0%)	0 (0.0%)	0 (0.0%)
204	45	21 (46.4%)	10 (22.0%)	19 (41.6%)
205	90	59 (64.8%)	48 (52.6%)	22 (24.4%)
206	39	14 (33.8%)	18 (45.1%)	15 (36.7%)
207	186	68 (36.1%)	44 (23.7%)	72 (38.4%)
208	82	10 (12.1%)	7 (8.0%)	15 (17.4%)
209	128	49 (37.8%)	70 (54.1%)	90 (69.6%)
210	52	4 (6.3%)	0 (0.0%)	2 (2.1%)
211	113	46 (39.9%)	27 (23.4%)	19 (16.5%)
212	36	21 (58.1%)	10 (27.5%)	5 (12.2%)
213	27	2 (4.1%)	2 (4.1%)	0 (0.0%)
Total	**1,822**	**695 (38.1%)**	**556 (30.5%)**	**571 (31.3%)**

Assuming 1% annual linear growth and unchanged parking capacity, overall parking utilization in 2036 is projected to reach 38.1% during weekday midday, 30.5% during weekday late afternoon, and 31.3% during weekend midday. Zone 202 is expected to have the highest utilization at 72.0% during weekday midday, while Zones 109 and 209 are projected to reach approximately 70% during weekend midday. These projections indicate substantial remaining capacity at the study-zone level, although individual parking facilities may experience localized shortages, and unused private parking may not be available to the general public.

5. RECOMMENDATIONS

The following recommendations are intended to improve the use, accessibility, and management of existing public parking within Downtown Luray.

5.1. Optimized Efficiency

The Town should encourage greater use of already available off-street parking facilities, particularly in areas where existing parking lots have available capacity. Improving access and information about these facilities can help reduce pressure on higher demand on-street spaces, as discussed in the next section, but existing inventory can also be optimized for usage by other low-cost means. For instance, the Town should evaluate individual lots to ensure that spaces demarcated for short-term usage are appropriate. Low-utilization of time-restrictive (4-hour or other) spaces can create shortages for non-restrictive spaces, and if the short-duration spaces are largely unused, then the restrictions are unnecessary and introduce inefficiencies to the system. Similarly, non-restrictive spaces within core demand-heavy zones can create scarcity where availability is most needed. While beyond the scope of this study, a more detailed analysis is recommended to evaluate placement of time-restrictions spaces, potentially introducing more within the heaviest usage zones, while removing them in more peripheral zones.

Additionally, it may be feasible to permit general, business usage within existing governmental lots where excessive capacity exists. That permission would be most feasible through segregation of a lot, whereby a specific number of spaces, or area within a parking lot is still reserved for the specific governmental use (e.g., courthouse or USPS), while the other spaces are clearly marked specifically for general usage. A more detailed evaluation of the specific governmental uses may be needed to properly define appropriate segregation, but the generalized analysis of this report suggests that excessive capacity may be available for such repurposing.

5.2. Signage and wayfinding

Parking signage and wayfinding throughout the downtown area can be significantly improved. While signage is exemplary on Main St, there is too often little to no signage demarcating the actual lots at their entry points to distinguish between public and private lots. Unfamiliar visitors to Downtown are left to guess which lot is public vs private, which can lead to parking on private parcels and creating stress between property owners and visitors. In general, each public lot should be properly signed at the points

of entry to notify all comers of its availability. Examples of this form of signage, as found in the nearby City of Harrisonburg, are provided below for reference. Note that the signage indicates all restrictions that are present within the lot, as to avoid confusion and frustration when encountering a singular space with restriction notice after entering the lot.





Within lots, spaces should be marked, individually or by row, when the lot includes both restrictive and non-restrictive parking. When spaces exist that are reserved for singular entities/businesses, residual spaces should be clearly marked for general usage. Providing one form of signage (restrictive) without the other (non-restrictive) creates confusion and frustration among the unfamiliar, and should be avoided at all times.

Further, it is recommended that routine maintenance be performed to ensure that all signage is available and legible, to clearly communicate both availability and restrictions. Beyond those faded time-restrictive signs mentioned earlier in this report, other parking signage was found in failing conditions in various places within the study area, as depicted in the photos below.





Finally, some lots may allow for increased efficiency simply through formal marking of spaces. The Town-owned grass lot on 42A4-A-55 & 56 on N Broad St is a prime example. Currently, the lot incurs very little use on typical days; perhaps more during specialized events. Spaces are unmarked, which leads to vehicles occupying more space than would be typical. If the spaces were demarcated, however, upwards of 50 spaces may be made effectual without the sacrifice of on-site specimen trees (refer to exhibit on next page). While this parking is more remote than most in terms of proximity to core businesses on Mian

St, the adjacent sidewalk system does make this lot feasible for consideration. Demarcation does not necessarily mean surfacing and striping, though that is preferred; utilization of parking blocks / wheel stops is a lower-cost effort that could be employed as a temporary measure.



Figure 2 – N Broad St Parking Supply

5.3. Shared Parking

One option to increase additional capacity within areas of heaviest utilization is to explore public-private partnerships within surrounding businesses with lots that incur very little utilization during key timeframes. Total parking inventory is excessive throughout the Downtown area, and while that space may be used for redevelopment purposes in the future, growth trends suggest that will take considerable time, and that the parking could otherwise find better usage in the interim.

While specifics of any shared parking arrangements would have to be carefully developed through negotiations with the specific landowner(s), the end result could be increase of general-use parking capacity during peak hours, with preservation of user-specific parking during hours most critical to the private party. Creative private-public partnerships are not always simple in nature or easy to implement, but create cost-effective solutions that can be implemented quickly and create value for both parities involved. The Town has existing experience in such partnerships through employment of the public lot between E Main St and Cambell St to serve as a basis point for future negotiations.

A specific opportunity for such a partnership appears within parcel #42A11-A-147, located at 56 E Main St, which would serve as a logical extension of the public parking facility located between E Main St and Cambell St. While serving as the home of the Page Valley Market, which currently operates only on Saturdays, and an occasional food truck, the lot is heavily underutilized. Through resurfacing and striping, capacity is gauged to be roughly 14-18 spaces, depending on whether 1- or 2-way traffic is prioritized, with greater efficiency created with 1-way traffic (see exhibit on next page). Restrictive use could still be employed during principal events, while creating valuable capacity for general usage during other peak hours.





Figure 3 – 56 E Main St Parking (Maximized, One-Way Scenario)

Another opportunity presents itself with lots owned by the Luray Fire Department (42A11-A-141, 142, 143), located at 116 E Main. While just outside of the highest demand sub-areas of Downtown Luray, across the railroad tracks to the east, they still present very proximate opportunities for expansion. The lot on parcel 143 (shown in picture below) is presently striped for 32 spaces, and largely unused, with fire department parking apparently concentrated behind the fire station and across Firehouse Ln.



A third opportunity for exploration exists with the existing parking lot behind 1 E Main St, which is presently owned by the Luray Park Association and serves as parking for the Rebecca J Graves Regional Center for the Performing Arts of Luray. As events are limited in nature and largely outside of peak business hours, a partnership opportunity for a shared parking arrangement may be feasible. As this site was previously a bank, however, the long-term potential for adaptive re-use back into a traditional business with daytime parking needs should be considered in any agreement.

5.4. Potential parking expansion

Creation of new public lots, either through strategic acquisition and/or construction, is generally the most time consuming and costly option to explore, but remains an option nonetheless. Within the Downtown study area, parcel 42A4-A-51 (located behind 26 N Broad St) would appear to present a prime opportunity for expansion, as it is understood to be in excess of existing business needs. Field observations found public usage already employed, serving both E Main St patrons and Hawksbill Greenway visitors, which conveys a notion of appropriateness of use for both. The immediately adjacent parcel 42A11-A-23 presents an opportunity for partial acquisition and parking expansion, with upwards of 55+ spaces feasible.

A second option for new lot creation would be modification of the Fire Station parking lot mentioned in the previous section. With construction effort, this parcel's lot could be combined with parcels 141 and 142 (current graveled and grassed areas, not including any physical structures) to create a parking lot of 85+ total spaces, or 52+ net.



Figure 4 -N Broad St Parking

6. IMPLEMENTATION PLAN

As existing parking provisions within the Downtown Luray study area are deemed generally sufficient, there is no immediate warrant for significant resource allocation towards public parking expansion. Instead, it is recommended that the Town first focus any parking improvement efforts first on low-cost options, such as improved wayfinding and short-term parking restriction evaluation / modification. If significant increases are otherwise desired, it is recommended that shared parking arrangements be explored before new parcel acquisitions and/or parking lot construction efforts. Prioritization of all recommendations should be as follows:

Efficiency Improvement ($)

1.1 – Wayfinding Improvements

1.2 – Short-term Restriction Evaluation / Improvements

1.3 – N Broad St Lot Demarcation (Wheel Stops)

Shared Parking Arrangements ($$):

2.1 – 56 E Main St Lot

2.2 – Fire Department Lot

2.3 – 1 E Main St Lot

Acquisition / New Construction ($$$):

3.1 – 26 N Broad St Excess Lot

3.2 – Fire Station Excess Lot

3.3 – N Broad St Lot (Paving)

APPENDICES

APPENDIX A

(DATA COLLECTION SCOPE)

01 - Study Area:

The Downtown Luray Parking Study area includes the Town's downtown district, generally bounded by Mechanic Street to the north, Page Street and Cave Street to the south, Deford Avenue to the east, and Lee Street to the west. The study area contains the primary public parking amenities serving residents, businesses, employees, and visitors to Downtown Luray, including available on-street parking and public parking lots. Phase 1 of the study will focus on confirming the parking inventory, documenting parking restrictions and signage, and evaluating parking utilization during selected weekday and weekend peak periods using aerial imagery and field verification.

