



South of Downtown Neighborhoods: Existing Conditions

(German Village, Brewery District & South Side)



Existing Conditions

Located just south of Downtown Columbus, the South of Downtown Neighborhoods study area is broad, generally bounded by U.S. Highway 33/ Livingston Avenue on the north, Sycamore Street and Ann Street to the east, Gates Street to the south, and the railroad and Scioto Audubon Metro Park to the west. The area is unique and diverse, and is comprised of specific neighborhoods including Brewery District, German Village, and Schumacher Place. The Brewery District to the northwest of the study area continues to see new commercial, retail, and mixed-use growth and investment, and is a popular dining and entertainment destination for residents from the region.

German Village to the east represents one of the most unique, vibrant, and historic neighborhoods in the Midwest. Originally settled in the mid-1800s, German Village is a mix of historic brick houses, shops, streets, and sidewalks. The unique components of this study area require customized approaches to meeting parking, mobility, and access challenges.

PARKING AND MOBILITY SNAPSHOT:



\$0.75 & \$0.40

South of Downtown Neighborhoods area consists of 3-hour and 12-hour meters, with hourly rates at \$0.75 and \$0.40 per hour, respectively.

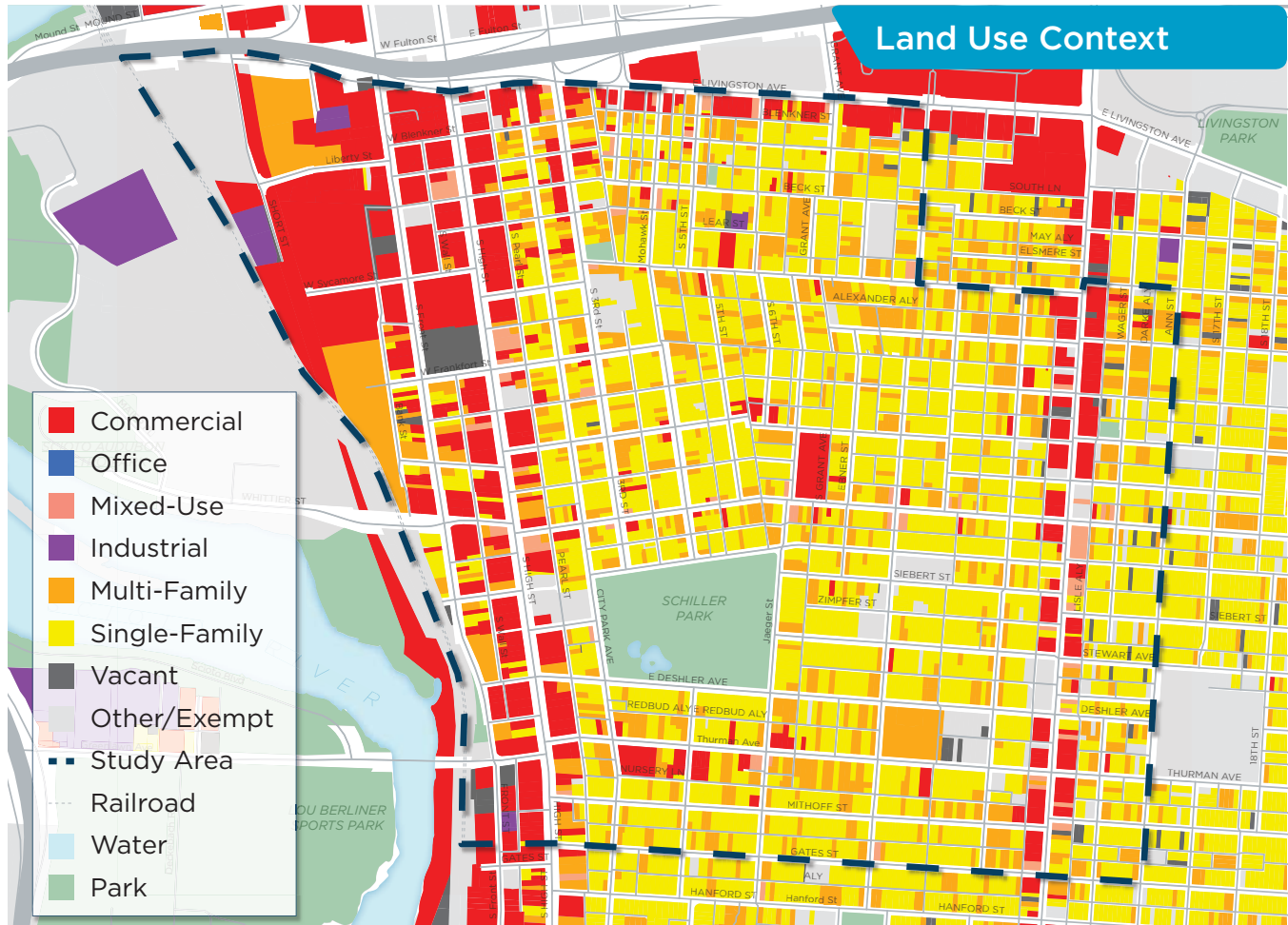


ON-STREET OCCUPANCIES

German Village occupancies peaked in the morning, while Brewery District occupancies peaked in the early afternoon.

LAND USE CONTEXT

The South of Downtown Neighborhoods study area is largely single and multi-family residential in its core, with commercial, office, and mixed-use corridors on either side along Parsons Avenue and High Street. The residential areas in the center of the study area are a mix of single-family and multi-family buildings. The northwest portion of the study area is heavily influenced by breweries, restaurants, and event venues, while Parsons Avenue is dominated by strip style commercial and retail development.



THE OVERALL SYSTEM PEAK PARKING OCCUPANCY,

was found to be in the morning,
but with only a quarter of
on-street parking occupied.



PARKING TURNOVER IN GENERAL IS VERY LOW

throughout the study area, with
some vehicles remaining parked
for 6 or more hours.

