THE CITY OF
COLUMBUS
STRATEGIC PARKING PLAN

EXISTING CONDITIONS
DRAFT

APRIL 2019

1

EXISTING CONDITIONS

INTRODUCTION

The **City of Columbus** seeks to support growth, access, and mobility for residents and visitors of its core neighborhoods through active parking management. This Strategic Parking Plan will serve as a guidebook for the City of Columbus in making active parking management decisions in the study areas of Downtown, Franklinton, University District, and South of Downtown Neighborhoods.

These study areas are depicted on the map on the following page.

D Downtown

F Franklinton

U University District

S South of Downtown Neighborhoods (German Village, Brewery District & South Side)

U UNIVERSITY DISTRICT

D DOWNTOWN

F FRANKLINTON

S SOUTH OF DOWNTOWN NEIGHBORHOODS
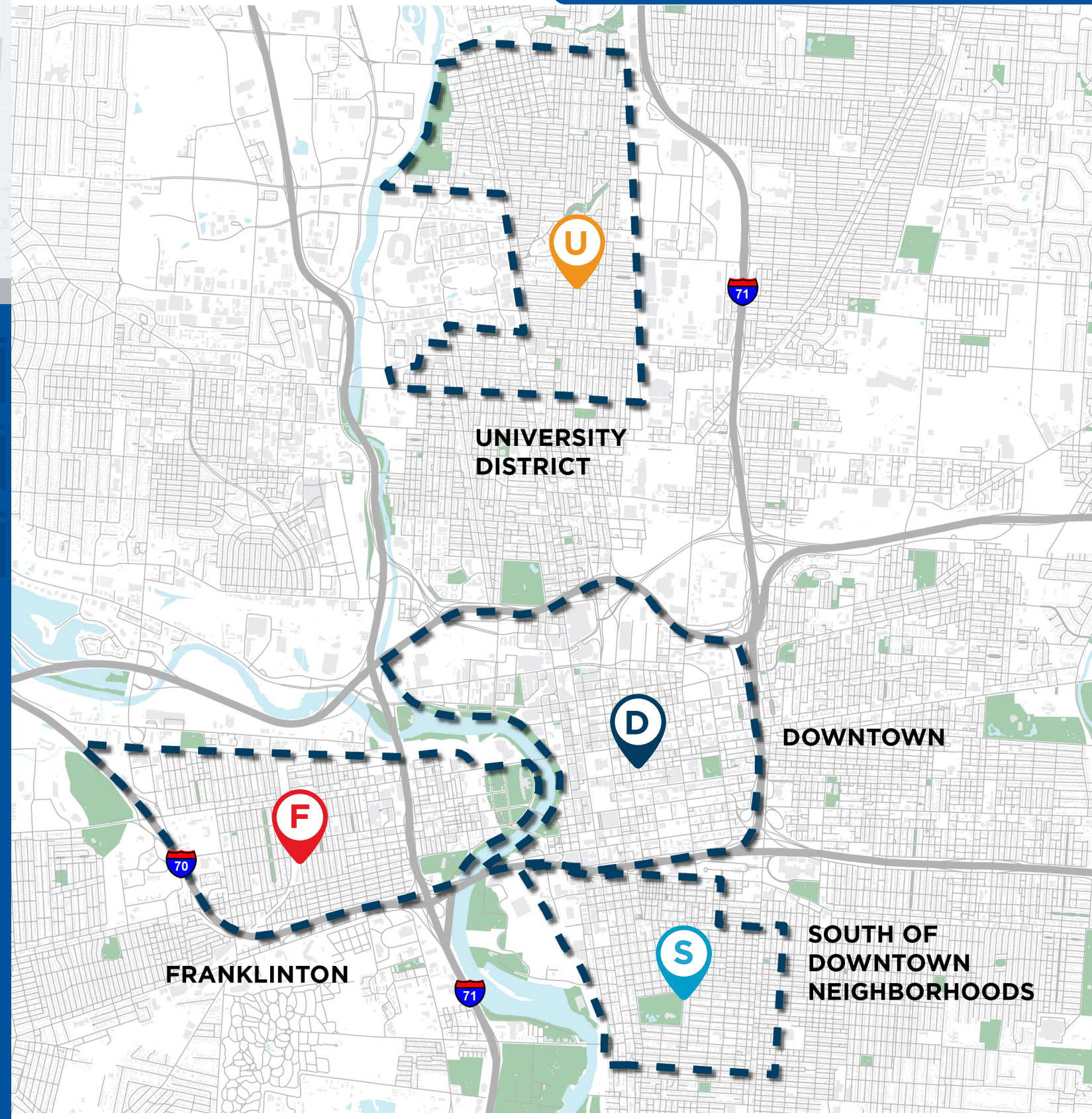
This Existing Conditions Report summarizes the current mobility and on- and off-street parking characteristics in each study area. This report summarizes land use, permit, time limit, meter, off-street parking, and other data, in combination with on-street curb lane, parking occupancy, and parking duration data collected in late 2018 and early 2019. The report tells a baseline story of the parking and mobility conditions in each study area.

The summaries in this section serve as the foundation for the understanding of the opportunities and needs in each study area and form the basis of potential strategy recommendations that work to improve access and support vibrant and healthy neighborhoods.

KEY TAKEAWAYS

DOWNTOWN

1. A significant number of off-street parking spaces exist in Downtown and should be leveraged for long-term parking where possible. Off-street parking occupies nearly a quarter of the land area of Downtown. Data indicates that even at peak there are off-street spaces sitting empty. The hourly rates for off-street parking are significantly higher than the hourly on-street parking meter rates.

2. Location and time-based parking demand peaks occur Downtown, including the Capitol Square area peaking to nearly 70% occupied in the morning.

3. Future parking and mobility strategies implemented Downtown should promote overall access and connectivity, and continue to elevate Downtown as an attractive place for businesses, visitors, and residents.

FRANKLINTON

1. Peak system on-street parking occupancy in East Franklinton was recorded in the morning, and the average length of stay of vehicles on many block faces exceeded 2 and 4 hours.

2. East Franklinton is expecting changes and a surge in development, which will bring with it changed parking and mobility needs.

3. Parking and mobility synergies and connections should be established and maintained between East Franklinton and the core of Downtown with the expected growth of East Franklinton.

SOUTH OF DOWNTOWN NEIGHBORHOODS
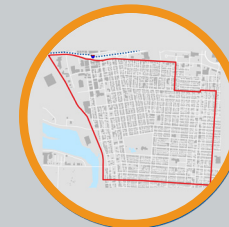
1. Managed parking and meters are concentrated in the northwest part of the study area in the Brewery District, and the study area includes several residential permit parking zones where on-street parking demand is managed to deal with localized needs.

2. The historic nature and character of large portions of the study area require careful consideration when determining parking and mobility needs and potential improvements.

3. Limited or non-existent off-street parking supply in many parts of the study area requires that parking demand be largely accommodated by on-street parking supply.

UNIVERSITY DISTRICT
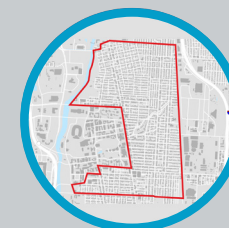
1. The district's location next to two of the largest institutional and employment destinations in the region and state bring transient and spillover parking demand. Long recorded parking durations in some parts of the study area indicate vehicles being stored for long periods of time, sometimes exceeding 6 and 8 hours.

2. The University District contains a mixture of managed areas adjacent to unmanaged areas, necessitating the need for increased consistency and predictability in parking management in the area.

3. Long-term parking management in the area will need to blend City of Columbus priorities with the priorities of The Ohio State University and the Wexner Medical Center.

D Downtown

A large and diverse area, the Downtown study area is bounded by I-670 on the north, I-71 on the east, I-70 on the south, and the Scioto and Olentangy Rivers on the west. The heart of the Central Ohio region, Downtown Columbus is made up of sub-areas, each of which has its own unique identity, characteristics, challenges, and opportunities. From the vibrant and ever-changing Arena District, to the dense central business district near the Capitol Square, to the more residential and less-densely developed eastern portions of Downtown, these sub-districts each require a customized approach to address parking, mobility, and access challenges. Strategic parking and mobility strategies will be critical to supporting the continued health and vitality of Downtown Columbus, by maintaining it is an attractive place to live, work, and play.

PARKING AND MOBILITY SNAPSHOT:

22%

CURRENT CLASS A
Office space vacancy in the core of Downtown.

THE OVERALL SYSTEM PEAK PARKING OCCUPANCY WAS FOUND TO BE IN THE MORNING. DURING THIS TIME NEARLY
70%
of on-street spaces in the Capitol Square area are occupied.

$0.40 - $1.00

30-minute, 2-hour, 3-hour, 6-hour, and 12-hour meters are located Downtown, with hourly rates ranging from $0.40 - $1.00.

AMPLE OFF-STREET PARKING
Over 100,000 off-street public and private parking spaces are available in Downtown Columbus and the Scioto Peninsula. Hourly rates for publicly-accessible spaces exceed on-street parking rates.
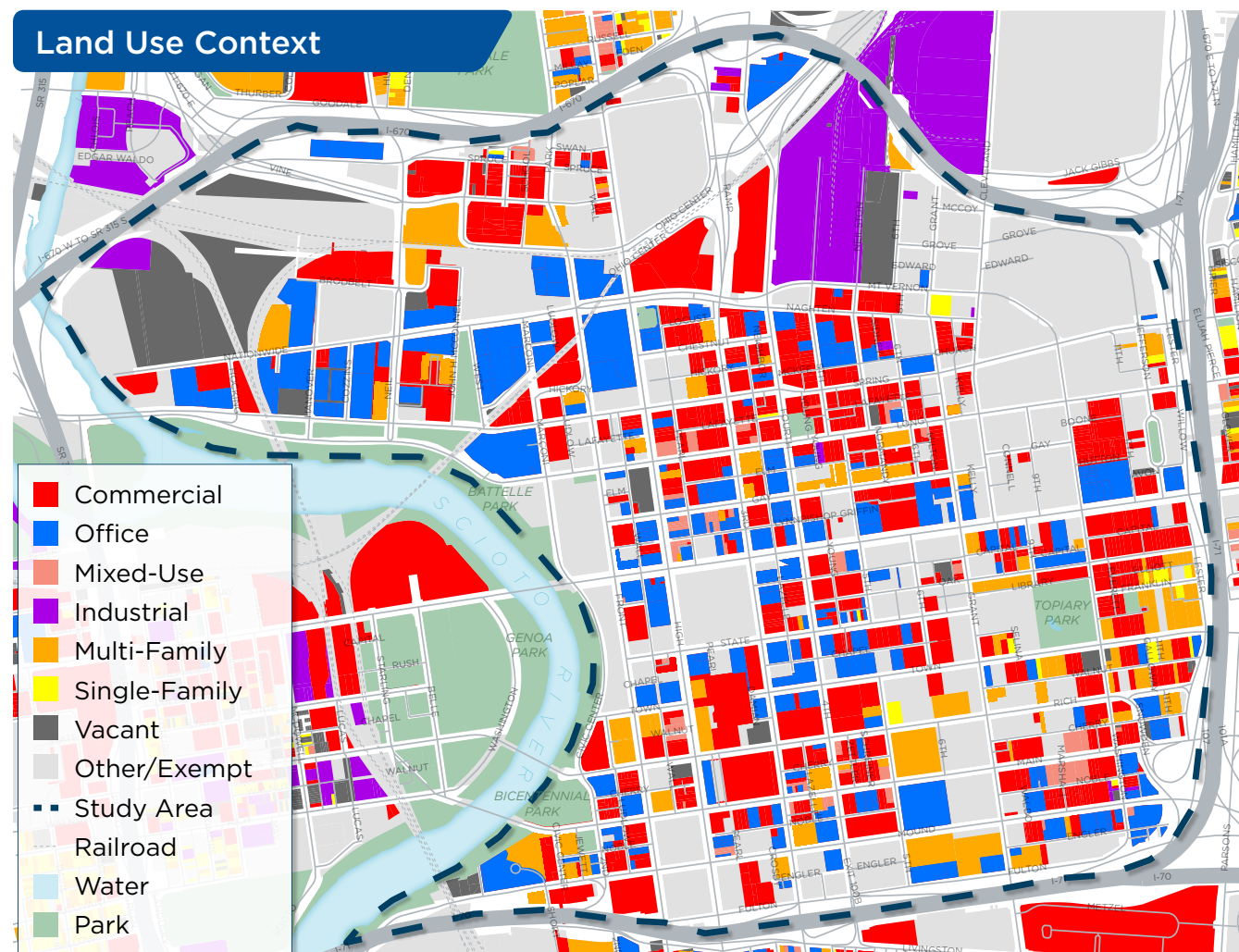
D Downtown

LAND USE CONTEXT

The northwest portion of Downtown is comprised of the Arena District, an area that continues to change dramatically with the influx of sports and other entertainment venues, nightlife, commercial, residential, and mixed-use properties. The new Columbus Crew stadium and mixed-use project will add further investment in the coming years.

The capitol area and central business district make-up the core of Downtown Columbus. This area is a dense mix of commercial offices, retail and dining establishments, residential, government, and mixed-use land uses. This part of Downtown has the highest Class A office space vacancy rate of any part of Downtown, and struggles at times with attracting and retaining employers due to a perceived lack of available parking, changing office space needs and desires, and other factors.

Southeast Downtown, generally bounded by E Broad Street, N 4th Street, I-71, and I-70, is less densely developed than the core of Downtown or the Arena District, similar to the northeast portion of Downtown. The area is a mix of multi-family residential, some single-family residential, commercial, and office land uses. Northeast Downtown, generally bounded by E Broad Street, N 4th Street, I-670, and I-71, is anchored by the Columbus College of Art and Design and Columbus State Community College.

Land Use Context

Legend:
- Commercial
- Office
- Mixed-Use
- Industrial
- Multi-Family
- Single-Family
- Vacant
- Other/Exempt
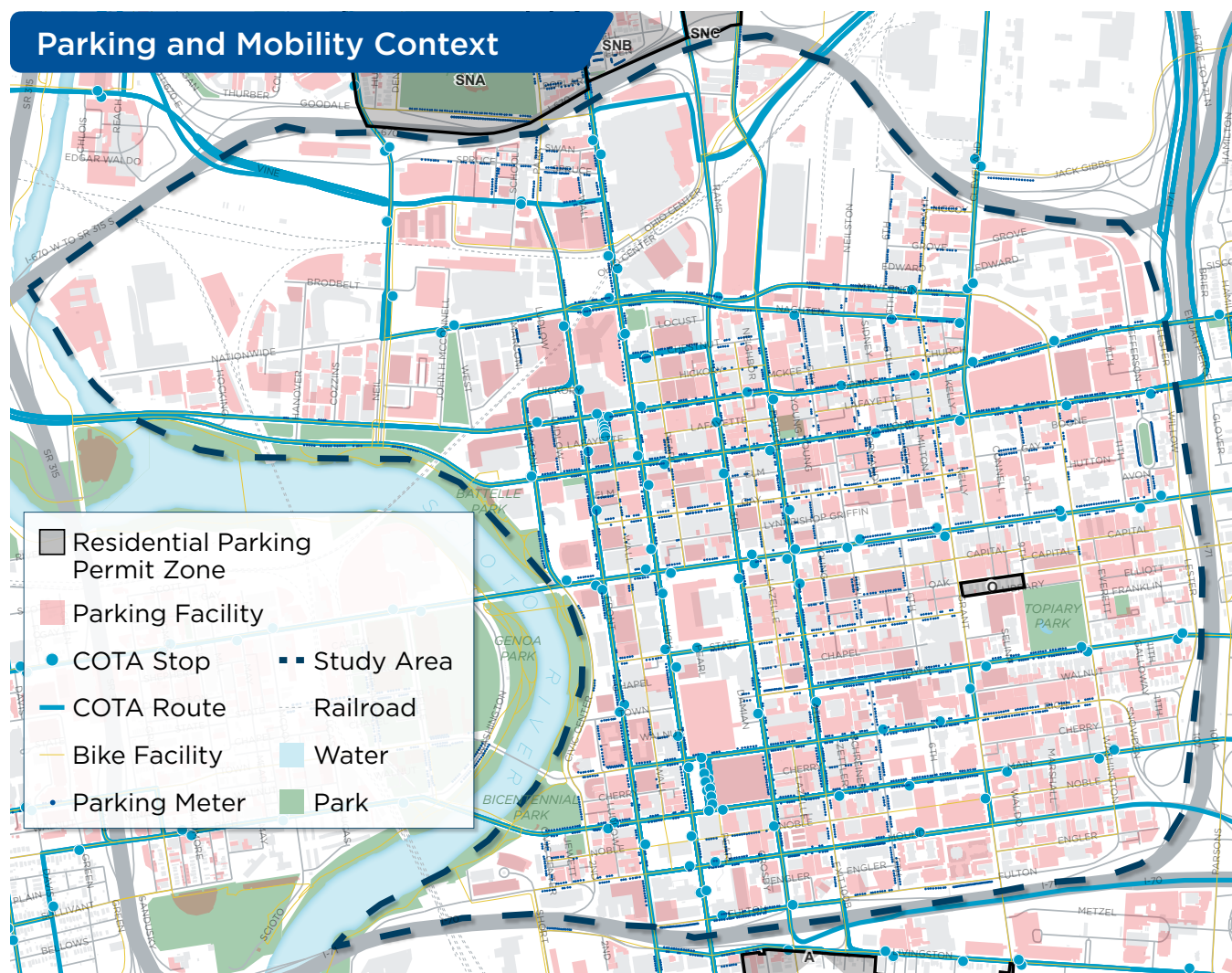- Study Area
- Railroad
- Water
- Park

PARKING AND MOBILITY CONTEXT

Downtown has a robust street grid, with Rich Street (one-way), Main Street (one-way), Broad Street (two-way), Long Street (one-way), and Spring Street (one-way) serving as the primary east-west transit corridors, and Front Street (one-way), High Street (two-way), 3rd Street (one-way), and 4th Street (one-way) serving as the primary north-south transit corridors, connecting to Short North to the north and German Village and the Brewery District to the south. According to the Mid-Ohio Regional Planning Commission (MORPC), annual average daily traffic (AADT) on Broad Street at 3rd Street nears 16,000, while AADT on 4th Street north of Gay Street nears 23,000.

