



# CITY of MEDINA

## Community Development Department

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## MEMORANDUM

TO: Planning Commission

From: Jonathan Mendel, Community Development Director 

Date: May 9, 2019

Subject: Expand Downtown Medina Parking District Number 1

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### **Background:**

This conceptual discussion was brought before the Planning Commission at your March 14, 2019 meeting. There was good discussion on the subject, which was going to be provided to the City Council for consideration.

Unfortunately, after additional research, it was discovered that the area of Parking District #1 was amended by Ordinance 136-84. This information materially changed the mechanics of the legislative process for an expansion of Parking District #1.

Therefore, the following is a modification of the March 14, 2019 memorandum to incorporate the actual area of Parking District #1 as created by Ordinance 136-84. This new information could affect the Planning Commission discussion from March 14, 2019.

### **Discussion:**

With the redevelopment of the Farmers Exchange property and the expansion of Main Street Medina's direct sphere of influence to the southern area of downtown Medina, it is important to critically evaluate the potential regulatory obstacles that could hamper the redevelopment and reimagining of the area recently dubbed "South Town".

One specific regulatory obstacle for the redevelopment and reimagining is the parking requirements in Section 1145.04 of the Planning and Zoning Code. This section outlines the minimum parking requirement for a variety of specific land uses and thereby mandating the construction or acquisition of parking spaces. These regulations often result in more land area used for vehicle storage than active buildings or land uses as the average parking space requires a minimum of 279 sqft of land (space and access aisle).

For the South Town area, exempting it from compliance with the schedule of minimum parking in Section 1145.04 would permit greater flexibility for reuse and/or redevelopment of properties in this area. This would leave it purely to the developer/owner to determine the market demand for private parking. This regulatory exemption currently exists over a large area of central Medina designated in Section 1145.04(d) as Parking District #1.

The Parking District #1 has been active since 1978, modified to its current area in 1984 and has been part of the continued success of central Medina since 1984. Expanding the Parking District into the South Town area (attached Exhibit A) would be consistent with the policy and regulation of the existing Parking District area and would have the same positive effects as we've experienced over the past 40 years.

The process for expanding Parking District #1 is simply City Council legislative process to amend Ordinance 136-84. Section 1145.04(d) states:

*Uses within the Downtown Parking District Number 1, as established in Ordinance 26-78 or such other subsequent legislation, shall be exempt from the requirements of this section (see appendix).*

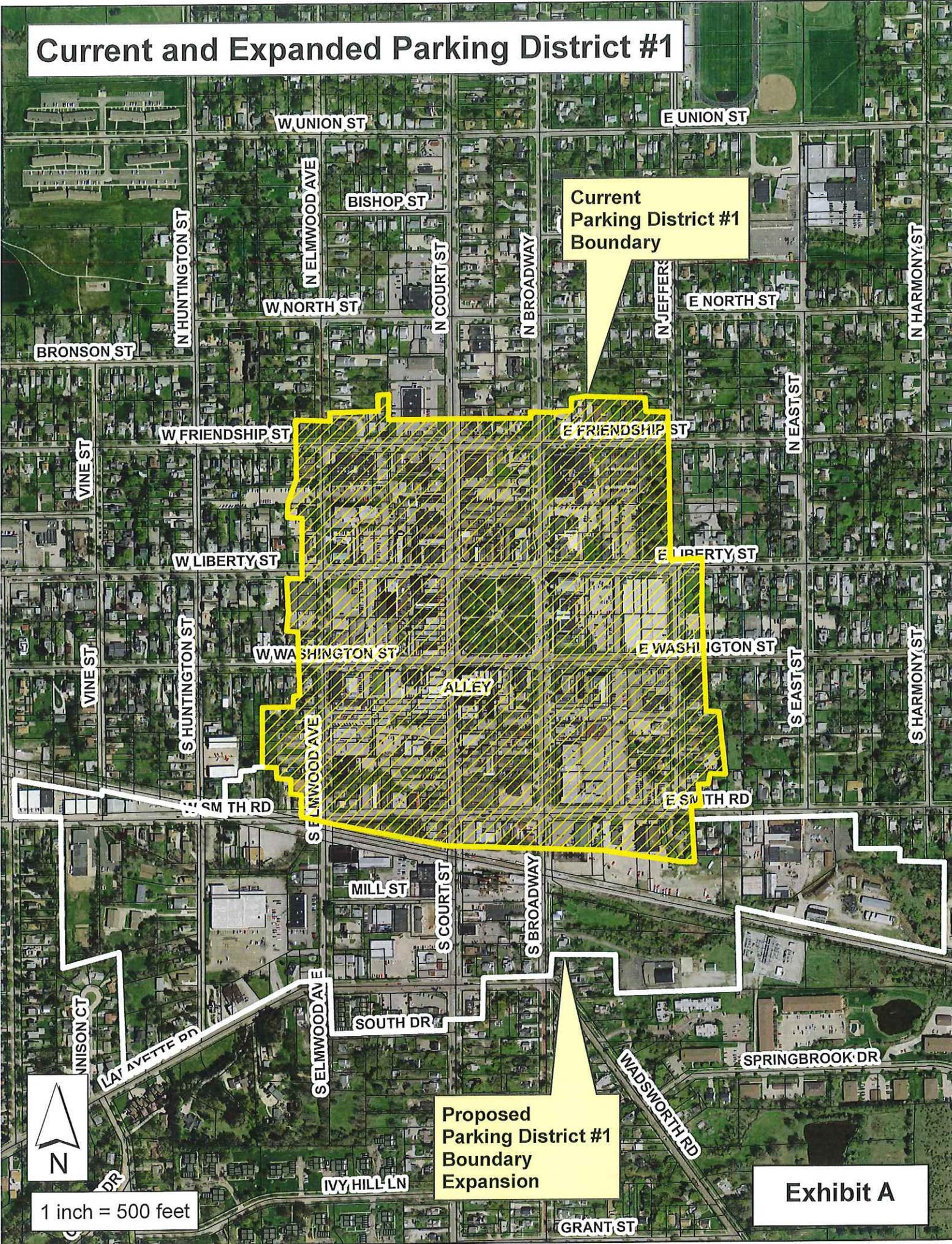
Amending Parking District #1 will not require a text amendment to the zoning code as amending Ord. 136-84 would be considered 'subsequent legislation'.

