<u>Meeting Minutes</u>

Clintonville Neighborhood Plan - familiarizing everyone with the living document of the CNP (2009) and it's reference to the parking needs of Clintonville.

Andrew: The CNP serves as guide of concepts comprised of community input to the desired amenities and style to future planning projects or development. It is referred to as a "living document" because the components are subject to change as future development comes to fruition.

B.J.: What is the virtue to having a CNP with relationship of the city's new planning policies or C2P2? (referencing Jackie Yeoman's presentation at the 2/6/2020 CAC Meeting).

David: We have a neighborhood plan and commercial overlays, the C2P2 does not have a lot of differences to the already established guidelines but works as a companion document to those land uses. Other areas would benefit from early adoption of the C2P2. Clintonville is already "built up".

Libby: We have a land use plan in the CNP and it's not changing which is one of the uses that we have not adopted the C2P2.

B.J.: I will provide you with a link to the CNP, C2P2, and all necessary resources so that when we make our recommendations to our city partners or developers, we can have the structural backing of these concepts. We will need to draw reference to what the city already has planned to our recommendations.

Patsy: I do not see Clintonville as having a parking "problem". I visit other areas like Worthington and Grandview where parking is an issue. If we are going to look at parking, let's look at what Grandview and Worthington are doing. Wildflower used to have parking challenges when they first expanded their hours but no longer do. I would like to learn what the impact is on businesses. I am active with CRC and on the board of Village in the 'Ville. Encourage carpooling and implemented C-Loop transportation. There is a desirability to have establishments like Katalina's, Harvest, and SIP by Clintonville residents and if we do not do something to foster these welcome establishments and allow solutions for parking, then we won't have anything. Millennials use Uber and Lyft often when they go out so there is less demand for parking.

B.J: I am now in receipt of the most recent version of the CNP. In its summary, there are many references to the demand for parking. For those who do not see it as a current issue, you can at least empathize with those who see it as a future concern. We are not at a crisis level yet, but it is imperative that we take these proactive steps today so that we do not have deeper concerns in the foreseeable future. How do we determine the parking standards in Clintonville?

Tom: The city's zoning code.

Andrew: The CNP is helpful but the zoning code is the prevailing rule. The CAC has been helpful in community engagement. Finding short term solutions to the parking is certainly worthwhile but I think we need to push the city to refresh the zoning codes with regard to parking standards. The major issue is that we have a very suburban zoning code but are located in an urban area. The zoning code is antiquated which is why we have the Urban Commercial Overlay which applies a little more flexibility to the redevelopment of the older commercial property that will require at some point new construction.

B.J.: There are 3 different overlays along High St between Arcadia on the south border and Chase Rd on the north border.

Andrew: During the time that Clintonville was originally built and then with the onset of the automobile era, it is necessary to consider that the parking standards that trigger parking variances are antiquated to today's urban essentials. We could use more flexibility to the fabric of our urban structure. Other cities, like Minneapolis and Atlanta, have implemented a 100% reduction in parking spaces when they are along transit lines.

B.J.: I agree. I have seen some gleaming examples of this in Portland and Chicago. To your point, we do not have to re-invent the wheel. We can take those best practices and fuse them to our own needs. We have to hand-craft solutions from those recipes to our own ingredients.

Andrew: I think where the CAC has its biggest challenge because the zoning code does not match our existing urban structure. People get really worked up over the number of parking variances being asked and it seems like a big ask on paper but in reality, it's not. We aren't applying the right rules and it puts the CAC in the hot seat. That's not fair.

Jim: Regarding the zoning code, the areas are broken down into different classifications. Each classification has a different requirement of the parking standard prescribed by the square footage. A restaurant, per se, 1,000 SF requires 4 parking spaces. That is the required calculation. When someone asks for a parking variance, can you allow me to have only 2?

David: There are places like Downtown and more densely developed areas who exempted themselves form parking. It allows the market to decide "what" development goes there. Then, the developer decides what makes this product sellable. The solution is to lease parking for an adjacent neighbor so that the solution is market-driven and not zoning-driven. Look at the parking ratio that is required under the city's current zoning code, what would that look like? It would look like Morse Road. If you don't want High Street to look like Morse Road, we must have creative solutions toward parking.