Downtown Columbus is well-served by the Central Ohio Transit Authority (COTA), with routes offering standard and rush hour services through Downtown along Spring Street, Long Street, Broad Street, and Main Street, as well as High Street, Front Street, 3rd Street, and 4th Street.

Downtown parking assets include private and publicly-accessible off-street parking lots and garages, and a mix of metered, time-limited, and unmanaged on-street parking.

Parking and Mobility Context

Legend:
- Residential Parking Permit Zone
- Parking Facility
- COTA Stop
- COTA Route
- Bike Facility
- Parking Meter
- Study Area
- Railroad
- Water
- Park

CURB LANE INVENTORY

The use of urban curb space in Columbus and other cities is varied and changing. With the rise of ride-hailing, e-commerce deliveries, shared mobility devices, continued demand for on-street parking, and other factors, the demand for limited curb space is changing and increasing. The map below represents an inventory of how the curb space in Downtown Columbus is allocated, used, and managed.

Curb uses are broken down into two primary categories—parking (i.e., free unmanaged parking, metered parking, and signed/time-limited parking) and no parking (i.e., bus loading zones, commercial and passenger loading zones, and curbside travel lanes in-lieu of other curb uses). The majority of parking areas along Downtown curbs are metered (30-minute, 2-hour, 3-hour, 6-hour, and 12-hour meters), although there are some unmanaged parking areas along curbs in the southeast part of Downtown.

Curb Lane Inventory

Legend:
- Unmanaged Parking: Public, No Duration
- Managed Parking: Paid or Time-Limited
- No Parking: Curbside Travel Lane
- No Parking: Loading Zones
- No Parking: Other or Miscellaneous
- Other
- Study Area
- Railroad
- Water
- Park

METERED PARKING

A significant portion of on-street parking Downtown is metered, including the Arena and River South Districts, and the majority of east-west and north-south corridors that pass through Downtown. Nearly 40% of the 2,769 meters Downtown are 2-hour meters. 75% of the city's meter inventory is in the Downtown study area.

The Downtown study area contains all the city's top 20 meters by revenue (2018), which are clustered on E Gay Street between N Pearl Street and N 3rd Street. These are 30-minute meters during the day and extended to 3 hours in the evening. Additionally, Downtown contains all the city's top 20 meters by average revenue per transaction (2018), which are grouped on Mt. Vernon Avenue between N 5th Street and Neilston Street at the north end of the district, and along E Rich Street between S 5th Street and S Washington Avenue at the south end.
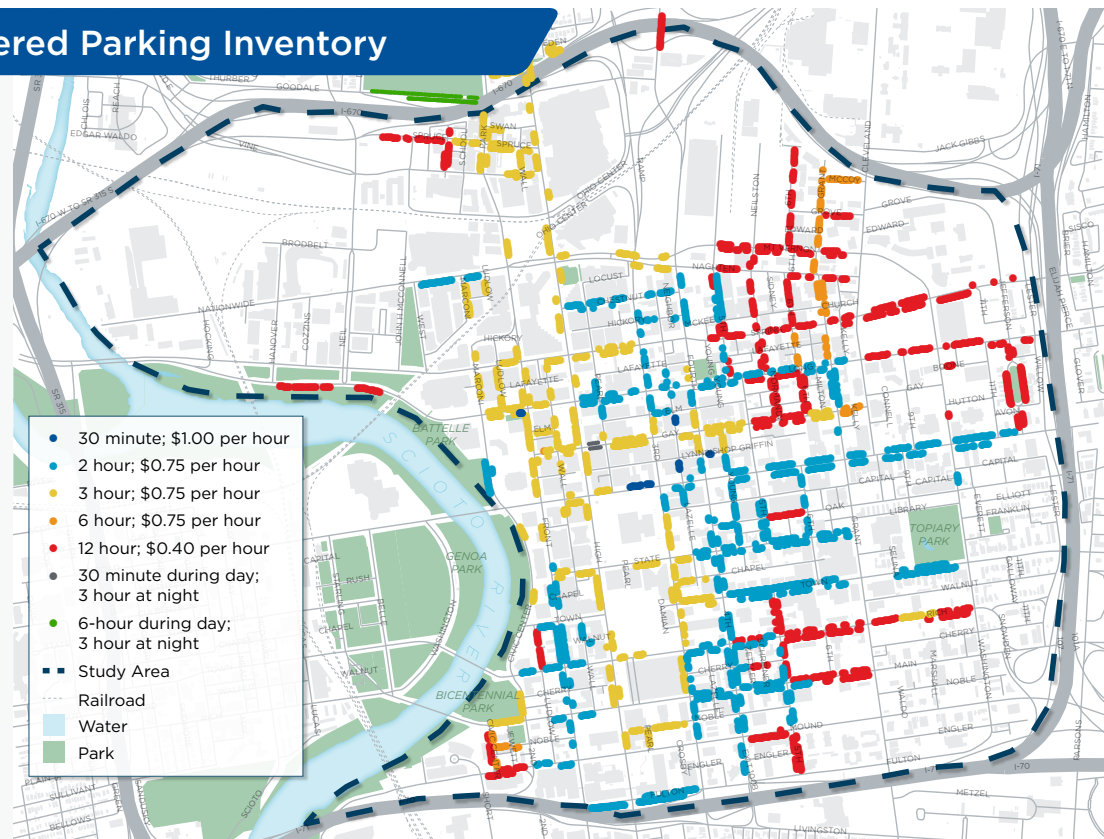
Downtown meter rates are as follows:

- 30-minute meters: $0.50 for 30 minutes, $1.00 per hour
- 2-hour, 3-hour, and 6-hour meters: $0.75 per hour
- 12-hour meters: $0.40 per hour

The map below indicates the location of meters in Downtown Columbus relative to both meter limit and hourly rate. 3-hour meters are present in the Arena District, Downtown core, and parts of the southern part of Downtown. In contrast, 6-hour meters are clustered in the northeast part of Downtown, while 12-hour meters are largely concentrated in the northeast and southeast parts of Downtown.

Metered Parking Inventory

- 30 minute; $1.00 per hour
- 2 hour; $0.75 per hour
- 3 hour; $0.75 per hour
- 6 hour; $0.75 per hour
- 12 hour; $0.40 per hour
- 30 minute during day; 3 hour at night
- 6-hour during day; 3 hour at night
- Study Area
- Railroad
- Water
- Park

ALL OF THE CITY'S TOP 20 METERS...

by total revenue are located Downtown

by avg. revenue per transaction are located Downtown

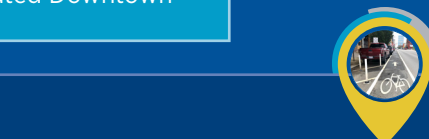**11** of the city's top 20 meters by total number of transactions are **located Downtown**

TOTAL DOWNTOWN **METER REVENUE** WAS

$2,974,164

IN 2018
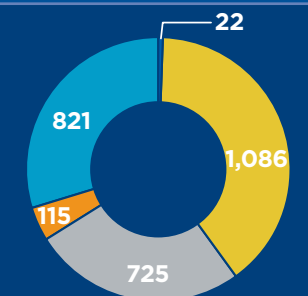
THE **HIGHEST AVG. REVENUE** PER TRANSACTION IN 2018 WAS

$3.64

TOTAL DOWNTOWN **METER TRANSACTIONS** IN 2018 WERE

2,983,595

DOWNTOWN PARKING METER INVENTORY

- 30-MIN. METER
- 2-HOUR METER
- 3-HOUR METER
- 6-HOUR METER
- 12-HOUR METER

22
821
1,086
115
725

THE TOP 20 METERS...

by total revenue provided **$49,315** in 2018, with the top meter providing **$2,502**

by total transactions received **89,125** transactions in 2018, with the top meter receiving **5,673**
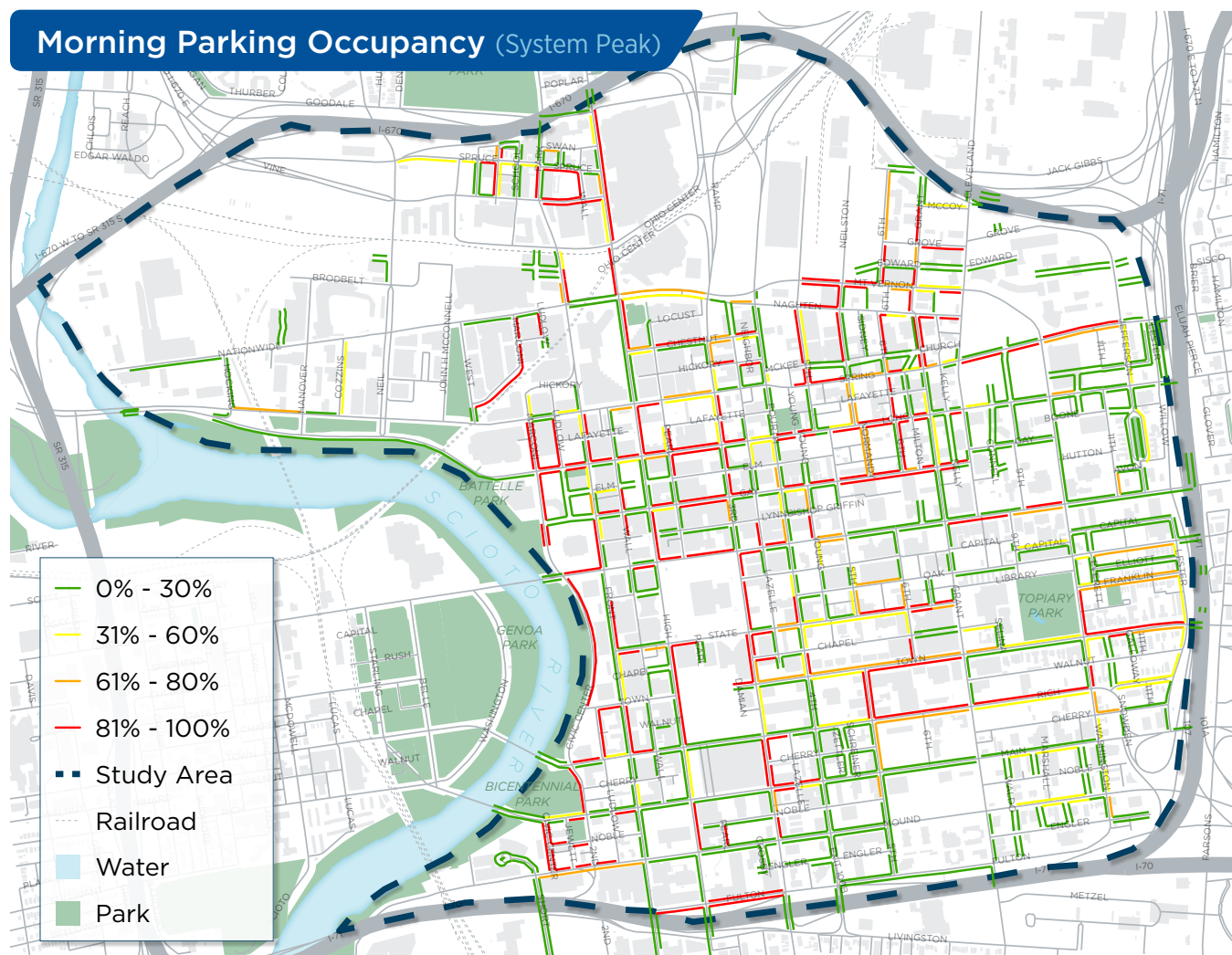
Data from 2018

ON-STREET PARKING

Parking Occupancy

On-street parking occupancy is the measure of the number of parked vehicles occupying curb space along a block face. In this report, on-street parking occupancy is defined as the percent of available legal parking spaces on a particular block face occupied by a parked vehicle. The optimal target on-street parking occupancy in Downtown Columbus is between 60–80% occupied, a range which ensures that blocks are utilized to a healthy degree but have a couple

spaces available on each block face to prevent vehicles from having to hunt for available parking.

On-street parking occupancy data was collected for Downtown on two separate Wednesdays in November 2018 using License Plate Recognition (LPR) technology. The System Peak map below depicts block face parking occupancies during systemwide peak parking demand, recorded in the morning of the day of data collection.
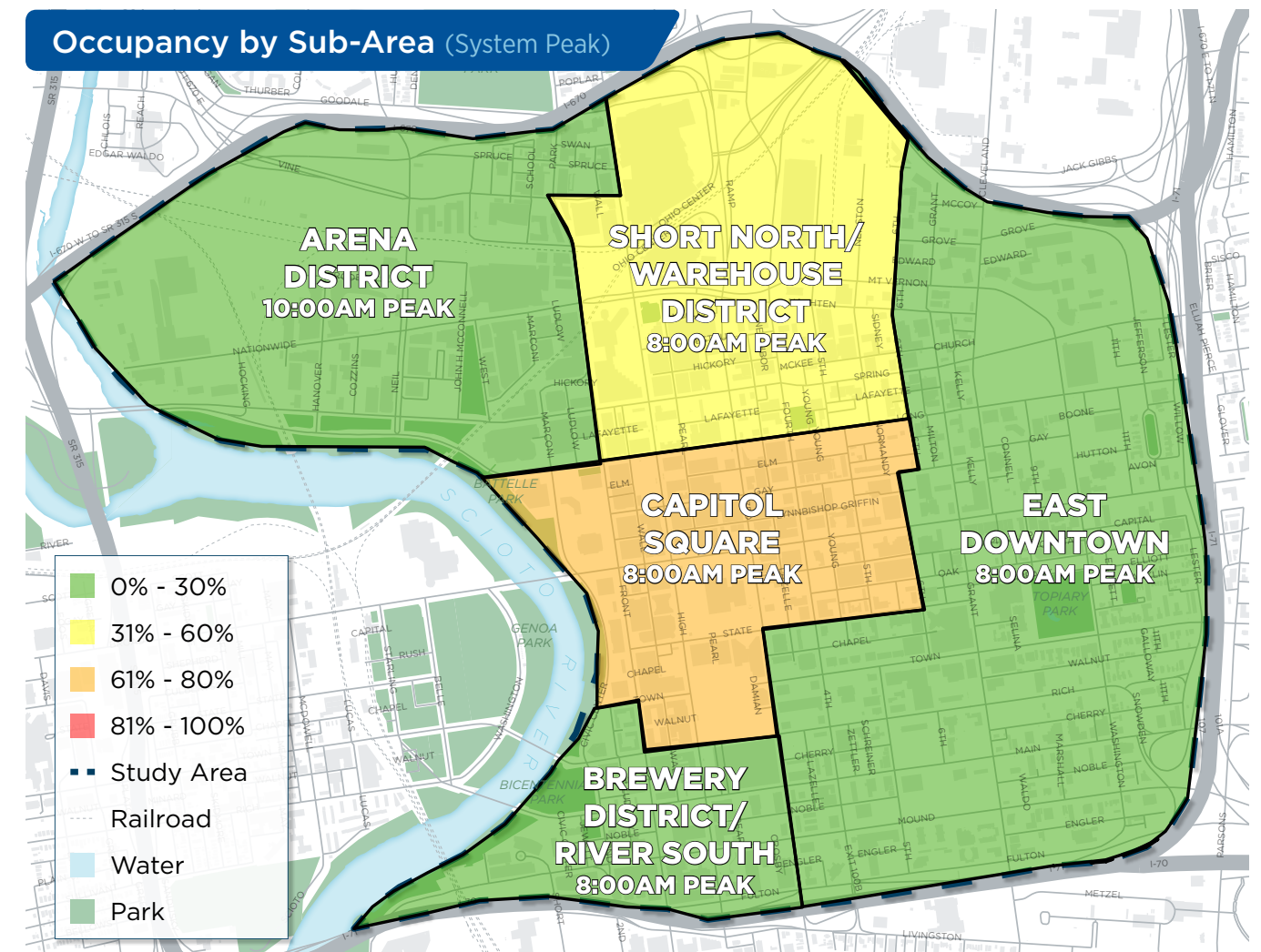

Morning Parking Occupancy (System Peak)

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park

Data collected Wednesday, 11/14/18

Downtown experiences concentrated instances of high parking demand by location and time of day, as several specific block faces experience occupancies exceeding 80% utilized. At system peak, just shy of 40% of on-street spaces were utilized. However, on-street parking occupancies in the Capitol Square and Short North/Warehouse District sub-areas peaked at 67% and 53%, respectively. Peak aggregate sub-area occupancies are displayed in the map below, according to the boundaries depicted.
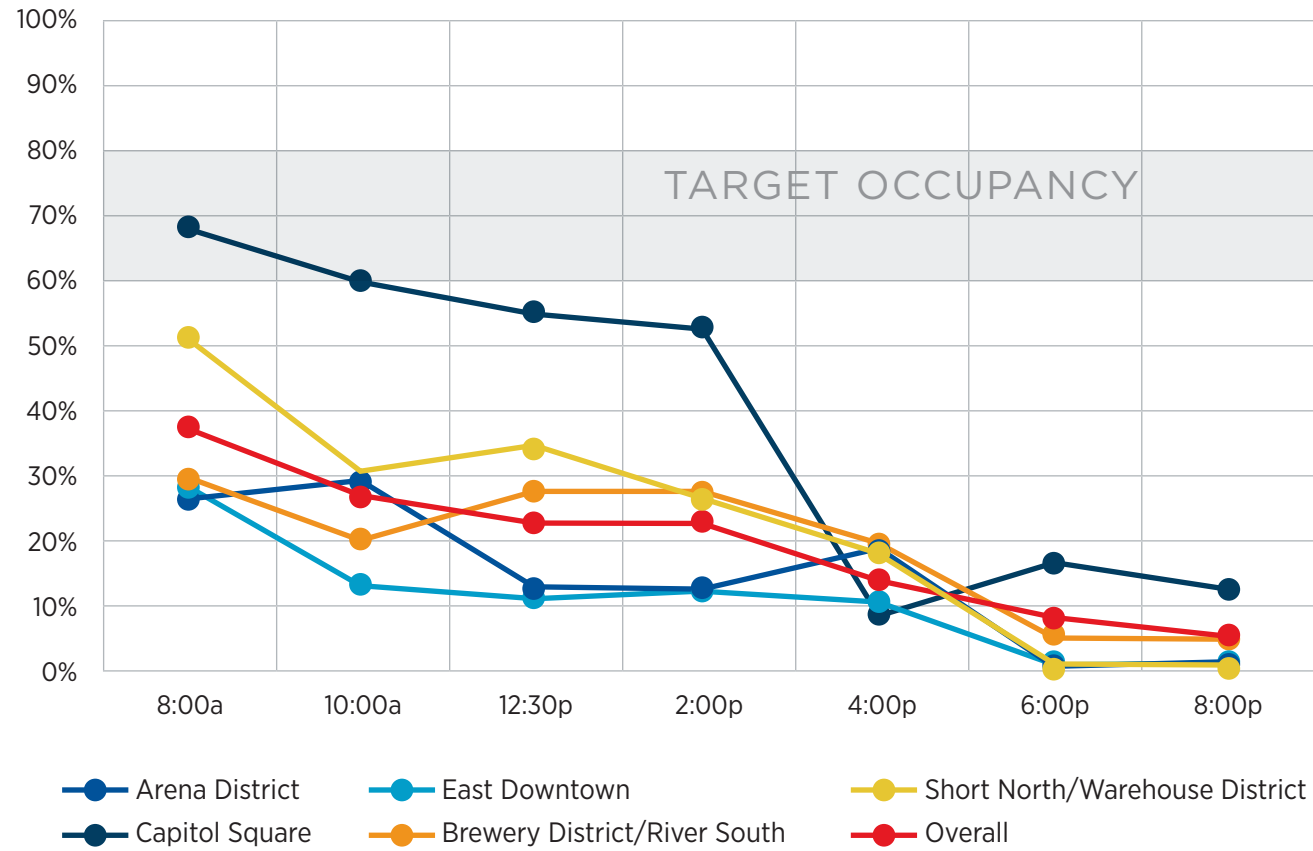
Additionally, the fluctuation of aggregate sub-area occupancies across the day is depicted in the figure on page 14.

