

INITIATIVE	PROS	CONS
Standardize marking of parking and no parking areas on-street	Reduces unsafe practices Makes the area more welcoming to outside visitors Regulations are already in place	Significant cost May displace some existing parkers Will still require enforcement
Evaluate time limit assignments	Current assignments can be confusing, lack predictability Can be adjusted to reflect emerging development Opportunity to get community agreement before enacting	Current time limits are 'tuned' to adjacent businesses Make create initial confusion with long-time residents Will still require enforcement
Adopt ADA on-street policies for commercial districts	Improves accessibility Expands the supply of ADA spaces	Could reduce curbside capacity May not be needed on every block
On-Street Parking Permit Program	Creates a mechanism for employee & resident parking Relatively low cost Increases traffic/visibility through neighborhoods	Will require enforcement if implemented Could increase traffic through neighborhoods Would require commitment from both parties
Create a parking benefit district	Provides a mechanism for paying for local improvements Ensures funds stay in the neighborhood	Not all revenues can automatically go into the district Dependent on mechanisms to collect funds
Promote shared parking agreements between parties to create 'public' parking	Makes the most use out of existing assets Creates resources, pedestrian traffic Low or no cost way to expand capacity Could help mitigate operating costs	Would require amendment to local code May require significant physical improvements Still requires a third-party to broker Does require participation from both parties
Introducing 'in lieu' payment option to Zoning Ordinance	Creates funds for parking/traffic improvements Allows for waivers without putting onus on the public Allows developers to maximize footprint	Places onus on City to build more parking assets Would require additional zoning revisions Can be a barrier to development
Resume active parking enforcement	Provides a mechanism for paying for local improvements Increases official presence in the area (safety)	Perceived as predatory, unfriendly Will need a robust appeal process initially
Evaluate strategic public parking asset development	Creates a catalyst to support growth/redevelopment Gives new visitors to the area a clear place to go Could serve a land-banking function	Not the highest, best use of land May require eminent domain process to assemble plots Diverts funds that could be used for other projects
Institute "Fee for Use" for on-street parking	Will increase turnover Provides incentive to use off-street parking Creates a revenue stream to fund other options Creates incentive for alternative transportation	Can create a barrier to patronage Would require enforcement if implemented Would require identification of off-street options Cost and time intensive to implement