Libby: I think there are 2 problems. The BZA is not on the same page with city council and the city's planning department. There is a newer division within public services call Parking Services and they are developing a strategic parking plan. I think we need to hear what those people have to say because we are in a demand area.

B.J.: I would like to cite 2 examples of recent parking variances that bring us to today's topic of discussion.

Regarding the proposed Katalina's development located on 3481 N High St, I abstained from a vote in April of 2018 for a 19 space parking variance or 54% reduction parking variance. Why? Because there were voids of information unavailable to me at the time I was being asked to exercise my vote such as the city planner's notes and other pertinent information related to due diligence performed by the developer. Additionally, there was a patio setback variance and landscape variance wrapped into the same vote. I felt that voting for or against would apply certain biases or reservations that I personally had. Another reason I abstained from voting for the parking variance was that it was wrapped into a single vote to approve a landscape variance. I am a proponent of using natural landscape for noise abatement and alleviating light trespass. I realized that exercising a vote of no would be asserting a personal bias that I had about permitting a landscape variance coupled in the same vote. Today, I realize

that the effect of this 19 space parking variance has rendered little or no adversarial consequences on the nearby residences. I was asked by City Council Member, Priscilla Tyson, to provide my statement of abstention. Here is a link to that document:
https://drive.google.com/open?id=0B2ckZZdIRaTha3J6SF82ZmNOSTl3aVJtZzlGQXh6N0lnVWlr

The responsible action for me to take is to abstain from the vote since I did not have all of the information.

Regarding the proposed Wetstone Bew Pub, initially I heard the 22 parking space variance (10 existing spaces for a 32 space requirement) or a 68% parking space reduction for this proposed development, I had a knee jerk reaction to oppose. In fact, after attending two CAC Zoning & Variance meetings and hearing their first presentation at the CAC meeting, I intended to vote to "disapprove". It wasn't until after due diligence was performed by the developer and reviewing the city planner's notes indicating their satisfaction with the developer's parking study did I exercise a vote to approve which was aligned with the CAC Zoning & Variance Committee's recommendation to approve. While District 9 understands its own challenges with development, the commercial overlay is different and prescribes different rules for development north of Morse Rd. I had to be pragmatic in my approach to understand the members of the community who supported this development.

In this case, I had more than enough information to exercise my vote to support this variance and learned from the Katalina's development that a parking variance would not necessarily result in adversarial consequences.

B.J: Why dis the community have a visceral response to the Wetstone Beer Company and not to Katalina's? Is it because it's okay if you serve spicy eggs bit not okay if you serve beer and sours? Are we utilizing the parking concern to push our some development? Who has thoughts to share on that topic?

Christy: I think it has more to do with the hours of operation. Katalina's is not open in the evening. A brew pub would be open during evening hours where residents would be limited to on-street parking for their guests.

David: The city required the brew pub developer to complete a parking study. I think this is going to be asked of a lot more developers who show an interest in our community. This means the developer would be required to produce a report on the number of available parking spaces available to their patrons on High Street and adjacent streets during different times of the days on weekdays/nights and on weekends. They bolstered their case with a shared parking arrangement with Harvest which was open during opposite hours.

B.J.: Does anyone have any other ideas as to why members of the community would balk at Wetstone but support Katalina's?

Patsy: I don't have anything to say specifically but do know that the community does have knee jerk reactions. In District 9, people opposed Cane's and besides the fact that they removed 100+ year old trees, the traffic hasn't increased because of it. I didn't want the Moo Moo Car Wash either but there really hasn't been any adversarial circumstances that occurred because of it. I wanted a traffic signal for the COTA bus turn around and they did a study which resulted in no additional signals being added. Even that has not rendered any ill effects. Clintonville is so resistant to change. I would like us to look at is actual examples of where development has created problems for parking. I have lived in Clintonville for

40 years and the last 10 years, much development has occurred. Where have we seen solutions? Like Weiland's needed more parking and they are using the old dry cleaner site across the street. Like the on-street parking in front of residences for the Clintonville Farmer's Market. People also complain about Flowers and Bread patrons parking on the street. I am not sure if these concerns are being bubbled up to the CAC or if they complain among themselves.