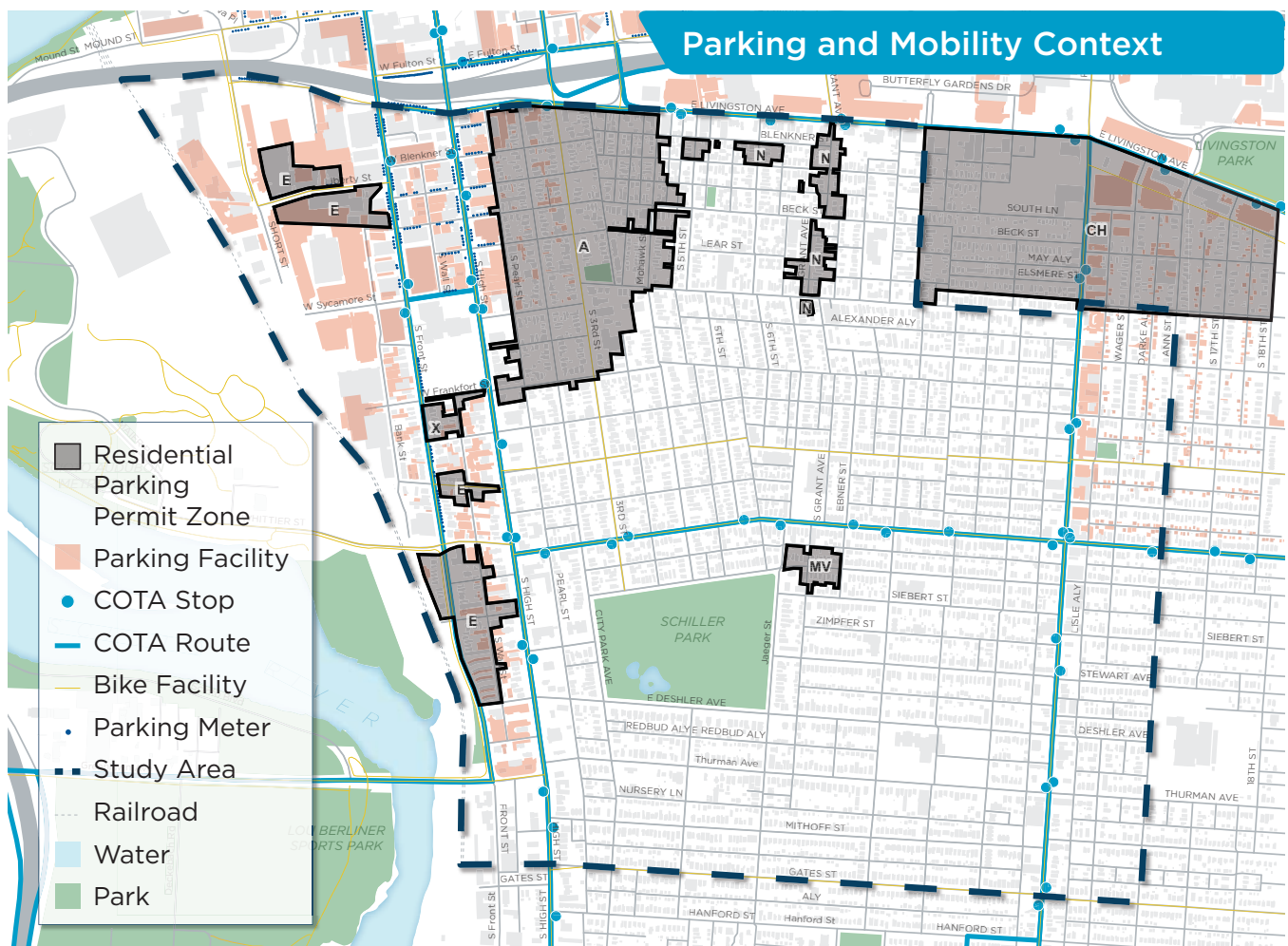
PARKING AND MOBILITY CONTEXT

The South of Downtown Neighborhoods study area is served by a connected and gridded network of streets, with High Street, 3rd Street, and Parsons Avenue the primary north-south corridors through the study area, and Whittier Street and Thurman Avenue the primary east-west corridors.

Transit serves the High Street and Front Street north-south corridors, as well as the east-west Whittier Street corridor. Transit routes connect the South of Downtown Neighborhoods area to neighborhoods to the south, and Downtown Columbus to the north. The Scioto Greenway Trail cuts through Scioto Audubon Park and

connects to Front Street on the west side of the study area along Whittier Street.

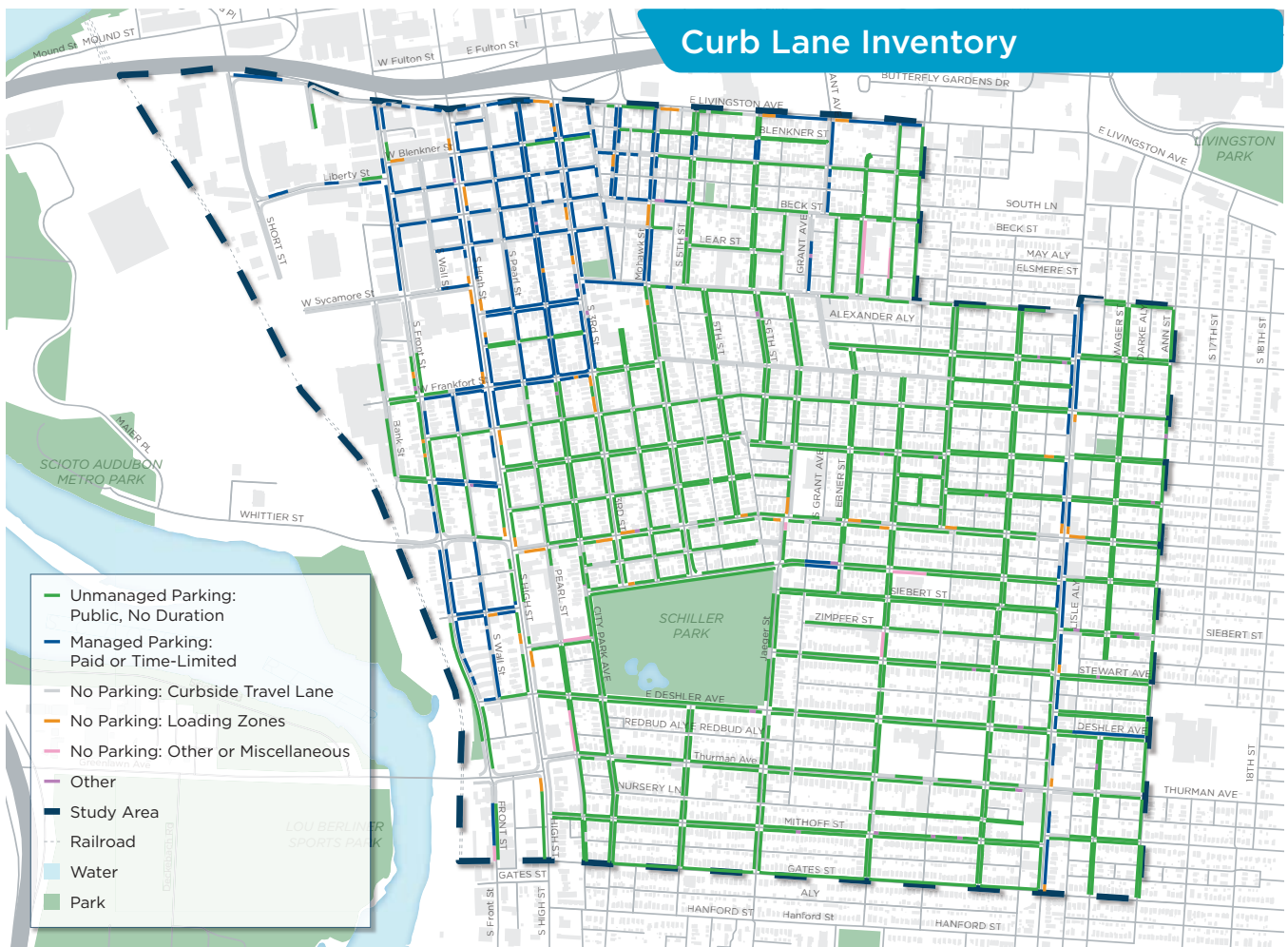
South of Downtown Neighborhoods parking includes off-street parking assets, and a mix of metered, permitted, time-limited, and unmanaged on-street parking in the central and eastern parts of the study area. There are several residential parking permit areas in the South of Downtown Neighborhoods study area including Zones A, E, N, MV, and X.





