



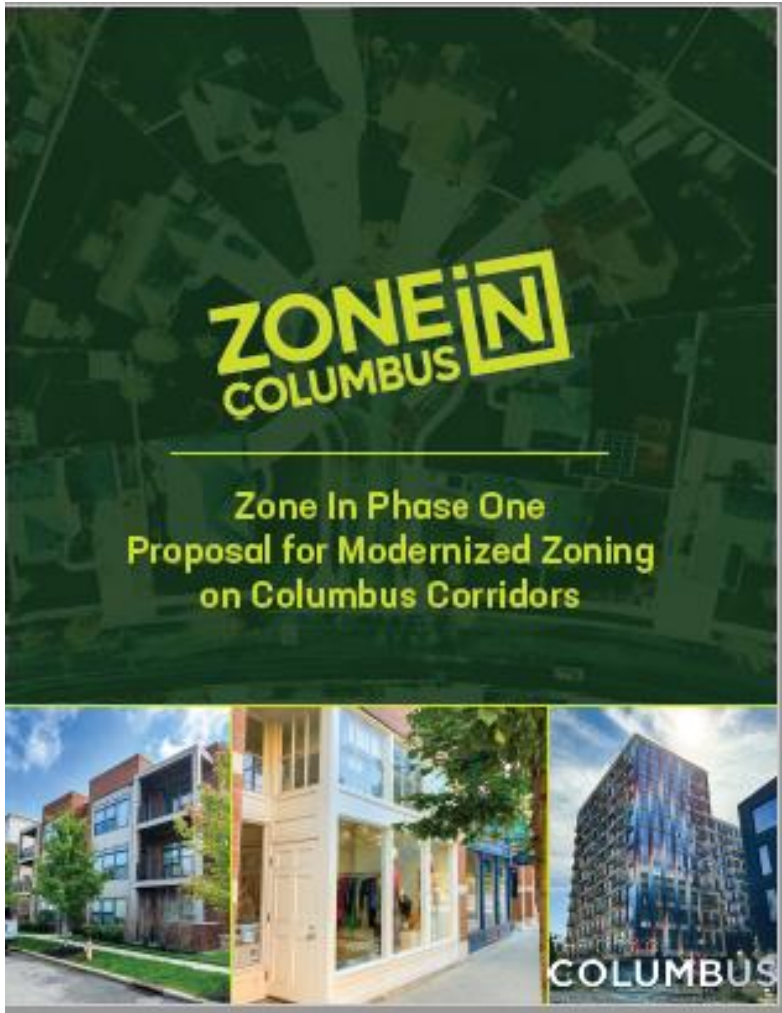
ZONE IN COLUMBUS

06.06.24

City Council Hearing Presentation

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

Zone In Phase One Proposal



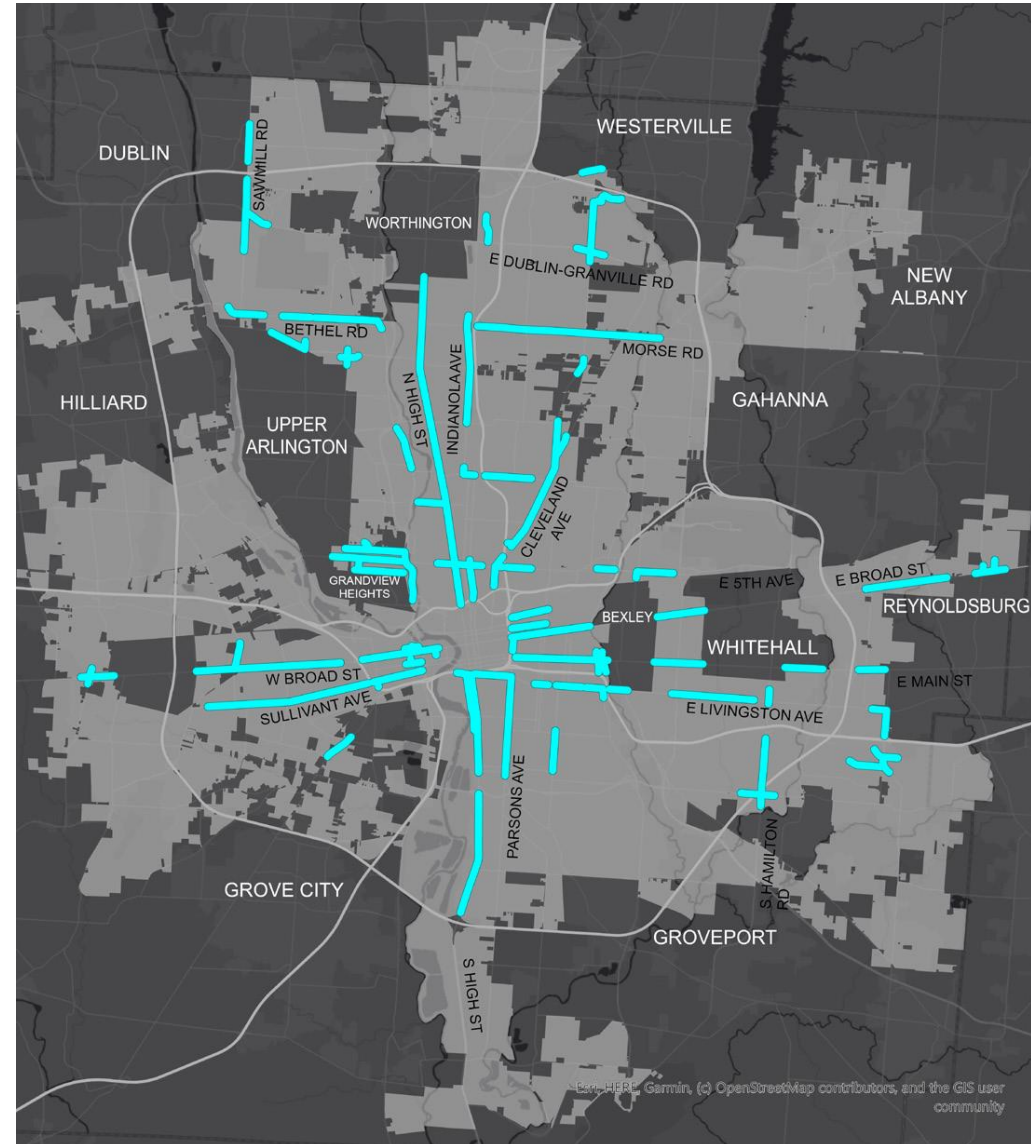
The goal of Zone In is to create a more effective, equitable, and sustainable framework for guiding land use, development, and growth.

Project Priorities

- Leverage corridors to create more housing in more places
- Support “Main Street” jobs and businesses
- Promote a more equitable city
- Expand the role of corridors in creating healthy, connected communities
- Foster good urban design

Phase One focuses on Key Corridors

- Our “Main Streets”
- Places where improved transit, housing options, and jobs can be focused
- Allows efficient use of infrastructure and services
- Community plans and regional efforts recognize the role and importance of these areas



The Proposal = CODE + MAP

Chapter A.10: General Provisions

Sections:

A.10.010	Title
A.10.020	Authority
A.10.030	Purpose
A.10.040	Applicability of Title 16 - Zoning Code
A.10.050	Severability