Andrew: A good neighbor agreement does help like in the instance of The Crest. It used to be a crumby bar but now is a successful dining establishment.

David: I live about 50 yards from The Crest. The problem is that they are wildly successful.

Libby: We only have problems when businesses are successful.

David: We had a neighborhood meeting at a church and included The Crest in those conversations. Initially, they were a problem but the novelty of it wears off and it was difficult for the first 4 months. Eventually, everything calmed down and people adjusted.

Tom: I think people reacted viscerally because patrons who park in front of a neighboring resident's house will hear a loud drunk get into their car and leave late at night. The Crest will give people discounts when you walk in with in with your bicycle helmet.

Andrew: Those perceptions are to the appearance of the size of the parking variance. It goes back to the antiquated zoning code.

B.J.: I don't believe the onus is on the developer to address the parking concerns wholly but the onus is on the city to work toward a solution. The onus is on 'us' to nudge the city toward those solutions.

Andrew: The CAC is put in the position to address these issues and it really isn't fair.

Jim: Elm & Iron, Donato's, and other businesses surrounding Katalina's, who are you hearing the opposition from?

David: In the event of Wetstone Beer Company, Olentangy Village and the two neighboring businesses south of the site were the loudest complaints.

Andrew: They (Olentangy Village) would attract more would-be tenants if there were more walkable destinations for them to frequent.

Jim: So we're talking O'Reilly's Pub who probably was grandfathered into the parking requirement.

B.J.: O'Reilly's did appear in opposition to Wetstone at the BZA hearing. If the O'Reailly's Pub was a dry cleaner last week and they wanted to become a pub today, they would require a parking variance.

Jim: Correct! I think about all of the concrete areas around it. Now, let's go to Katalina's. Who opposed this development?

Libby: No one. Everyone said, "Build it! Build it! Build it!"

David: Inarguably, Katalina's has the hours of operation working for them.

Jim: Working against them is the Starbucks across the street.

David: Tim Lai had done a nice parking study throughout Clintonville that resulted 850 parking spaces. One of the things that south Clintonville should do is to admit that 'hey, we are all in this together' so let's share the expense of owning and operating these parking lots. So, that the businesses that do not have any parking and those that do can form a consortium to resolve these issues. People are free to park but we share the costs. It's a win-win.

Jim: I lived in Olentangy Village in the early 90s when there was a wonderfully spacious green space that has since been developed with residential units which has likely contributed to their ow parking crunch. I find it interesting that Olentangy Village has shown opposition to Wetstone.

Bradley: I own several residential properties in Clintonville. This is fantastic. I have lived in Portland, San Francisco, Oakland, Boston, and many other places. This is fantastic because I don't know of this type of organization where the neighborhood would be engaged and then advocated on behalf of to the city. From my perspective, residential parking is the root of all of this. If you have a deficit in residential parking you will have a deficit in commercial parking. If you want landlords to invest in the quality of the residential stock, the parking needs to be there to attract that market. The difficulty that landlords and developers have is that it is extremely difficult and expensive to invest in this community. All of which you already know that right down the street, it's already been done. I simply want to replicate it. But the city has me enlisting different consultants and spending $20,000 or more without any guarantees. By shining a light on my property, their telling me things like, 'you're encroaching, you're in the right of way, you can't park here', etc. There is a risk to doing anything. And then they thank me for my $20,000 contribution to the city. It hardly seems worth it. There needs to be a path to invest in the community.

B.J.: What you are saying is frightfully factual. My hope is that in working on the parking solution that we will begin a more friendly process in working with people who want to re-invest in the community and work more proactively with developers. I appreciate you bringing that perspective to the group. I think everyone sitting around you would agree and at the very least empathize with you.

Patsy: I have had similar talks about that when comparing Clintonville to Grandview and Worthington, it's difficult to tender solutions because they have their own tax base. Our tax base is absorbed by the City of Columbus.

B.J.: I keenly picked up on Commissioner Vottero's discussion with Council Member Doran's regarding the architectural review, but David made mention of a Special Improvement District. I don't recall in my 21 year history as a Clintonville resident, a special improvement district.

Libby: No, not in Clintonville. We tried one along North Broadway St, but the city declined because it was primarily residential, and it could only be commercial.

David: The city codified that to say that SIDs can only exist in commercial districts.