CURB LANE INVENTORY

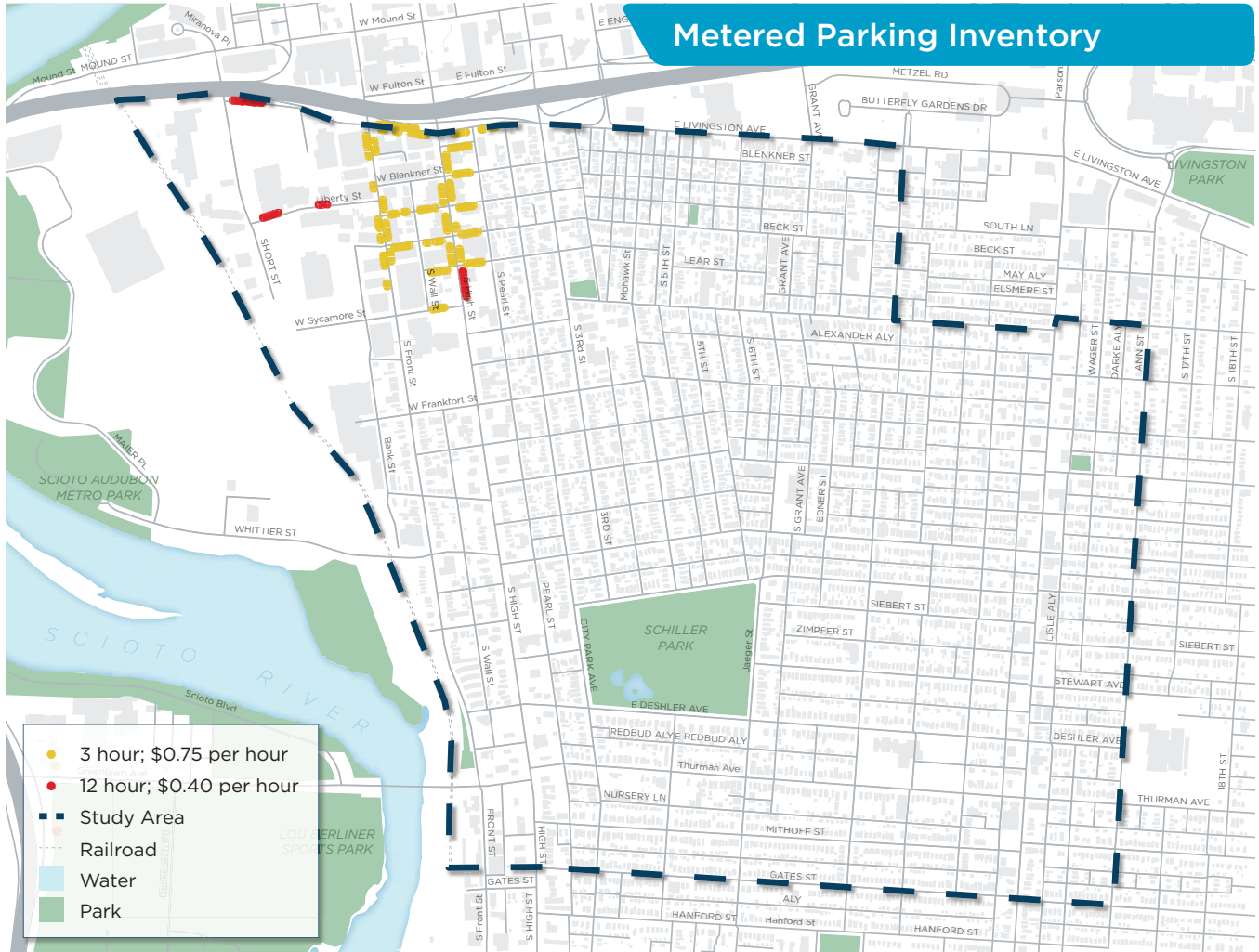
The majority of the central and eastern part of the study area's curb space is free, public, unmanaged parking. Metered parking exists along Front Street and High Street, and in the northwest part of the study area. A large portion of the managed parking in the northwest part of the study area, separate from the metered curb areas, are the signed Zone A, E, N, MV, and X parking permit areas.





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METERED PARKING

There are 200 parking meters in the South of Downtown Neighborhoods study area, nearly 85% of which are 3-hour meters priced at \$0.75 per hour. The remaining 32 meters in the South of Downtown Neighborhoods study area are 12-hour meters priced at \$0.40 per hour.

The map on page 3-85 indicates the location of meters in the South of Downtown Neighborhoods area. Three-hour meters are clustered in the northwest from S Front Street to S High Street between W Sycamore Street and Livingston Avenue. 12-hour meters are present on High Street south of Willow Street, on Liberty Street and Fulton Street in the Brewery District, and on the east side of Front Street south of Sycamore Street.



AREA SNAPSHOT



TOTAL BREWERY DISTRICT
METER REVENUE WAS
\$232,172
IN 2018





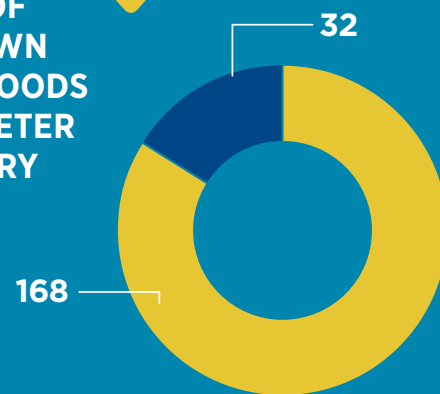
THE **HIGHEST AVG. REVENUE**
PER TRANSACTION FOR A
METER IN 2018 WAS
\$2.51



TOTAL BREWERY DISTRICT
METER TRANSACTIONS
IN 2018 WERE
235,101

SOUTH OF DOWNTOWN NEIGHBORHOODS PARKING METER INVENTORY

 3-HOUR METER
 12-HOUR METER



THE TOP 20 METERS...