Occupancy by Sub-Area (System Peak)

ARENA DISTRICT
10:00AM PEAK

SHORT NORTH/WAREHOUSE DISTRICT
8:00AM PEAK

CAPITOL SQUARE
8:00AM PEAK

EAST DOWNTOWN
8:00AM PEAK

BREWERY DISTRICT/RIVER SOUTH
8:00AM PEAK

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park

Data collected Wednesday, 11/14/18

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

TARGET OCCUPANCY

- Arena District
- East Downtown
- Short North/Warehouse District
- Capitol Square
- Brewery District/River South
- Overall

Data collected Wednesday, 11/14/18
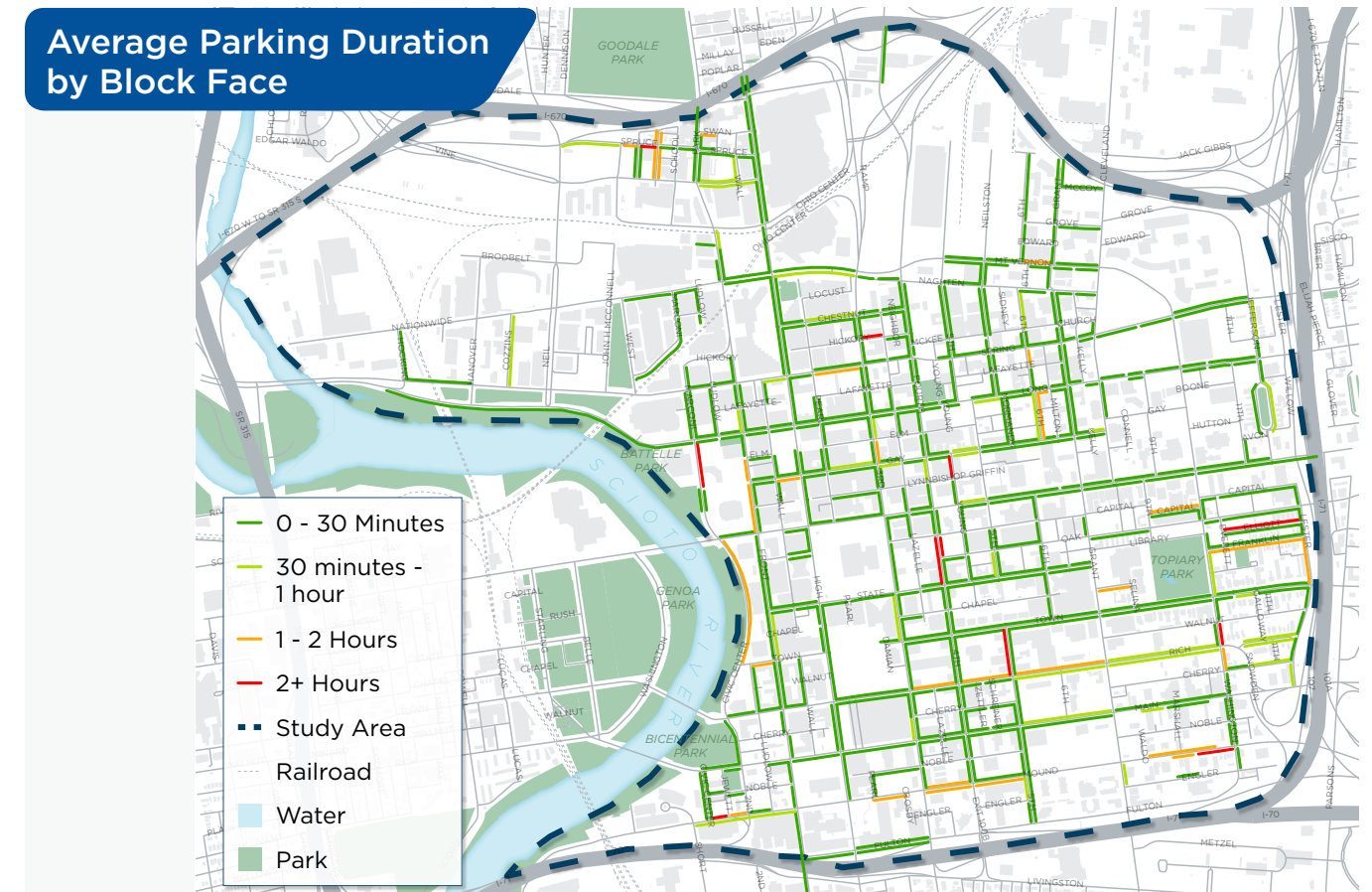
ON-STREET PARKING

Parking Duration

Parking duration is the amount of a time a vehicle is parked in a given on-street parking space. On-street parking duration (length of stay) data was collected on two separate Wednesdays in November 2018. The map below displays, for each block face, the average duration of vehicles parked throughout the day of data collection.

Longer duration time periods indicate lower parking space turnover throughout the day. High on-street parking turnover should be maintained in commercial and mixed-use areas where businesses and other services rely on on-street spaces being accessible for patrons and visitors

coming and going throughout the day. On-street parking turnover characteristics vary across different parts of Downtown, with block face average durations largely consistent with meter time limits.

In general, turnover was observed to be lowest in the southeast part of Downtown, with some block faces seeing average durations exceeding 1 and 2 hours. This low turnover generally corresponds to an area of less managed on-street parking, and a greater prevalence of multi-family and some single-family land uses. **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.**

Average Parking Duration by Block Face

- 0 - 30 Minutes
- 30 minutes - 1 hour
- 1 - 2 Hours
- 2+ Hours
- Study Area
- Railroad
- Water
- Park

Data collected Wednesday, 11/14/18

Downtown

OFF-STREET PARKING

There is a significant amount of off-street parking in Downtown Columbus, in parking structures (above and below grade) and in surface parking lots. Off-street parking assets include private parking associated with specific land uses (e.g., businesses, residents, medical centers, museums, institutions), city-owned fleet parking, and publicly-accessible leasable and short-term parking. According to 2018 data from the Mid-Ohio Regional Planning Commission (MORPC), there are more than 100,000 total off-street parking spaces in Downtown and the nearby Scioto Peninsula.

A handful of third-party entities operate most of the off-street parking in Downtown Columbus (and on the Sciota Peninsula of Franklinton) including SP+, Citrin, Nationwide (operating the off-street parking assets in the Arena District), Greater Columbus Convention Center/SMG, and LAZ. In total, these operators operate nearly 30,000 off-street parking spaces. Parking demand data received from off-street operators indicates a 73.3% peak occupancy of all off-street parking spaces surveyed throughout Downtown and the Scioto Peninsula. Peak off-street parking occupancies are higher in the

core of Downtown (81.6% occupied) and Arena District (92.5% occupied) than in other parts of Downtown. Hourly rates for off-street parking facilities surveyed throughout Downtown and the Scioto Peninsula range from $0.38 to $15.00, with daily rates ranging from $5.00 to $30.00. Parking rates are generally highest within the Downtown core.

In total, this amounts to more than 6,000 parking spaces sitting empty in the off-street parking system at peak demand. This data suggests the need for measures that improve the efficient utilization of open and available off-street parking assets.

Data on Class A office space vacancies throughout Downtown was examined. Vacancy rates in the core of Downtown exceed 22%. With the increasing growth of commercial and mixed-use areas outside of Downtown and in the Columbus metro, Downtown has at times had challenges attracting and retaining commercial office tenants for a variety of reasons, including perceptions of difficulty accessing and parking Downtown. Strategies to promote and have employees efficiently utilize available off-street parking are critical.

D Downtown

## Off-Street Parking Inventory and Occupancy By Downtown Zone Map

Arena District
- 7,839 surveyed spaces
- 92.5% peak occupancy
- 3% total office vacancy

Short North/Warehouse District
- 7,092 surveyed spaces
- 60.9% peak occupancy
- 9.1% total office vacancy

East Downtown
- 283 surveyed spaces
- 64.7% peak occupancy
- 12% total office vacancy

Legend
- Facility Providing Data
- Parking Facility
- Study Area
- Railroad
- Water
- Park
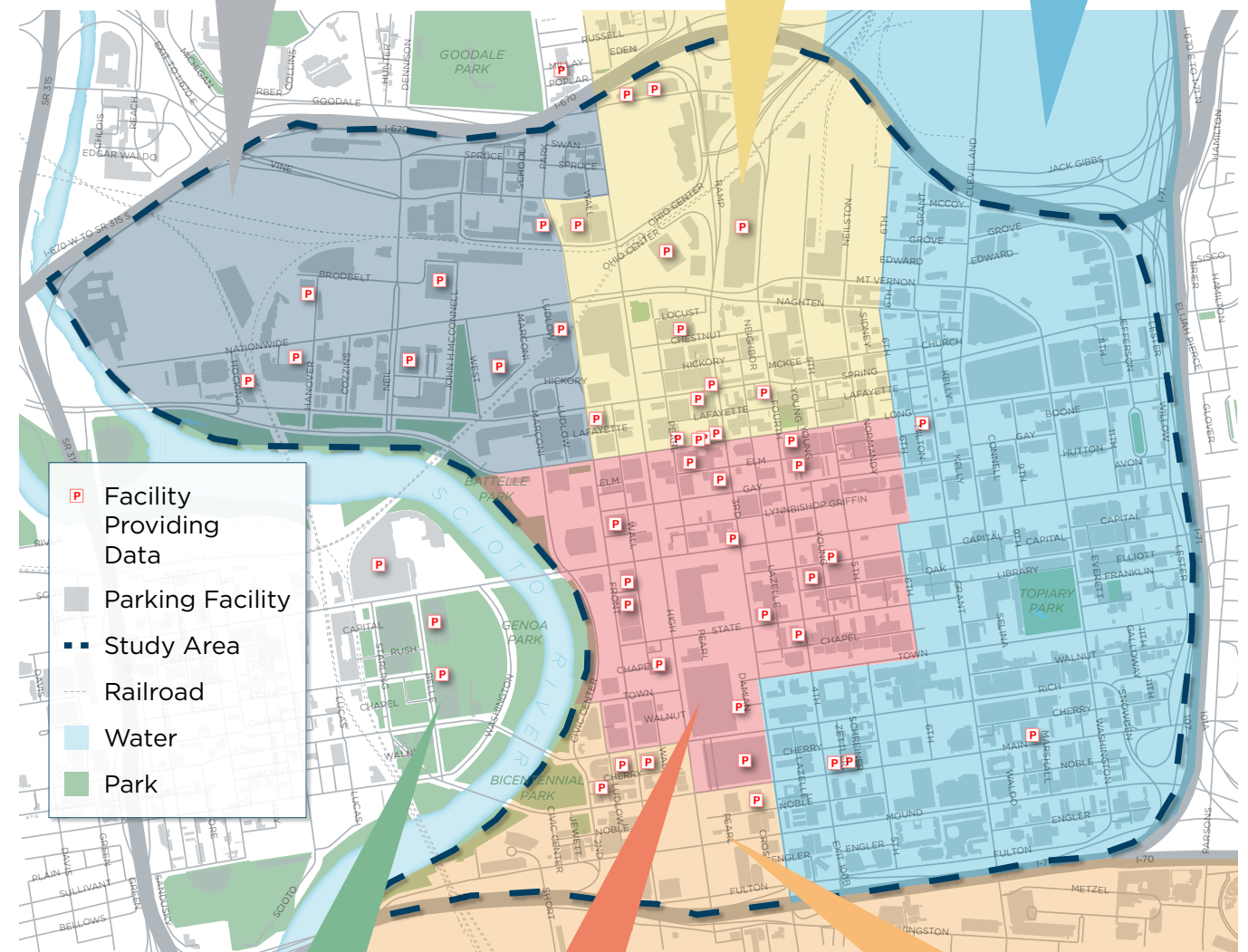
Scioto Peninsula
- 917 surveyed spaces
- 22% peak occupancy
- Total office vacancy n/a

Capitol Square
- 10,582 surveyed spaces
- 81.6% peak occupancy
- 22.3% total office vacancy

Brewery District/RiverSouth
- 2,027 surveyed spaces
- 65% peak occupancy
- 10% total office vacancy

Data displayed was received from downtown parking operators in Fall 2018.

F Franklinton

The Franklinton study area is comprised of two distinct sub-areas: the Scioto Peninsula east of Ohio State Route 315 (the Olentangy Freeway), which is an area in transition, and the area west of the Olentangy Freeway, which is largely comprised of stable middle-class, single-family housing. Anchored by COSI today, the Scioto Peninsula sits at the back door of Downtown Columbus and has seen an influx of attention and investment from the development community in recent years. A new National Veterans Memorial and Museum arrived in Fall 2018, new breweries have been established, and the Scioto Mile provides recreation along the riverfront. A multi-faceted parking and mobility approach will be critical to managing demand, leveraging existing assets, and supporting growth in Franklinton while working to maintain its unique character.
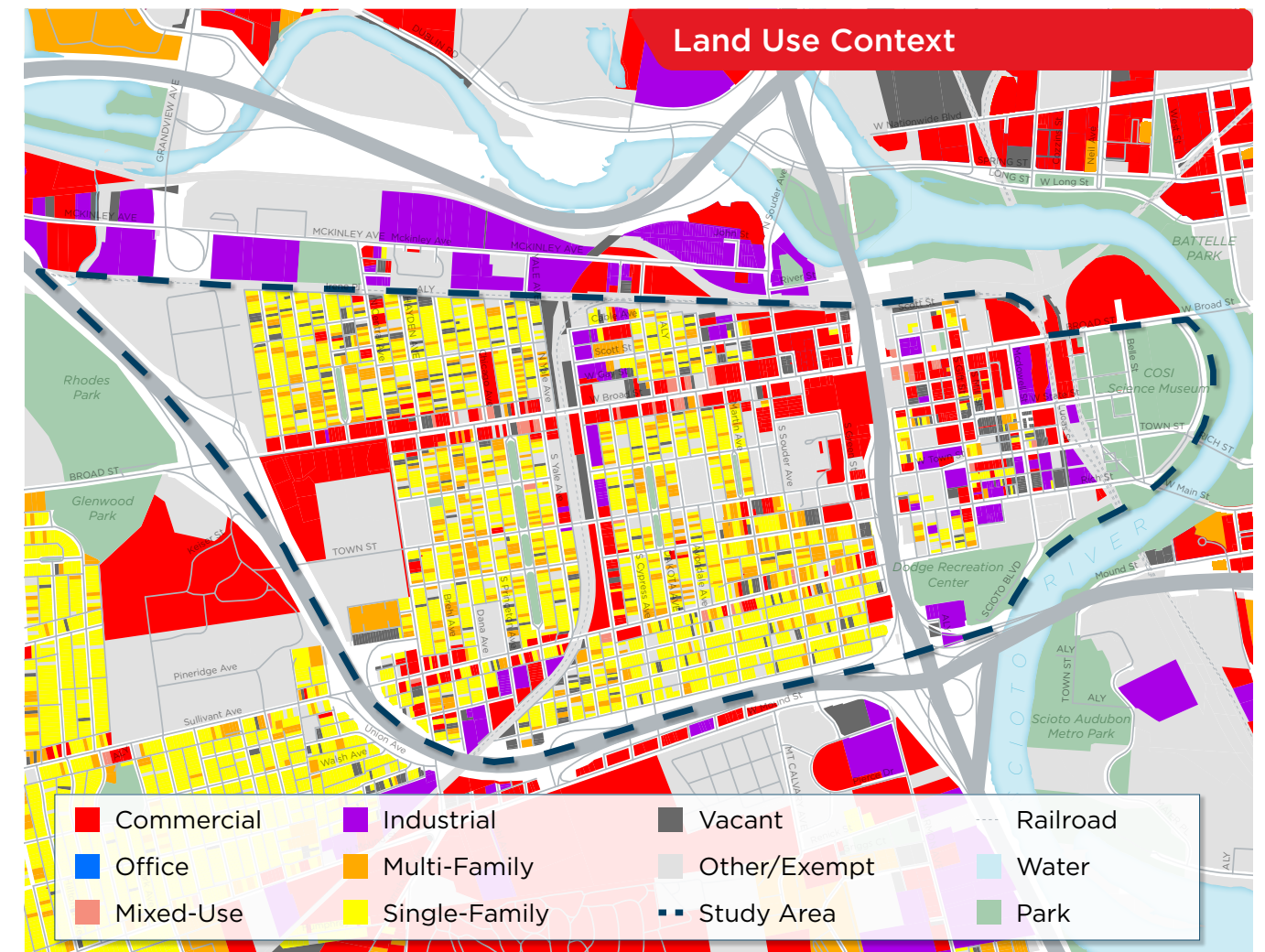
PARKING AND MOBILITY SNAPSHOT:

$0.40
East Franklinton contains 12-hour meters priced at $0.40 per hour.

