

INITIATIVE	PROS	CONS
Apply uniform marking of on-street parking and "No Parking Areas"	<ul style="list-style-type: none"> Reduce unsafe conditions/practices Perceptibly open up new capacity Potential traffic calming effects Recognition of regulations already ratified 	<ul style="list-style-type: none"> Will require enforcement if implemented Could increase traffic through neighborhoods Cost and time intensive to implement Change the neighborhood streetscape
Designate one ADA space per block across the area	<ul style="list-style-type: none"> Improves accessibility Expands the supply of ADA spaces 	<ul style="list-style-type: none"> Could reduce curbside capacity May not be needed on every block
Enforce existing regulations	<ul style="list-style-type: none"> Improves turnover/availability Creates incentives for alternatives (parking/transportation) 	<ul style="list-style-type: none"> Will displace other users, who will need alternatives Perceived as antagonistic to area businesses
Promote shared parking agreements between parties to create employee parking	<ul style="list-style-type: none"> Makes the most use out of existing assets Low or no cost way to expand capacity Could help mitigate operating costs 	<ul style="list-style-type: none"> Would require amendment to local code Still requires a third-party to broker Does require participation from both parties
On-Street Parking Permit Program	<ul style="list-style-type: none"> Creates a mechanism for employee parking Relatively low cost Increases traffic/visibility through neighborhoods 	<ul style="list-style-type: none"> Will require enforcement if implemented Could increase traffic through neighborhoods Would require commitment from both parties
Introducing 'in lieu' payment option to Zoning Ordinance	<ul style="list-style-type: none"> Creates funds for parking/traffic improvements Allows developers to maximize footprint 	<ul style="list-style-type: none"> Places onus on City to build more parking assets Can be a barrier to development
Create a public lot in the neighborhood	<ul style="list-style-type: none"> Would more parking to the public supply Cheaper than building structured parking Could address some employee parking issues Could replace capacity lost in theater lot 	<ul style="list-style-type: none"> All options displace public green space None of the sites are central to any of the commercial areas Would disrupt adjacent neighbors during construction Several options offer low net gains
Institute "Fee for Use" for on-street parking	<ul style="list-style-type: none"> Will increase turnover Provides incentive to use off-street parking Creates a revenue stream to fund other options Creates incentive for alternative transportation 	<ul style="list-style-type: none"> Can create a barrier to patronage Would require enforcement if implemented Would require identification of off-street options Cost and time intensive to implement
Install pedestrian amenities to promote walking (e.g. bump outs, Belgian bumps, etc.)	<ul style="list-style-type: none"> Will make it easier to cross major roadways Potential traffic calming effects 	<ul style="list-style-type: none"> Cost and time intensive to implement Could reduce parking/traffic capacity