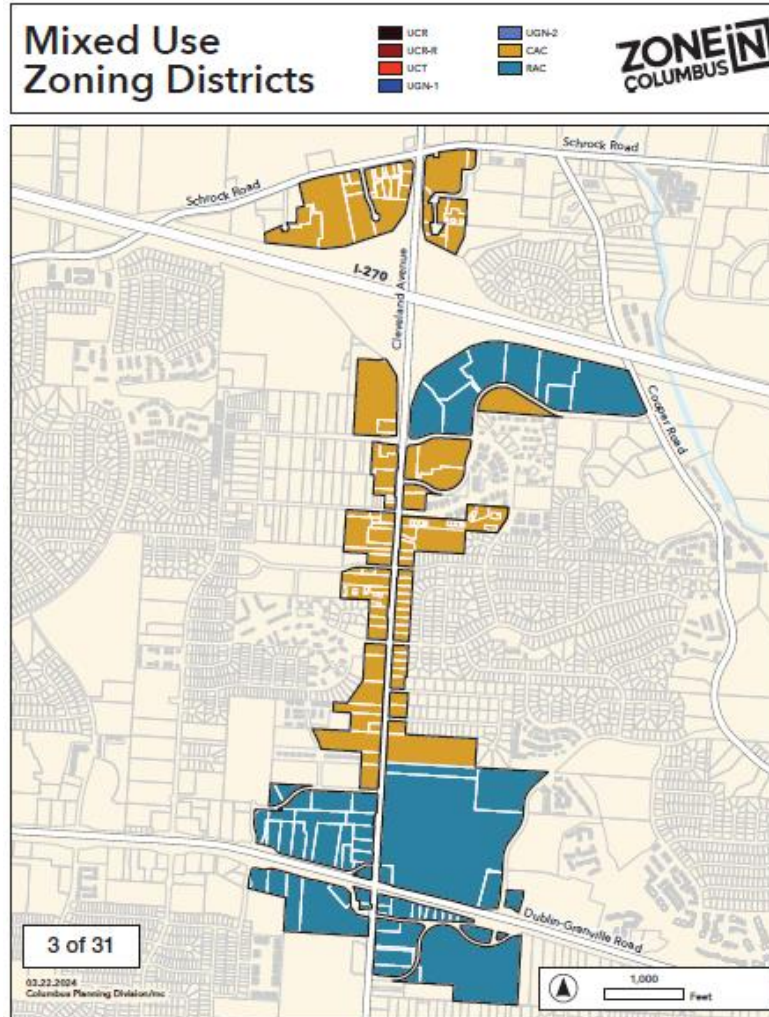
A.10.010 Title
Title 16 of the City of Columbus City Codes must be known and cited as the "2024 Zoning Code" or this "Title".

A.10.020 Authority
This 2024 Zoning Code is adopted in accordance with the authority established in the Columbus City Charter and Article XVII, Section 3, of the Ohio Constitution which grants municipalities the legal authority to adopt land use and control regulations.

A.10.030 Purpose
This 2024 Zoning Code is enacted to preserve and promote the public health, safety, and general welfare, to enable appropriate and orderly development, and to ensure social and economic stability within the various zones established by the provisions of this Title. More specifically this Title is adopted to achieve the following objectives:

- A. Provide standards for orderly growth and development, and guide and control the use of land to provide safe, harmonious, attractive, and sustainable communities;
- B. Enhance the appearance of the City and promote high-quality design;
- C. Preserve and enhance the character and vitality of the mixed-use corridors and centers and preserve the quality of life in adjacent residential neighborhoods;
- D. Incorporate sustainability practices and ensure climate resiliency;
- E. Promote economic growth and the creation of jobs; and
- F. Facilitate the appropriate location of community facilities, institutions, transportation, and parks and recreation areas.

+



Zoning regulates such things as how a property may be used and the size and placement of buildings.

Zoning consists of code and a map

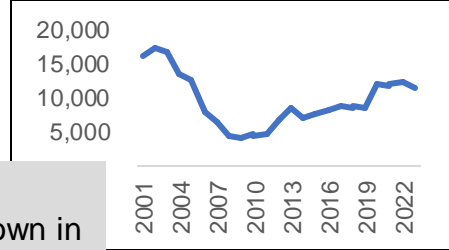
Proposal Highlights



- Creates six new mixed use districts
- Prioritizes housing
- Elevates people over cars
- Provides clear design standards
- Removes barriers to using older buildings and growing businesses
- Encourages smaller scale projects and emerging developers
- Protects existing uses

Housing: How Did We Get Here?

A mix of policy and behavior led to the housing crisis.



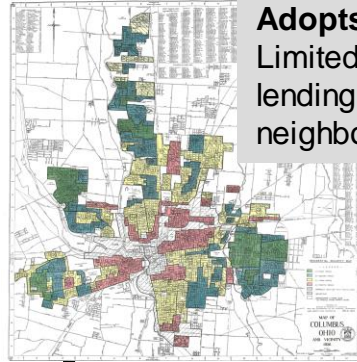
Residential permits central Ohio 2001-2023

2008 Housing Crisis

- Significant slow down in production
- Lost a generation of housing stock

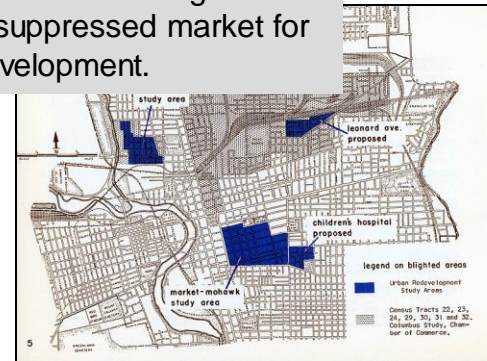
HOLC Corporation Adopts Redlining Maps

Limited investment and lending in black neighborhoods.



Urban Renewal

Reduced housing stock & suppressed market for development.



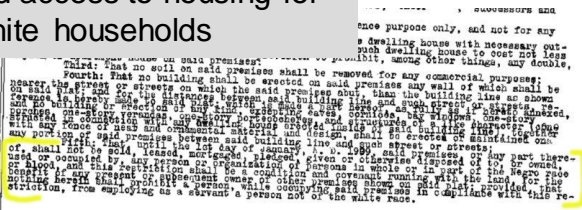
Highway Construction

Reduced housing stock & suppressed market for development.



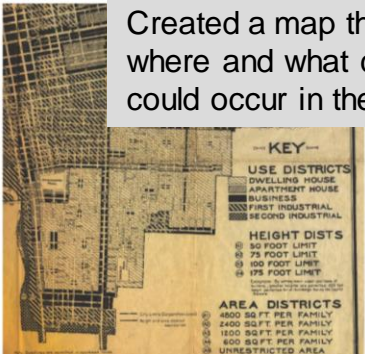
Deed Restrictions

Limited access to housing for non-white households



Columbus Enacts Zoning

Created a map that dictated where and what development could occur in the City.



1920

1940

1960

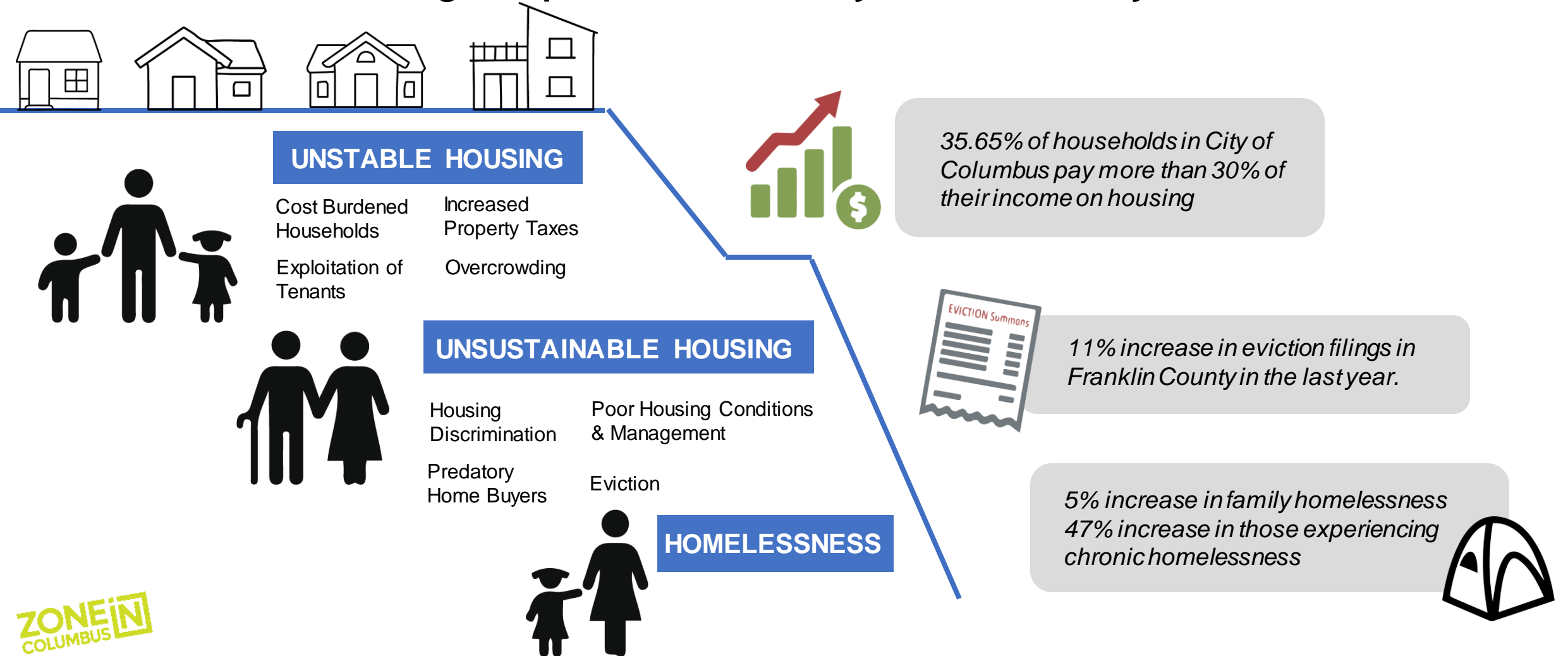
1980

2000

2020

Impacts of Housing Scarcity

Lack of available housing not only drives up prices, it also limits options for low income renters and homeowners leading to exploitation, instability and vulnerability.



