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# Technical Memorandum

Prepared for: Columbus DOSD

Project Title: Blueprint Clintonville Cooke/Glenmont

Project No.: 144411

## **Technical Memorandum**

Subject: Parking Study Summary

Date: October 10, 2016

To: Mike Griffith, Columbus DOSD  
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From: Elizabeth Ehret, Brown and Caldwell

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## Executive Summary

This report describes the impact to street parking by the Blueprint Clintonville Cooke/Glenmont project per a request from Columbus DOSD on October 6, 2016. This request was made due to inconsistencies with how parking was calculated between the different Blueprint Clintonville areas. The length of an individual parking stall was specified to be set at 22 feet. The City additionally requested the number of available parking spaces and the number of spaces impacted.

The Blueprint Clintonville Cooke/Glenmont project area includes a larger disturbance area but only Glenmont Avenue from N High Street to Foster Street has any long-term street parking changes. This is because the project specifies the use of Curb Extension Bioretention (CEB) basins on Glenmont Avenue while using off-street green infrastructure for the rest of the project. There are no other long-term parking impacts outside of this block in our project area. The preliminary design determined that the CEB basins were required on Glenmont Avenue to accept redirected stormwater with limited space outside the right-of-way for regional basins or rain gardens. Parking surveys were completed as part of detailed design to confirm that planned CEB basins did not remove parking needed by residents on a daily basis. Refer to Attachment A for the original parking surveys performed during detailed design.

Table 1 provides the number of parking spots before and after the project as well as the number removed on Glenmont Avenue between N High Street and Foster Street assuming 22 feet per stall.

<b>Table 1. Glenmont Avenue* Parking Impact.</b>	
Existing Parking Spots	66
Parking Spots Removed	19
Future Available Parking Spots	47

*\*Between N High Street and Foster Street*

The current CEB design allows for on-street parking on the opposite side of the street where a basin is to be installed. The CEB utilizes the space between the sidewalk and curb as much as possible and requires only seven feet of existing pavement to be removed.