B.J: Maybe that is part of the solution.

Libby: Building benches in certain areas, what was that done under?

David: That was done by Clintonville, Inc. The one thing that is positive about doing things within SIDs is that it engages the business community. That is the key step in managing a parking issue.

Andrew: The CS Bank parking lot could be used with a parking agreement by another business.

B.J.: That is a path we will go down using a concrete example from our neighbors to the north in Worthington.

Tom: I grew up in Dublin and love what has become. Multi-use paths everywhere. I lived in the short north for 10 years back in the 80s. I think the parking concerns have been addressed mostly in the Short North. My customers say, "Where can I park my bicycle securely?"

Libby: There is bicycle parking at The Deco and The Ave along Indianola. There are bicycle parking requirements with new development.

Tom: Well, here's my proposal to the group. If there is a parking variance, perhaps create a secure parking area for cyclists.

B.J.: I understand what you mean. If this space requires x number of automobile parking spots, then it should require x number of bicycle spots.

Tom: Sort of but if you take remove a required car parking spot then you add a bicycle parking spot.

Jim: If a business requires 40 spaces but only has 25, they must supplement with a space to park 15 bicycles. Is that what you are saying?

Tom: mostly, yes.

B.J.: I think that sounds like a reasonable expectation.

Jim: in addition to the would-be bicycle parking, devise a formula that considers valet, Uber drop off, and public transportation proximity to the parking variance.

David: There is a ratio based upon use.

Tom: If there is a parking variance being asked, then the addition of bicycle parking should be required.

B.J.: I think that is a very good conversation to have. Even if we already have that concept in tact, it would be worth re-visiting in more depth. I recently toured The Ave and there was a dedicated parking area for bicycles.

Summary and Assignment: Let's cite the most problematic area for parking. Can we gain a consensus on a geographic parameters of an area? While there may be sporadic areas throughout Clintonville, let's work with the area being North Broadway and Weber Rd. Count off by 2s, 1-2, 1-2, 1-2, etc. Explore the businesses who have parking, number of parking spaces, number of on-street parking spaces, number of alley parking spaces, and hours of operation for each business. Site the address and compile the aggregate number of parking spaces. With this information, will devise a shared parking agreement. We will play business parking Yenta and match together businesses who could easily collaborate into a shared parking agreement. For example, a bank could be paired up with a brew bub. We then will mock-up a shared parking agreement.

Ones: Focus on the west side High Street.

Twos: Focus on the east side High Street.

Discussion about next meeting time and place. Will email everyone for availability and preferences.

Sources for Discussion:

CAC Website: https://www.clintonvilleareacommission.org/

Clintonville Neighborhood Plan:
https://drive.google.com/file/d/1CDs0SZp2QYDFFqSf4SK6Wjyi0a9kBS_o/view?usp=sharing

City of Columbus Development – Planning Policies: https://www.columbus.gov/planning/C2P2/

City of Columbus Urban Commercial Overlay:
https://www.columbus.gov/uploadedFiles/Columbus/Departments/Development/Planning_Division/Document_Library/Library_Documents/PDFs/Urban%20Commercial%20Overlay%20Brochure.pdf

Community Commercial Overlay:

https://www.columbus.gov/uploadedFiles/Columbus/Departments/Development/Planning_Division/Document_Library/Library_Documents/PDFs/Community%20Commercial%20Overlay%20Brochure.pdf

North High Street Commercial Overlays:

https://www.columbus.gov/uploadedFiles/Columbus/Departments/Development/Planning_Division/Commercial_Overlays/Commercial_Overlay_Directory/North%20High%20Commercial%20Overlays.pdf

Indianola Commercial Overlays:

https://www.columbus.gov/uploadedFiles/Columbus/Departments/Development/Planning_Division/Commercial_Overlays/Commercial_Overlay_Directory/Indianola%20Avenue%20Commercial%20Overlays.pdf

City of Columbus Bicycle Parking: https://www.columbus.gov/publicservice/bicycle-program/Bicycle-Parking/

City of Columbus Parking Services: https://www.columbus.gov/publicservice/parking/Parking-Services-Home/

City of Columbus Parking Standards: https://www.munistandards.com/oh/columbus/parking-requirements/