What If We Do Nothing

Continued Sprawl

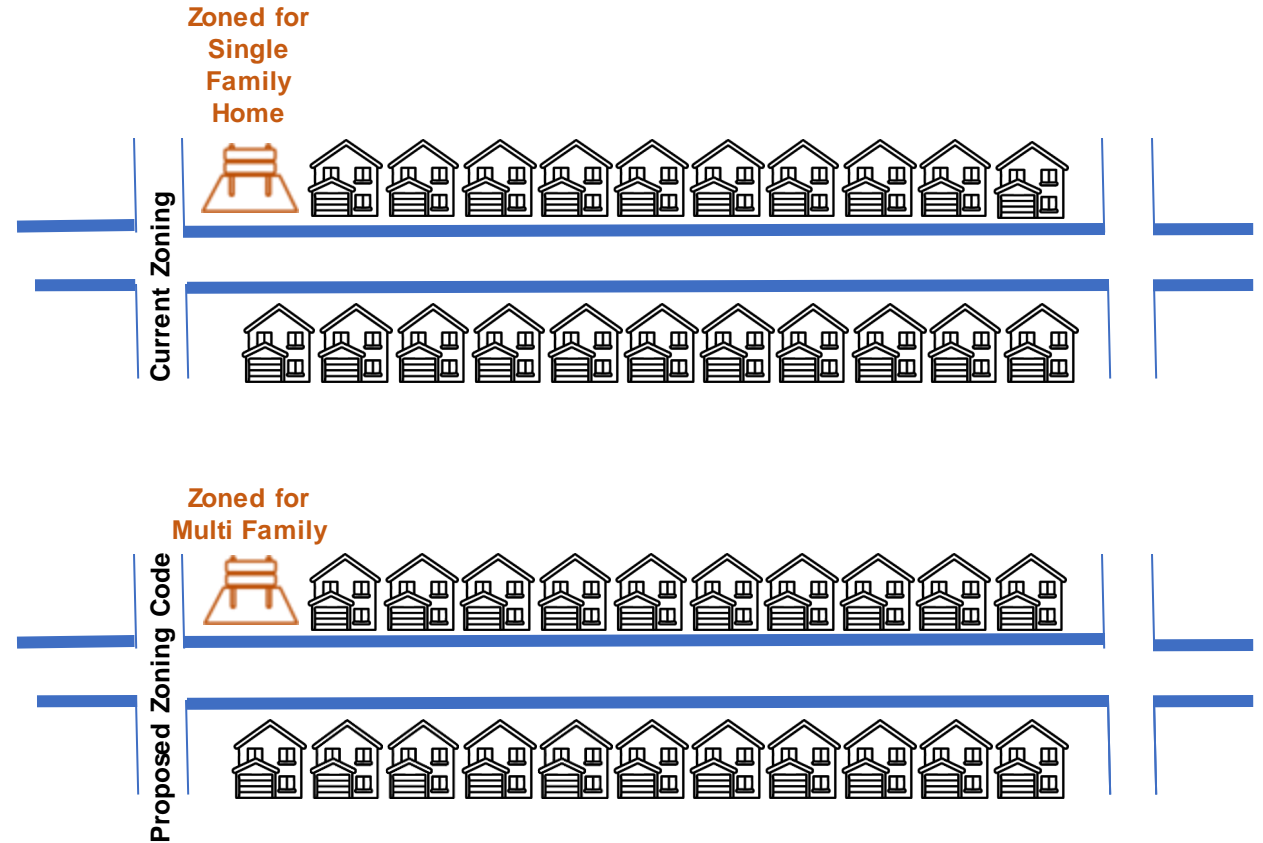
- Between 2020 – 2023 residential permits in exurban counties rose by 1.2% while Franklin County residential permits decreased by -8.5%

Increased Displacement & Economic Segregation

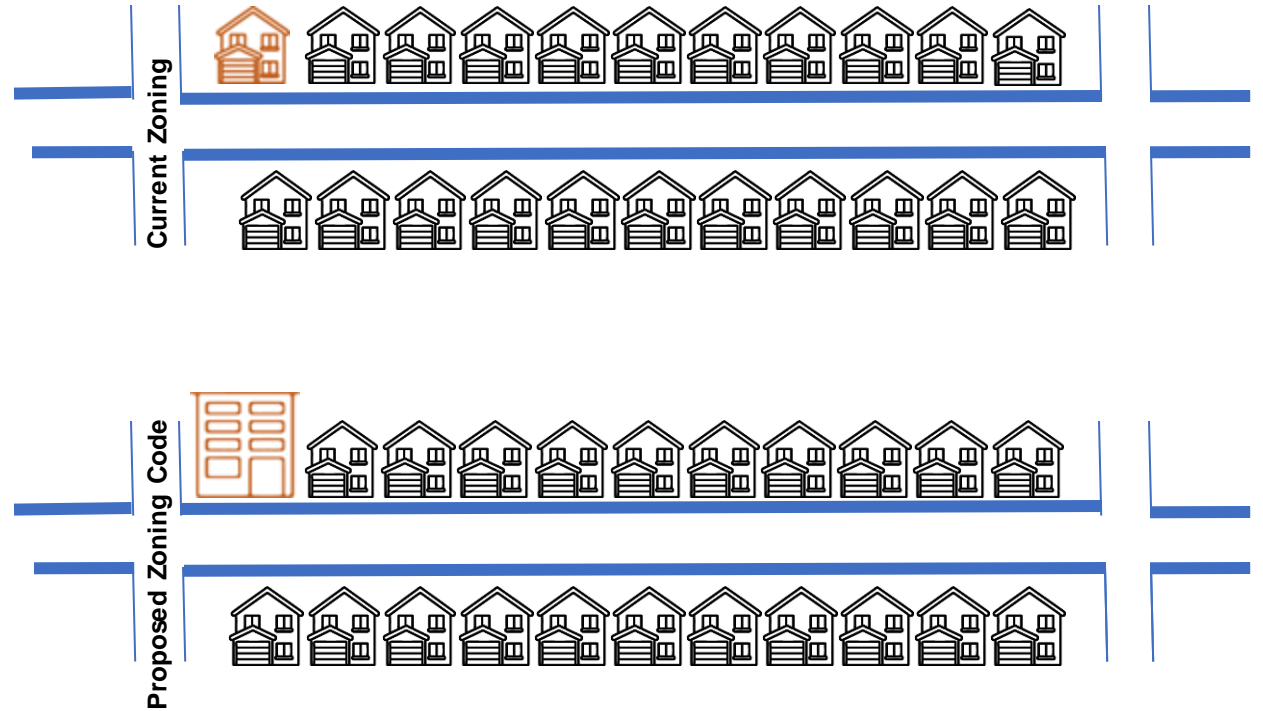
- Direct/Physical displacement - Evicted
- Indirect/Economic displacement – Priced out
- Exclusionary Neighborhood Change – Can't access