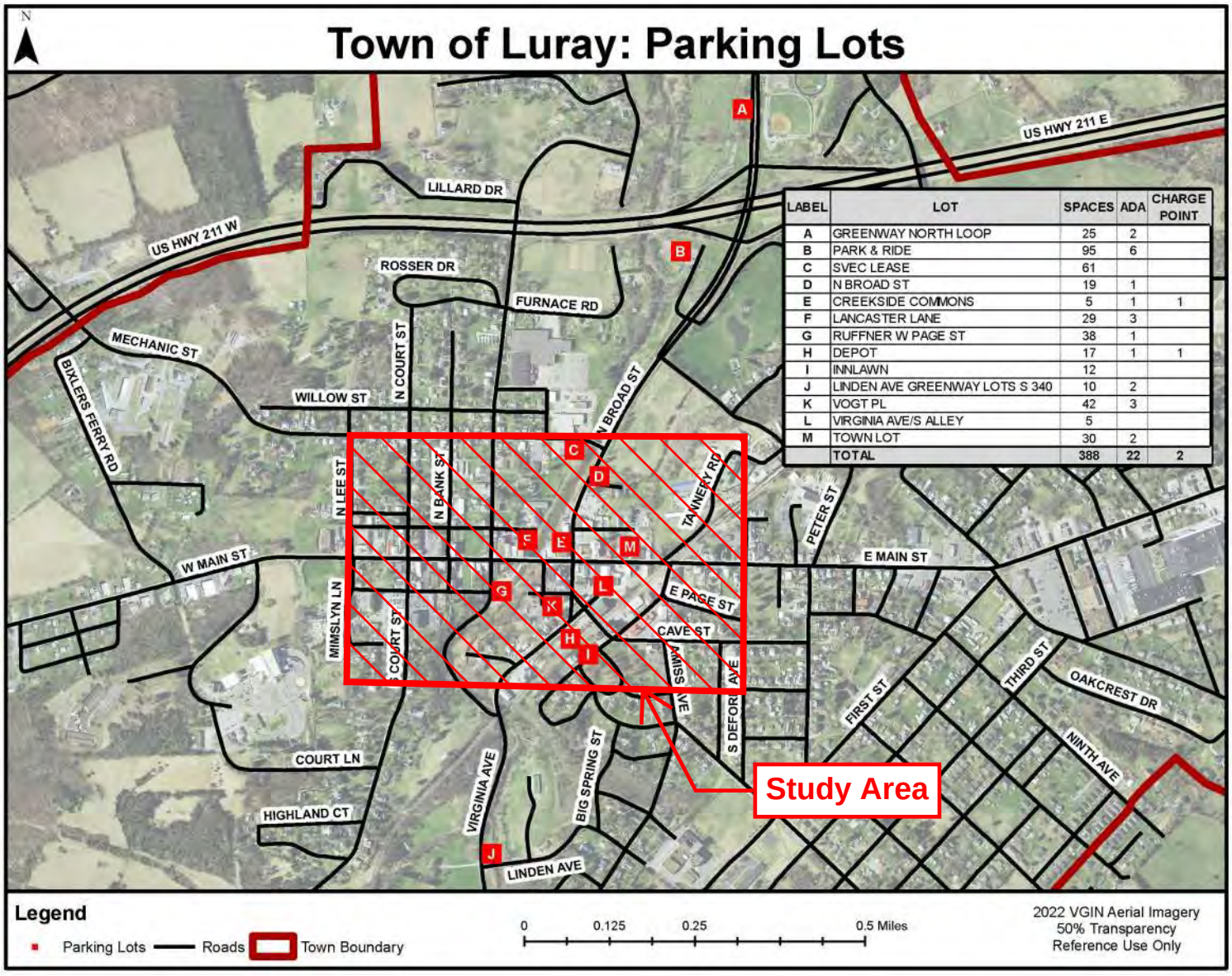


Figure 1. Study Area

02 - Items to Confirm Prior to Aerial Photography:

2.1 Final Study Area Limits

Confirm the study boundary shown in the Figure 1.

2.2 Recommended Weekday Count

Confirm conducting the weekday aerial parking count on **Friday, May 29, 2026, from 4:30–5:30 PM**

(*expected to capture the transition between daytime business activity and early evening restaurant, retail, and visitor demand.)*

Optional Weekday Mid-Day Peak Hour – 12:00–1:00 PM

(*because it is expected to capture lunch, business, public-service, and short-term visitor activity within Downtown)*

2.3 Recommended Weekend Count

Confirm conducting the weekday aerial parking count on **May 30, 2026, from 12:00–1:00 PM**

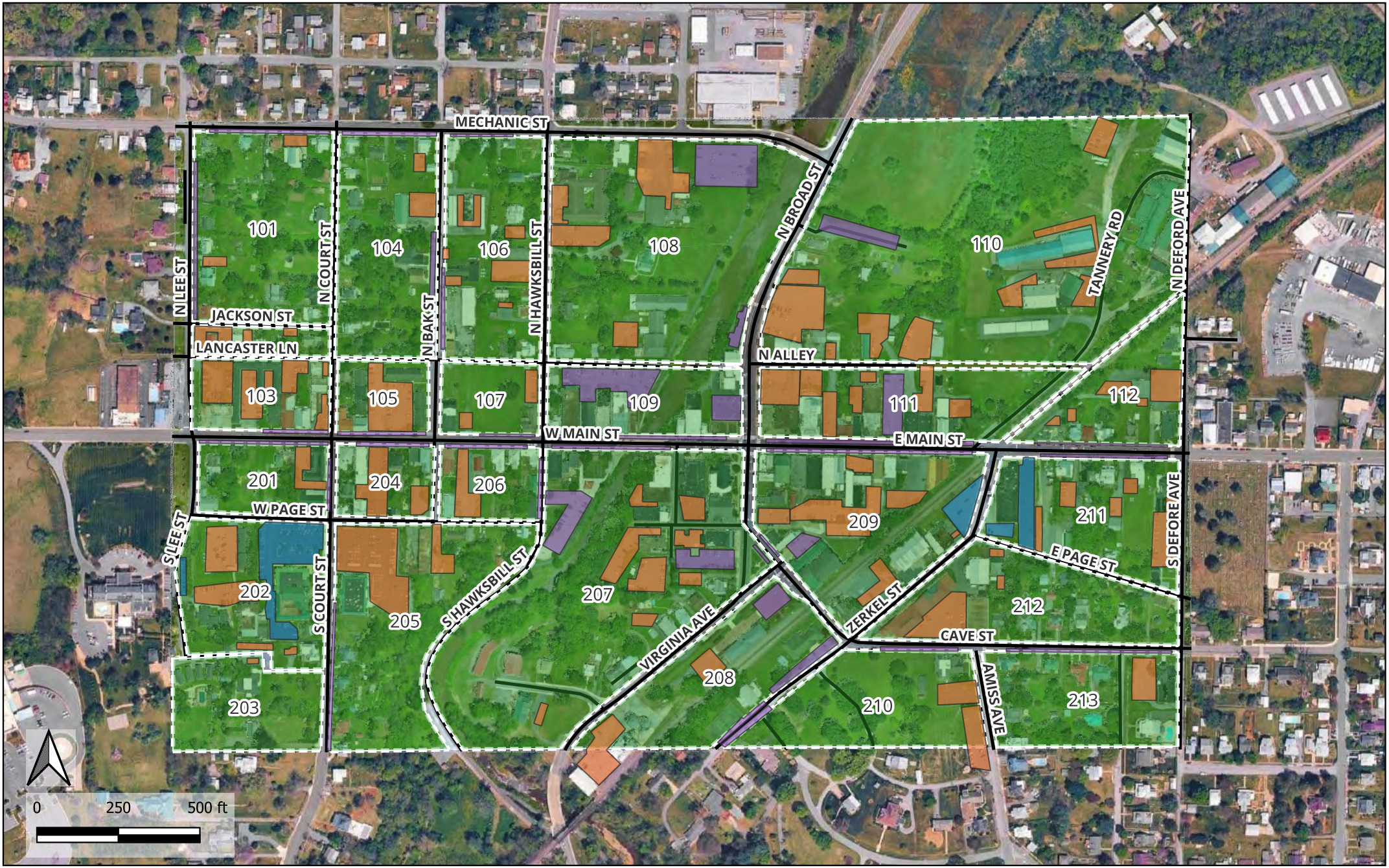
(is expected to capture peak weekend activity associated with lunch, retail, visitor, and tourism-related trips.)

2.4 Photo Collection Frequency

Confirm taking one snapshot aerial photo during approved time window to identify the peak parking condition.