LOW PARKING TURNOVER
is an issue in East Franklinton, as some of the area is residential in nature, and other block faces may be attracting Downtown employees parking on the street.

NUMEROUS OFF-STREET
parking facilities exist in Franklinton, particularly in East Franklinton around cultural institutions.

RAPIDLY CHANGING AREA
attracting new commercial, mixed-use, residential, and institutional investment.

LAND USE CONTEXT

East Franklinton, east of the Olentangy Freeway, is comprised of a mix of commercial, industrial, institutional, residential, and park/recreation land uses. West of the Olentangy Freeway, commercial and industrial land uses line the Broad Street and Genessee and Wyoming Railroad corridors. Large institutional land uses do exist in the western portion of Franklinton, including Starling Middle School and West Central School to the southwest, Ohio Department of Transportation property to the northwest, and the Mt. Carmel West medical complex.

Land Use Context

Legend:
- Commercial
- Office
- Mixed-Use
- Industrial
- Multi-Family
- Single-Family
- Vacant
- Other/Exempt
- Study Area
- Railroad
- Water
- Park

PARKING AND MOBILITY CONTEXT

The Franklinton study area is sectioned into several smaller areas by large transportation corridors, including the Norfolk Southern Corporation and Genesee and Wyoming Railroads, and the Olentangy Freeway. The Broad Street/Highway 40 and Town Street/Highway 62 corridors provide primary east-west access through the study area. These corridors, along with Sullivant Avenue, carry the COTA transit routes that operate in Franklinton.

A significant portion of the Scioto Peninsula is comprised of off-street parking, both surface parking and below-grade parking associated with COSI, the Veterans Memorial Lot, and private uses. This is expected to change as this area redevelops. Data for more than 900
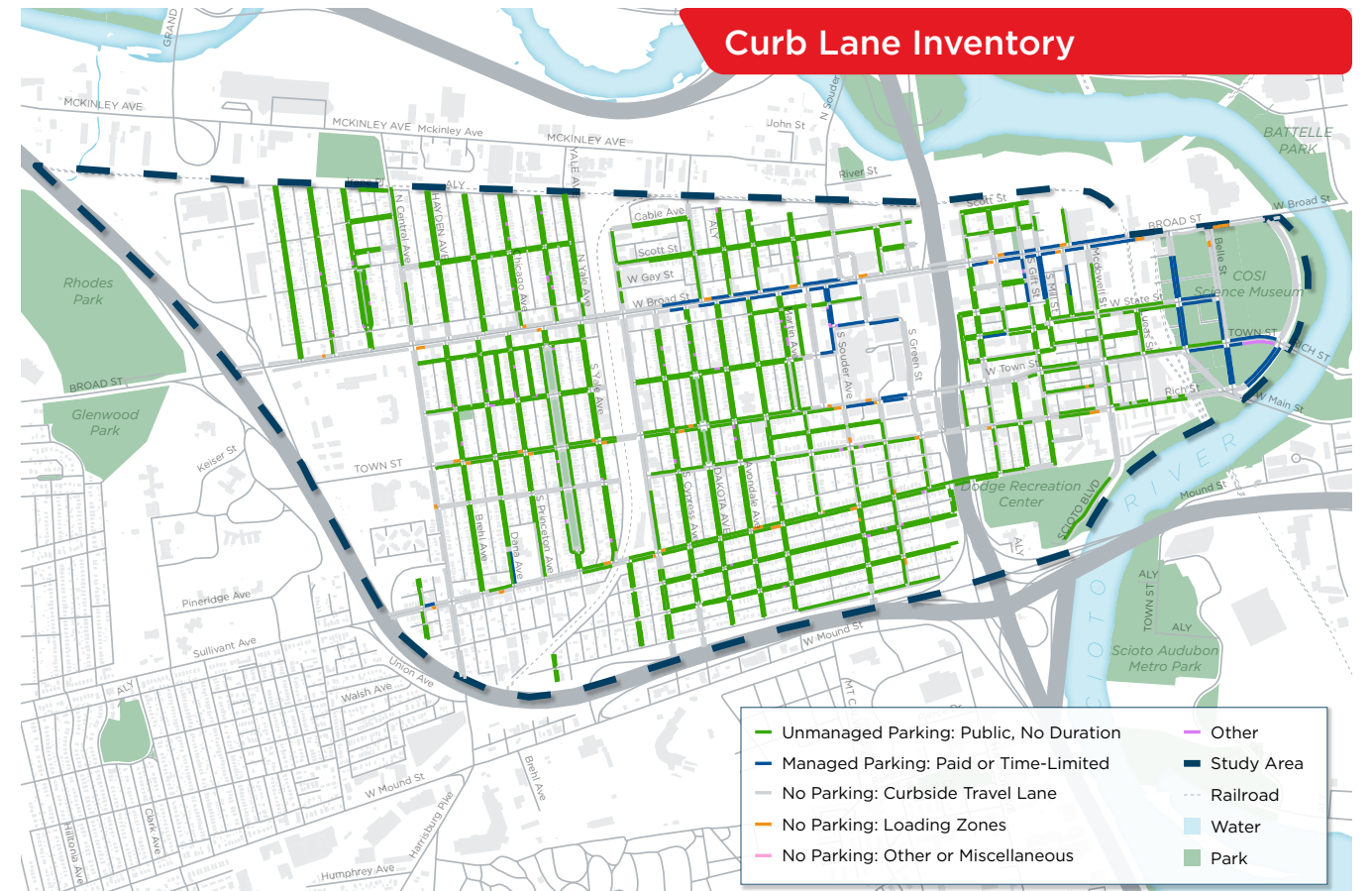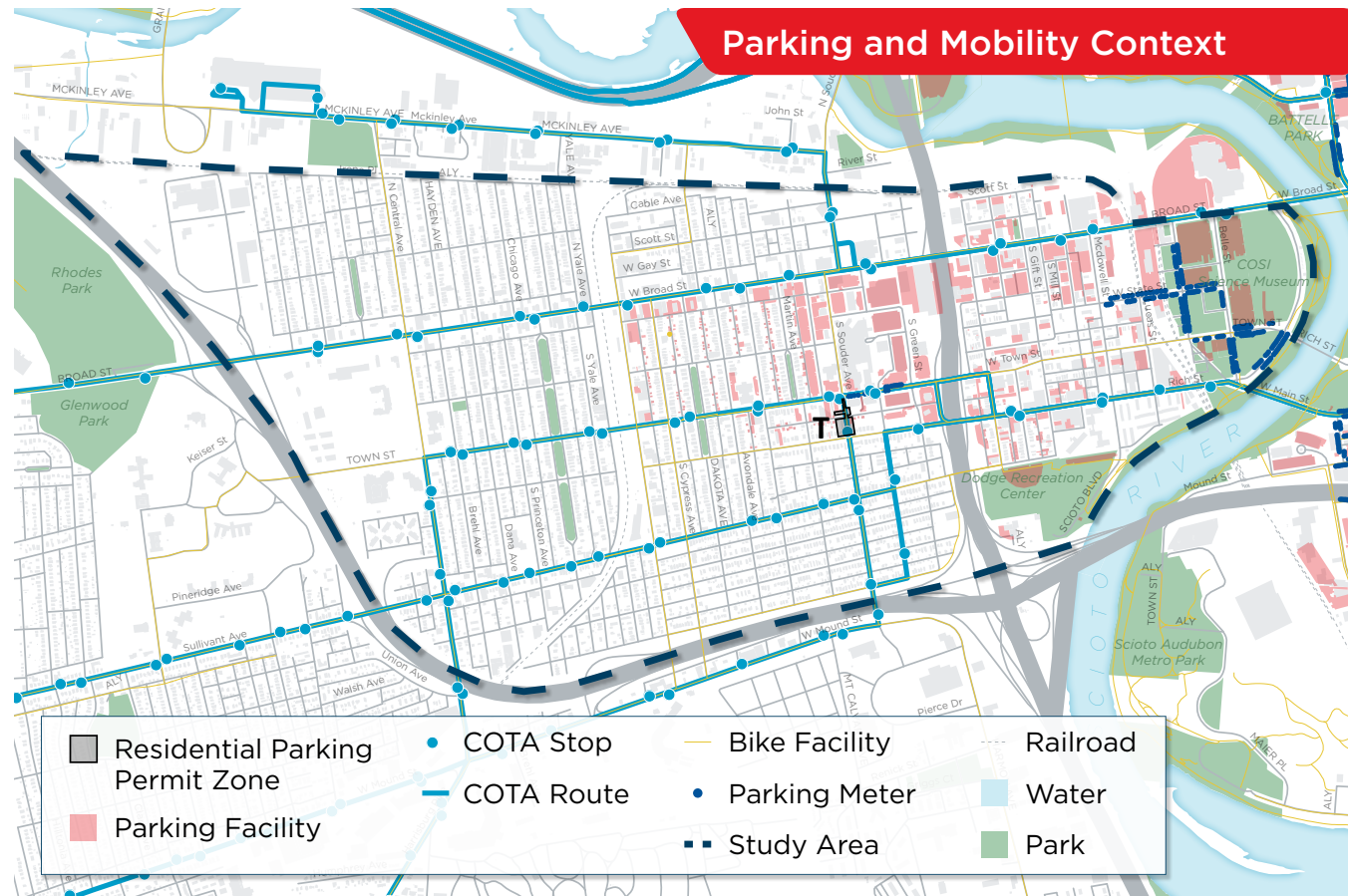
parking spaces was acquired by third-party parking operators as part of this project. Off-street parking in the area is underutilized at 22% of total spaces occupied during peak demand periods.

On-street parking assets in the Franklinton study area include large swaths of free and unmanaged parking, with some metered areas on the Scioto Peninsula. Residential parking permit area T exists around the multi-family housing located at the intersection of Souder Avenue and Walnut Street in West Franklinton.

Parking and Mobility Context

Legend:
- ☐ Residential Parking Permit Zone
- ☐ Parking Facility
- ● COTA Stop
- — COTA Route
- ⋯ Study Area
- — Bike Facility
- ● Parking Meter
- ⋯ Railroad
- Water
- Park

CURB LANE INVENTORY

A large portion of West Franklinton curb lanes are free, unmanaged parking. East Franklinton contains pockets of managed parking, including 12-hour meters along State Street, Starling Street, Town Street, Belle Street, and Washington Boulevard around West Bank Park closer to COSI and the other area museums.


Curb Lane Inventory

Legend:
- — Unmanaged Parking: Public, No Duration
- — Managed Parking: Paid or Time-Limited
- — No Parking: Curbside Travel Lane
- — No Parking: Loading Zones
- — No Parking: Other or Miscellaneous
- — Other
- ⋯ Study Area
- Railroad
- Water
- Park

METERED PARKING

The Franklinton study area contains 211 on-street metered parking spaces, all managed by 12-hour meters with an hourly rate of $0.40. All of the area's meters are located in East Franklinton near COSI. See the map below of meters in East Franklinton.
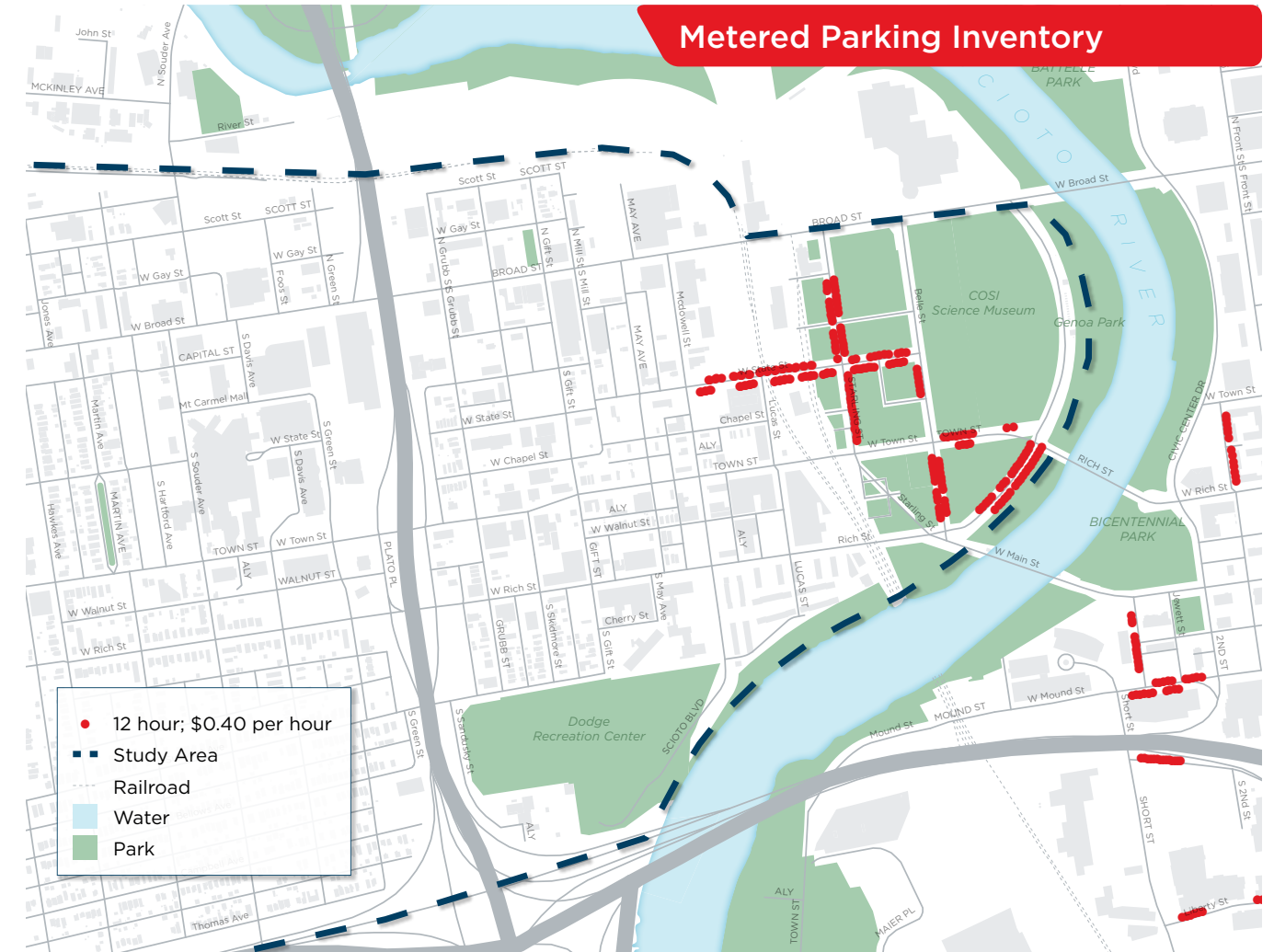
AREA 📷 SNAPSHOT

TOTAL FRANKLINTON **METER REVENUE** WAS

$86,418

IN 2018

THE **HIGHEST AVG. REVENUE** PER TRANSACTION IN 2018 WAS

$2.23

TOTAL FRANKLINTON **METER TRANSACTIONS** IN 2018 WERE

71,019

Franklinton contains only 12-hour meters, priced at

$0.40 PER HOUR

THE TOP 20 METERS...