Rising Housing Costs

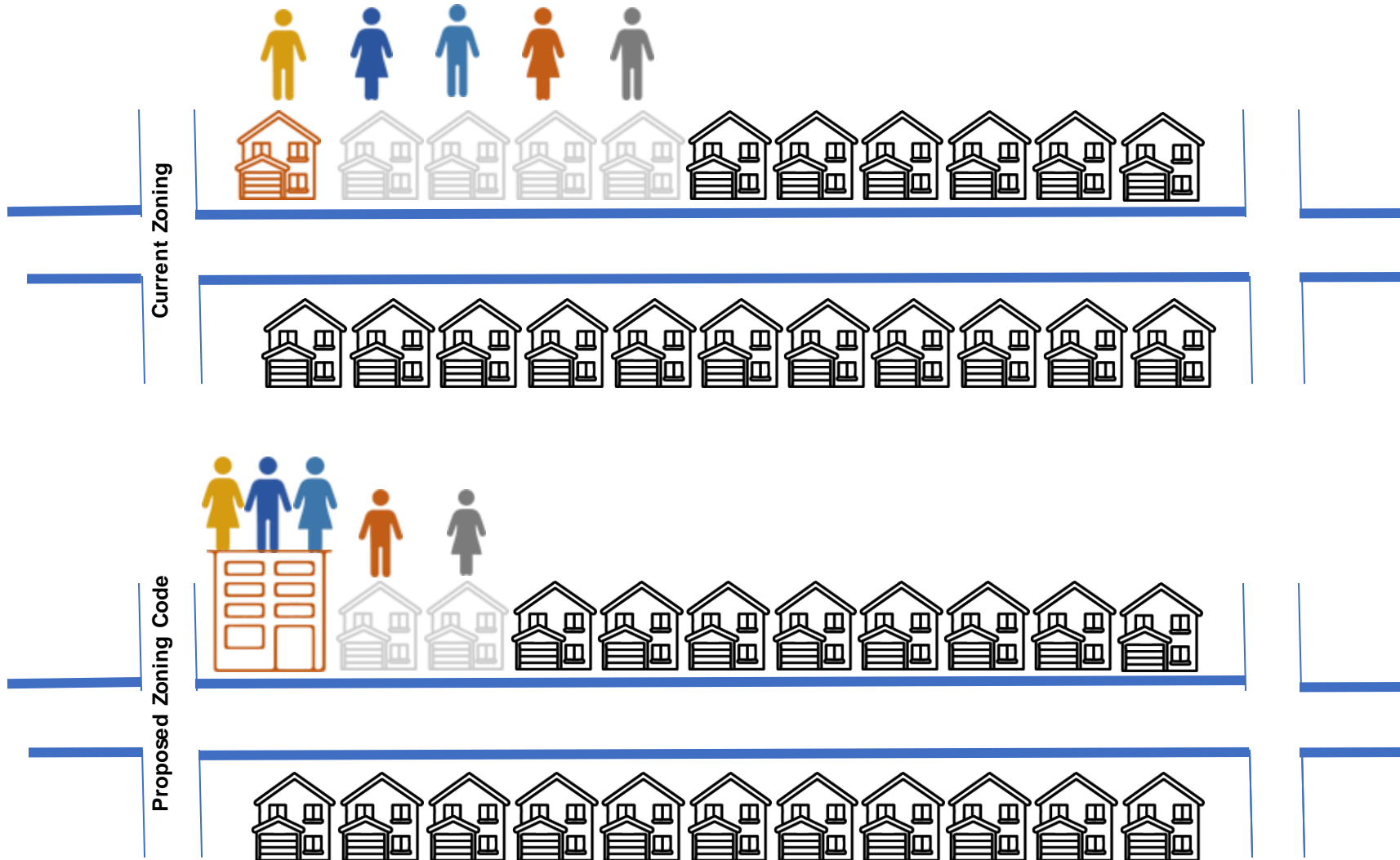
- Between 2020-2023 home prices rose 42.8%
- 2022 median household income: \$76,541/year, income required to purchase an average home: \$123,280.
- In the last year rent for a 2-bedroom apartment rose 13.95%. Requiring more than \$50k/year household income to be affordable.



What If We Do Nothing



What If We Do Nothing



The Opportunity

Slows housing cost increases

Case Study – [Minneapolis](#) 2017-2022 – eliminate minimum parking requirements, encouraged apartment development along corridors, establish building height minimums

- Housing stock increased by 12%
- Households grew by 10%
- Rent rose 1%

Improves Transit

Cities need densities of at least 7 dwelling units per acre to support a bus that stops every 30 minutes and 15 units per acre to support bus rapid transit or light rail service. Single family zoning has an average density of 5 dwelling units per acre.



The Opportunity

Supports small businesses

When choosing a location, businesses look for a certain number of people to live within a 15 minute drive to ensure they will get enough business.

- *Restaurants look for 40,000 people and grocery stores look for 29,000 people.*
- *Removes barriers for small and medium sized developers – not just who gets to live here but who gets to build.*

Reduces sprawl

- If 88k units were built as single family homes it would add 30 square miles to the City of Columbus
 - *not including roadways and other infrastructure to support it.*
- Corridor Concepts Report 2019 – Focused corridor development will result in:
 - *\$10B less in infrastructure cost*
 - *\$8,500 less in annual household costs*
 - *30% less greenhouse gas emissions*



The Columbus Housing Strategy

Invest

- Subsidies to build or maintain income restricted housing for households earning less than \$50k/year
- \$250M Affordable Housing Bond Dollars
 - New Affordable rental
 - Preserved affordable housing
 - Affordable homeownership
 - Permanent supportive housing

Preserve

- Homebuyer counseling, Tenant Protections, Acquisition Strategy
- Homeowner Services (2023)
 - *Critical Home Repair:* \$530,000
 - *Emergency Repair:* \$453,000
 - *Healthy Homes/Lead Safe/Roof Replacement:* \$629,000
- Emergency Rental Assistance (2023)
 - *Rental and Utility Assistance* \$44.5M
 - *Housing Resource Specialists* \$4.5M

Include

- Columbus Housing CRA
 - Requires affordability in market rate projects
 - 1.2% of parcels in Columbus are currently abated
- Zone In Height Bonus
 - Increases affordability required
 - Does not allow the fee-in-lieu option to be exercised



Affordability Height Bonus

District	Base Height Limit	Available Bonus
Urban General 1 & 2	4 stories	NA
Urban Center	5 stories	2 stories
Urban Core	12 stories	4 stories
Community Activity Center	5 stories	2 stories
Regional Activity Center	7 stories	3 stories

- Leverages City's Community Reinvestment Area (CRA) program
- Projects receiving residential CRA incentives are eligible
- No payment in lieu permitted
- Affordability requirements match the underlying CRA requirements, but apply to an expanded number of units
- Bonus works in addition to base height limit

Parking: What is being proposed?

A market-driven approach to parking

**This IS NOT a prohibition
on building new parking**

Why are we having this conversation?



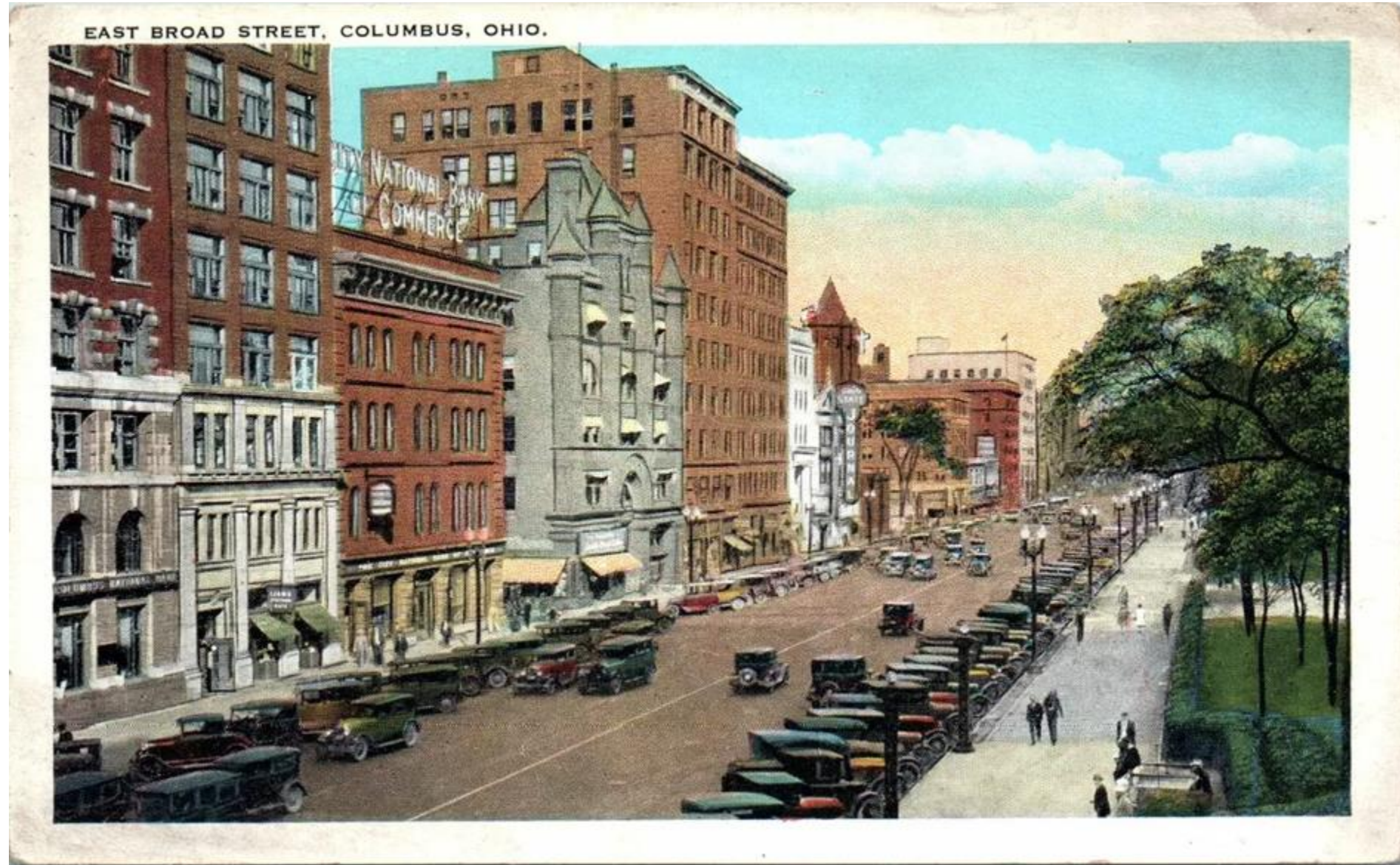
The initial assessment of our zoning code identified a mismatch between parking requirements, market demand and broader city goals.