APPENDIX B

(MAPS)



TOWN OF LURAY DOWNTONW PARKING STUDY	Parking Analysis Zones Map Name	Cosultants:	Client:



TOWN OF LURAY DOWNTONW PARKING STUDY	Parking Lots by Owner Map Name	Monteverde Engineering & Design Studio RACEY ENGINEERING Cosultants:	TOWN OF LURAY VIRGINIA Client:



TOWN OF LURAY DOWNTONW PARKING STUDY	Parking Analysis Zones Map Name	Monteverde Engineering & Design Studio RACEY ENGINEERING Cosultants:	Client:



TOWN OF LURAY DOWNTONW PARKING STUDY	Parking Analysis Zones Map Name	Cosultants:	Client:



TOWN OF LURAY DOWNTONW PARKING STUDY	Parking Analysis Zones Map Name	Monteverde Engineering & Design Studio RACEY ENGINEERING Cosultants:	TOWN OF LURAY VIRGINIA Client:

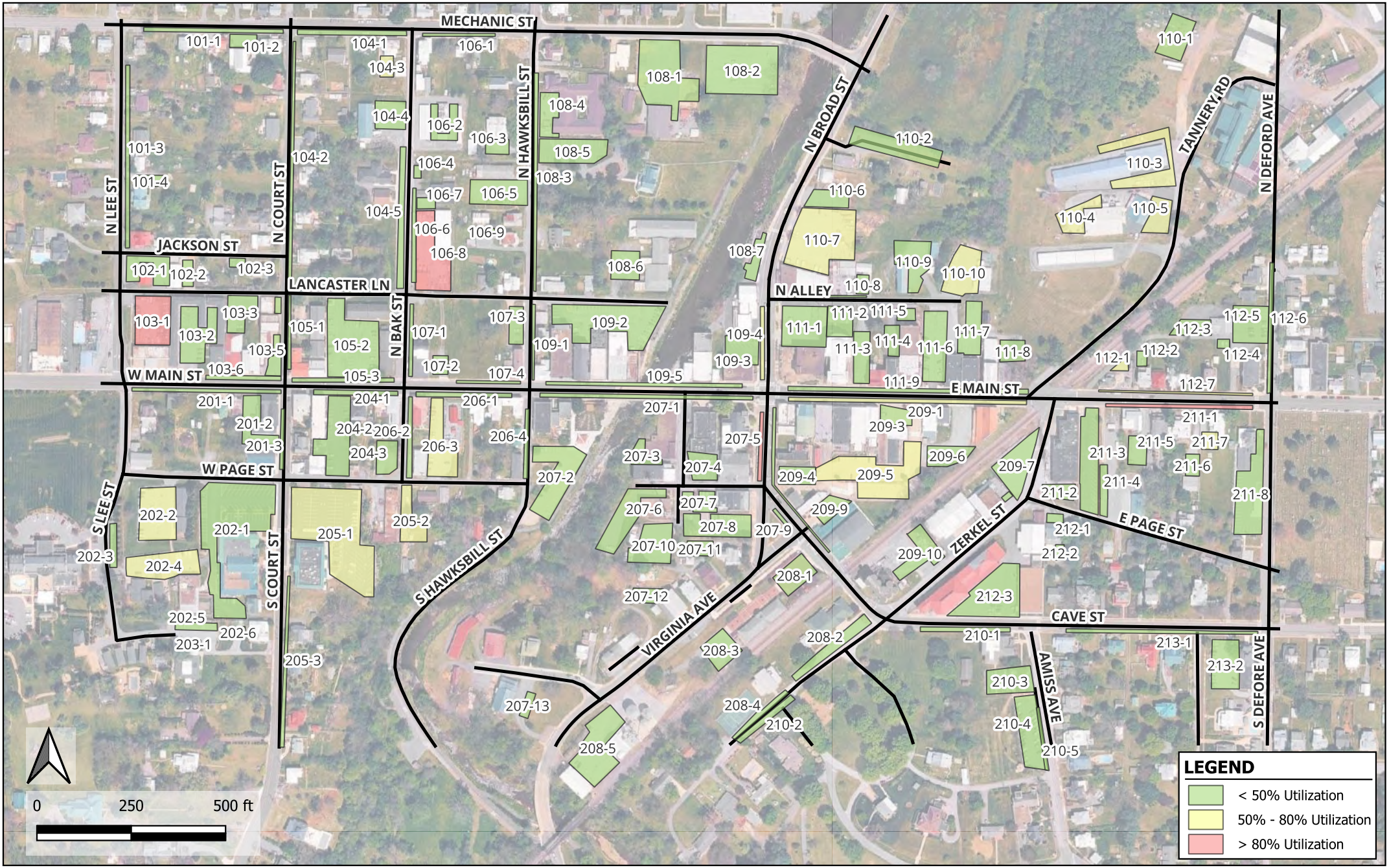
APPENDIX C

(UTILIZATION DATA)

LotNm	LotID	TotalSpace	ADA	Week Day 12:00 - 1:00pm	Week Day 12:00 - 1:00pm Utilization	Week Day 4:30 - 5:30pm	Week Day 4:30 - 5:30pm Utilization	Weekend 12:00 - 01:00pm	Weekend 12:00 - 01:00pm Utilization	Parking Lot Type	Ownership	Description
	101-1	10	0	2	20	4	40	1	10	On-Street	Public	
	101-2	4	1	2	50	2	50	2	50	Off-Street	Private	HOKE SERVICES LLC
	101-3	15	0	3	20	1	7	3	20	On-Street	Public	
	101-4	7	0	2	29	3	43	2	29	Off-Street	Private	IBR CORPORATION
	102-1	14	0	5	36	3	21	3	21	Off-Street	Private	JENKINS ROBERT M III
	102-2	5	0	0	0	0	0	0	0	Off-Street	Private	BROWN ROBERT C
	102-3	4	0	3	75	2	50	4	100	Off-Street	Private	CUSTER TERRY W & SUSAN
	103-1	30	0	28	93	30	100	30	100	Off-Street	Private	TURNER FRANKLIN STEVEN & PAMELA KAY
	103-2	28	0	5	18	8	29	5	18	Off-Street	Private	MA HOSPITALITY LLC
	103-3	17	0	11	65	7	41	2	12	Off-Street	Private	TCCJ HOLDINGS LLC
	103-4	4	0	0	0	1	25	0	0	Off-Street	Private	JUDD WALTER P
	103-5	8	0	3	37	2	25	2	25	Off-Street	Private	JUDD WALTER P
	103-6	6	0	3	50	2	33	3	50	On-Street	Public	
	104-1	7	0	0	0	1	14	2	28	On-Street	Public	
	104-3	5	0	2	40	3	60	3	60	Off-Street	Private	HOKE SERVICES LLC
	104-4	11	0	3	27	1	9	1	9	Off-Street	Private	PAGE ONE OF PAGE COUNTY
	104-5	26	1	8	31	1	4	1	4	On-Street	Public	
	105-1	48	0	19	40	24	50	24	50	Off-Street	Private	IBR CORPORATION
	105-3	10	0	4	40	2	20	4	40	On-Street	Public	
	106-1	5	0	0	0	0	0	0	0	On-Street	Public	
	106-2	9	0	0	0	0	0	0	0	Off-Street	Private	CHU YIU FAI
	106-3	6	0	1	17	1	17	0	0	Off-Street	Private	JEWELL GWYNNE J
	106-4	3	0	1	33	0	0	0	0	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-5	26	0	5	19	5	19	6	23	Off-Street	Private	
	106-6	7	0	2	28	0	0	0	0	On-Street	Public	
	106-7	4	0	0	0	0	0	0	0	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-8	4	0	0	0	1	25	0	0	Off-Street	Private	DGK INC
	107-1	5	0	1	20	1	20	1	20	Off-Street	Private	WIN WEALTH LLC
	107-2	11	0	3	27	2	18	3	27	Off-Street	Private	LIONBERGER BROTHERS LLC
	107-4	8	0	0	0	0	0	2	25	On-Street	Public	
	108-1	20	0	6	30	4	20	6	30	Off-Street	Private	LANCASTER LEROY C & BONNIE P
SVEC LEASE	108-2	61	0	16	26	6	10	11	18	Off-Street	Public	Not Available
	108-4	12	1	5	42	3	25	1	8	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-5	23	2	9	39	6	26	7	30	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-6	10	0	2	20	0	0	0	0	Off-Street	Private	RUTT ENTERPRISES LLC
	108-7	6	1	1	17	1	17	0	0	On-Street	Public	TOWN OF LURAY VIRGINIA
LANCASTER LANE	109-2	32	4	17	53	8	25	23	72	Off-Street	Public	TOWN OF LURAY
CREEKSIDE COMMONS	109-3	14	1	8	57	2	14	5	36	Off-Street	Public	JLK MANAGEMENT LLC
	109-5	14	0	7	50	6	43	10	71	On-Street	Public	
	110-1	30	0	9	30	9	30	9	30	Off-Street	Private	MOTEL INC
	110-10	13	0	7	54	9	69	8	62	Off-Street	Private	
N BROAD STREET	110-2	12	0	0	0	0	0	0	0	Off-Street	Public	TOWN OF LURAY
	110-3	20	0	10	50	11	55	11	55	Off-Street	Private	DOVEL JAMES G JR
	110-4	11	0	8	73	7	64	7	64	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-5	6	1	3	50	4	67	3	50	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-6	16	0	0	0	1	6	1	6	Off-Street	Private	AYALA JOSE & IRENE GUADALUPE CRUZ DE
N BROAD STREET	110-7	21	1	12	57	11	52	8	38	Off-Street	Private	FOMOCO HOLDINGS LLC
	110-8	4	0	3	75	1	25	1	25	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	110-9	8	0	4	50	2	25	2	25	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	111-1	32	1	2	6	3	9	0	0	Off-Street	Private	LURAY PARK ASSOCIATION

