

### Short-Term Parking Solutions

The exact order of implementation of the parking solutions will be market driven. Business owners that are more serious about increasing the amount of available parking will be more likely to pursue the various solutions shown and adopted in the final Redevelopment Plan Parking Amendment. Much of what is shown for the parking solutions will not happen instantly overnight. Property assembly takes time, and will usually occur as properties change ownership on the open market. The short-term solutions shown are probably the easiest to implement to address the parking shortage evident in the parking statistics. As some of the parking solutions are gradually implemented, business owners will likely weigh the cost/benefits financial analysis and may find that would not be in their best interest to pursue the maximization of the parking shown in the drawings. The short-term solutions show only one building (the vacant old post office at 3612-14 Hartford) and a few garage structures in rear yards being demolished for an increase of nearly 400 parking spaces (about a 27% increase). The short-term parking solutions are shown on the accompanying drawing Short-Term Parking Solutions.

Both the short-term and long-term parking solution drawings show a proposed line as a maximum extent that these parking solutions could be allowed to overlap into the adjacent residential areas. The Steering Committee should review the location of this line on site, block by block, to ascertain the appropriateness of the location of this line. The line should be adjusted to keep any buildings that are viewed as of such historic merit or rarity that they are not replaceable. The parking study positioned this line on the basis of attempting to provide enough space to add new parking spaces to the business district so that new parking could be distributed and interlinked in a systematic manner that is sensitive to the urban character of the area. Often apartment, 4 family, or duplex buildings are used as the property that delineates the edge of this line. Often absentee owned property is included within the boundary.

#### *Comments on Line of Demarcation on the Short-Term and Long-Term Parking Solutions:*

*Comment #1 - Properties within the line should all have parking facilities (almost always parking lots) shown on the Solution Drawings or the Line of Demarcation should be moved to only surround properties with recommended parking facilities. (Examples on CB 2101 at 3621 Juniata, on CB 2098 at 3614 Wyoming, on CB 2097 at 3160 Humphrey, on CB 1460 at 3539 Hartford, and on CB 1488 at 4 properties between 3539 through 3543 Humphrey.) (Steering Committee member comment)*

*Comment #2 - Make Line of Demarcation different on the Short-Term and Long-Term Parking Solutions. Specifically state that the short-term line limits where parking in rear yards is allowed, and does not suggest or recommend demolition of buildings for parking lots, exception the Old Post Office Building and garages. (Steering Committee member comment)*

*Comment #3 - Line of Demarcation on the short-term plan could define the extent of parking lots in rear yard of properties (one vacant commercial building, several garages demolished). The line on the long-term plan could not only define the extent of parking lots in rear yards, but also the extent of parking facilities (lots and garages) that involve demolition of buildings related to existing and infill buildings. (Steering Committee member comment)*