“A blanket approach to parking requirements regardless of neighborhood density, street network, access to transit, or the historic context, leads to a large number of variance requests from parking requirements. Parking reductions are the most common variance request.”

A Brief History of Parking Requirements

1923

Columbus enacts what is believed to be the first minimum parking requirement in the U.S.



A Brief History of Parking Requirements

Up to the 1950s

Main Streets were the center of community life.

But zoning and parking requirements soon made it impossible to build these types of places.



Mt. Vernon Avenue - 1949

A Brief History of Parking Requirements

1960's-1970's

Highway construction enabled development outside of the city core.

Malls provided free and abundant parking.

Parking standards emerged based on suburban development patterns.

Eastland Mall - 1968



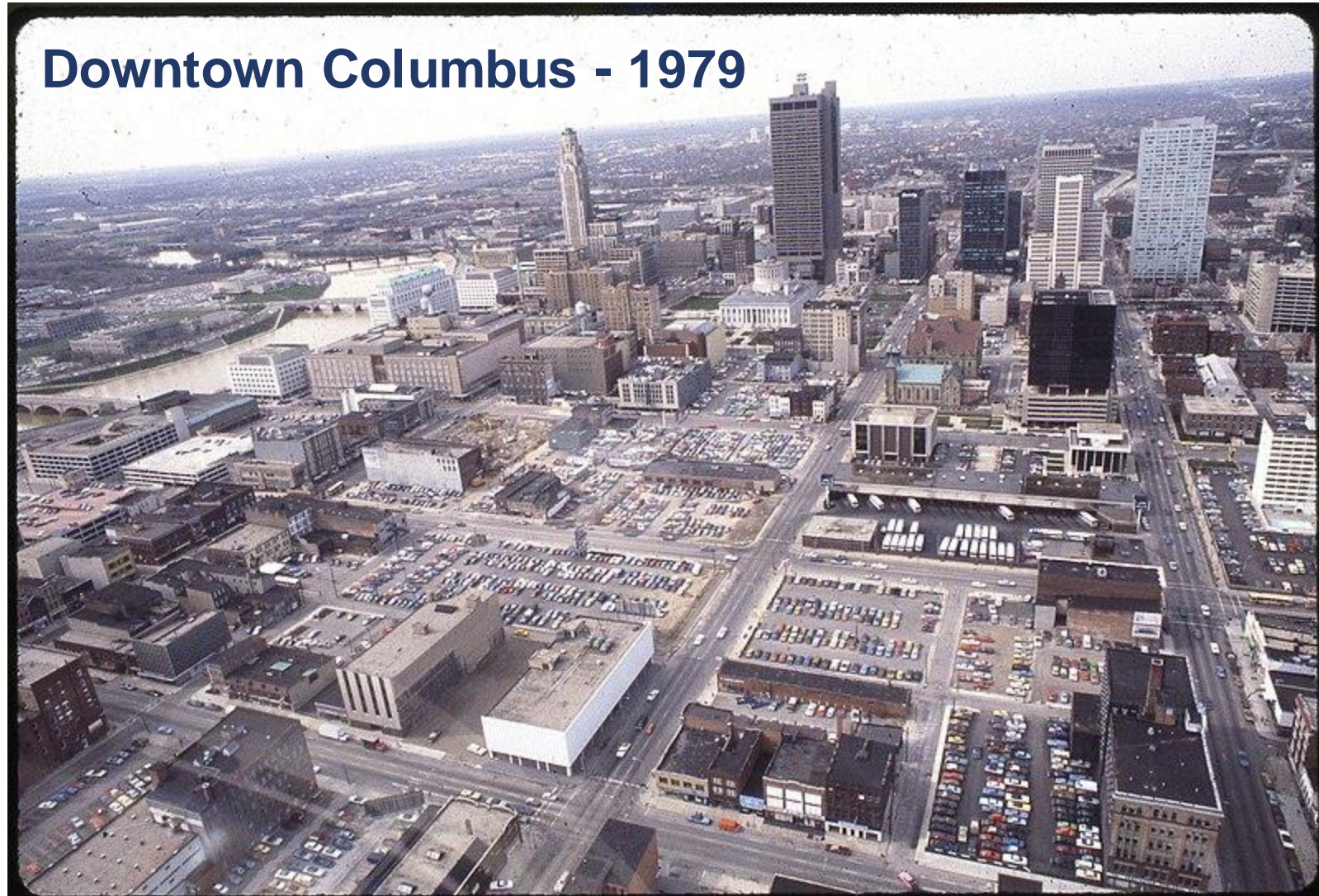
A Brief History of Parking Requirements

1960's-1970's

Buildings were demolished throughout Downtown and replaced by parking lots and garages.

This is an effort to compete with the suburban malls and to accommodate office workers commuting from the suburbs.

Downtown Columbus - 1979



A Brief History of Parking Requirements

1960's-1970's

Parking requirements were standardized based on limited data taken from suburban locations with no transit, few sidewalks, and low density development.

These requirements were applied everywhere.

Older buildings were replaced with parking lots and auto-oriented development patterns.



High and Lane - 1973

A Brief History of Parking Requirements

1960's-1970's

Redlining and highway construction led to “urban renewal” in racially segregated neighborhoods.

Mt. Vernon Plaza is a notable example in Columbus. Built to suburban zoning and parking standards.

Mt. Vernon Plaza – Today . . .



A Brief History of Parking Requirements

Mt. Vernon Plaza - Today



A Brief History of Parking Requirements



... and what it used to be.

A Brief History of Parking Requirements

Columbus has been right-sizing its parking requirements over the past 25 years.

Late 1990s

- Urban Commercial Overlays (UCO) – Commercial requirements reduced by 50%
- Downtown – All minimum requirements eliminated

2010

- Major overhaul of parking requirements citywide
- Minimum requirements reduced for most uses
- Multifamily requirement reduced from 2 to 1.5 spaces/unit

2017 – 2021

- Special Parking Areas (Short North, East Franklinton) & University Impact District (UID)
- Commercial requirements reduced by 50% and eliminated for small uses
- Multifamily requirements reduced from 1.5 to 1 space/unit (adjusted to number of bedrooms for UID)



Project built under Urban Commercial Overlay with reduced parking requirements

What's happening in Downtown Today?

AXIOS Columbus News Things to Do Food and Drink Politics Real Estate

Apr 13, 2023 - News

Map: Downtown Columbus is more than 25% parking

Tyler Buchanan, Allisa Widman Neese



Screenshot: [Parking Reform Network](#)

More than 25% of downtown Columbus' surface area is dedicated to parking lots or garages, [per analysis by the Parking Reform Network](#).

Why it matters: A parking-centric downtown offers little space for developing other public needs like additional housing.

State of play: Reducing car dependency remains [a top priority](#) for downtown residents, a city-commissioned survey found last year.

The city's new [Downtown Strategic Plan](#) calls for improving public transit options and [replacing](#) some surface parking lots with higher-density garages.

ZONE IN COLUMBUS



Residences at Topiary Park - 2024

A Growing Trend

Nationally, an increasing number of cities have repealed minimum parking requirements.

Over 50 cities have eliminated all parking mandates citywide.

North American cities that repealed parking mandates



Source: parkingreform.org

Supporting transit & housing affordability

Nearly 100 U.S. cities have adopted parking reforms specifically in **transit corridors**.