by total revenue
provided **\$38,733**
in 2018, with
the top meter
providing **\$2,212**



received **50,587**
transactions in 2018,
with the top meter
receiving **3,628**

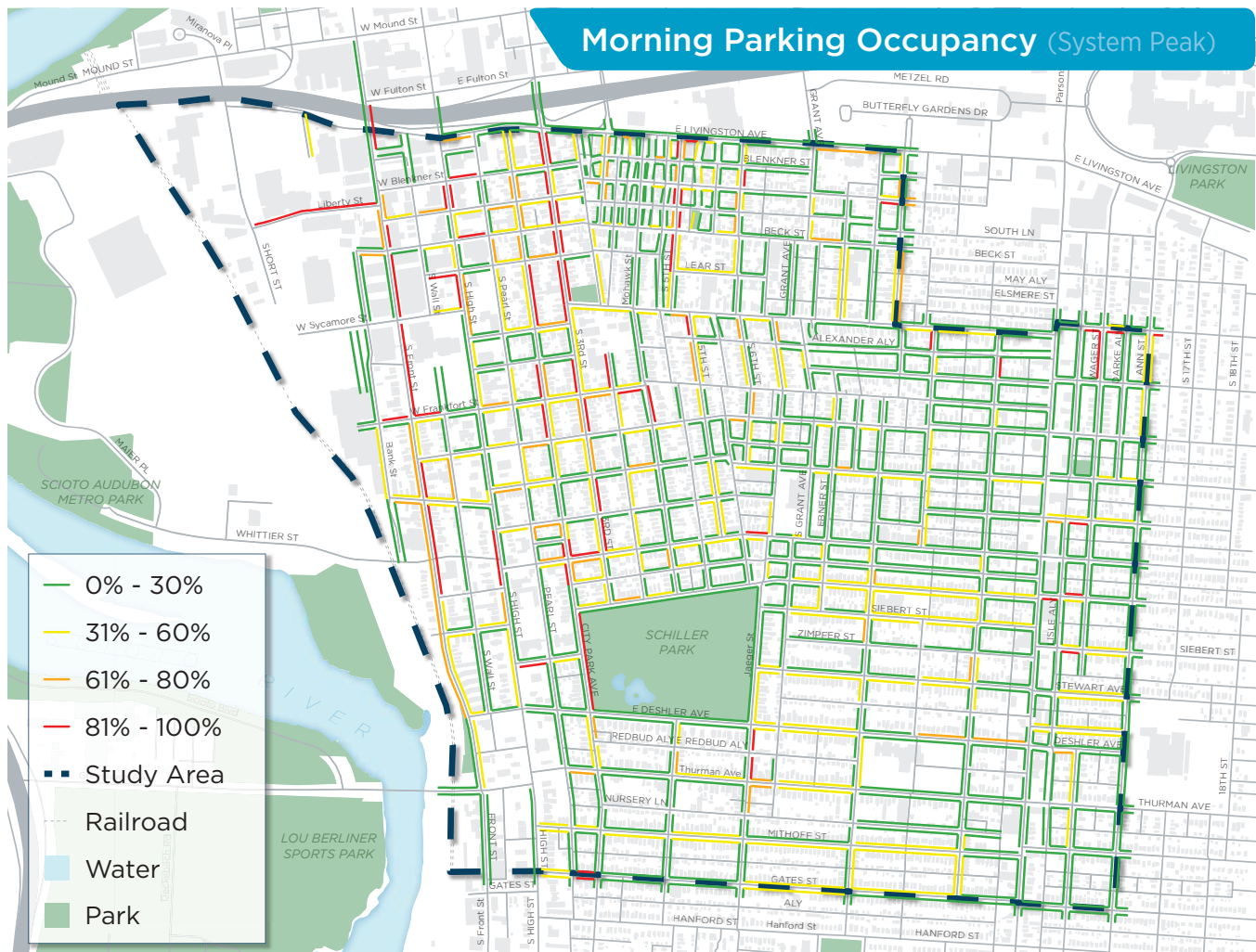
Data from 2018

ON-STREET PARKING

PARKING OCCUPANCY

Parking occupancy data was collected for the South of Downtown Neighborhoods study area on two consecutive Thursdays in November 2018. Systemwide peak parking occupancy was determined to be in the morning, as depicted in the map below. Like Downtown, there is available on-street parking systemwide at peak utilization, but specific streets and block faces see parking utilization at or above 80% occupied throughout parts of the day.

Examining occupancies by sub-area, on-street parking occupancies for Brewery District peaked in the early afternoon, while on-street parking occupancies for German Village peaked in the morning. Sub-area peaks are depicted on the map on page 3-88. Aggregate on-street occupancy throughout the day stayed rather consistent for all sub-areas and the study area as a whole. This fluctuation is displayed in the figure on page 3-89.

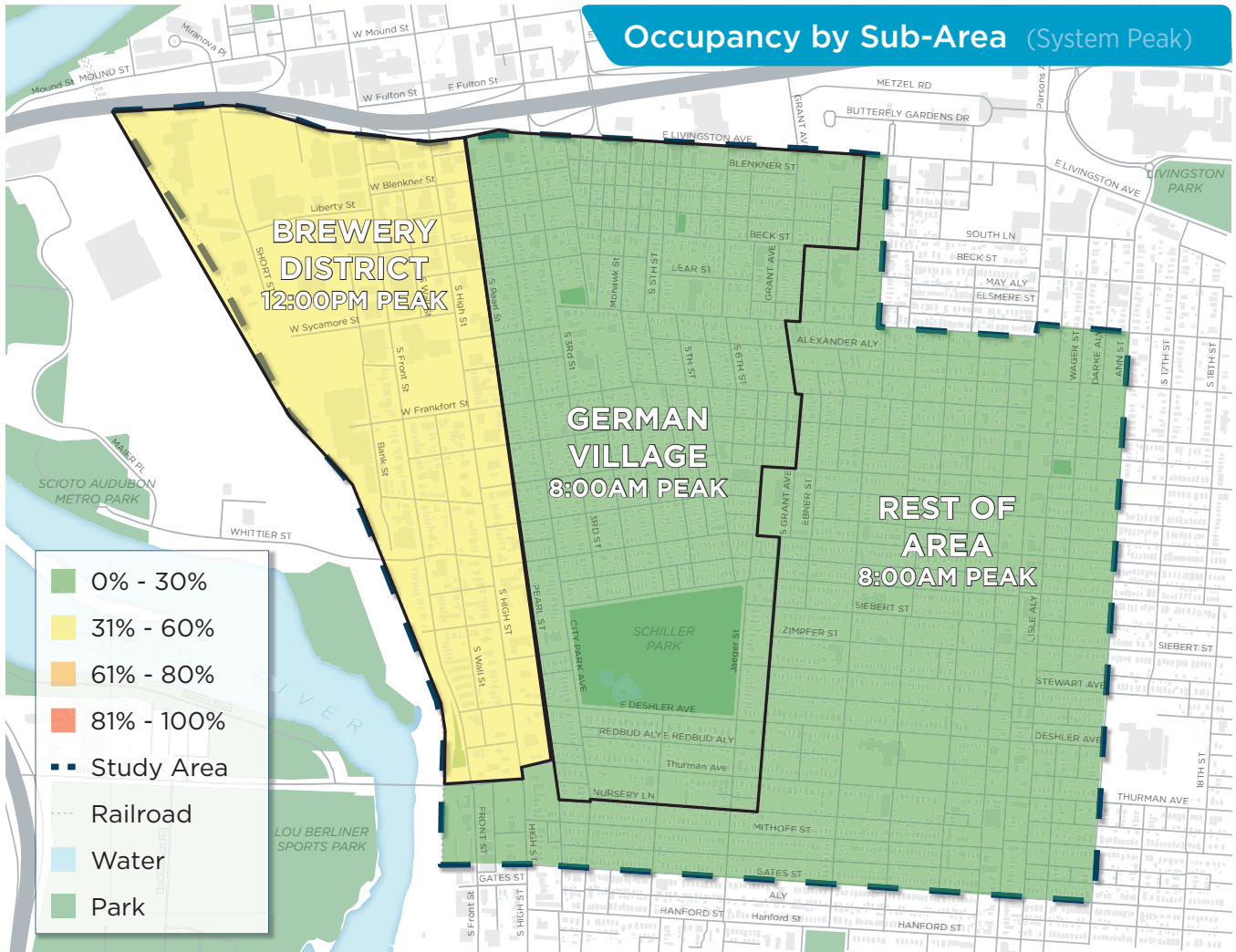


Data collected Thursday, 11/15/18



South of Downtown Neighborhoods: Existing Conditions

(German Village, Brewery District & South Side)