LotNm	LotID	TotalSpace	ADA	Week Day 12:00 - 1:00pm	Week Day 12:00 - 1:00pm Utilization	Week Day 4:30 - 5:30pm	Week Day 4:30 - 5:30pm Utilization	Weekend 12:00 - 01:00pm	Weekend 12:00 - 01:00pm Utilization	Parking Lot Type	Ownership	Description
	111-2	8	0	1	13	1	13	0	0	Off-Street	Private	MAIN ST BAPTIST CHURCH
	111-3	9	3	3	33	1	11	0	0	Off-Street	Private	MAIN STREET BAPTIST CHURCH OF LURAY
	111-4	6	0	0	0	0	0	2	33	Off-Street	Private	HOKE ENTERPRISE LLC
	111-5	4	0	0	0	0	0	0	0	Off-Street	Private	HOKE ENTERPRISE LLC
TOWN LOT	111-6	30	2	4	13	9	30	12	40	Off-Street	Public	TOWN OF LURAY
	111-7	12	0	5	42	3	25	0	0	Off-Street	Private	SLUSSER TAMMY C & FALTER ROBERT W
	111-8	10	0	2	20	0	0	0	0	Off-Street	Private	THE STORAGE PLACE LLC
	111-9	20	0	2	10	7	35	14	70	On-Street	Public	
	112-1	3	0	0	0	2	67	1	33	Off-Street	Private	NS WEALTH LLC
	112-2	3	0	0	0	0	0	0	0	Off-Street	Private	O'DWYER BRIAN O'DWYER JANICE
	112-3	8	0	4	50	1	13	0	0	Off-Street	Private	MCGRADY DOW N JR & SHUMA R
	112-4	4	0	2	50	0	0	0	0	Off-Street	Private	MCGRADY DOW N & SHUMA R
	112-5	16	0	0	0	0	0	0	0	Off-Street	Private	MCGRADY DOW N JR & MARY C/O THE BRADLEY FUNERAL HOME PO BOX 44
	112-7	15	0	5	33	8	53	3	20	On-Street	Public	
	201-1	12	0	8	67	3	25	0	0	On-Street	Public	
	201-2	10	0	0	0	2	20	3	30	Off-Street	Private	THE LAURANCE LLC
	201-3	5	0	1	20	2	40	2	40	On-Street	Public	
	202-1	64	4	43	67	23	36	3	5	Off-Street	Government	PAGE CO OFFICE BLDG-OLD JAIL
	202-2	17	1	16	94	10	59	10	59	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	202-3	11	0	5	45	3	27	6	55	Off-Street	Government	PAGE CO JAIL
	202-4	29	2	20	69	16	55	11	38	Off-Street	Private	
	202-5	8	0	2	25	2	25	4	50	Off-Street	Private	MIMSLYN PROPERTIES LLC
	202-6	4	0	1	25	0	0	0	0	Off-Street	Private	MIMSLYN PROPERTIES LLC
	203-1	4	0	0	0	0	0	0	0	Off-Street	Private	MIMSLYN PROPERTIES LLC
	204-1	10	0	5	50	2	20	4	40	On-Street	Public	
	204-2	25	1	14	56	7	28	13	52	Off-Street	Private	NOT AVAILABLE
	204-3	10	0	0	0	0	0	0	0	Off-Street	Private	IBR CORP
	205-1	72	4	47	65	37	51	11	15	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	205-2	8	0	5	63	5	63	7	88	Off-Street	Private	FARMER JEREMY W & DONALD W II
	205-3	10	0	1	10	1	10	2	20	On-Street	Public	
	206-1	8	0	3	37	1	12	1	12	On-Street	Public	
	206-3	23	0	8	35	13	57	8	35	Off-Street	Private	WEST MAIN MARKET INVESTMENT GROUP LLC
	206-4	8	0	1	12	2	25	4	50	On-Street	Public	
	207-1	16	0	6	37	5	31	7	44	On-Street	Public	
	207-10	21	0	11	52	6	29	1	5	Off-Street	Private	HOAK DALE H
	207-11	8	0	0	0	0	0	0	0	Off-Street	Private	JLK MANAGEMENT LLC
	207-12	9	0	0	0	0	0	0	0	Off-Street	Private	MT CARMEL PRIMITIVE BAPTIST CHURCH
	207-13	5	0	0	0	0	0	0	0	Off-Street	Private	ROWLES MICHAEL D & SHARI E
RUFFNER W PAGE ST	207-2	39	1	8	21	3	8	37	95	Off-Street	Public	TOWN OF LURAY
	207-3	10	0	6	60	1	10	2	20	Off-Street	Private	RANNOCH ENTERPRISES LLC
	207-4	13	2	7	54	5	38	2	15	Off-Street	Private	PAGE VALLEY NATIONAL BANK
	207-6	20	0	6	30	5	25	0	0	Off-Street	Private	
	207-7	7	0	1	14	3	43	2	29	Off-Street	Private	
VOGT PL	207-8	35	1	15	43	12	34	14	40	Off-Street	Public	UNITED STATES GOVERNMENT
	207-9	3	0	1	33	0	0	0	0	On-Street	Public	
DEPOT	208-1	17	1	2	12	4	24	8	47	Off-Street	Public	TOWN OF LURAY VIRGINIA
INNLAWN	208-2	20	1	6	30	1	5	4	20	Off-Street	Public	
	208-3	14	0	0	0	0	0	0	0	Off-Street	Private	Not Available
	208-4	6	2	0	0	0	0	0	0	On-Street	Public	

LotNm	LotID	TotalSpace	ADA	Week Day 12:00 - 1:00pm	Week Day 12:00 - 1:00pm Utilization	Week Day 4:30 - 5:30pm	Week Day 4:30 - 5:30pm Utilization	Weekend 12:00 - 01:00pm	Weekend 12:00 - 01:00pm Utilization	Parking Lot Type	Ownership	Description
	208-5	25	0	1	4	1	4	1	4	Off-Street	Private	ROWLES MICHAEL D & SHARI E
	209-1	13	0	7	54	10	77	11	85	On-Street	Public	
	209-10	9	0	4	44	4	44	5	55	Off-Street	Private	JUDD REGINALD D
	209-2	4	0	0	0	0	0	0	0	on-street	Public	
	209-3	10	0	4	40	2	20	4	40	Off-Street	Private	32 E MAIN STREET LLC
VIRGINIA AVE/S ALLEY	209-4	9	0	3	33	3	33	4	44	Off-Street	Private	IBR CORP
	209-5	43	3	19	44	32	74	41	95	Off-Street	Private	32 E MAIN STREET LLC
	209-6	10	0	0	0	1	10	4	40	Off-Street	Private	56 E MAIN STREET LLC
	209-7	17	2	3	18	8	47	6	35	Off-Street	Government	LURAY FIRE DEPARTMENT
	209-8	3	0	1	33	0	0	0	0	Off-Street	Private	
Virginia Ave / S Alley	209-9	10	0	3	30	3	30	6	60	Off-Street	Public	HOKE SERVICES LLC
	210-1	6	0	2	33	0	0	0	0	On-Street	Public	
	210-2	3	2	0	0	0	0	0	0	On-Street	Public	
	210-3	13	4	0	0	0	0	0	0	Off-Street	Private	TRUSTEES OF THE LURAY CHRISTIAN
	210-4	30	1	1	3	0	0	1	3	Off-Street	Private	TRUSTEES OF CHRIST EPISCOPAL
	211-1	14	0	12	86	14	100	5	36	On-Street	Public	
	211-2	10	0	2	20	1	10	2	20	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-3	30	0	1	3	2	7	2	7	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-4	10	0	0	0	0	0	0	0	Off-Street	Private	
	211-5	8	0	4	50	3	38	2	25	Off-Street	Private	TURN KEY PROPERTIES VA LLC
	211-6	7	0	1	14	1	14	1	14	Off-Street	Private	BEMENT MATTHEW R & JANINA
	211-7	4	0	1	25	3	75	1	25	Off-Street	Private	BRIAR LAINE INC
	211-8	30	3	20	67	0	0	4	13	Off-Street	Private	ADAM REAL ESTATE CORPORATION
	212-1	4	0	1	25	0	0	1	25	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-2	4	0	1	25	0	0	0	0	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-3	28	3	17	61	9	32	3	11	Off-Street	Private	BAUGHAN LOWELL B & PEYTON B
	213-1	10	0	1	10	1	10	0	0	On-Street	Public	
	213-2	17	0	0	0	0	0	0	0	Off-Street	Private	NEW DIRECTION COMMUNITY CHURCH



