

Short-Term Parking Solutions

Implementation

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 Business District's Redevelopment Plan Parking Amendment. Most 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 spreadsheet 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.

Line of Demarcation

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. The intent of the line is to mark the absolute maximum the Business District uses could ever expand into the surrounding residential areas (using the many of the parking solutions) to avoid the "slippery slope" fears of residents.

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

Comment #1 - *Either 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 1462 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 - *The line on the short-term plan could define the extent of parking lots in rear yards of properties (one vacant commercial building and 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)*

The drawing of any line around the district is arbitrary in nature. There is no single mathematical solution that can describe the complexities and arbitrary nature of customer and resident parking needs and preferences. Since planning is ultimately about an attempt to predict and direct the future toward a good, sound development, the line shown in the drawings should be moved only after more detailed study and possibly implementation of some parking solutions. The drawings show that the Long Term solutions get close to satisfying the parking needs of the District, but do not satisfy 100% of the needs on 100% of all blocks (using the Town Center parking standards). Also, the parking solution drawings show one possible collection of solutions implemented in the district. What actually gets implemented will be different and will need some flexibility to keep real estate prices at reasonable levels. Also note that no “leap-frog” development can occur, whereby parking expands around a residence closer to the business district. Development should expand from the parcels directly adjacent to the back of Business District properties and expand outward toward the line as a maximum extent.

Short Term Parking Summary

The Short Term Parking Solution drawings show a 27% increase (383 parking spaces) in the Business District with the demolition of only two buildings. See spread sheet page 6.1 for statistics. The buildings proposed for demolition include the old post office at 3616 Hartford, and temporary Commerce Bank facility at the corner of Juniata and South Grand. Two additional detached garages are demolished on City Block 2100 to create a large parking lot behind the existing commercial buildings in the 3100 block of South Grand. See drawings A3 and A4.