Data collected Thursday, 11/15/18

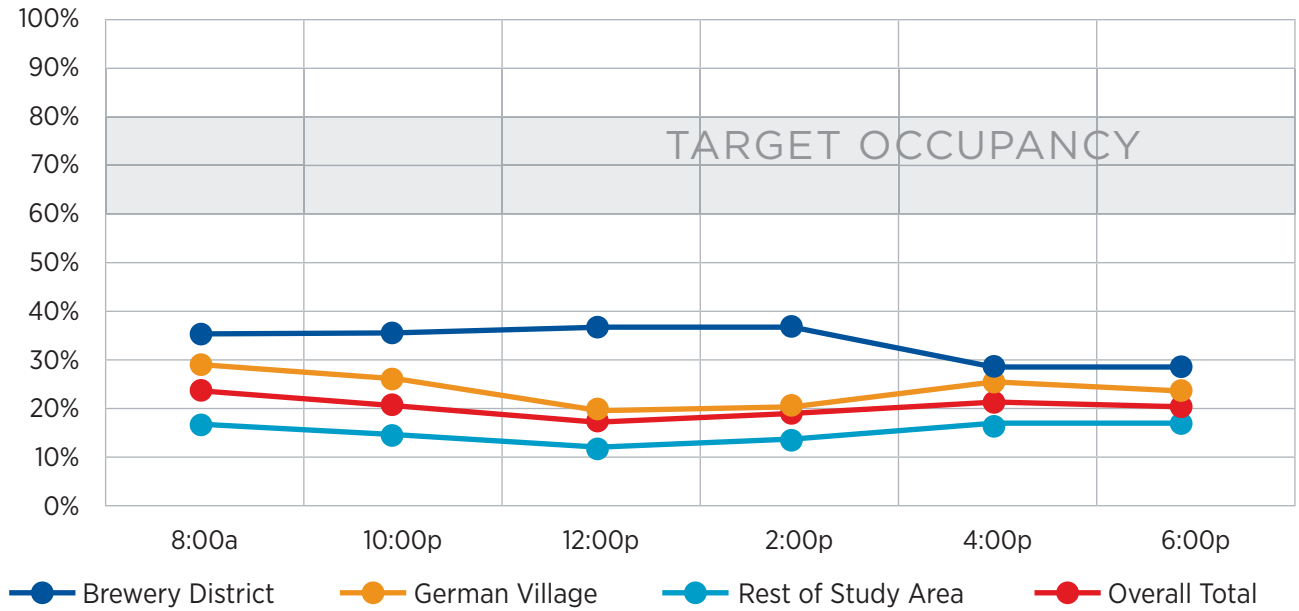




South of Downtown Neighborhoods: Existing Conditions

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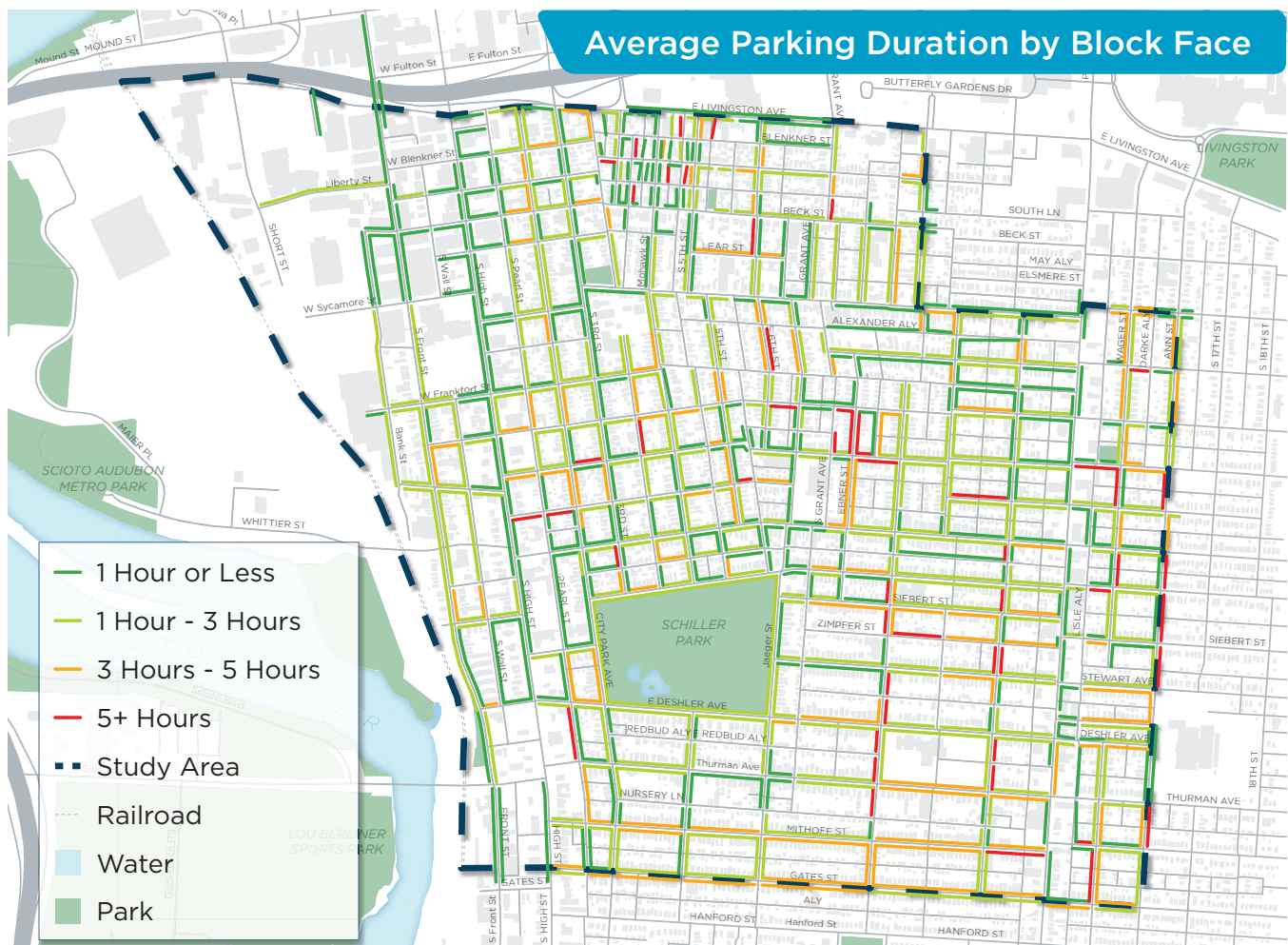
South of Downtown Neighborhoods Parking Occupancy (by Sub-Area and Time of Day)