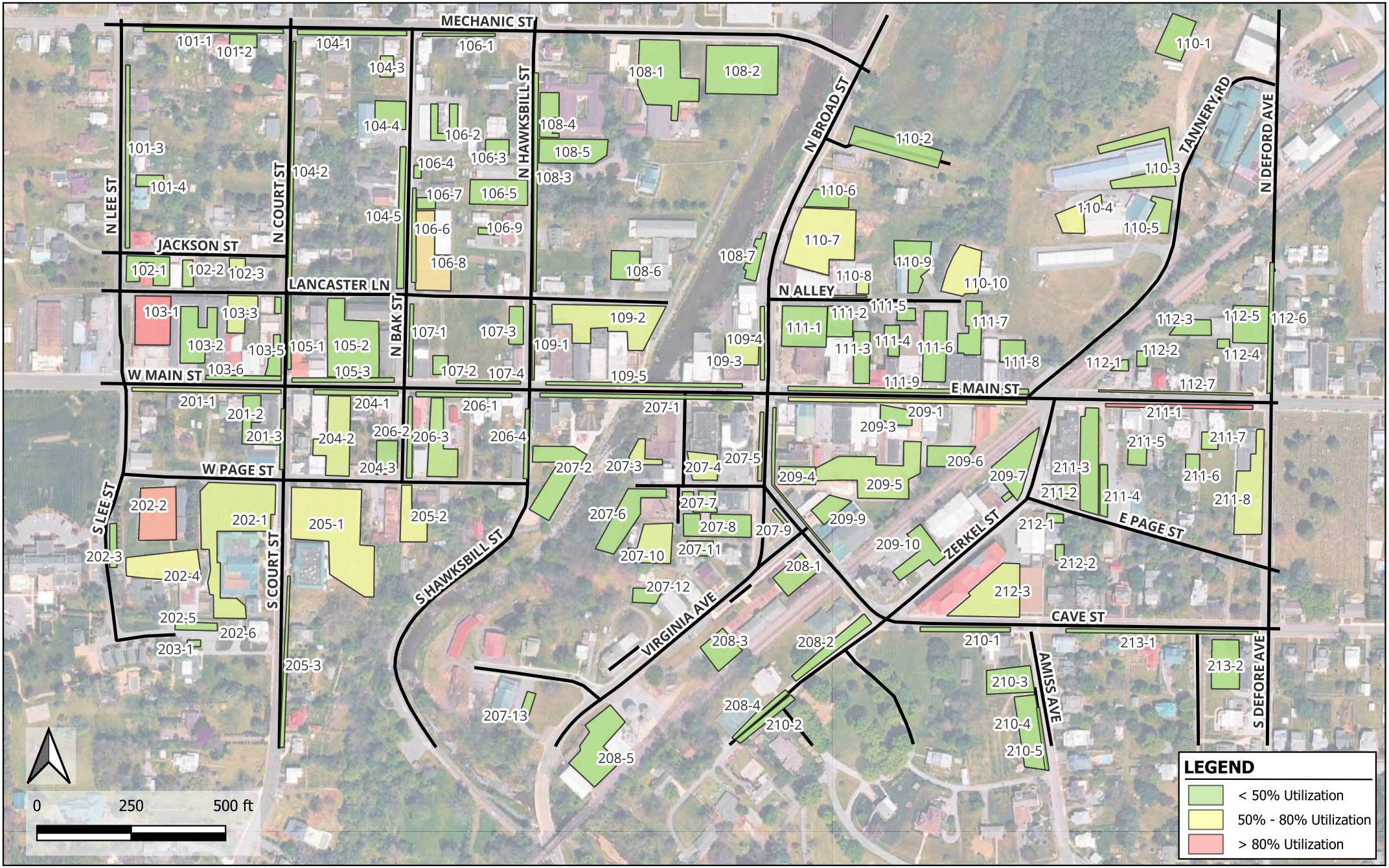
TOWN OF LURAY DOWNTONW PARKING STUDY

Weekday Evening Parking Utilization

Map Name

Cosultants: Monteverde Engineering & Design Studio; RACEY ENGINEERING

Client: TOWN OF LURAY VIRGINIA



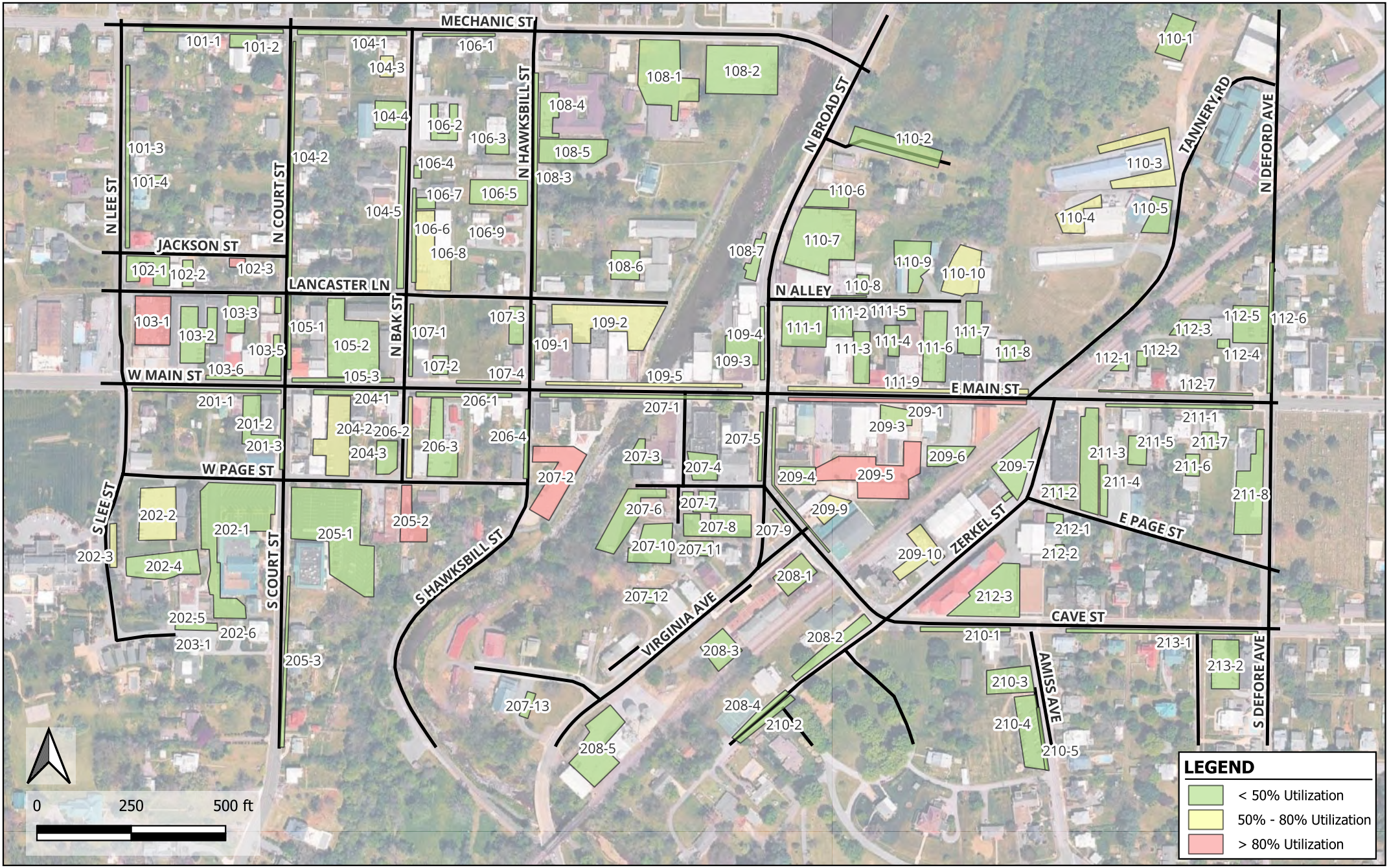
TOWN OF LURAY DOWNTONW PARKING STUDY

Weekday Midday Parking Utilization

Map Name

Cosultants: Monteverde Engineering & Design Studio; RACEY ENGINEERING

Client: TOWN OF LURAY VIRGINIA



TOWN OF LURAY DOWNTONW PARKING STUDY

Weekend Midday Parking Utilization

Map Name

Cosultants:

Client:

Luray parking utilization — 2031

Baseline year	2026	Projected occupied-space demand = baseline occupied spaces × (1 + annual growth × years).
Projection year	2031	Capacity and ADA spaces remain unchanged. All public/private and on/off-street lots are included.
Annual linear growth	1.0%	Fractional spaces are retained to avoid rounding bias. Utilization = projected demand ÷ capacity.
Years of growth	5	Utilization above 100% indicates demand exceeding capacity, not physically occupied spaces.
Growth multiplier	1.05×	Source counts are used to recalculate rates; rounded baseline utilization percentages are not grown.

All lots total		**1822**	**57**	**662.55**	**36.4%**	**530.25**	**29.1%**	**544.95**	**29.9%**		