Many of these cities have eliminated all parking minimums in association with transit, while retaining requirements elsewhere.

Many cities are also relaxing requirements specifically for **affordable housing** or to **increase overall housing supply**.

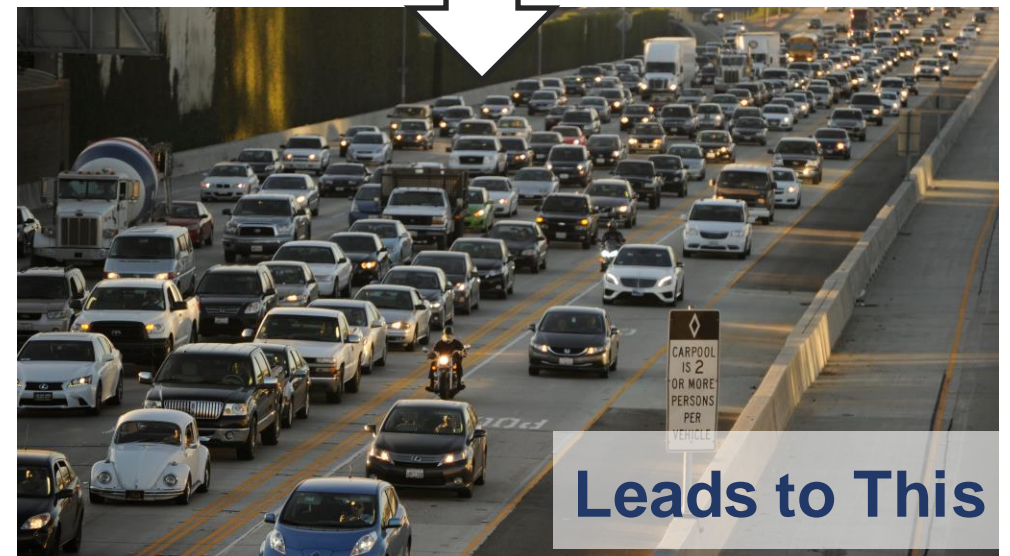


More Parking leads to more Traffic

Studies have found “compelling evidence that parking . . . is a cause of citywide automobile use.”

The effect of a building’s parking ratio also has a negative impact on transit use, even when located near transit.

McCahill, Garrick, Atkinson-Palombo, and Polinski. *Effects of Parking Provision on Automobile Use in Cities: Inferring Causality*. Vol. 2543, no. 1, Transportation Research Record: Journal of the Transportation Research Board, 2015, pp. 159-65.



Parking Space vs. People Space

Minimum parking requirements typically result in more space being allocated to parking than to housing.



Parking Requirements limit housing supply

The more parking that is required, the fewer the number of housing units that are built.

Example: Kenlawn Place *(as built)*

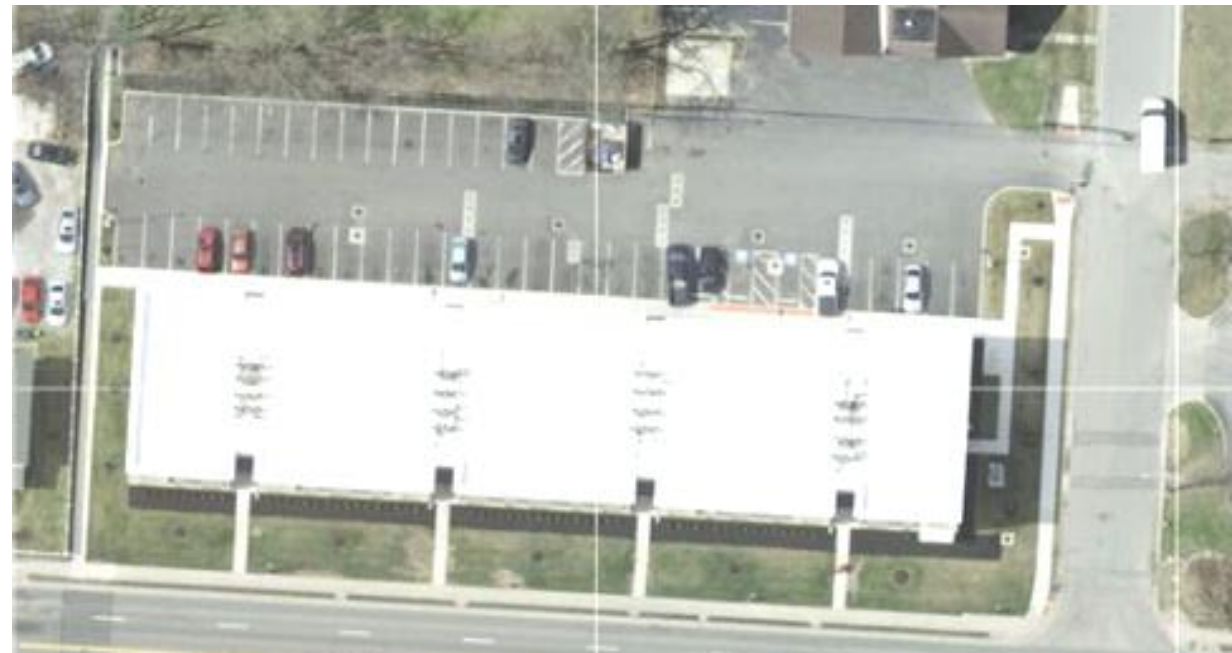
45 apartments

46 parking spaces

Parking Ratio: 1 space/unit

Maximum Observed Parking Occupancy: 54%

Kenlawn Place, Cleveland Ave.



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45 apartments

46 parking spaces

Parking Ratio: 1 space/unit

Maximum Observed Parking Occupancy: 54%

The same 20 parking spaces could accommodate 15 more apartments on an additional floor
(with a parking ratio of 0.7 spaces per unit)



Parking Requirements increase rents

A 2017 study found that bundling the cost of a structured parking space into rents adds about 17% to the housing unit's rent.

Minimum parking requirements create a major equity problem for carless households . . . associated with renters paying for garage parking that they do not use for car storage.

FIGURE 2
Garage Parking as a
Component of the
Average U.S.
Household's Monthly
Rent (\$913)

■ Cost of Other Attributes
■ Cost of Garage Parking



Source: Gabbe, C.J. and Pierce, Gregory. The Hidden Cost of Bundled Parking. 2017.
<https://www.accessmagazine.org/spring-2017/the-hidden-cost-of-bundled-parking/>

Inequitable outcomes

Over 30,000 households in Columbus don't have access to a car.

Nationally, 60% of zero-car households are considered low-income.



Case Study: Minneapolis

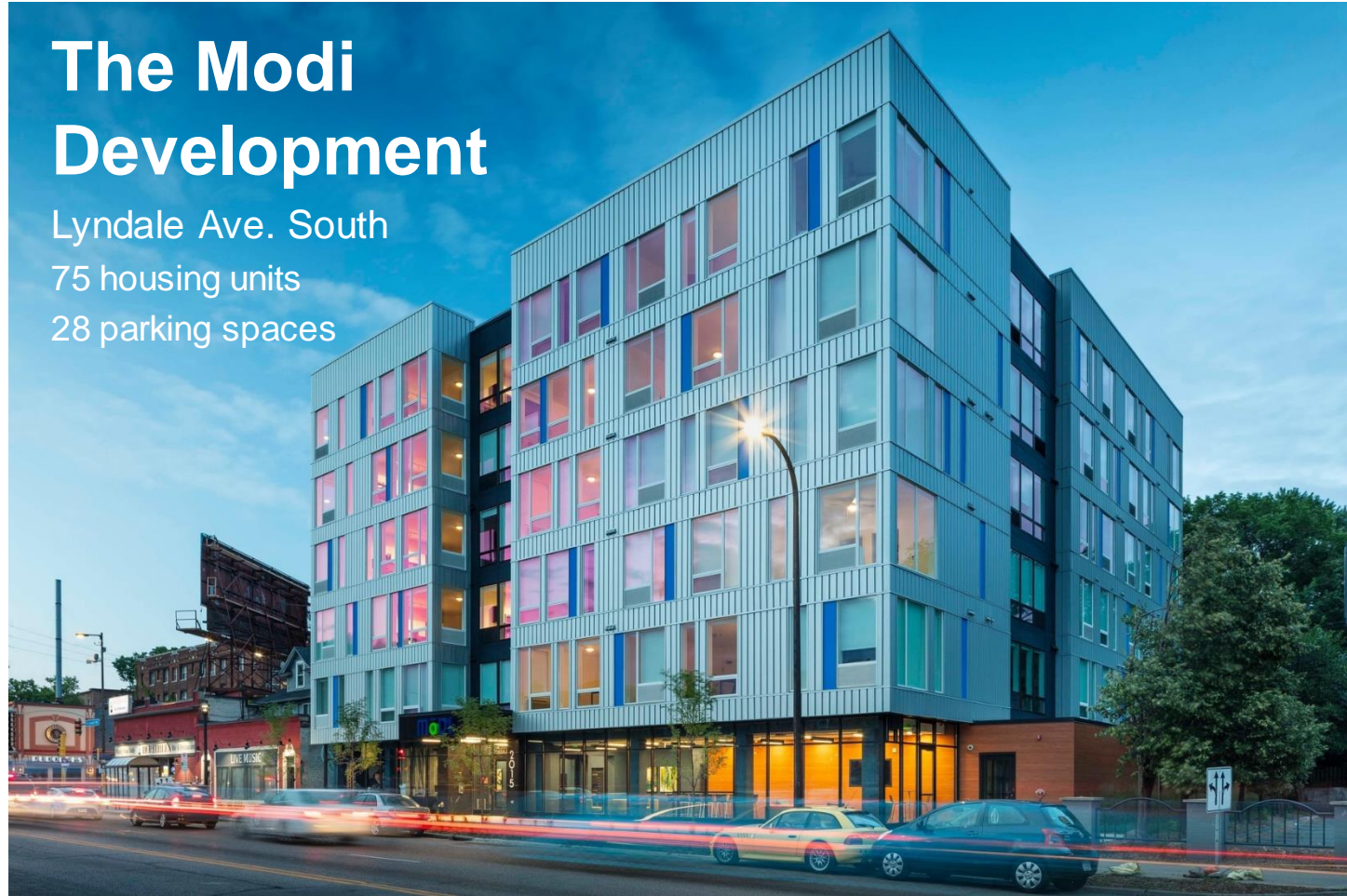
Rising housing costs prompted Minneapolis to rethink its zoning rules, including elimination of minimum parking requirements

