

Proposed Short North Parking Plan FAQ's

Parking Zones

What happens to a border street, are they included in the plan boundaries?

City staff is gathering feedback from citizens on this topic. At this time, it is undetermined whether both sides of the street will be included in one zone or if each side will be in a specific zone. The City looks forward to additional thoughts and feedback on this plan element. This will be finalized for the May 10th presentation.

In the legislation, what are the borders?

The Parking Benefit District, as proposed, is bounded by the Olentangy River to the west, I-670 to the south, railroad tracks to the east, 11th Avenue/High Street/King Avenue to the north. The plan boundaries are smaller; however, the benefit district zone is larger for future flexibility.

How were the zones chosen?

Zones were chosen based on previous planning efforts, parking occupancy/demand data, and created in a way that is easily understandable to the parking public and can be efficiently enforced.

What is the gray area on the map? Will it stay as it is?

The gray areas on the map will not be affected by the new plan. Existing restrictions and programs will remain as is through plan implementation, however may be revisited after the six (6) month stabilization period concludes.

Why are residents being restricted to parking only in one zone?

Permit holders are restricted from utilizing their permit in another zone in order to prevent one zone from negatively affecting parking supply and demand in another zone. Permits exempt the holder from the posted time restrictions, and could be used to secure parking for non-resident/permit uses thus creating strain on one zone or another.

Visitor Parking

What retail locations would be eligible for a validation program? This is a Short North Alliance (SNA) initiative. Please contact SNA for further information.

After your three-hour time limit how far do you have to move your car?

After your three-hour limit you must move your vehicle to a different zone.

Are there plans to use parking lots that are empty after 5pm for parking overflow?

The City has made an effort to contact as many property owners and property management companies of what appear to be underutilized parking facilities in and around Short North to increase parking supply. Most of these lots are either already being utilized for shared parking in the evening, or are reluctant to share parking due to liability and logistical issues. The City continues to look for opportunities and encourages

citizens to contact Parking Services staff if there are options to pursue underutilized parking areas.

How did you choose a three-hour time limit?

Survey data has indicated the average stay of a parker in Short North is approximately 3 hours.

What will happen during special events, such as Italian Festival and Com-Fest? All parking rules are ignored.

As proposed, all time limit restrictions will be posted for Monday-Saturday and will be enforced during these times. Sunday's and Holidays will be unrestricted.

Why would anyone park in the garage if street parking is cheaper?

The \$2/hr pricing in the inner zone is designed to drive people to the garages, as it will no longer be free to park on side streets. Moreover, garage parking is more convenient than street parking in many areas, and both convenience and price should be thought of when reviewing this aspect of the parking plan.

Can the parking garages handle the volume of traffic to the Short North?

On average, it is the City's belief that existing and future parking supply can handle most of the traffic in Short North from a visitor perspective. The new White Castle and Wood/Lincoln development will provide two more garages. Additionally, the Goodale garage is typically only 50% full during peak times, leaving available parking for visitors. However, adding in employee parking and additional resident parking along High Street does create a deficit of parking spaces that needs to be addressed with both parking solutions and mobility solutions.

Resident Parking

Could I use the guest pass to cover parking an additional car every day in the case of having more than 2 cars at a residence?

No, the guest pass is for resident guests only and a fee may apply for using the guest pass for the same license plate after a certain time frame (i.e. more than 72 consecutive hours) to discourage fraudulent use of this permit provision.

What if someone is the second tenant with a car in a 4+ unit building and no longer is eligible to park? Under the current proposal it would be advised to park in a garage nearby or onsite if possible, but this plan provision is still up for discussion.

How are you classifying units? How will condos be treated?

Each unit with its own unique address will be counted as a single unit, meaning that each unit will be eligible for two parking passes and guest privileges. The City is not differentiating between for rent and for sale property.

Many privately-owned lots charge their residents outrageous fees. Is it possible to encourage them to allow their residents to park at cheaper rates in their lots?

The City does not have the ability to dictate parking fees in off-street, private parking lots.

What is going to happen with all of the new buildings that don't have enough parking on site?

As currently proposed, buildings built after 2005 will not be eligible for resident parking permits.

How will adding more parking permits help the parking situation?

Issuing parking permits prioritizes permit holder parking over non-permit holder parking. Parking permits are meant to prioritize parking for residents and employees, as to not compete with non-permit holders who would only be able to park for up to 3 hours on side streets.

What will be done with the resident fees paid?

All permit fees will aid in offsetting the cost of administering the permit program.

Resident Guest Parking

Will a resident be able to change from "no guests" to guest privileges easily?

Yes, via an online portal.

Can both residents at one address buy permits with guest privileges?

Each address is an account. For a two-car household that wants guest privileges, for \$125 per address will receive 2 resident permits and total of 2 guest permits. This includes: One permit for \$100 + one permit for \$25 plus guest parking.