by total revenue provided **$16,602** in 2018, with the top meter providing **$924**

received **13,575** transactions in 2018, with the top meter receiving **837**

Data from 2018

Metered Parking Inventory

- • 12 hour; $0.40 per hour
- Study Area
- Railroad
- Water
- Park

ON-STREET PARKING

Parking Occupancy

On-street parking occupancy was collected in November 2018, on a Monday for the west side of Franklinton, and a Tuesday and Saturday for the east side of Franklinton. For the east side of Franklinton, the system's peak occupancy was on Tuesday morning. Some of this demand may be from Downtown workers who are parking in unrestricted on-street parking spaces in the Scioto Peninsula area. On the west side of Franklinton, the system peaked in the morning as well, but parking occupancies were low to moderate, as there is ample unrestricted and unmanaged on- and off-street parking in the area.
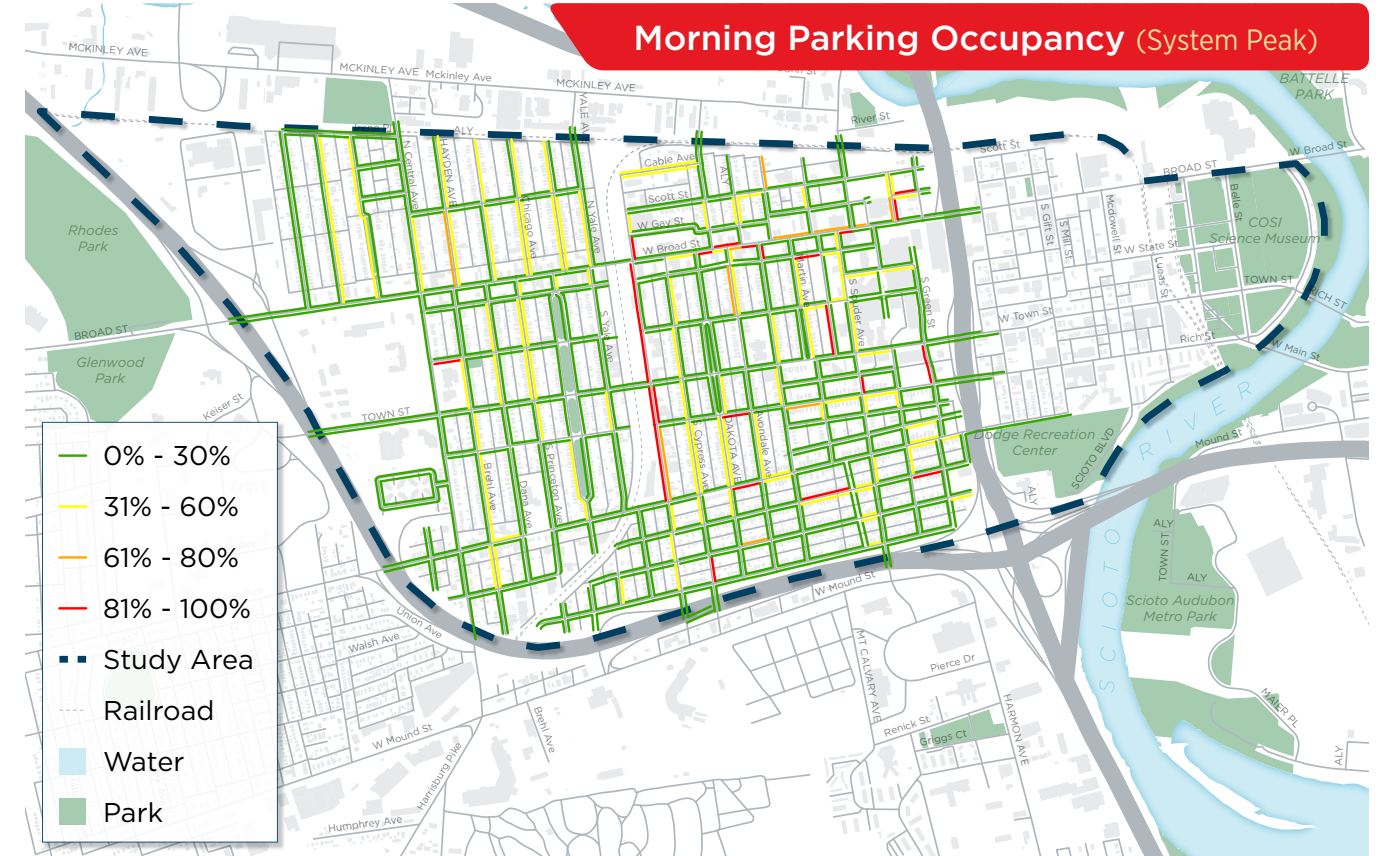

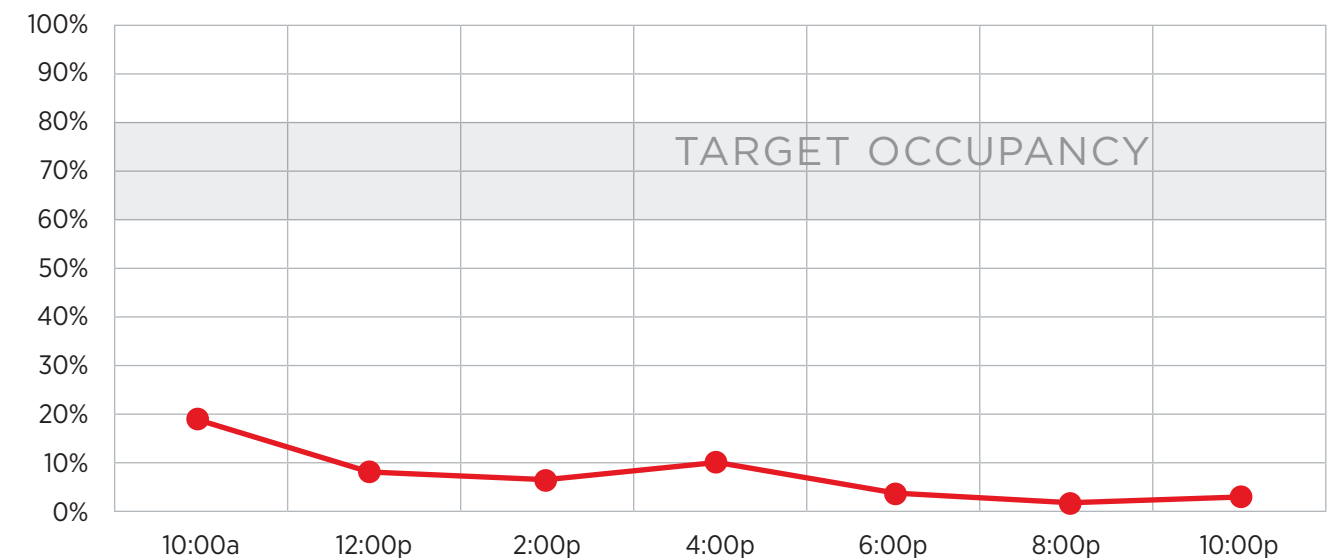### Morning Parking Occupancy (System Peak)

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park
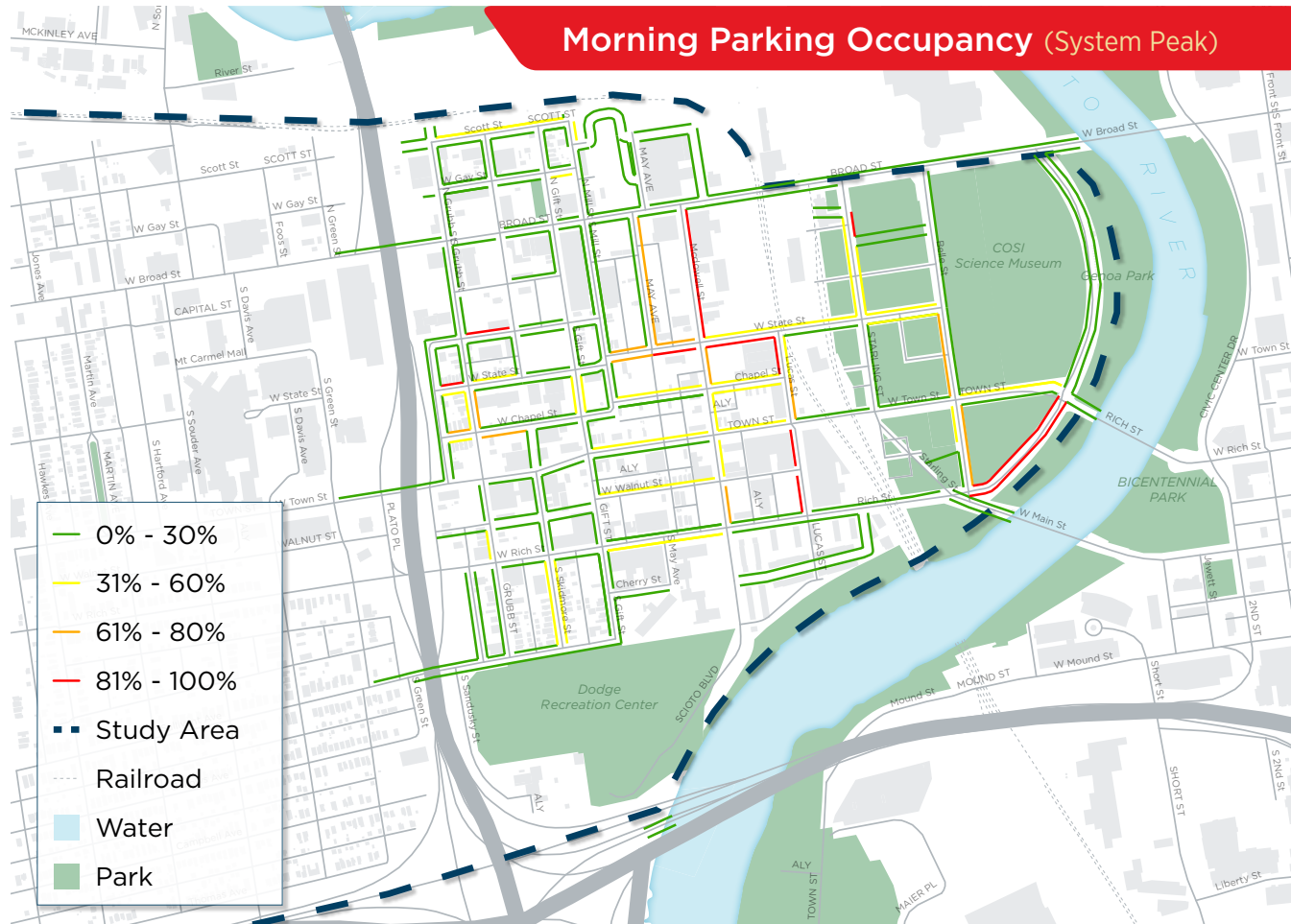
Data collected Tuesday, 11/13/18

Morning Parking Occupancy (System Peak)

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park

Data collected Monday, 11/12/18

Franklinton East Parking Occupancy (by Time of Day)
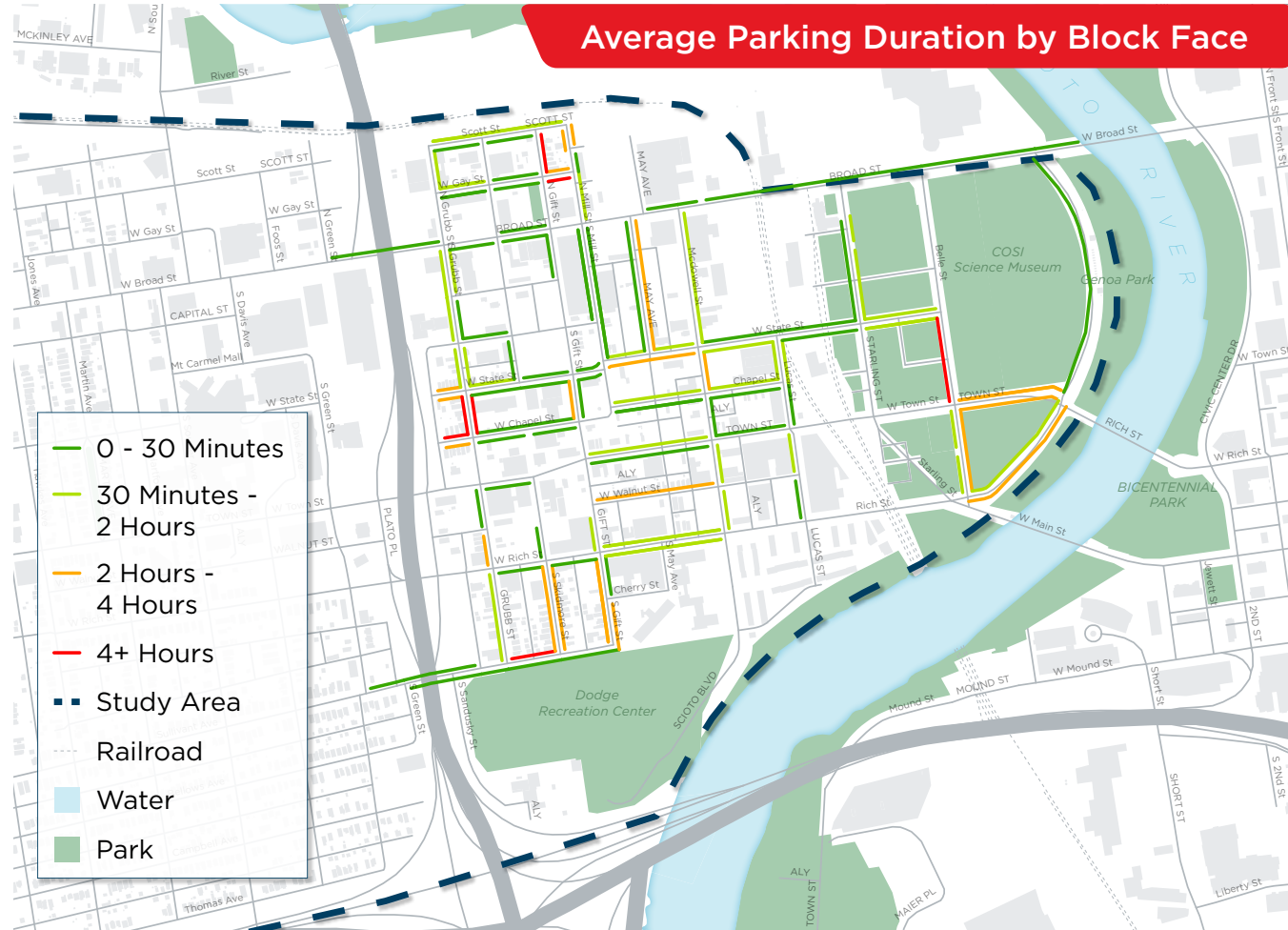

TARGET OCCUPANCY

Data collected Tuesday, 11/13/18

ON-STREET PARKING

Duration

Clear trends emerge when examining parking duration data from East Franklinton. Higher parking durations can be observed clustered on Skidmore, Walnut, and Mills Streets and portions of State Street, areas with more residential land uses. Lucas Street near adjacent breweries and dining establishments saw higher durations (some over 6 hours) and lower turnover as well. 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.**

Average Parking Duration by Block Face

- 0 - 30 Minutes
- 30 Minutes - 2 Hours
- 2 Hours - 4 Hours
- 4+ Hours
- Study Area
- Railroad
- Water
- Park

Data collected Tuesday, 11/13/18

South of Downtown Neighborhoods (German Village, Brewery District & South Side)
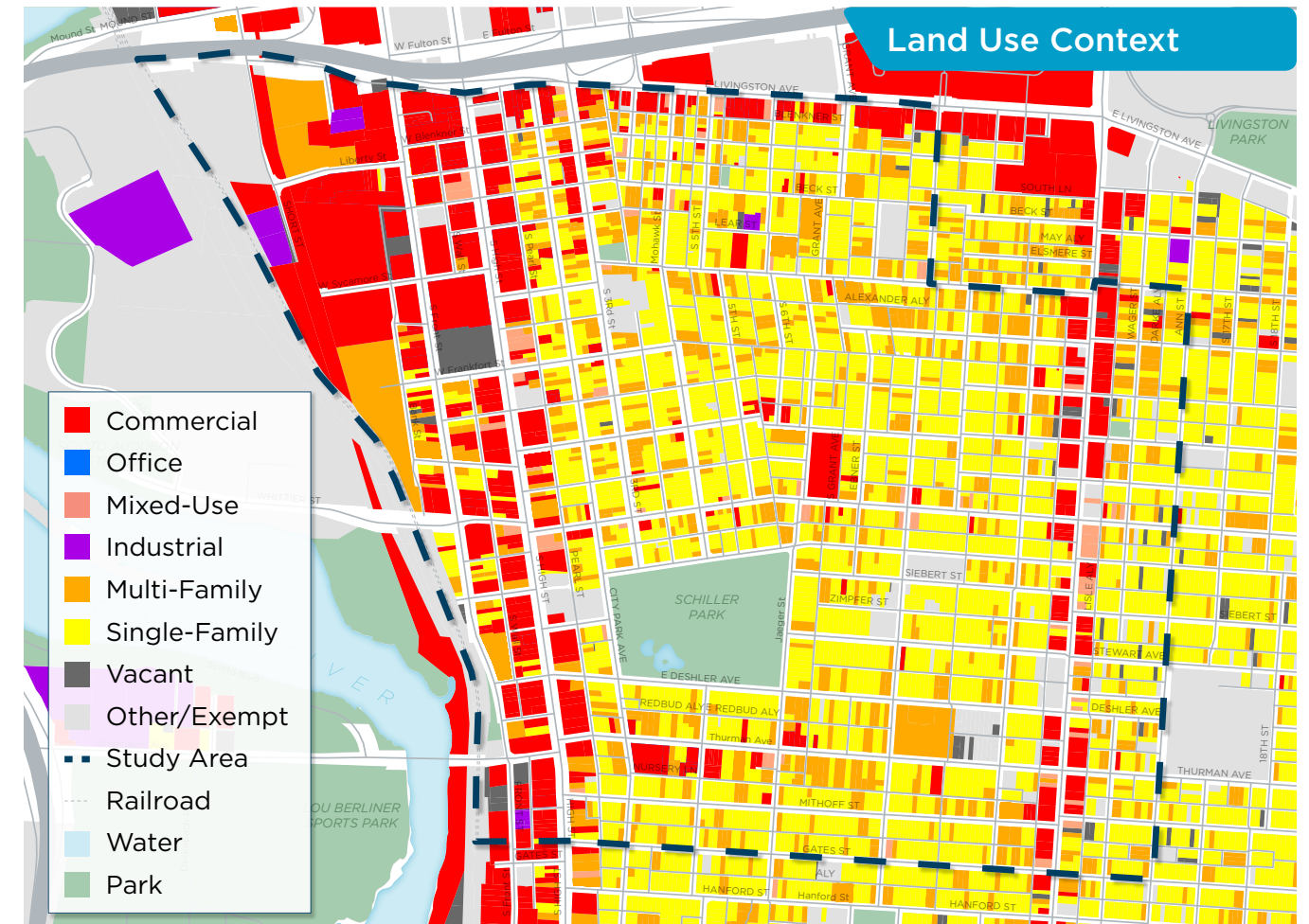
Located just south of Downtown Columbus, the South of Downtown Neighborhoods study area is broad, generally bounded by U.S. Highway 33/Livingston Avenue on the north, Sycamore Street and Ann Street to the east, Gates Street to the south, and the railroad and Scioto Audubon Metro Park to the west. The 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.

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.

Land Use Context

Legend:
- Commercial
- Office
- Mixed-Use
- Industrial
- Multi-Family
- Single-Family
- Vacant
- Other/Exempt
- Study Area
- Railroad
- Water
- Park

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.