LotNm	LotID	TotalSpace	ADA	Week Day 12:00 -1:00pm Projected occupied spaces	Week Day 12:00 -1:00pm Utilization	Week Day 4:30 - 5:30pm Projected occupied spaces	Week Day 4:30 - 5:30pm Utilization	Weekend 12:00 - 01:00pm Projected occupied spaces	Weekend 12:00 - 01:00pm Utilization	Parking Lot Type	Ownership	Description
	101-1	10	0	2.10	21.0%	4.20	42.0%	1.05	10.5%	On-Street	Public	
	101-2	4	1	2.10	52.5%	2.10	52.5%	2.10	52.5%	Off-Street	Private	HOKE SERVICES LLC
	101-3	15	0	3.15	21.0%	1.05	7.0%	3.15	21.0%	On-Street	Public	
	101-4	7	0	2.10	30.0%	3.15	45.0%	2.10	30.0%	Off-Street	Private	IBR CORPORATION
	102-1	14	0	5.25	37.5%	3.15	22.5%	3.15	22.5%	Off-Street	Private	JENKINS ROBERT M III
	102-2	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	BROWN ROBERT C
	102-3	4	0	3.15	78.8%	2.10	52.5%	4.20	105.0%	Off-Street	Private	CUSTER TERRY W & SUSAN
	103-1	30	0	29.40	98.0%	31.50	105.0%	31.50	105.0%	Off-Street	Private	TURNER FRANKLIN STEVEN & PAMELA KAY
	103-2	28	0	5.25	18.8%	8.40	30.0%	5.25	18.8%	Off-Street	Private	MA HOSPITALITY LLC
	103-3	17	0	11.55	67.9%	7.35	43.2%	2.10	12.4%	Off-Street	Private	TCCJ HOLDINGS LLC
	103-4	4	0	0.00	0.0%	1.05	26.3%	0.00	0.0%	Off-Street	Private	JUDD WALTER P
	103-5	8	0	3.15	39.4%	2.10	26.3%	2.10	26.3%	Off-Street	Private	JUDD WALTER P
	103-6	6	0	3.15	52.5%	2.10	35.0%	3.15	52.5%	On-Street	Public	
	104-1	7	0	0.00	0.0%	1.05	15.0%	2.10	30.0%	On-Street	Public	
	104-3	5	0	2.10	42.0%	3.15	63.0%	3.15	63.0%	Off-Street	Private	HOKE SERVICES LLC
	104-4	11	0	3.15	28.6%	1.05	9.5%	1.05	9.5%	Off-Street	Private	PAGE ONE OF PAGE COUNTY
	104-5	26	1	8.40	32.3%	1.05	4.0%	1.05	4.0%	On-Street	Public	
	105-1	48	0	19.95	41.6%	25.20	52.5%	25.20	52.5%	Off-Street	Private	IBR CORPORATION
	105-3	10	0	4.20	42.0%	2.10	21.0%	4.20	42.0%	On-Street	Public	
	106-1	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	106-2	9	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	CHU YIU FAI
	106-3	6	0	1.05	17.5%	1.05	17.5%	0.00	0.0%	Off-Street	Private	JEWELL GWYNNE J
	106-4	3	0	1.05	35.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-5	26	0	5.25	20.2%	5.25	20.2%	6.30	24.2%	Off-Street	Private	
	106-6	7	0	2.10	30.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	106-7	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-8	4	0	0.00	0.0%	1.05	26.3%	0.00	0.0%	Off-Street	Private	DGK INC
	107-1	5	0	1.05	21.0%	1.05	21.0%	1.05	21.0%	Off-Street	Private	WIN WEALTH LLC
	107-2	11	0	3.15	28.6%	2.10	19.1%	3.15	28.6%	Off-Street	Private	LIONBERGER BROTHERS LLC
	107-4	8	0	0.00	0.0%	0.00	0.0%	2.10	26.3%	On-Street	Public	
	108-1	20	0	6.30	31.5%	4.20	21.0%	6.30	31.5%	Off-Street	Private	LANCASTER LEROY C & BONNIE P
SVEC LEASE	108-2	61	0	16.80	27.5%	6.30	10.3%	11.55	18.9%	Off-Street	Public	Not Available
	108-4	12	1	5.25	43.8%	3.15	26.3%	1.05	8.8%	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-5	23	2	9.45	41.1%	6.30	27.4%	7.35	32.0%	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-6	10	0	2.10	21.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	RUTT ENTERPRISES LLC
	108-7	6	1	1.05	17.5%	1.05	17.5%	0.00	0.0%	On-Street	Public	TOWN OF LURAY VIRGINIA
LANCASTER LANE	109-2	32	4	17.85	55.8%	8.40	26.3%	24.15	75.5%	Off-Street	Public	TOWN OF LURAY
CREEKSIDE COMMONS	109-3	14	1	8.40	60.0%	2.10	15.0%	5.25	37.5%	Off-Street	Public	JLK MANAGEMENT LLC
	109-5	14	0	7.35	52.5%	6.30	45.0%	10.50	75.0%	On-Street	Public	
	110-1	30	0	9.45	31.5%	9.45	31.5%	9.45	31.5%	Off-Street	Private	MOTEL INC
	110-10	13	0	7.35	56.5%	9.45	72.7%	8.40	64.6%	Off-Street	Private	
N BROAD STREET	110-2	12	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Public	TOWN OF LURAY
	110-3	20	0	10.50	52.5%	11.55	57.8%	11.55	57.8%	Off-Street	Private	DOVEL JAMES G JR

	110-4	11	0	8.40	76.4%	7.35	66.8%	7.35	66.8%	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-5	6	1	3.15	52.5%	4.20	70.0%	3.15	52.5%	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-6	16	0	0.00	0.0%	1.05	6.6%	1.05	6.6%	Off-Street	Private	AYALA JOSE & IRENE GUADALUPE CRUZ DE
N BROAD STREET	110-7	21	1	12.60	60.0%	11.55	55.0%	8.40	40.0%	Off-Street	Private	FOMOCO HOLDINGS LLC
	110-8	4	0	3.15	78.8%	1.05	26.3%	1.05	26.3%	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	110-9	8	0	4.20	52.5%	2.10	26.3%	2.10	26.3%	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	111-1	32	1	2.10	6.6%	3.15	9.8%	0.00	0.0%	Off-Street	Private	LURAY PARK ASSOCIATION
	111-2	8	0	1.05	13.1%	1.05	13.1%	0.00	0.0%	Off-Street	Private	MAIN ST BAPTIST CHURCH
	111-3	9	3	3.15	35.0%	1.05	11.7%	0.00	0.0%	Off-Street	Private	MAIN STREET BAPTIST CHURCH OF LURAY
	111-4	6	0	0.00	0.0%	0.00	0.0%	2.10	35.0%	Off-Street	Private	HOKE ENTERPRISE LLC
	111-5	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	HOKE ENTERPRISE LLC
TOWN LOT	111-6	30	2	4.20	14.0%	9.45	31.5%	12.60	42.0%	Off-Street	Public	TOWN OF LURAY
	111-7	12	0	5.25	43.8%	3.15	26.3%	0.00	0.0%	Off-Street	Private	SLUSSER TAMMY C & FALTER ROBERT W
	111-8	10	0	2.10	21.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	THE STORAGE PLACE LLC
	111-9	20	0	2.10	10.5%	7.35	36.8%	14.70	73.5%	On-Street	Public	
	112-1	3	0	0.00	0.0%	2.10	70.0%	1.05	35.0%	Off-Street	Private	NS WEALTH LLC
	112-2	3	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	O'DWYER BRIAN O'DWYER JANICE
	112-3	8	0	4.20	52.5%	1.05	13.1%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N JR & SHUMA R
	112-4	4	0	2.10	52.5%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N & SHUMA R
	112-5	16	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N JR & MARY C/O THE BRADLEY FUNERAL HOME PO BOX 44
	112-7	15	0	5.25	35.0%	8.40	56.0%	3.15	21.0%	On-Street	Public	
	201-1	12	0	8.40	70.0%	3.15	26.3%	0.00	0.0%	On-Street	Public	
	201-2	10	0	0.00	0.0%	2.10	21.0%	3.15	31.5%	Off-Street	Private	THE LAURANCE LLC
	201-3	5	0	1.05	21.0%	2.10	42.0%	2.10	42.0%	On-Street	Public	
	202-1	64	4	45.15	70.5%	24.15	37.7%	3.15	4.9%	Off-Street	Government	PAGE CO OFFICE BLDG-OLD JAIL
	202-2	17	1	16.80	98.8%	10.50	61.8%	10.50	61.8%	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	202-3	11	0	5.25	47.7%	3.15	28.6%	6.30	57.3%	Off-Street	Government	PAGE CO JAIL
	202-4	29	2	21.00	72.4%	16.80	57.9%	11.55	39.8%	Off-Street	Private	
	202-5	8	0	2.10	26.3%	2.10	26.3%	4.20	52.5%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	202-6	4	0	1.05	26.3%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	203-1	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	204-1	10	0	5.25	52.5%	2.10	21.0%	4.20	42.0%	On-Street	Public	
	204-2	25	1	14.70	58.8%	7.35	29.4%	13.65	54.6%	Off-Street	Private	NOT AVAILABLE
	204-3	10	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	IBR CORP
	205-1	72	4	49.35	68.5%	38.85	54.0%	11.55	16.0%	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	205-2	8	0	5.25	65.6%	5.25	65.6%	7.35	91.9%	Off-Street	Private	FARMER JEREMY W & DONALD W II
	205-3	10	0	1.05	10.5%	1.05	10.5%	2.10	21.0%	On-Street	Public	
	206-1	8	0	3.15	39.4%	1.05	13.1%	1.05	13.1%	On-Street	Public	
	206-3	23	0	8.40	36.5%	13.65	59.3%	8.40	36.5%	Off-Street	Private	WEST MAIN MARKET INVESTMENT GROUP LLC
	206-4	8	0	1.05	13.1%	2.10	26.3%	4.20	52.5%	On-Street	Public	
	207-1	16	0	6.30	39.4%	5.25	32.8%	7.35	45.9%	On-Street	Public	
	207-10	21	0	11.55	55.0%	6.30	30.0%	1.05	5.0%	Off-Street	Private	HOAK DALE H
	207-11	8	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	JLK MANAGEMENT LLC
	207-12	9	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MT CARMEL PRIMITIVE BAPTIST CHURCH
	207-13	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	ROWLES MICHAEL D & SHARI E
RUFFNER W PAGE ST	207-2	39	1	8.40	21.5%	3.15	8.1%	38.85	99.6%	Off-Street	Public	TOWN OF LURAY
	207-3	10	0	6.30	63.0%	1.05	10.5%	2.10	21.0%	Off-Street	Private	RANNOCH ENTERPRISES LLC
	207-4	13	2	7.35	56.5%	5.25	40.4%	2.10	16.2%	Off-Street	Private	PAGE VALLEY NATIONAL BANK
	207-6	20	0	6.30	31.5%	5.25	26.3%	0.00	0.0%	Off-Street	Private	HOAK DALE H
	207-7	7	0	1.05	15.0%	3.15	45.0%	2.10	30.0%	Off-Street	Private	
VOGT PL	207-8	35	1	15.75	45.0%	12.60	36.0%	14.70	42.0%	Off-Street	Public	UNITED STATES GOVERNMENT
	207-9	3	0	1.05	35.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
DEPOT	208-1	17	1	2.10	12.4%	4.20	24.7%	8.40	49.4%	Off-Street	Public	TOWN OF LURAY VIRGINIA
INNLAWN	208-2	20	1	6.30	31.5%	1.05	5.3%	4.20	21.0%	Off-Street	Public	
	208-3	14	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	Not Available
	208-4	6	2	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	208-5	25	0	1.05	4.2%	1.05	4.2%	1.05	4.2%	Off-Street	Private	ROWLES MICHAEL D & SHARI E
	209-1	13	0	7.35	56.5%	10.50	80.8%	11.55	88.8%	On-Street	Public	

