Short North Special Parking Area
Agenda

• Recap of SN Study Recommendations
• Current variance process
• Review of parking variances from 2011-2015
• SN Special Parking Area CCC3312.051
• In-lieu process
• Benefits to the community and developers
• Outreach efforts
• Residential permit parking
• Q&A
SN Study Recommendations

• Enhance economic development and vitality
• Protect residential neighborhoods
• Provide accessible parking as part of a multimodal transportation system
• Financially sustainable parking
• Create realistic zoning requirements
SN Study Recommendation

• Adoption of a Special Parking Area
  – Create an administrative process to handle parking deficiencies
  – Establish appropriate parking requirements
  – Establish in-lieu fees for establishments that are unable to meet the parking requirements
  – Continue to encourage overbuilding of parking where a site permits
Existing Conditions in the SN

- Existing parking requirements are not appropriate
- IV and VV Commissions are not equipped to manage parking variances
- Added density with residential and restaurants has placed a strain on parking
- City has engaged in shared parking agreements to encourage the overbuilding of parking
Parking Variances

• Staff reviewed all parking reduction variances issued from 2011 through 2015 for the following:
  – Change that initiated the parking variance
  – Number of parking spaces required and amount reduced
  – Support from the review commission
SN Special Parking Area CCC 3312.051

• Boundaries
  – North: 5th Ave
  – South: I - 670
  – West: the first alley and street right-of-way east of Neil Avenue
  – East: Railroad tracks

• Parking requirements
  – Non-residential: ½ of the requirements of CCC 3312.49
  – Extended stay hotels: 1 space per unit
  – Two-, three-, and multi-unit dwellings: 1 space per unit
  – Exempt from requiring off-street parking:
    • Art Galleries
    • Single-unit dwellings
    • Retail space 2,500 sq ft or less
SN Special Parking Area CCC 3312.051

• Parking variances will no longer be granted in the SN Special Parking Area
  – All other requested variances will still require Building and Zoning Board of Adjustments (BZA) or City Council approval
• Authority granted to Director of Public Service to create rules and regulations
• Creates process for review and determination of in-lieu fees
• Fees dedicated to the Short North Special Parking Fund
Current Parking Variance Process

- Applicants are required to obtain a recommendation from the review commission
- Applications are submitted to Building and Zoning Services (BZS)
  - Reviewed internally by Traffic Management
- Applications are either approved/denied by BZA or City Council
- Issues:
  - Parking deficiencies are handled on a case-by-case basis
  - Parking is often used as a negotiation tool
  - There is no incentive to provide parking
Proposed In-Lieu Process

• Parking variances will no longer require a recommendation from the review commission unless the request exceeds the maximum threshold allowable
• Parking variances will no longer require BZA or City Council approval
• All applications will be reviewed by BZS for compliance of parking requirements
  – BZS will notify Traffic Management of parking deficiency to initiate in-lieu process
  – Traffic Management will calculate in-lieu fees
    • Residential: $20,000 per parking space
    • Non-residential: $10,000 per parking space
Proposed In-Lieu Process

• If the parking deficiency is greater than the maximum thresholds allowable
  – Applicant must obtain a written recommendation from the review commission
  – Internal committee will review the application and all relevant information and make a recommendation to the Traffic Management Administrator
  – Administrator shall deny or approve application
Proposed In-Lieu Process

• If the parking deficiency is greater than maximum thresholds allowable
  – Residential: greater than 25% of the total number of required parking spaces and greater than 15 parking spaces
  – Non-Residential: greater than 25% of the total number of required parking spaces and greater than 30 parking spaces
Proposed In-Lieu Process

• One time payment is due prior to zoning clearance and approval from Traffic Management

• Special Review
  – Traffic Management Administrator will review any request that creates a gross inequity for cultural, institutional, or affordable housing uses that are proposed or expanded and has the authority to reduce or waive in-lieu fees
SN Special Parking Area Fund

- Money stays within the boundaries of the parking area
- Funds used is to address parking supply and mobility issues
  - Examples: shared parking agreements, manage existing parking, parking technology improvements, promoting alternative forms of transportation, employee parking programs, etc.
Benefits to the Community

- In-lieu fees stay in the designate parking area
- Review Commissions will no longer have to chose between development and parking
- Process encourages developers to provide required parking
- Provides a consistent process to handle parking deficiencies
- Will enable alternative transportation solutions
- Helps establish collaborative parking programs
Benefits to the Developers/Businesses

• Establishes appropriate parking requirements
• Reduces strain with neighborhoods over parking and can focus on architectural reviews
• No longer requires review commission recommendation, unless the parking deficiency exceeds maximum amount allowable
• Replaces lengthy BZA or City Council parking variance process with a streamlined Administrative review process
• Use of in-lieu fees benefit commercial and residential tenants
Outreach Efforts

• Short North Working Group
  – Representation from Short North Civic, IV Society, IC Commission, VV Commission, Dennison Place, Harrison West, SN Alliance and recently UA Commission

• Developers and Zoning Attorneys Meeting

• Building Services Review Committee

• Italian Village Commission

• Victorian Village Commission

• Italian Village Society

• Development Commission
Residential Permit Parking

• Key RPP recommendation from the study
  – Eliminate small permit areas and create larger permit zones to incorporate all streets
  – Reduce the number of parking restrictions and make the zones more consistent
  – Allow some paid public parking in permit zones but with posted restriction
    • Permit holders would not be required to pay for on-street parking and would be exempt from posted restriction
    – Price on-street parking appropriately to create turnover
Current Residential Permit Parking
Proposed Residential Permit Parking
Proposed Residential Permit Parking
Residential Permit Parking

- Boundaries
- On-street restriction
- Pricing of streets
- Visitor passes
- Employee options
- Technology
- Enforcement
Next Steps

• Send legislation to Council
• Start presenting permit parking plan to neighborhoods in March/April to gather public input
• Loading and valet zone planning will be part of Smart Columbus
• Parking signage will require testing
• Continue working on other recommendations from the study
Question & Answer

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