The Modi Development

Lyndale Ave. South

75 housing units

28 parking spaces



75 units



28 parking spaces
(0.4 spaces/unit)



Ground Floor Parking



**Alternative:
Decrease
Density**

- 38 units
- 38 parking spaces
(1 space/unit)

In order to park this building at 1 space/unit, land and construction costs likely make other alternatives infeasible.



Net Loss of 37 housing units



**But where do
the other 37
people park?**

Zone In Parking & Mobility Strategy



PARKING STRATEGY

Right-size the parking supply in support of more housing, walkable neighborhoods and less reliance on driving



MOBILITY STRATEGIES

Manage demand for parking by promoting more sustainable options, such as walking, biking and transit

Parking Impact Review Process

Current Variance Review Process

In 2021, the Department of Public Service established Parking Variance Review Guidelines.

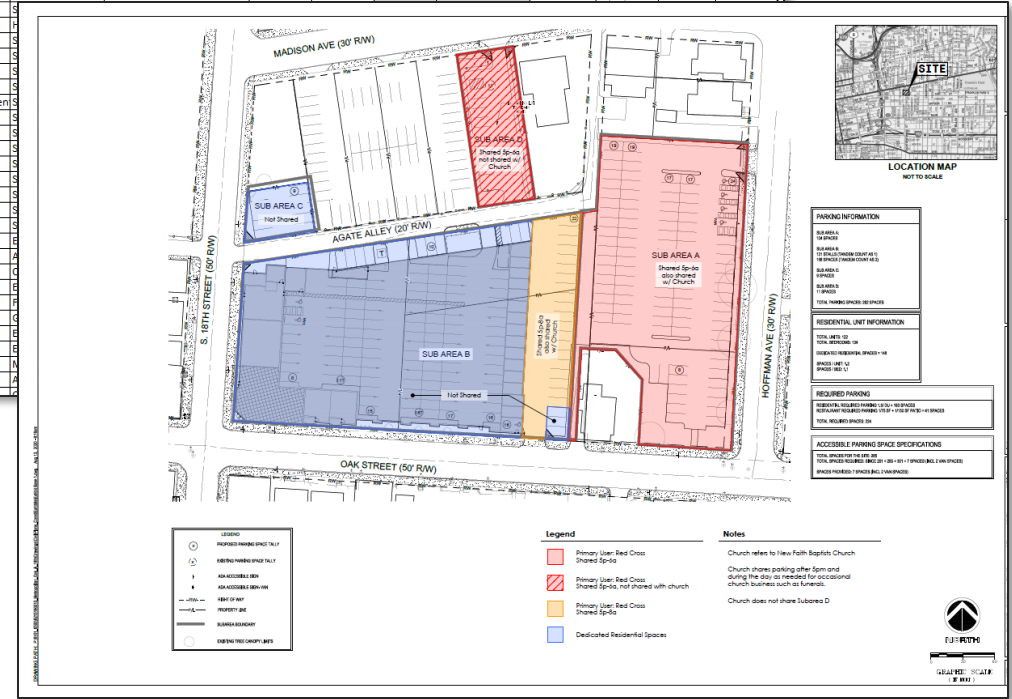
The Guidelines are a response to the growing frequency of parking variance requests due to the mismatch between market demand for parking and existing zoning code requirements.

A Parking Impact Study is requested for projects meeting certain criteria.

Example Parking Study: Data Collection and Shared Parking Plan

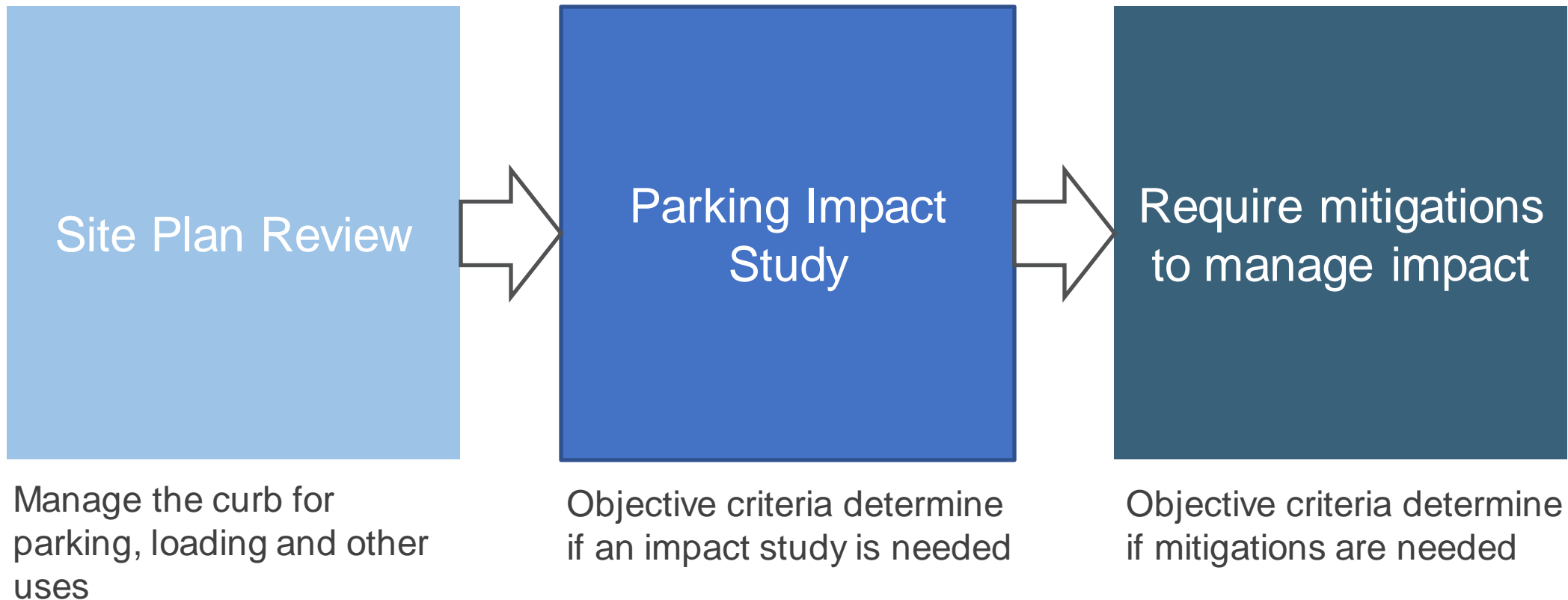
Example Counts												
Street (name of street segment being counted)	Blockface	From	To	Total Existing	Example Count	Available Sp	Example Occupancy	Day of Week	Date	Time	Photo Taken?	
FRONT ST	W	W BROAD ST	W GAY ST	14	14	0	100%	Wednesday	1/2/2019	6:30 AM	Y	
FRONT ST	W	W GAY ST	W LONG ST	11	9	2	82%	Wednesday	1/2/2019	6:32 AM	Y	
FRONT ST	E	W BROAD ST	W LYNN ST	0	0	0	N/A	Wednesday	1/2/2019	6:34 AM	Y	
FRONT ST	E	W LYNN ST	W GAY ST	2	1	1	50%	Wednesday	1/2/2019	6:36 AM	Y	
FRONT ST	E	W GAY ST	W ELM ST	0	0	0	N/A	Wednesday	1/2/2019	6:38 AM	Y	
FRONT ST	E	W ELM ST	W LONG ST	0	0	0	N/A	Wednesday	1/2/2019	6:40 AM	Y	