What are the restrictions for guest parking?

As currently proposed, each account would receive 2 guest validations per 24 hour period if paying the \$100 rate. Beyond 2 guest validations per 24 hours, the City is contemplating an additional charge for additional use of guest validations.

Are there considerations for special caregiver passes, dog walkers, etc. that don't need constant access but still need parking?

Yes, feedback has been received that this is a concern of residents and will be reviewed.

If you do not purchase a permit, are you still eligible to get guest passes?

Yes, under the \$100 rate.

Can landlords purchase permits?

Yes, property owners of residential properties that do not live at the address would be eligible for one \$25 permit for their vehicle to service or visit their property.

Employee Parking

If employees are going to be asked to park in remote parking garages, how will the city ensure a safe and consistent way for them to get to work?

Employees are an important asset to the Short North Community. The city is investigating offering a shuttle service to and from work to those who are parking in the discounted off-site garages. Security options are also being considered for evening hours to ensure worker safety before and after transport.

Why is the City not pursuing the 2017 resident proposal for evening employee parking that is safer and more appealing than downtown garages?

Proposals were made in 2017 that focused on shuttling employees from underutilized lots in the Short North. The City has made contact with many property owners and property management companies of these lots and unfortunately these opportunities are not available at this time due to logistical challenges. The City does have parking operator partners downtown that would offer discounted parking to employees and the City believes there is merit to this proposal.

If you share office space with another business at the same address, do both businesses get employee permits?

As currently proposed, the primary lease holder or property owner would be eligible for employee permits.

Permit Fees

Why is the rate \$100 for resident with a guest pass?

Two different permits are offered for residents. The first fee is \$25, and that permit is for a resident vehicle. The second fee is \$100 and that is for both a resident vehicle AND guest parking provisions. The \$75 difference between the two permits accounts for the value a resident receives with 2 guest parking validations per day. Since parking for visitors is priced at \$6 for up to 3 hours, the City is accounting for that value at a reduced rate when pricing the resident + guest permit.

Why are permit rates higher and more restrictive than the previous plan?

The current plan was based on previous planning efforts and is proposed keeping mind the limited supply of on-street parking overall in the area as compared to the multitude of uses vying for on-street parking.

Will college students receive a discounted permit?

No.

Enforcement

Does law enforcement have access to LPR records?

No, these records are deleted at the end of every day, with the exception of the information captured when a citation is issued. This process would capture the same information that is currently gathered when a citation is issued.

Will there be towing or just citations issued?

Citations and towing will both be utilized. All permit zones will be signed, "tow away zone". Our internal practice will be to cite a vehicle once without towing, and if they are a repeat offender we will then tow.

Will parking be enforced on Sunday?

In the current proposal, no. However, the plan is still changing in response to feedback.

Technology

Is there a call-in option if you do not have a smart phone and wish to park in the area?

Yes. The City is still in the process of selecting a technology vendor, however, the intention is to provide a text and/or call option.

When using the mobile pay app will you be able to add additional time after the fact as long as it remains under 3 hours total?

Yes, this is allowed.

What system will you use to manage permits?

The City is still in the process of selecting a technology vendor and will have more information on the vendor in June / July.

How much will LPR cost?

The City has budgeted \$125,000 that is included in the 2018 proposed Capital Budget. Final costs will be determined upon vendor selection.

Assessment and Evaluation

After implementing the Plan, what if it needs to be changed? Do we have to start all over with the process?

The Plan will be evaluated in six months and then every three months thereafter and adjustments will be made to the existing Plan. Assessment and evaluation criteria have been created as part of this planning effort and are available for review.

What are the benchmarks for the assessment? What criteria will you be looking at and using to judge?

Please review the detailed plan recommendations at columbus.gov/publicservice/parking under the Assessment section.

Implementation

Why the November 2018 implementation date?

The City would like to implement the plan before the holiday season and there is a need in the community to do something to improve parking and access in the Short North to relieve pressures of neighborhood streets, in particular those streets that are unmanaged and unrestricted.

What other cities have a comparable program?

The Pittsburgh Parking Authority utilizes similar technology to what is being proposed by the City of Columbus. Many cities across the country have permit parking programs, however parking solutions are always unique to an area based on the needs and challenges of a specific area.

The plan was rejected last year. Why is it being presented again?

The current proposed plan is a different plan, not the same as last year. Furthermore, this current planning effort has included a broader base on constituents to represent the entirety of Short North stakeholders to gather feedback and the needs of a broader audience.

Access Options

Are there plans to have the CBUS go further north?

COTA dictates buses and routes. City staff has expressed interest in partnering with COTA through the Special Parking Area and Benefit District funds to financially support increased transit service in Short North.

Why doesn't the City contract with Uber and Lyft to offer discounts to and from the Short North?

The Short North Alliance is working to partner with these services to offer discounts.