	209-10	9	0	4.20	46.7%	4.20	46.7%	5.25	58.3%	Off-Street	Private	JUDD REGINALD D
	209-2	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	on-street	Public	
	209-3	10	0	4.20	42.0%	2.10	21.0%	4.20	42.0%	Off-Street	Private	32 E MAIN STREET LLC
VIRGINIA AVE/S ALLEY	209-4	9	0	3.15	35.0%	3.15	35.0%	4.20	46.7%	Off-Street	Private	IBR CORP
	209-5	43	3	19.95	46.4%	33.60	78.1%	43.05	100.1%	Off-Street	Private	32 E MAIN STREET LLC
	209-6	10	0	0.00	0.0%	1.05	10.5%	4.20	42.0%	Off-Street	Private	56 E MAIN STREET LLC
	209-7	17	2	3.15	18.5%	8.40	49.4%	6.30	37.1%	Off-Street	Government	LURAY FIRE DEPARTMENT
	209-8	3	0	1.05	35.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	LURAY FIRE DEPARTMENT
Virginia Ave / S Alley	209-9	10	0	3.15	31.5%	3.15	31.5%	6.30	63.0%	Off-Street	Public	HOKE SERVICES LLC
	210-1	6	0	2.10	35.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	210-2	3	2	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	210-3	13	4	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	TRUSTEES OF THE LURAY CHRISTIAN
	210-4	30	1	1.05	3.5%	0.00	0.0%	1.05	3.5%	Off-Street	Private	TRUSTEES OF CHRIST EPISCOPAL
	211-1	14	0	12.60	90.0%	14.70	105.0%	5.25	37.5%	On-Street	Public	
	211-2	10	0	2.10	21.0%	1.05	10.5%	2.10	21.0%	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-3	30	0	1.05	3.5%	2.10	7.0%	2.10	7.0%	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-4	10	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	LURAY FIRE DEPARTMENT
	211-5	8	0	4.20	52.5%	3.15	39.4%	2.10	26.3%	Off-Street	Private	TURN KEY PROPERTIES VA LLC
	211-6	7	0	1.05	15.0%	1.05	15.0%	1.05	15.0%	Off-Street	Private	BEMENT MATTHEW R & JANINA
	211-7	4	0	1.05	26.3%	3.15	78.8%	1.05	26.3%	Off-Street	Private	BRIAR LAINE INC
	211-8	30	3	21.00	70.0%	0.00	0.0%	4.20	14.0%	Off-Street	Private	ADAM REAL ESTATE CORPORATION
	212-1	4	0	1.05	26.3%	0.00	0.0%	1.05	26.3%	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-2	4	0	1.05	26.3%	0.00	0.0%	0.00	0.0%	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-3	28	3	17.85	63.8%	9.45	33.8%	3.15	11.3%	Off-Street	Private	BAUGHAN LOWELL B & PEYTON B &
	213-1	10	0	1.05	10.5%	1.05	10.5%	0.00	0.0%	On-Street	Public	
	213-2	17	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	NEW DIRECTION COMMUNITY CHURCH

Luray parking utilization — 2036

Baseline year	2026	Projected occupied-space demand = baseline occupied spaces × (1 + annual growth × years).
Projection year	2036	Capacity and ADA spaces remain unchanged. All public/private and on/off-street lots are included.
Annual linear growth	1.0%	Fractional spaces are retained to avoid rounding bias. Utilization = projected demand ÷ capacity.
Years of growth	10	Utilization above 100% indicates demand exceeding capacity, not physically occupied spaces.
Growth multiplier	1.10×	Source counts are used to recalculate rates; rounded baseline utilization percentages are not grown.

All lots total		**1822**	**57**	**694.10**	**38.1%**	**555.50**	**30.5%**	**570.90**	**31.3%**		

LotNm	LotID	TotalSpace	ADA	Week Day 12:00 -1:00pm Projected occupied spaces	Week Day 12:00 -1:00pm Utilization	Week Day 4:30 - 5:30pm Projected occupied spaces	Week Day 4:30 - 5:30pm Utilization	Weekend 12:00 - 01:00pm Projected occupied spaces	Weekend 12:00 - 01:00pm Utilization	Parking Lot Type	Ownership	Description
	101-1	10	0	2.20	22.0%	4.40	44.0%	1.10	11.0%	On-Street	Public	
	101-2	4	1	2.20	55.0%	2.20	55.0%	2.20	55.0%	Off-Street	Private	HOKE SERVICES LLC
	101-3	15	0	3.30	22.0%	1.10	7.3%	3.30	22.0%	On-Street	Public	
	101-4	7	0	2.20	31.4%	3.30	47.1%	2.20	31.4%	Off-Street	Private	IBR CORPORATION
	102-1	14	0	5.50	39.3%	3.30	23.6%	3.30	23.6%	Off-Street	Private	JENKINS ROBERT M III
	102-2	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	BROWN ROBERT C
	102-3	4	0	3.30	82.5%	2.20	55.0%	4.40	110.0%	Off-Street	Private	CUSTER TERRY W & SUSAN
	103-1	30	0	30.80	102.7%	33.00	110.0%	33.00	110.0%	Off-Street	Private	TURNER FRANKLIN STEVEN & PAMELA KAY
	103-2	28	0	5.50	19.6%	8.80	31.4%	5.50	19.6%	Off-Street	Private	MA HOSPITALITY LLC
	103-3	17	0	12.10	71.2%	7.70	45.3%	2.20	12.9%	Off-Street	Private	TCCJ HOLDINGS LLC
	103-4	4	0	0.00	0.0%	1.10	27.5%	0.00	0.0%	Off-Street	Private	JUDD WALTER P
	103-5	8	0	3.30	41.3%	2.20	27.5%	2.20	27.5%	Off-Street	Private	JUDD WALTER P
	103-6	6	0	3.30	55.0%	2.20	36.7%	3.30	55.0%	On-Street	Public	
	104-1	7	0	0.00	0.0%	1.10	15.7%	2.20	31.4%	On-Street	Public	
	104-3	5	0	2.20	44.0%	3.30	66.0%	3.30	66.0%	Off-Street	Private	HOKE SERVICES LLC
	104-4	11	0	3.30	30.0%	1.10	10.0%	1.10	10.0%	Off-Street	Private	PAGE ONE OF PAGE COUNTY
	104-5	26	1	8.80	33.8%	1.10	4.2%	1.10	4.2%	On-Street	Public	
	105-1	48	0	20.90	43.5%	26.40	55.0%	26.40	55.0%	Off-Street	Private	IBR CORPORATION
	105-3	10	0	4.40	44.0%	2.20	22.0%	4.40	44.0%	On-Street	Public	
	106-1	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	106-2	9	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	CHU YIU FAI
	106-3	6	0	1.10	18.3%	1.10	18.3%	0.00	0.0%	Off-Street	Private	JEWELL GWYNNE J
	106-4	3	0	1.10	36.7%	0.00	0.0%	0.00	0.0%	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-5	26	0	5.50	21.2%	5.50	21.2%	6.60	25.4%	Off-Street	Private	
	106-6	7	0	2.20	31.4%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	106-7	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	YOWELL STEWARD L & JUDY G
	106-8	4	0	0.00	0.0%	1.10	27.5%	0.00	0.0%	Off-Street	Private	DGK INC
	107-1	5	0	1.10	22.0%	1.10	22.0%	1.10	22.0%	Off-Street	Private	WIN WEALTH LLC
	107-2	11	0	3.30	30.0%	2.20	20.0%	3.30	30.0%	Off-Street	Private	LIONBERGER BROTHERS LLC
	107-4	8	0	0.00	0.0%	0.00	0.0%	2.20	27.5%	On-Street	Public	
	108-1	20	0	6.60	33.0%	4.40	22.0%	6.60	33.0%	Off-Street	Private	LANCASTER LEROY C & BONNIE P
SVEC LEASE	108-2	61	0	17.60	28.9%	6.60	10.8%	12.10	19.8%	Off-Street	Public	Not Available
	108-4	12	1	5.50	45.8%	3.30	27.5%	1.10	9.2%	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-5	23	2	9.90	43.0%	6.60	28.7%	7.70	33.5%	Off-Street	Private	P & S HOLDING COMPANY LLC
	108-6	10	0	2.20	22.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	RUTT ENTERPRISES LLC
	108-7	6	1	1.10	18.3%	1.10	18.3%	0.00	0.0%	On-Street	Public	TOWN OF LURAY VIRGINIA
LANCASTER LANE	109-2	32	4	18.70	58.4%	8.80	27.5%	25.30	79.1%	Off-Street	Public	TOWN OF LURAY
CREEKSIDE COMMONS	109-3	14	1	8.80	62.9%	2.20	15.7%	5.50	39.3%	Off-Street	Public	JLK MANAGEMENT LLC
	109-5	14	0	7.70	55.0%	6.60	47.1%	11.00	78.6%	On-Street	Public	
	110-1	30	0	9.90	33.0%	9.90	33.0%	9.90	33.0%	Off-Street	Private	MOTEL INC
	110-10	13	0	7.70	59.2%	9.90	76.2%	8.80	67.7%	Off-Street	Private	
N BROAD STREET	110-2	12	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Public	TOWN OF LURAY
	110-3	20	0	11.00	55.0%	12.10	60.5%	12.10	60.5%	Off-Street	Private	DOVEL JAMES G JR