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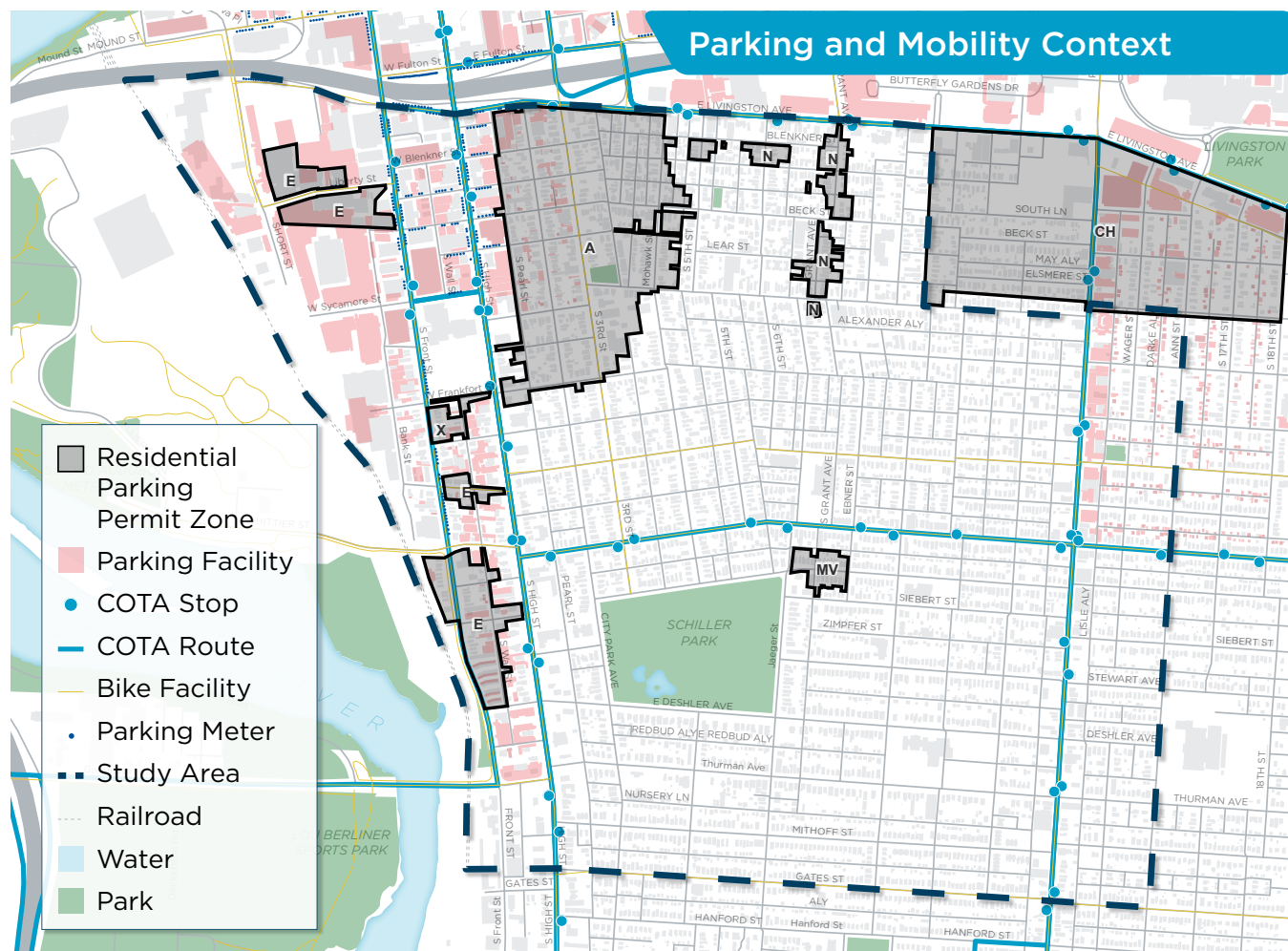throughout the study area, with some vehicles remaining parked for 6 or more hours.

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 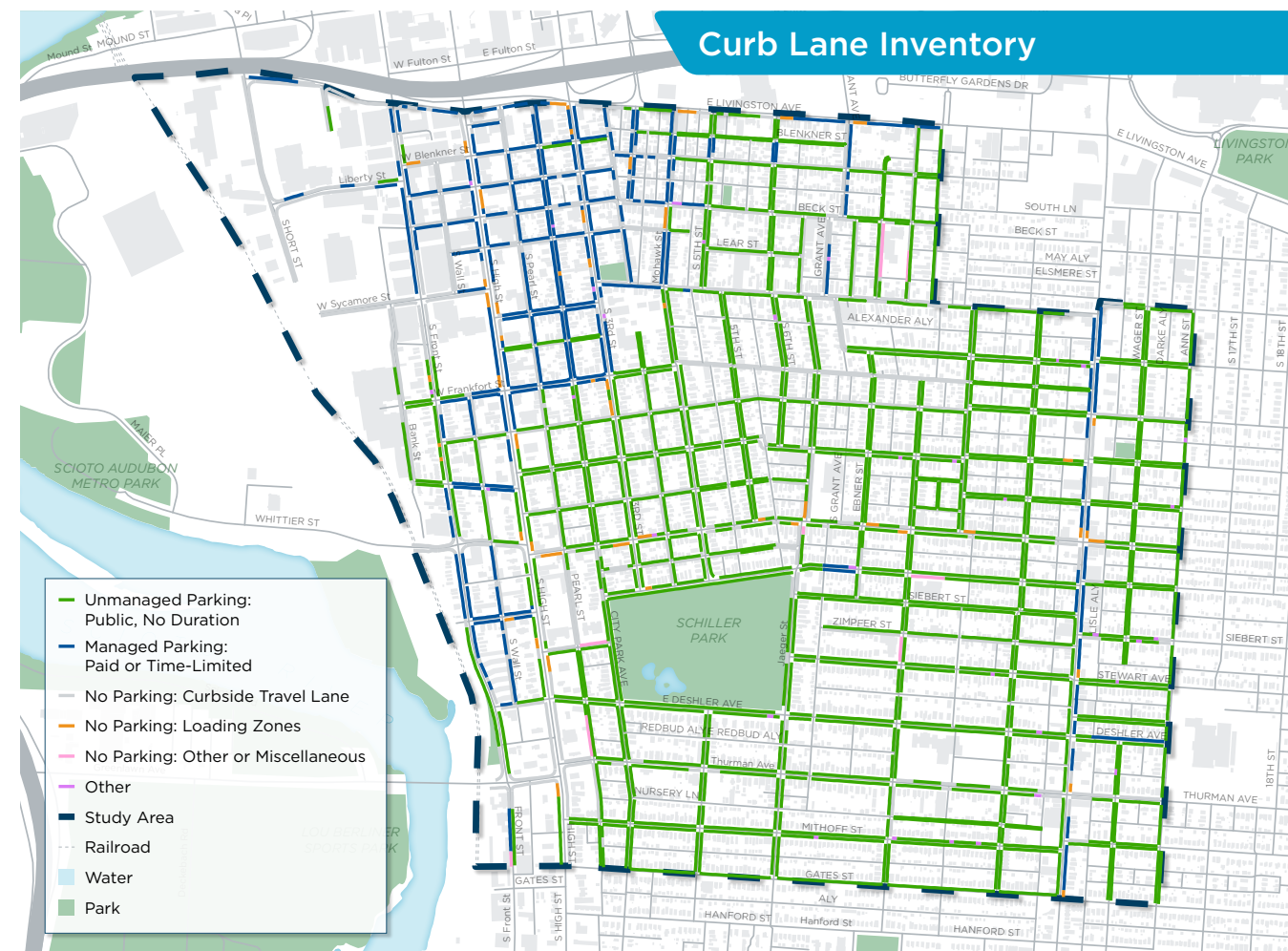Trail cuts through Scioto Audubon Park and connects to Front Street on the west side of the study area along Whittier Street.

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.
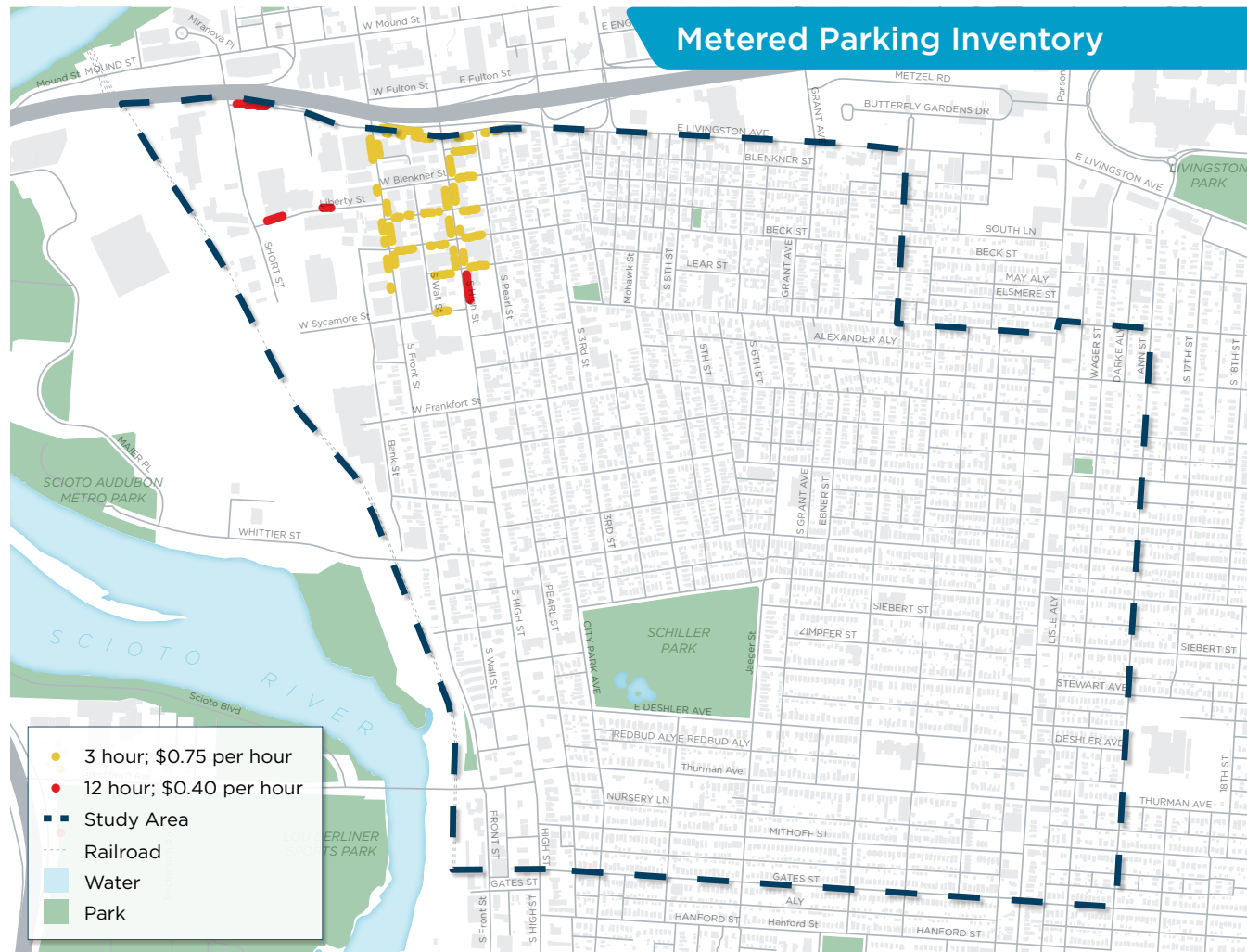

Parking and Mobility Context

Legend:
- Residential Parking Permit Zone
- Parking Facility
- COTA Stop
- COTA Route
- Bike Facility
- Parking Meter
- Study Area
- Railroad
- Water
- Park

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.

Curb Lane Inventory

Legend:
- Unmanaged Parking: Public, No Duration
- Managed Parking: Paid or Time-Limited
- No Parking: Curbside Travel Lane
- No Parking: Loading Zones
- No Parking: Other or Miscellaneous
- Other
- Study Area
- Railroad
- Water
- Park

Metered Parking Inventory

Legend:
- 3 hour; $0.75 per hour
- 12 hour; $0.40 per hour
- Study Area
- Railroad
- Water
- Park

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 32 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.
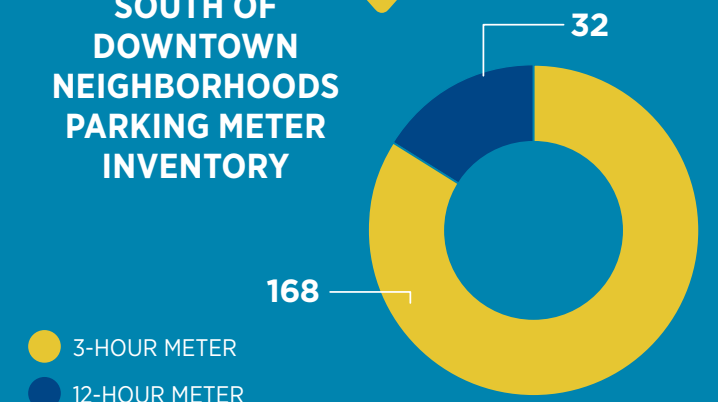
AREA SNAPSHOT 📷

SOUTH OF DOWNTOWN NEIGHBORHOODS PARKING METER INVENTORY

- 32
- 168
- 3-HOUR METER
- 12-HOUR METER

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

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**
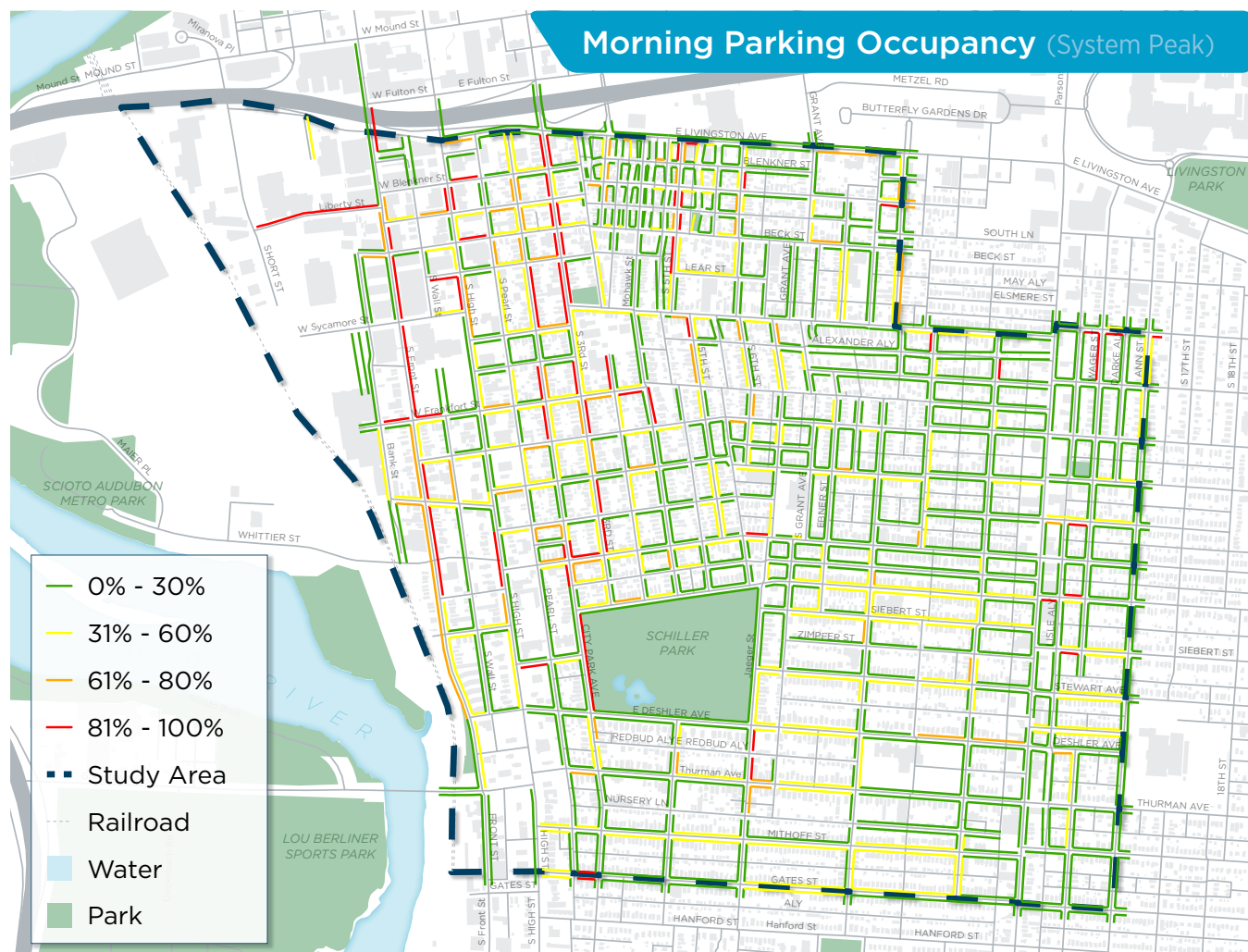
Data from 2018
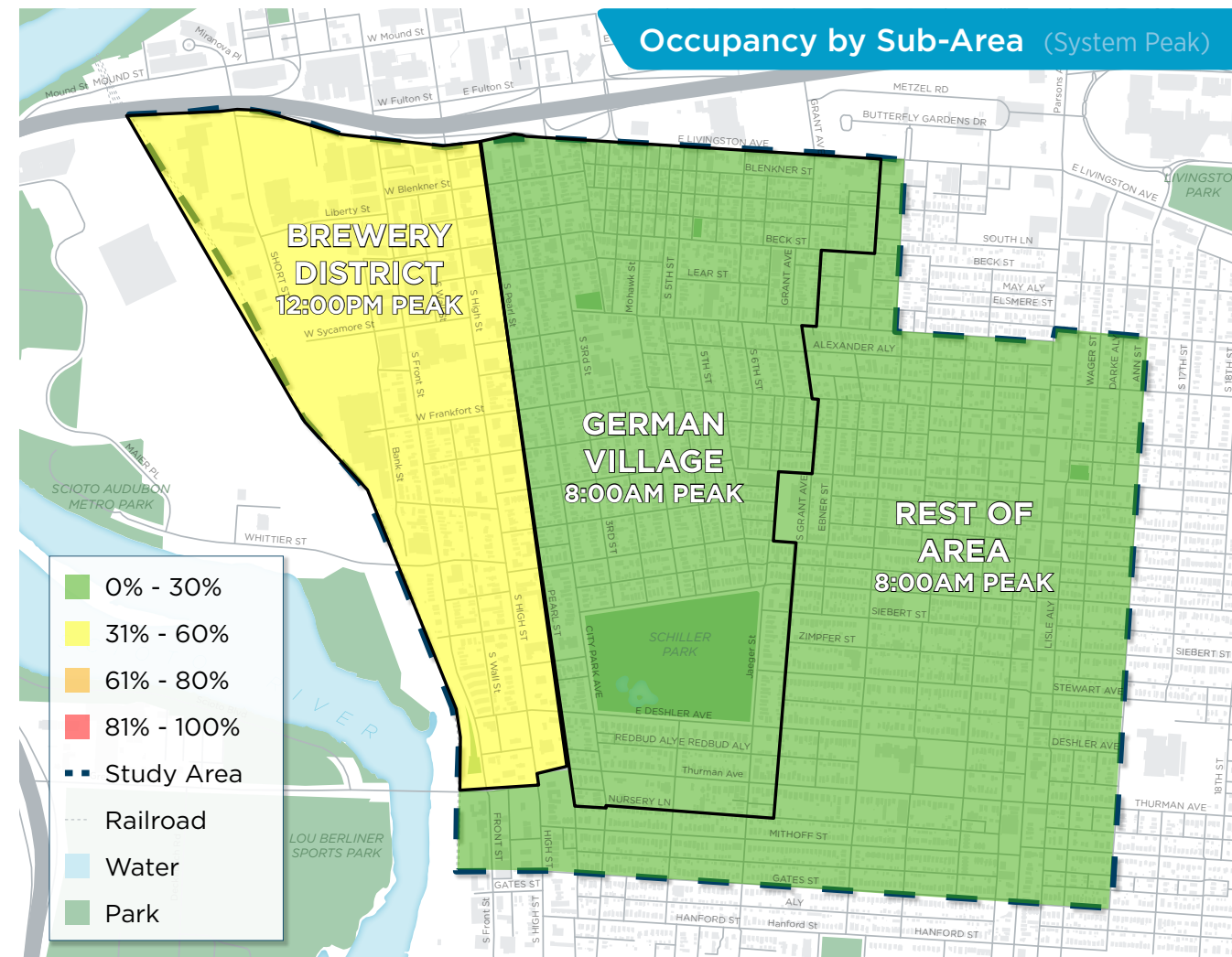
ON-STREET PARKING

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. 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 36.

