

Additional Solutions and Comments

Of the 34 original solutions proposed by this planning document, 30 (70%) of the solutions represent minor ways to refine the existing conditions in the Business District in an attempt to make the parking conditions better for everyone in the area. These 30 solutions do not represent ways that large quantities of new parking can be created. These solutions include numbers: 1, 2, 3, 4, 6, 7, 8, 9, 11, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 30, 31, 32, 34, 35, 36, and 39.

The bulk of the new parking spaces are created in 13 (30%) of the proposed solutions. These solutions included numbers: 5, 10, 12, 24, 29, 33, 37, 38, 40, 41, 42, and 43. Four basic approaches are used to create new parking: shared use of existing parking lots that otherwise restrict parking during business hours (church lots), creating parking in existing rear yards or side plazas, selective demolition of buildings for new parking, and building new mixed-use buildings with ground floor retail with a 2nd and 3rd floor for parking spaces. Each approach of creating more parking had some form of resistance in public comments. The surveys and focus groups indicate that there is support from a majority of stakeholders in the area for creating more parking if it is part of a plan that systematically creates more parking throughout the district. This is the goal of the parking solution drawings.

Disclaimer

The parking solution drawings show only an approximation of what is possible to increase parking in the area. The drawings are based on the information available in the City's GIS database, which was generated from aerial photography or other non-land survey methods. An accurate land survey will be necessary to refine any of the possible solutions shown. It is likely that more accurate drawing information will change the possible parking layouts shown. Examples of minor conflicts that could arise to change parking totals are trash dumpsters, sewer inlets on streets, and telephone/power poles that are located along the alleys.

Landscape Enhancements

The parking solution drawings show the addition of trees and shrubs to act as a buffer between parking lots and residential uses. The exact detailing of these should be done in accordance with the existing Redevelopment Plan, but the Business District should review the adequacy of the existing standards and update them as required for the new situations proposed in this parking plan. Some suggestions of changes include planting a mixture of tree types along the edge of a parking lot that abuts an existing home. Use evergreens (pine, holly, etc.) closest to the home to maintain privacy closest to the windows on the back of the house. Use canopy type trees like oak further out from the house. Alternate the planting of these slower growing canopy trees with Poplar trees which will grow rapidly (10 to 12 feet in a year) so that there will be some immediate relief for the existing resident to soften the views of the newly paved parking lot. Poplars will live 10 to 15 years and then die out, allowing time for the slower growing canopy trees to mature and eventually fill the space.