ON-STREET PARKING

DURATION

Data indicates that a significant number of vehicles remain parked on block faces for periods exceeding 3 hours or more. As was expected, this low turnover was especially evident in the core residential portions of the study area north and northeast of Schiller Park. The map below displays average parking durations by block face. **Note that the time ranges provided in the legend of the map below differ from the ranges on the duration maps from the other study areas.**



Data collected Thursday, 11/8/18



May 1 Public Workshop Results

KEY TAKEAWAYS:

Participants had a strong preference to retain the existing system for residential parking. Many concerns with parking in these neighborhoods were related to non-residents parking in residential areas, such as:

- Neighborhood businesses that do not provide off-street parking or encourage multimodal transportation alternatives
- People that work Downtown who park long-term for free in the South of Downtown Neighborhoods and take transit or walk in to work
- Variances to off-street parking requirements granted to new developments
- Visitors having inadequate parking options near their destinations and park on residential streets instead

Solutions to reducing non-resident parking in residential areas included:

- Improving transit options and connections
- Adding a parking lot or structure specifically for visitor parking
- Providing a park-and-ride, shuttle, or connector service for Downtown employees so that they are not parking on residential streets
- Implementing off-street parking incentives for local businesses

Increasing bike facilities, alternative transportation options, and public transit connections was also frequently mentioned.

There was a strong preference to not implement paid parking or to increase parking time limits near commercial areas.

“ WHAT WE HEARD

Promote alternative transportation for visitors

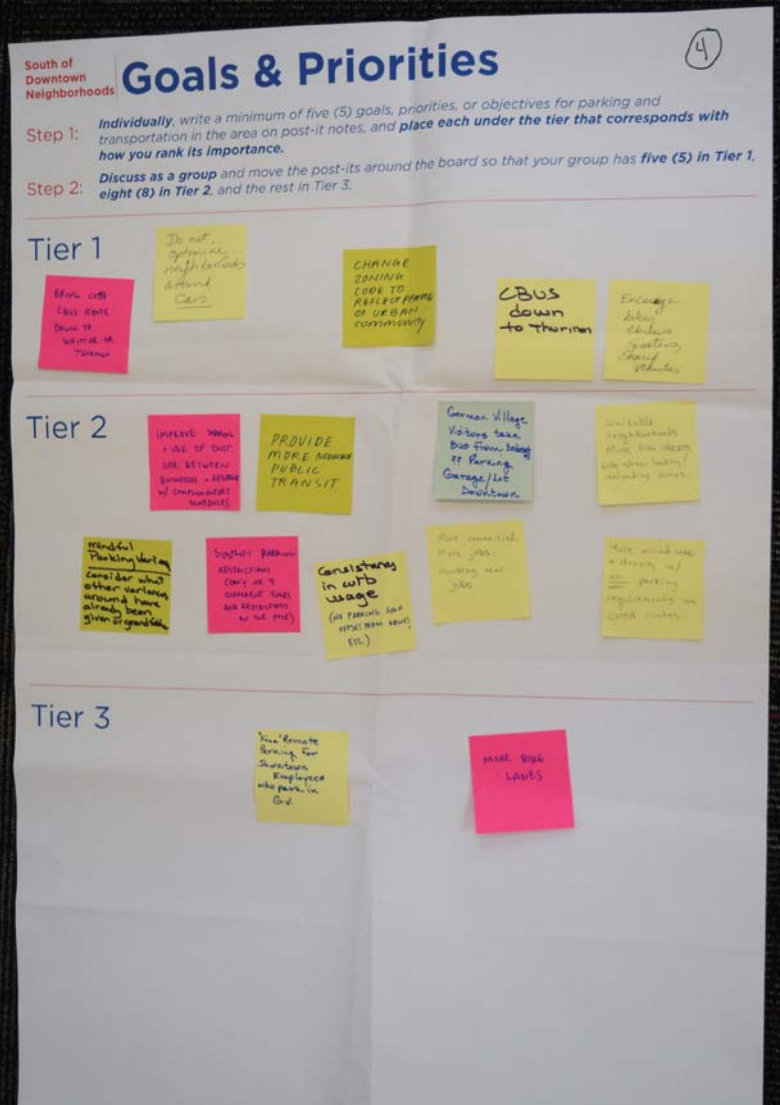
Right-size development codes so that businesses provide enough parking

Improve/maximize convenience and experience of non-auto access to German Village

Prioritize some streets for actual bike facilities

Prohibit Downtown workers from parking for free in neighborhood to walk to work

Preserve resident parking access



South of Downtown Neighborhoods





South of Downtown Neighborhoods: Stakeholder Engagement Results

(German Village, Brewery
District & South Side)

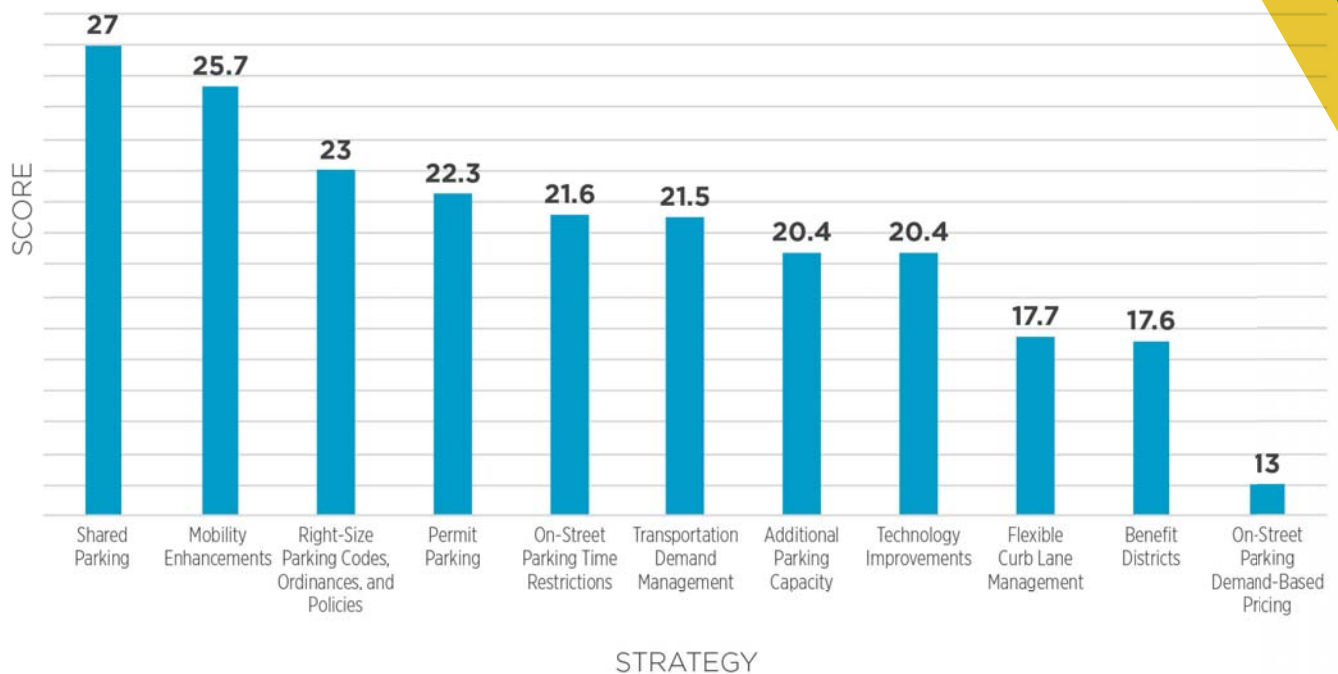
GOALS AND PRIORITIES ACTIVITY:

TIER 1	
<ul style="list-style-type: none">➤ Prioritize residential parking and retain existing parking policies for residents➤ No meters or paid on-street parking in neighborhood➤ Business/employees<ul style="list-style-type: none">• Reduce parking variances for new developments• Free/accessible parking for businesses/employees• Businesses take up residential parking for long periods of time• Downtown workers will park in residential neighborhoods and take transit/walk to work, causing issues for residents	<ul style="list-style-type: none">➤ Visitors<ul style="list-style-type: none">• Multimodal transportation solutions (bus, bike, shuttle, etc.) specifically for visitors• Off-street parking garage/structure➤ Additional study needed on evening and weekend parking conditions
TIER 2	
<ul style="list-style-type: none">➤ Shared parking solutions for commercial areas➤ Incentives for businesses with employees or customers that use alternative transportation➤ Restrict parking on residential streets for non-residents	<ul style="list-style-type: none">➤ Usable parking facilities that do not require an app➤ Simplify parking restrictions➤ Loading zones inadequate
TIER 3	
<ul style="list-style-type: none">➤ Expand public transportation system➤ Enforcement of parking restrictions	<ul style="list-style-type: none">➤ Encourage use of off-street residential parking

STRATEGIES ACTIVITY

Each strategy was scored based on the sticker votes it received during this activity. Green stickers received a score of 3, yellow a score of 2, and red a score of 1. Where strategies received multiple stickers of different colors, the scores were averaged for each strategy.

South of Downtown Neighborhoods Strategy Scores





WikiMapping Results



WikiMapping Results

Results received from the spring 2019 online WikiMap for the South of Downtown study area are depicted in the map above and on the following page.

KEY TAKEAWAYS:

1

Generally, parking works well in the southern half of study area; improvement needed in a few spots in the northern half.

3

Those with permits expressed frustration about access to parking and inconsistent enforcement of unpermitted parking.

2

Local restaurants and other business parking overflows into residential areas.

4

There are concerns about new development creating excess demands on existing parking.

THEMES HEARD	EXAMPLE COMMENT
 <p>Enforcement of Current Regulations</p>	<p>“We have permits and there should be a two hour limit but this isn’t being well enforced.”</p>
 <p>Parking that Supports Business</p>	<p>“Consider removing rush hour restrictions on High Street to help breakfast oriented businesses open before 9 am.”</p>
 <p>Permit Parking</p>	<p>“Would like to see at a minimum making Concord Place parking permitted.”</p>



South of Downtown Neighborhoods: Management Roadmap

(German Village, Brewery District & South Side)



Parking Management Roadmap

LOOKING AHEAD

Large and diverse, the South of Downtown Neighborhoods study area is comprised of unique neighborhoods with distinct challenges that require customized approaches to parking and mobility management. The study area spans from the Brewery District on the west to the historic German Village and Schumacher Place to the east.

Data analysis and stakeholder engagement indicate that there is not a dominant, pervasive parking problem in the South of Downtown Neighborhoods study area.

Rather, real and perceived parking issues are being observed and felt in specific parts of the study area, often because of outside forces coming. These include outside customers seeking on- and off-street parking and new development bringing new parking demand without off-street parking provided.

A management roadmap is needed to achieve uniformity, consistency, and high-quality customer service while respecting the area's residents and historic integrity.



Parking and Mobility Challenges

The primary parking and mobility challenges facing the South of Downtown Neighborhoods study area are:

- ▶ New developments that are granted variances for providing off-street parking create localized parking pressures and spillover parking issues in neighborhoods
- ▶ Demand from restaurants, businesses, and nearby Downtown commuters creates localized and time-of-day parking pressures that need to be managed
- ▶ A proliferation of posted sign and permit parking regulation types and variations through the study area has created visual clutter and confusion
- ▶ The on- an off-street parking system in the area is not operating as efficiently as it could be and safety, lighting, wayfinding improvements, and multimodal circulation enhancements as well as the promotion of shared parking arrangements are needed to enhance this efficiency

Parking and Mobility Objectives

- ▶ Enhance efficiency and ease of access to on and off-street parking in the Brewery District while inhibiting long-term vehicle parking
- ▶ Limit management interventions in historic neighborhoods while deliberately considering the parking impacts of new development
- ▶ Reform the permit program to improve consistency, reduce confusion, and enhance customer satisfaction





South of Downtown Neighborhoods: Management Roadmap

(German Village, Brewery District & South Side)

PATH FORWARD

In the near-term, managing parking and mobility should involve limited intervention, and strategies should promote system clarity and efficiency. Longer-term, this plan recommends a framework for managing the impacts of new development and investment in the area, balancing user parking demand, and continuing to promote connectivity and efficient system utilization.

The following section details the recommended roadmap for managing and operating parking and mobility in the South of Downtown Neighborhoods study area moving forward.

PARKING AND MOBILITY ROADMAP

- To start in year 4 (2023), with the exception of implementing a deliberate process of granting parking requirement variances, which will start in 2020

TIER 1 PRIORITY



IMPLEMENT A DELIBERATE PROCESS OF GRANTING PARKING REQUIREMENT

VARIANCES: The City of Columbus has been granting variances to off-street parking requirements to promote development and redevelopment in parts of the city. Parking Services should work in concert with the city’s Planning Division and neighborhood organizations to:

1. Use up-to-date data to review local parking conditions to consider system impacts of development proposals
2. Deliberately evaluate the use of parking requirement variances with new development, focusing instead on alternative demand management options such as context-sensitive solutions and/or requirements like parking reductions and shared parking arrangements
3. Consider requiring shared parking and/or other transportation and parking demand mitigation plans and strategies with new development in exchange for granting variances
4. Conduct periodic review of variances requested and granted to determine outcomes and necessary adjustments to the process

- **The Division of Parking Services should implement a policy whereby residents of multifamily developments that receive a variance to off-street parking requirements are not eligible to receive on-street residential parking permits.**



CONSIDER THE CREATION OF ONE OR MORE SOUTH OF DOWNTOWN PARKING MANAGEMENT DISTRICTS:

Creating uniformity and consistency in parking management is critically important to the Brewery District, German Village, and the broader study area. With that in mind, the city should consider creating one or more parking management districts to allow for more uniform application of residential permit parking regulations, and more deliberate and strategic consideration of parking requirements with new proposed projects. Benefits also include enhanced use of off-street parking resources, promotion of multimodal transportation improvements, and a more uniform approach to monitoring and managing parking demand relative to available parking supply. A parking management district should be governed by a local board and the Division of Parking Services.