	110-4	11	0	8.80	80.0%	7.70	70.0%	7.70	70.0%	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-5	6	1	3.30	55.0%	4.40	73.3%	3.30	55.0%	Off-Street	Private	MILLER EDWARD D & JULIA M
	110-6	16	0	0.00	0.0%	1.10	6.9%	1.10	6.9%	Off-Street	Private	AYALA JOSE & IRENE GUADALUPE CRUZ DE
N BROAD STREET	110-7	21	1	13.20	62.9%	12.10	57.6%	8.80	41.9%	Off-Street	Private	FOMOCO HOLDINGS LLC
	110-8	4	0	3.30	82.5%	1.10	27.5%	1.10	27.5%	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	110-9	8	0	4.40	55.0%	2.20	27.5%	2.20	27.5%	Off-Street	Private	DEDMAN JOHN RAYMOND & HODSON RYAN LEE
	111-1	32	1	2.20	6.9%	3.30	10.3%	0.00	0.0%	Off-Street	Private	LURAY PARK ASSOCIATION
	111-2	8	0	1.10	13.8%	1.10	13.8%	0.00	0.0%	Off-Street	Private	MAIN ST BAPTIST CHURCH
	111-3	9	3	3.30	36.7%	1.10	12.2%	0.00	0.0%	Off-Street	Private	MAIN STREET BAPTIST CHURCH OF LURAY
	111-4	6	0	0.00	0.0%	0.00	0.0%	2.20	36.7%	Off-Street	Private	HOKE ENTERPRISE LLC
	111-5	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	HOKE ENTERPRISE LLC
TOWN LOT	111-6	30	2	4.40	14.7%	9.90	33.0%	13.20	44.0%	Off-Street	Public	TOWN OF LURAY
	111-7	12	0	5.50	45.8%	3.30	27.5%	0.00	0.0%	Off-Street	Private	SLUSSER TAMMY C & FALTER ROBERT W
	111-8	10	0	2.20	22.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	THE STORAGE PLACE LLC
	111-9	20	0	2.20	11.0%	7.70	38.5%	15.40	77.0%	On-Street	Public	
	112-1	3	0	0.00	0.0%	2.20	73.3%	1.10	36.7%	Off-Street	Private	NS WEALTH LLC
	112-2	3	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	O'DWYER BRIAN O'DWYER JANICE
	112-3	8	0	4.40	55.0%	1.10	13.8%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N JR & SHUMA R
	112-4	4	0	2.20	55.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N & SHUMA R
	112-5	16	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MCGRADY DOW N JR & MARY C/O THE BRADLEY FUNERAL HOME PO BOX 44
	112-7	15	0	5.50	36.7%	8.80	58.7%	3.30	22.0%	On-Street	Public	
	201-1	12	0	8.80	73.3%	3.30	27.5%	0.00	0.0%	On-Street	Public	
	201-2	10	0	0.00	0.0%	2.20	22.0%	3.30	33.0%	Off-Street	Private	THE LAURANCE LLC
	201-3	5	0	1.10	22.0%	2.20	44.0%	2.20	44.0%	On-Street	Public	
	202-1	64	4	47.30	73.9%	25.30	39.5%	3.30	5.2%	Off-Street	Government	PAGE CO OFFICE BLDG-OLD JAIL
	202-2	17	1	17.60	103.5%	11.00	64.7%	11.00	64.7%	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	202-3	11	0	5.50	50.0%	3.30	30.0%	6.60	60.0%	Off-Street	Government	PAGE CO JAIL
	202-4	29	2	22.00	75.9%	17.60	60.7%	12.10	41.7%	Off-Street	Private	
	202-5	8	0	2.20	27.5%	2.20	27.5%	4.40	55.0%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	202-6	4	0	1.10	27.5%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	203-1	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MIMSLYN PROPERTIES LLC
	204-1	10	0	5.50	55.0%	2.20	22.0%	4.40	44.0%	On-Street	Public	
	204-2	25	1	15.40	61.6%	7.70	30.8%	14.30	57.2%	Off-Street	Private	NOT AVAILABLE
	204-3	10	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	IBR CORP
	205-1	72	4	51.70	71.8%	40.70	56.5%	12.10	16.8%	Off-Street	Private	COUNTY OF PAGE VIRGINIA
	205-2	8	0	5.50	68.8%	5.50	68.8%	7.70	96.3%	Off-Street	Private	FARMER JEREMY W & DONALD W II
	205-3	10	0	1.10	11.0%	1.10	11.0%	2.20	22.0%	On-Street	Public	
	206-1	8	0	3.30	41.3%	1.10	13.8%	1.10	13.8%	On-Street	Public	
	206-3	23	0	8.80	38.3%	14.30	62.2%	8.80	38.3%	Off-Street	Private	WEST MAIN MARKET INVESTMENT GROUP LLC
	206-4	8	0	1.10	13.8%	2.20	27.5%	4.40	55.0%	On-Street	Public	
	207-1	16	0	6.60	41.3%	5.50	34.4%	7.70	48.1%	On-Street	Public	
	207-10	21	0	12.10	57.6%	6.60	31.4%	1.10	5.2%	Off-Street	Private	HOAK DALE H
	207-11	8	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	JLK MANAGEMENT LLC
	207-12	9	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	MT CARMEL PRIMITIVE BAPTIST CHURCH
	207-13	5	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	ROWLES MICHAEL D & SHARI E
RUFFNER W PAGE ST	207-2	39	1	8.80	22.6%	3.30	8.5%	40.70	104.4%	Off-Street	Public	TOWN OF LURAY
	207-3	10	0	6.60	66.0%	1.10	11.0%	2.20	22.0%	Off-Street	Private	RANNOCH ENTERPRISES LLC
	207-4	13	2	7.70	59.2%	5.50	42.3%	2.20	16.9%	Off-Street	Private	PAGE VALLEY NATIONAL BANK
	207-6	20	0	6.60	33.0%	5.50	27.5%	0.00	0.0%	Off-Street	Private	HOAK DALE H
	207-7	7	0	1.10	15.7%	3.30	47.1%	2.20	31.4%	Off-Street	Private	
VOGT PL	207-8	35	1	16.50	47.1%	13.20	37.7%	15.40	44.0%	Off-Street	Public	UNITED STATES GOVERNMENT
	207-9	3	0	1.10	36.7%	0.00	0.0%	0.00	0.0%	On-Street	Public	
DEPOT	208-1	17	1	2.20	12.9%	4.40	25.9%	8.80	51.8%	Off-Street	Public	TOWN OF LURAY VIRGINIA
INNLAWN	208-2	20	1	6.60	33.0%	1.10	5.5%	4.40	22.0%	Off-Street	Public	
	208-3	14	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	Not Available
	208-4	6	2	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	208-5	25	0	1.10	4.4%	1.10	4.4%	1.10	4.4%	Off-Street	Private	ROWLES MICHAEL D & SHARI E
	209-1	13	0	7.70	59.2%	11.00	84.6%	12.10	93.1%	On-Street	Public	

	209-10	9	0	4.40	48.9%	4.40	48.9%	5.50	61.1%	Off-Street	Private	JUDD REGINALD D
	209-2	4	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	on-street	Public	
	209-3	10	0	4.40	44.0%	2.20	22.0%	4.40	44.0%	Off-Street	Private	32 E MAIN STREET LLC
VIRGINIA AVE/S ALLEY	209-4	9	0	3.30	36.7%	3.30	36.7%	4.40	48.9%	Off-Street	Private	IBR CORP
	209-5	43	3	20.90	48.6%	35.20	81.9%	45.10	104.9%	Off-Street	Private	32 E MAIN STREET LLC
	209-6	10	0	0.00	0.0%	1.10	11.0%	4.40	44.0%	Off-Street	Private	56 E MAIN STREET LLC
	209-7	17	2	3.30	19.4%	8.80	51.8%	6.60	38.8%	Off-Street	Government	LURAY FIRE DEPARTMENT
	209-8	3	0	1.10	36.7%	0.00	0.0%	0.00	0.0%	Off-Street	Private	LURAY FIRE DEPARTMENT
Virginia Ave / S Alley	209-9	10	0	3.30	33.0%	3.30	33.0%	6.60	66.0%	Off-Street	Public	HOKE SERVICES LLC
	210-1	6	0	2.20	36.7%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	210-2	3	2	0.00	0.0%	0.00	0.0%	0.00	0.0%	On-Street	Public	
	210-3	13	4	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	TRUSTEES OF THE LURAY CHRISTIAN
	210-4	30	1	1.10	3.7%	0.00	0.0%	1.10	3.7%	Off-Street	Private	TRUSTEES OF CHRIST EPISCOPAL
	211-1	14	0	13.20	94.3%	15.40	110.0%	5.50	39.3%	On-Street	Public	
	211-2	10	0	2.20	22.0%	1.10	11.0%	2.20	22.0%	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-3	30	0	1.10	3.7%	2.20	7.3%	2.20	7.3%	Off-Street	Government	LURAY FIRE DEPARTMENT
	211-4	10	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	LURAY FIRE DEPARTMENT
	211-5	8	0	4.40	55.0%	3.30	41.3%	2.20	27.5%	Off-Street	Private	TURN KEY PROPERTIES VA LLC
	211-6	7	0	1.10	15.7%	1.10	15.7%	1.10	15.7%	Off-Street	Private	BEMENT MATTHEW R & JANINA
	211-7	4	0	1.10	27.5%	3.30	82.5%	1.10	27.5%	Off-Street	Private	BRIAR LAINE INC
	211-8	30	3	22.00	73.3%	0.00	0.0%	4.40	14.7%	Off-Street	Private	ADAM REAL ESTATE CORPORATION
	212-1	4	0	1.10	27.5%	0.00	0.0%	1.10	27.5%	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-2	4	0	1.10	27.5%	0.00	0.0%	0.00	0.0%	Off-Street	Private	DUDLEY WILLIAM C III & LINDA M
	212-3	28	3	18.70	66.8%	9.90	35.4%	3.30	11.8%	Off-Street	Private	BAUGHAN LOWELL B & PEYTON B &
	213-1	10	0	1.10	11.0%	1.10	11.0%	0.00	0.0%	On-Street	Public	
	213-2	17	0	0.00	0.0%	0.00	0.0%	0.00	0.0%	Off-Street	Private	NEW DIRECTION COMMUNITY CHURCH