Morning Counts - Weekday												
Street (name of street segment being counted)	Blockface	From	To	Notes	Total Existing Spaces	Morning Count	Available Spaces	Morning (5-7am) Occupancy %	Day of Week	Date	Time	Photo Taken?
E CAPITAL ST	N	S MONROE AVE	S DOUGLAS ST		15	8	7	53.3%	Wednesday	8/12/2020	6:06 AM	Y
E CAPITAL ST	N	S DOUGLAS ST	S 18TH ST		0	0	0	N/A	Wednesday	8/12/2020	6:11 AM	Y
E CAPITAL ST	S	S MONROE AVE	S 18TH ST		0	0	0	N/A	Wednesday	8/12/2020	6:12 AM	Y
MADISON ST	N	S 18TH ST	S 19TH ST		11	2	9	18.2%	Wednesday	8/12/2020	6:22 AM	Y
MADISON ST	N	S 19TH ST	HOFFMAN AVE	City Permit E Weekdays 8a-5p	4	3	1	75.0%	Wednesday	8/12/2020	6:25 AM	Y
MADISON ST	S	S 18TH ST	S 19TH ST	City Permit E Weekdays 8a-5p	7	2	5	28.6%	Wednesday	8/12/2020	6:23 AM	Y
MADISON ST	S	S 19TH ST	HOFFMAN AVE	City Permit E Weekdays 8a-5p	4	1	3	25.0%	Wednesday	8/12/2020	6:26 AM	Y
OAK ST	N	S MONROE AVE	S DOUGLAS ST		5	8	-3	160.0%	Wednesday	8/12/2020	6:28 AM	Y



Parking Impact Review Process

Goal: Proactively manage the curb and maintain access for surrounding neighborhoods



Process to be implemented through a new companion code section alongside Zone In Update. Current parking variance review process serves as a model.

Parking Impact Review Process

What determines the degree of mitigation needed?

Size of Project

Amount of Parking
being Proposed

Surrounding
Parking Demand

- Small Project + High Parking Ratio + Low Surrounding Demand = Low or No Mitigation
- Large Project + Low Parking Ratio + High Surrounding Demand = Larger Mitigation

Parking Impact Review Process

MOBILITY PROGRAM OPTIONS

Moderate Impact



Car Share



Bike/Scooter Share



Transit Passes



Rideshare Passes

PARKING MANAGEMENT FEE

Greater Impact



Parking Enforcement









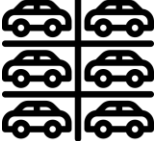



Permit Operations



Staff Administration, Technology & Customer Support

The Proposal

 CURRENT CODE	 PROPOSED CODE
 <p>Residential is not permitted on 80% of parcels</p>	 <p>Allows residential along all the corridors including on the first floor</p>
 <p>80% of the parcels along the corridor have a height limit of 35 feet which would only allow for single family homes</p>	 <p>Increased heights along the corridors to allow for more housing</p>
<p>\$\$\$\$ No inclusion of affordable housing</p>	<p>\$\$ Height bonus to include affordable units</p>
 <p>Limits housing options and increases expenses to make only large apartment buildings feasible</p>	 <p>Facilitates housing diversity</p>
 <p>One-size fits all parking requirements</p>	 <p>Market driven parking strategy. Proactive parking management.</p>

Public Review Draft

- April 9 through June 10, 2024
- Code and map on website
- Area commissions visits
- Email & social media reminders
- Property owner mailing
- **Zone In Gallery**
- City Council hearings



To learn more...

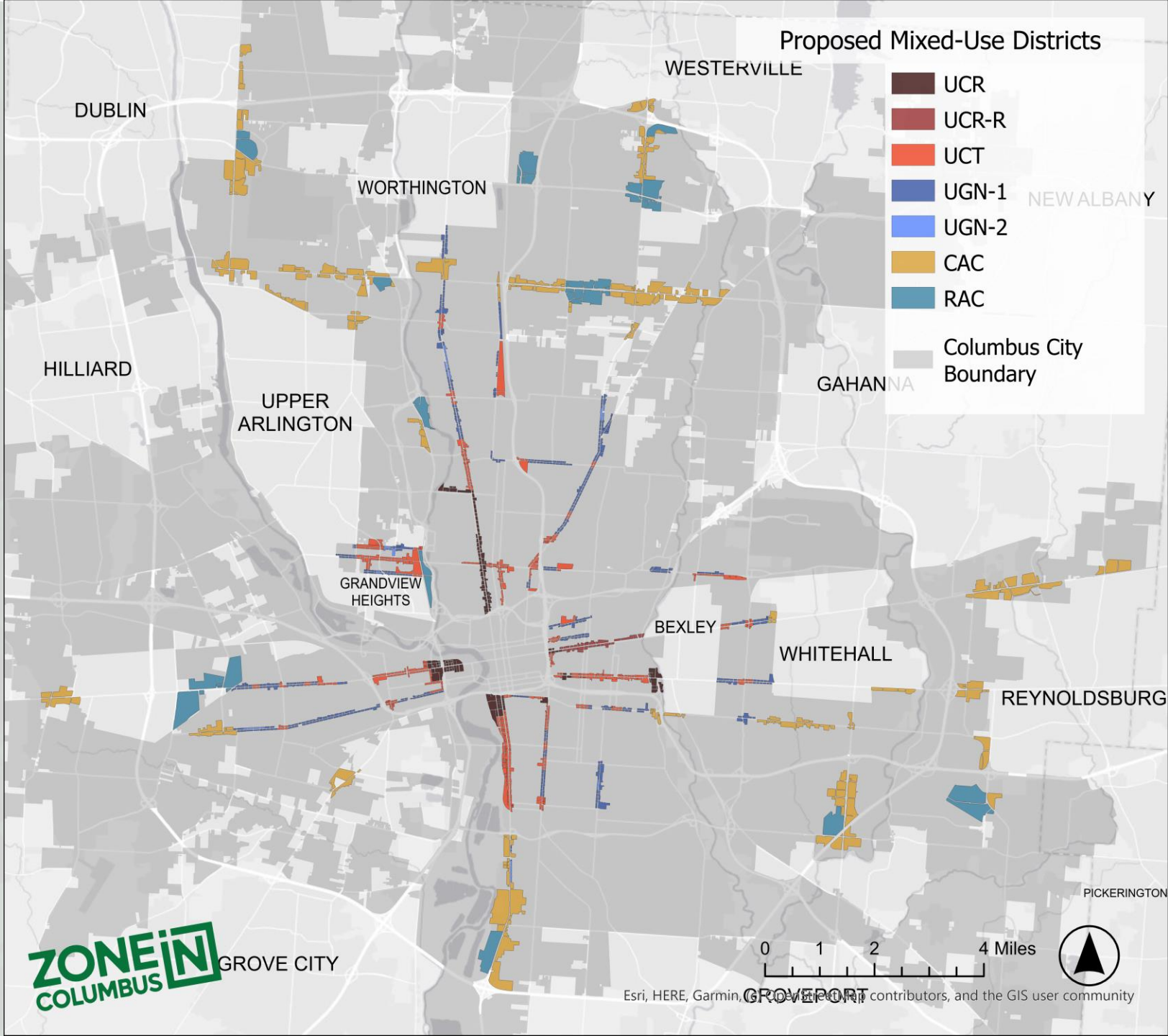
Sign up to **visit the Zone In Gallery** and get **project updates** by visiting the project website or contacting the Zone in Team!

ZoningUpdate@Columbus.gov

614-645-5343

www.columbus.gov/zoningupdate





Parking Demand Zone

Parking Demand Zone is identified in DPS Parking Variance Review Guidelines. This is an area of the City with higher population and employment density and higher demands for parking.