Morning Parking Occupancy (System Peak)

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park

Data collected Thursday, 11/15/18

Occupancy by Sub-Area (System Peak)

BREWERY DISTRICT 12:00PM PEAK

GERMAN VILLAGE 8:00AM PEAK

REST OF AREA 8:00AM PEAK

Legend:
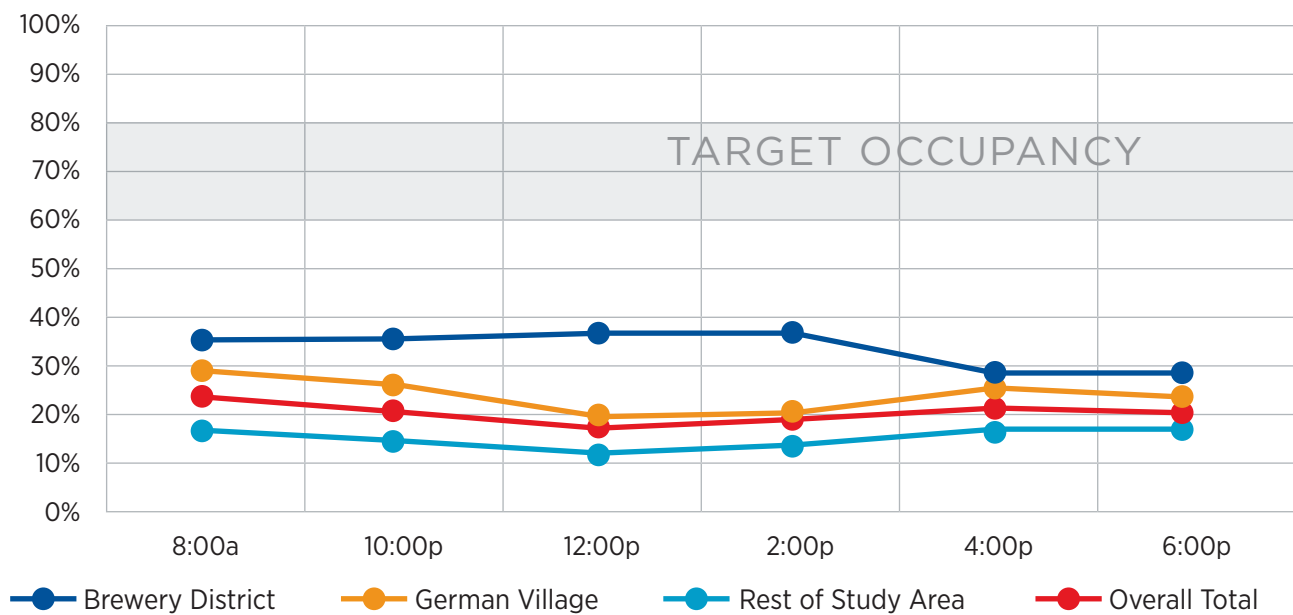- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park

Data collected Thursday, 11/15/18

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

- Brewery District
- German Village
- Rest of Study Area
- Overall Total

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.**

Average Parking Duration by Block Face

- 1 Hour or Less
- 1 Hour - 3 Hours
- 3 Hours - 5 Hours
- 5+ Hours
- Study Area
- Railroad
- Water
- Park
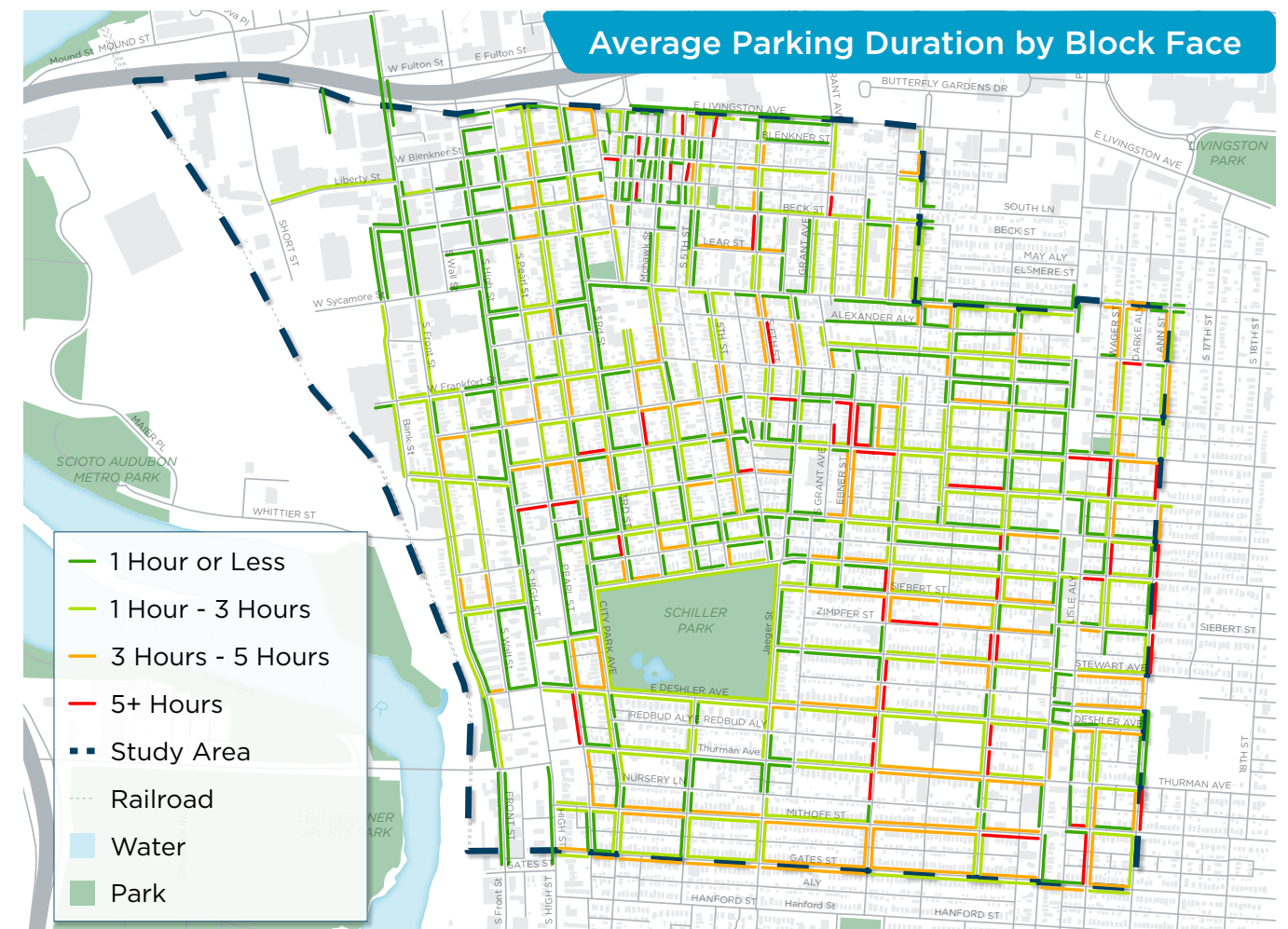
Data collected Thursday, 11/8/18

University District

A large area that is heavily influenced by The Ohio State University campus and the Wexner Medical Center campus nearby, the University District is rooted with the High Street corridor as its spine. The study area is generally bounded by the CSX Transportation and Norfolk Southern Corp. railroads to the east, Arcadia Avenue to the north, the Olentangy River to the west, and 5th Avenue to the south.

PARKING AND MOBILITY SNAPSHOT:

$1.00 & $0.75

The University District contains 30-minute, 2-hour, and 3-hour meters, priced at $1.00 and $0.75 per hour, respectively.

A large portion of the study area's curb lanes are unrestricted and unmanaged parking.

PARKING TURNOVER IS LOW across the district, with many vehicles remaining parked for 6 or more hours in the same location.

The study area is dominated by the **HIGH STREET COMMERCIAL CORRIDOR,** and its adjacency to Ohio State's campus.

THE OVERALL SYSTEM PEAK PARKING OCCUPANCY was found to be Friday evening, with 51% of on-street spaces occupied. Occupancies are highest during this time in the northwest, central, and southern portions of the study area.
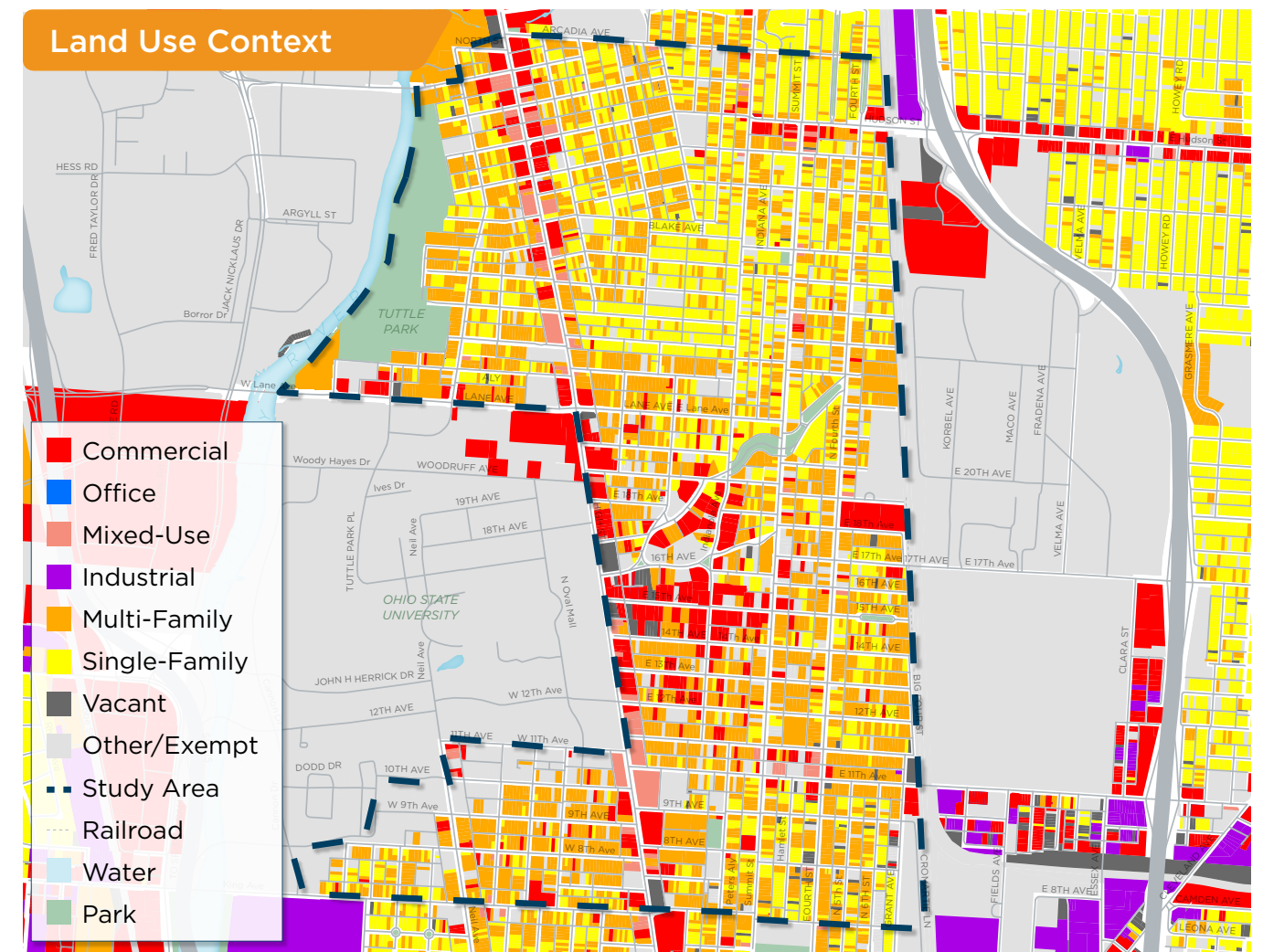
University District

LAND USE CONTEXT

The University District is largely single-family and multi-family residential in land use. The High Street corridor is lined with commercial and mixed-use land uses including bars, restaurants, retail stores, and other establishments that draw students and other customers from the nearby Ohio State and Wexner Medical Center campus. Some commercial land uses extend east from the High Street corridor along the 15th Avenue corridor as well.

Commercial land uses are also present along E Hudson Street on the northern end of the study area. Various institutional land uses that comprise the south end of the Ohio State and Wexford Medical Center campuses are in the southwestern part of the study area. The popular and changing Short North area lies to the south of the University District.

Land Use Context

- Commercial
- Office
- Mixed-Use
- Industrial
- Multi-Family
- Single-Family
- Vacant
- Other/Exempt
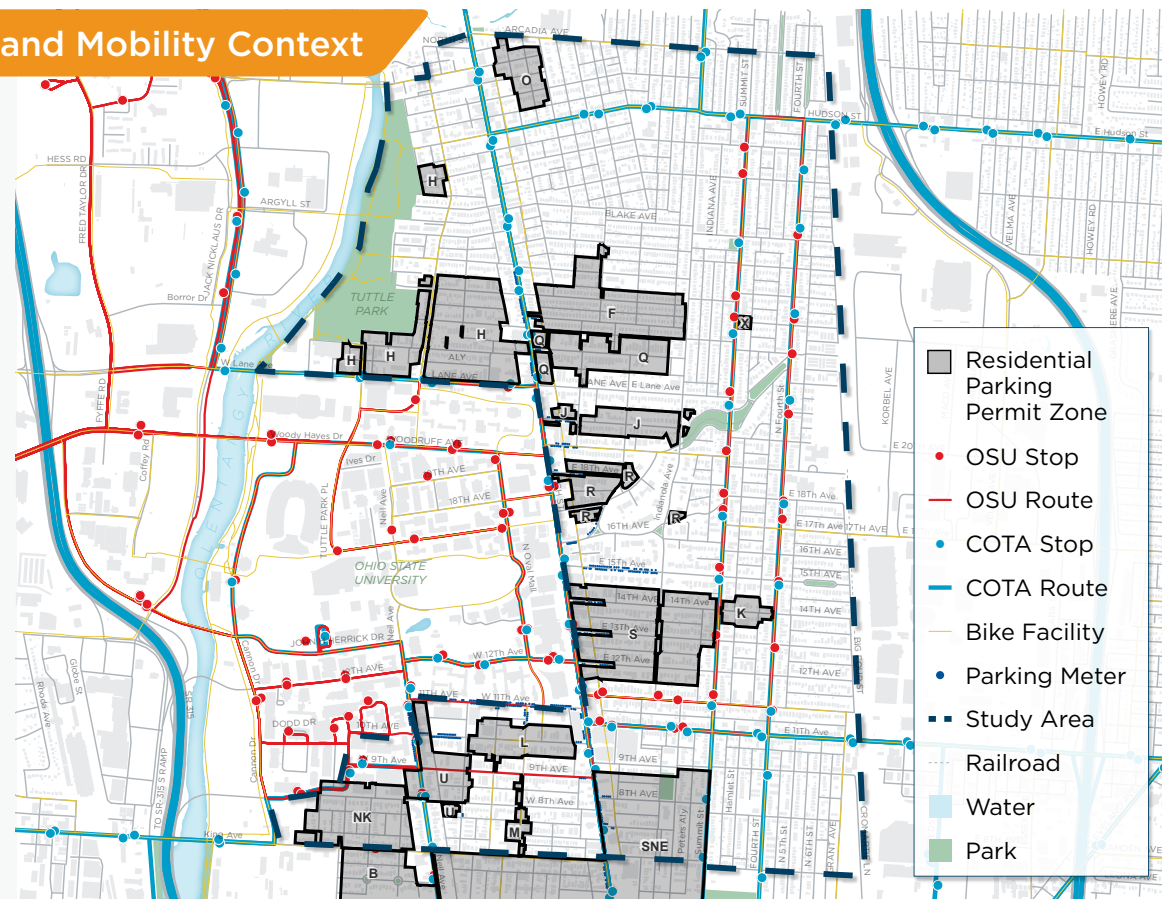- Study Area
- Railroad
- Water
- Park

PARKING AND MOBILITY CONTEXT

The University District is well-connected to surrounding parts of the city, with High Street serving as the primary north-south connector through the study area, providing access to Downtown Columbus and Ohio State's campus. 4th Street and Summit Street on the east side of the study area provide opposing one-way north-south connectivity, while a collection of gridded streets connects through the residential parts of the study area.