IMPLEMENT A TIME RESTRICTION AND RESIDENTIAL PARKING PERMIT ZONE

SIMPLIFICATION PROGRAM: With 3-hour and 12-hour meters, a variety of posted parking time-limit restrictions, five unique parking permit zones in the study area, 2-hour parking restrictions in permit zones A and E, and a variety of sign types, simplification is necessary. The specific recommendations for simplification are shown in the box below:

SOUTH OF DOWNTOWN PERMIT PROGRAM REFORM: IMPLEMENTATION ACTIONS

- Do not expand single-space metered parking. Convert 12-hour meters to 3-hour meters to be consistent with posted RPP zone restrictions. 12-hour meters are inconsistent with the desire to limit long-term and daytime parking from Downtown commuters and other users.
- Establish 3-hour meters as the standard meter time limit for the area to be consistent with posted time-restrictions in residential parking permit zones.
- In all study area RPP zones, to create the clarity and consistency requested by stakeholders throughout the SPP's engagement process, establish uniform restrictions of "3-hour parking 8:00 a.m.–8:00 p.m. Except city Permit ____" and "No parking 8:00 p.m.–8:00 a.m. Except city Permit ____."
- To limit long-term daytime parking by Downtown commuters, establish day-time parking restrictions in the northwest corner of the study area on all streets currently unmanaged (i.e., excluding RPP areas and/or on metered streets) generally bounded by Mohawk Street on the east, Frankfort Street on the south, the railroad on the west, and Livingston Avenue on the north. Daytime restrictions could be integrated into an expansion of RPP Zone E.
- In the future, consider expansion of permit parking boundaries.
- The Division of Parking Services should work with the Department of Building and Zoning Services to establish a multifamily development building cut-off date. Residents of multifamily developments built after this established date would not be eligible for on-street residential parking permits.



TRANSITION TO VIRTUAL AND ONLINE PERMITTING WITH LICENSE PLATE RECOGNITION (LPR)-BASED ENFORCEMENT:

The Division of Parking Services should, over the span of two years, transition the management of existing residential parking permits zones in the study area to virtual and online permitting enforced by vehicles with mobile LPR. Lessons learned from the Short North Parking Plan roll-out should be applied to streamline management and enforcement of RPP zones in the study area.





LEVERAGE FORMAL PARTNERSHIPS TO ENHANCE THE MANAGEMENT OF PARKING AND MOBILITY IN THE AREA:

Through the parking management districts and other means, city parking, planning, zoning, traffic, and other officials should work to create and sustain formal partnerships with the German Village Society, the Brewery District Board of Trade, and neighborhood groups. These formal partnerships should be leveraged to enhance the efficiency and user experience of the current parking and mobility system in the following areas:

- **Lighting and Sidewalk Quality:** Safety—specifically lighting—and sidewalk quality limit willingness to walk to and from on and off-street parking facilities. The Department of Public Service should work with formal organizations and neighborhood groups to conduct a comprehensive campaign to, contingent on funding, review and improve lighting and sidewalk conditions in the area at strategic locations, ensuring that improvements respect the unique historic nature of the area.
- **Shared Parking:** Better sharing of existing off-street parking between land uses and throughout various times of the day and days of the week offers a significant opportunity to more efficiently utilize existing off-street parking resources. The City of Columbus should consider a more active role in formally creating and actively facilitating a program of shared private parking assets in the South of Downtown Neighborhoods study area, in collaboration with local organizations.



MODERNIZE OFF-STREET PARKING REQUIREMENTS:

By establishing a parking management or using a zoning overlay district, the City of Columbus should modernize the city's zoning code for off-street parking requirements in the South of Downtown Neighborhoods area. Current off-street parking requirements are inconsistent with development policies. This means setting minimum parking requirements based on actual parking demand data collected in similar representative developments and revise them annually. This should be done in conjunction with the implementation of parking maximums.





TIER 2 PRIORITY



CREATE CURB FLEX ZONES FOR TRANSPORTATION NETWORK COMPANY (TNC) PICK-UP AND DROP- OFF:

The SPP recommends the placement of flexible curb zones in the South of Downtown Neighborhoods study area to facilitate TNC passenger pick-up and drop-off.

The Division of Parking Services should work with local stakeholders to determine the most appropriate location for flex zones, and work with the TNCs to geolocate these areas. Flex zones could be commercial loading areas until 6:00 p.m. and TNC pick-up drop-off areas after 6:00 p.m. This would facilitate passenger access, reduce parking demand, and simplify curb requirements while maintaining consistency with the other curb time restrictions in RPP areas. The city should help facilitate TNC partnerships with local district organizations, especially for use during special events in the area.

TIER 3 PRIORITY



CONSIDER ASSET LIGHT METER EXPANSION IN THE BREWERY DISTRICT:

The Division of Parking Services should continue to monitor parking occupancy and duration behavior on High Street between Sycamore Street and Frankfort Street. Data collected in November 2018 suggests low, below-target occupancies and average parking duration of 1 hour or less in the area, indicating that no action is necessary at this time. However, as development occurs in the area and the corridor changes, expansion of metered parking may be necessary on this corridor and in other parts of the Brewery District when average parking durations exceed two to three hours and occupancies exceed 80%. Replaced or new meters should be multi-space on adjacent blocks, with in-ground sensors and mobile payment capability.



South of Downtown Neighborhoods: Management Roadmap

(German Village, Brewery District & South Side)

Management Roadmap

	TIER 1	TIER 2	TIER 3
SOUTH OF DOWNTOWN NEIGHBORHOODS (TO START IN YEAR 4)			
▶ Implement a Deliberate Process of Granting Parking Requirement Variances (To Start in Year 1)	█		
▶ Consider the Creation of One or More South of Downtown Parking Management Districts	█		
▶ Implement a Time Restriction and Residential Parking Permit Zone Simplification Program	█		
▶ Transition to Virtual and Online Permitting With License Plate Recognition (LPR)-Based Enforcement	█		
▶ Leverage Formal Partnerships to Enhance the Management of Parking and Mobility in the Area	█		
▶ Modernize Off-Street Parking Requirements	█		
▶ Create Curb Flex Zones for Transportation Network Company (TNC) Pick-Up and Drop-Off		█	
▶ Consider Asset Light Meter Expansion in the Brewery District			█