The University District is accessible via transit, with the primary transit routes traveling up and down High Street, Hudson Street, Summit Street, and E 4th Street. Bicycle facilities provide connectivity from the study area to Downtown Columbus and Ohio State's campus to the west.

The presence of the Wexner Medical Center and Ohio State's campus influences the parking demand and mobility needs of the study area. Ohio State owns and manages parking assets on campus, but its presence brings vehicles to the University District to circulate and park. Parking assets in the study area include a combination of off-street parking; metered parking along High Street, W 11th Avenue, and adjacent streets; and unmanaged on-street parking in the northeastern and eastern parts of the study area. There are several residential parking permit areas in the University District study area including Zones F, H, J, K, L, M, NK, O, Q, R, S, U, and X. The SNE Short North RPP extends into the south part of the University District.

Parking and Mobility Context

Legend:
- Residential Parking Permit Zone
- OSU Stop
- OSU Route
- COTA Stop
- COTA Route
- Bike Facility
- Parking Meter
- Study Area
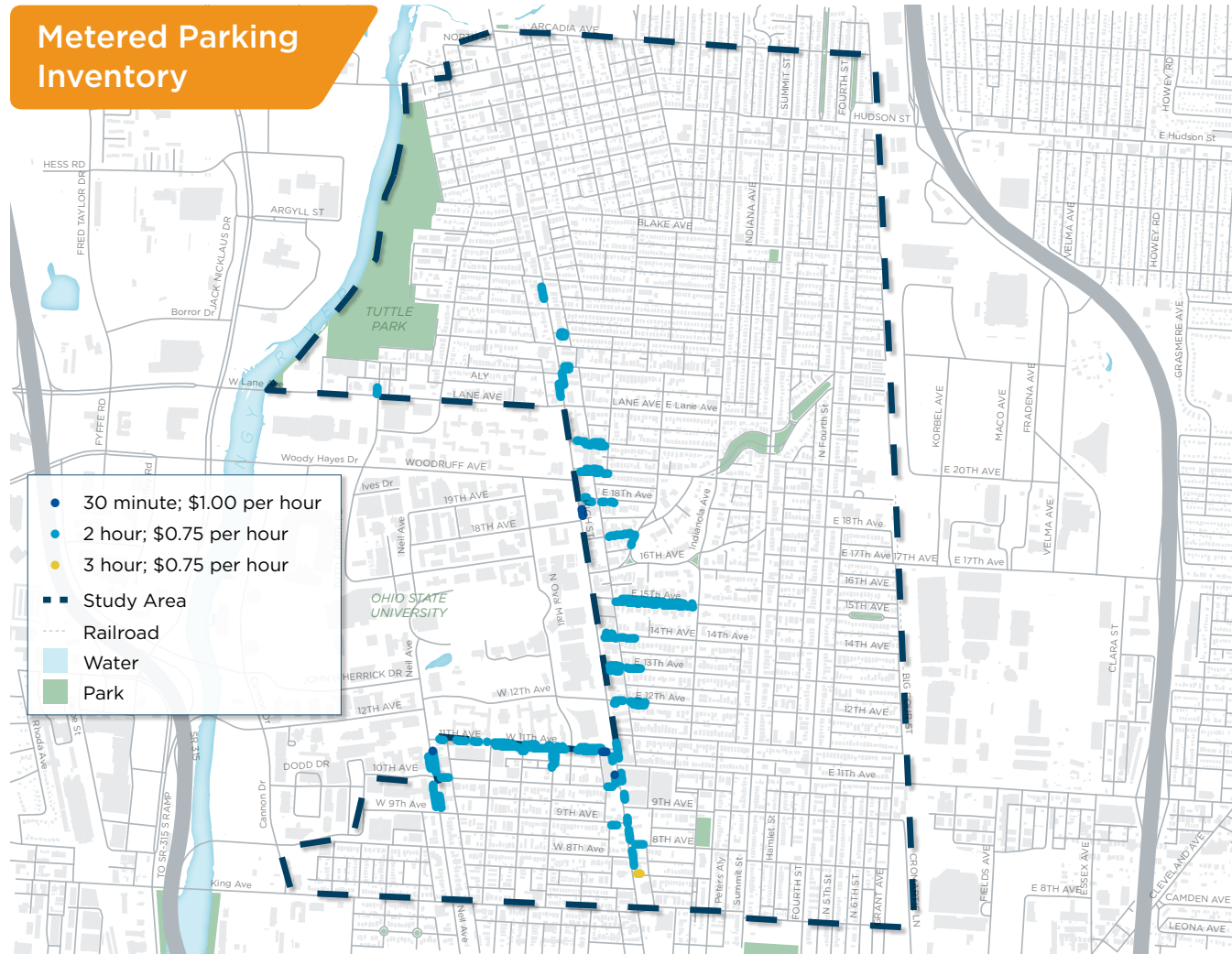- Railroad
- Water
- Park

CURB LANE INVENTORY

The northeastern and eastern parts of the study area largely consist of unmanaged on-street parking. Managed on-street parking in the form of signed RPP areas and metered parking areas significantly increases further west closer to Ohio State and the Wexner Medical Center. Managed signed RPP areas exist on either side of High Street proximate to Ohio State's campus. The city has worked to manage residential parking demand and balance it with demands generated from the large area institutions.

Curb Lane Inventory

Legend:
- Unmanaged Parking: Public, No Duration
- Managed Parking: Paid or Time-Limited
- No Parking: Curbside Travel Lane
- No Parking: Loading Zones
- No Parking: Other or Miscellaneous
- Other
- Study Area
- Railroad
- Water
- Park

Metered Parking Inventory

- • 30 minute; $1.00 per hour
- • 2 hour; $0.75 per hour
- • 3 hour; $0.75 per hour
- ▪ ▪ Study Area
- ⋯ Railroad
- ▪ Water
- ▪ Park

METERED PARKING

The University District contains more than 500 on-street parking meters, clustered along N High Street through the heart of the district, along E 15th Avenue adjacent to various fraternities and sororities, and along W 11th Avenue between N High Street and Neil Avenue to the southwest. Most meters are 2-hour meters priced at $0.75 per hour. There are 30-minute meters (priced at $0.50 for 30 minutes) on the east side of High Street south of E 18th Avenue, and 3-hour meters (priced at $0.75 per hour) on the east side of High Street in the southern part of the study area. The map on page 42 displays the location of meters in the University District.

The district sees a high intensity of meter activity, with 9 of the of the city's top 20 meters by total transactions located here; these are located on N High Street and surrounding the Gateway Apartments. Metered parking within the University study area is relatively inexpensive, with the vast majority of meters being 2-hour meters priced at $0.75 per hour.
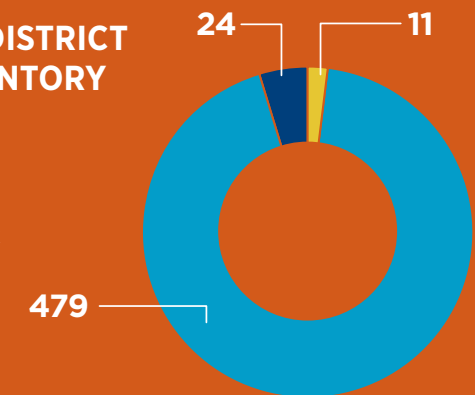
AREA 📷 SNAPSHOT

TOTAL UNIVERSITY METER REVENUE WAS
$612,878
IN 2018

THE **HIGHEST AVG. REVENUE** PER TRANSACTION FOR A METER IN 2018 WAS
$1.06

TOTAL UNIVERSITY **METER TRANSACTIONS** IN 2018 WERE
853,892

UNIVERSITY DISTRICT METER INVENTORY

- ● 30-MIN. METER
- ● 2-HOUR METER
- ● 3-HOUR METER

24 — 11

479

THE TOP 20 METERS...

by total revenue provided **$42,916** in 2018, with the top meter providing **$2,242**

received **86,626** transactions in 2018, with the top meter receiving **5,816**

Data from 2018

ON-STREET PARKING

Parking Occupancy

Parking occupancy data was collected on a Friday and a Saturday in November 2018. The peak parking occupancy in the study area was determined to be Friday evening, with more than 50% of on-street spaces occupied systemwide, as displayed in the map below. Occupancies exceeded 80% in many specific parts of the district at the system's peak demand, including the center, southwest, and northwest parts of the district.
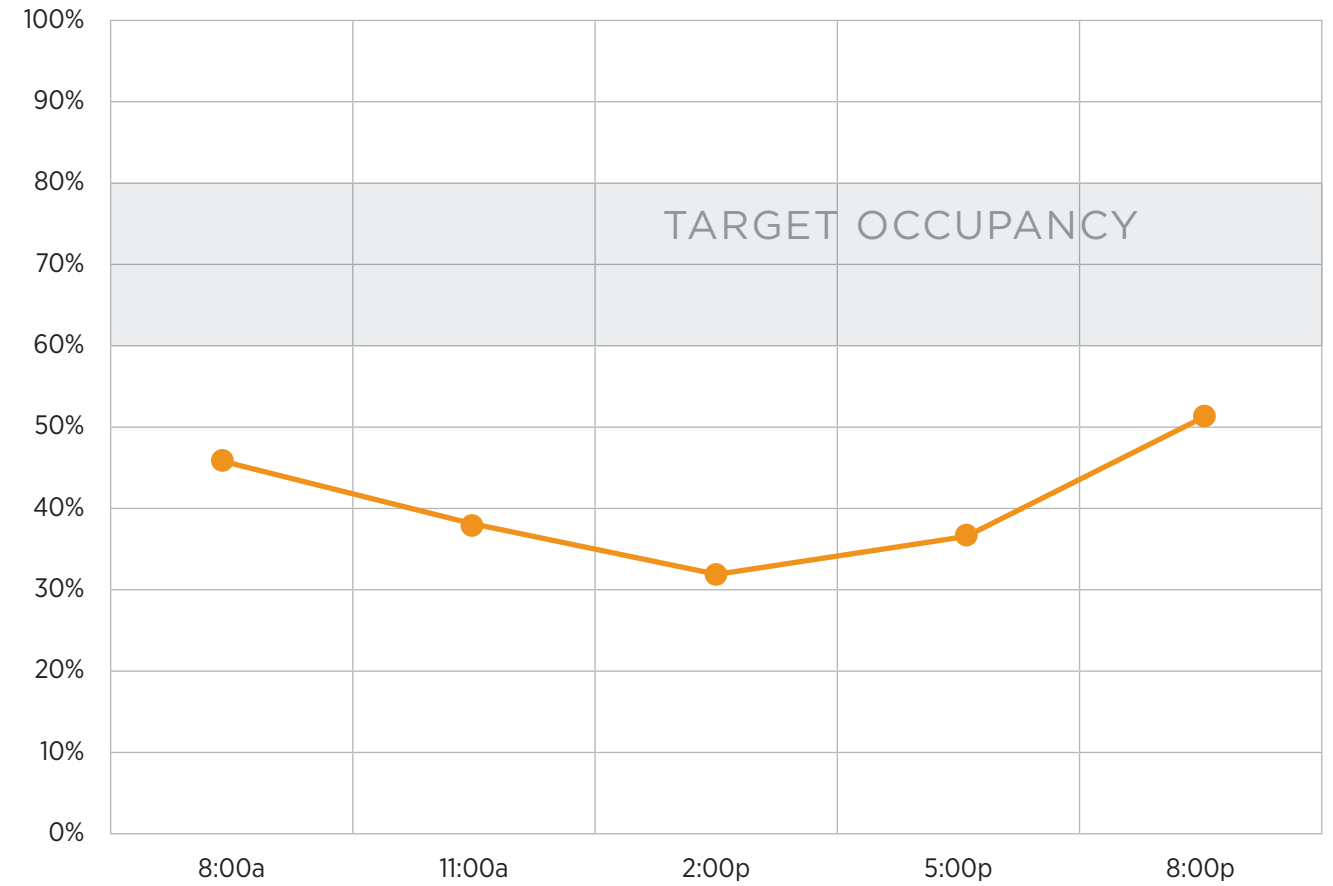

Evening Parking Occupancy (System Peak)

Legend:
- 0% - 30%
- 31% - 60%
- 61% - 80%
- 81% - 100%
- Study Area
- Railroad
- Water
- Park
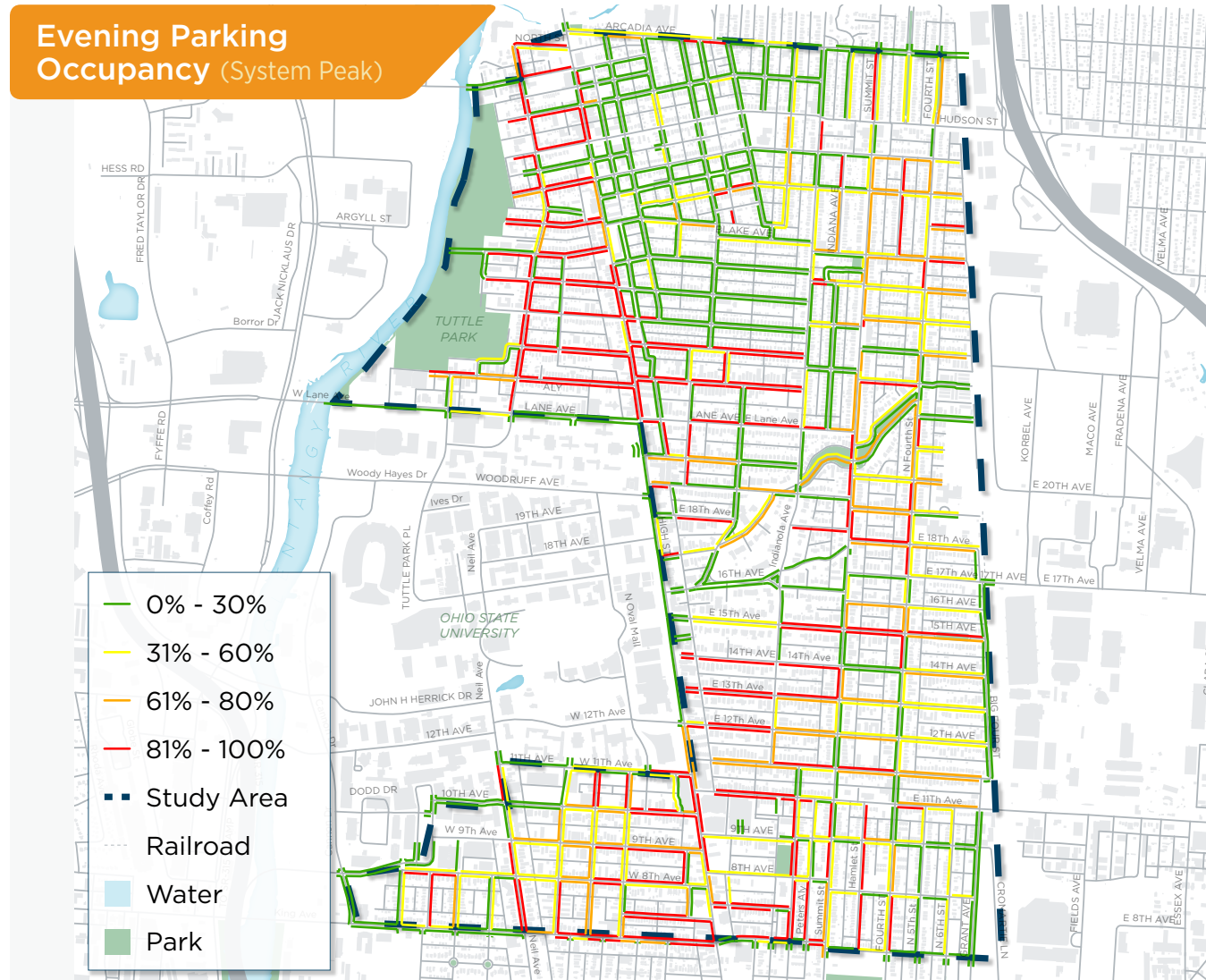
Data collected Friday, 11/9/18

University District Parking Occupancy (by Time of Day)

TARGET OCCUPANCY

Data collected Friday, 11/09/18

ON-STREET PARKING

Parking Duration

In general, parking durations are high and parking turnover is low throughout the study area. Vehicles parked for four hours or more were observed throughout large swaths of the study area, in most cases consistent with the free, open, and unrestricted portion. The largest concentration of low parking turnover is evident in the northeastern portion of the study area, east of High Street, and north of Iuka Avenue.

Many of these vehicles belong to students leaving them parked overnight and in some cases for several days or all week without moving. Analysis indicates nearly 20%

of total parked vehicles in the University District on the day of data collection were registered with Ohio State University. These longer durations correspond in part to areas where curb lanes are unmanaged. While managed commercial and metered curb areas generally saw lower durations and more turnover, there were some longer durations in managed areas just off the High Street and Hudson Street corridors, and in the managed area in the northwest portion of the study area north of Lane Avenue. 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.

Average Parking Duration by Block Face

Legend:
- 1 Hour or Less
- 1 Hour - 3 Hours
- 3 Hours - 4 Hours
- 4+ Hours
- Study Area
- Railroad
- Water
- Park

Data collected Friday, 11/9/18