This is presented to the Planning Commission for discussion and comment. The Commission's comments will be passed along to City Council for their legislative review process.

Attached:

- Section 1145.04 (Scheduling of Parking Requirements)
- Ordinance 136-84 (amending Ord. 26-78 and Parking District #1 area)
- March 14, 2019 Planning Commission discussion minutes

# Current and Expanded Parking District #1



Current  
Parking District #1  
Boundary

Proposed  
Parking District #1  
Boundary  
Expansion

Exhibit A

1 inch = 500 feet

**1145.04 SCHEDULE OF PARKING REQUIREMENTS AND STANDARDS.**

(a) Schedule of Parking Requirements. Accessory off-street parking spaces shall be provided not less than as set forth in the following schedule:

**SCHEDULE OF OFF-STREET PARKING REQUIREMENTS**

<b>Residential Uses</b>	<b>Formula</b>
<b>Assisted Living, Nursing, Convalescent Home, Transitional Housing</b>	One (1) space for each two (2) resident rooms + one space for every five (5) resident rooms.
<b>Bed and Breakfast</b>	Two (2) spaces for owner + one (1) space for each guest room.
<b>Day Care, Child (In-Home)</b>	See Single Family Detached Dwelling.
<b>Group Home</b>	One (1) space for two (2) beds + one (1) space for every 400 square feet of gross floor area, excluding resident rooms.
<b>Independent Living Facility</b>	One and one-half (1½) spaces for each dwelling unit + one (1) space for every five (5) dwelling units.
<b>In-Law Suite</b>	One (1) space in addition to the requirement of the single family dwelling.
<b>Mobile Home Dwelling</b>	Two (2) spaces for each unit.
<b>Multi-Family Dwelling</b>	Two (2) spaces for each dwelling unit + one (1) space for each five (5) dwelling units for visitor parking.
<b>Single Family Attached and Single-Family Detached Dwelling</b>	Two (2) spaces for each dwelling.
<b>Two Family Dwelling</b>	Two (2) spaces for each dwelling.
<b>Banquet, Conference Center or Meeting Halls</b>	One (1) space for each three (3) seats or one (1) space per 150 square feet of banquet or meeting gross floor area where fixed seating is not available.
<b>Bar or Tavern</b>	One (1) space for every three (3) seats or one (1) space for each seventy-five (75) square feet of floor area, whichever is greater.
<b>Building Materials, Contractors Equipment Sales Yard</b>	One (1) space for 400 square feet of net floor area. For uses solely utilizing outdoor sales yards, one (1) space per 2,000 square feet of sales yard area.
<b>Car Wash, Automated</b>	Three (3) stacking spaces for each automated car wash lane.
<b>Car Wash, Self Service</b>	Two (2) stacking spaces for each stall + two (2) drying spaces for each stall.
<b>Commercial Entertainment</b>	One (1) space for each three (3) seats or one space for each 100 square feet of floor area, whichever is greater.
<b>Commercial Uses</b>	<b>Formula</b>
<b>Commercial Recreation</b>	One (1) space for each fifty (50) square feet of pool area including deck. One (1) space for each 500 square feet of outdoor playground area. Four (4) spaces per lane for a bowling alley. Five (5) spaces for each trail head. Six (6) spaces for each tennis, racquet ball or handball court. Ten (10) spaces for each basketball court. Twenty (20) spaces for each baseball, softball or soccer field.
<b>Convenience Store</b>	One (1) space for each 300 square feet of net floor area + one (1) space per every two (2) pumps.
<b>Day Care Center or Nursery, Child</b>	One (1) space for each 200 square feet of licensed capacity plus sufficient space for child drop-off/loading area.

<b>Distribution Center for Fuel, Food and Goods</b>	One (1) space for each 1,500 square feet of gross floor area + one (1) space per facility vehicle.
<b>Drive-In Establishments</b>	One (1) space for each 100 square feet of gross floor area if entirely drive-through. If drive-in facility, one (1) space for each ordering space + one (1) space per 100 square feet of gross floor area
<b>Wholesale Establishment</b>	One (1) space for each 500 square feet of gross floor area.
<b>Financial Institution</b>	One (1) space for each 200 square feet of floor area + four (4) stacking spaces for each drive-in service window.
<b>Funeral Home or Mortuary</b>	One (1) space for each fifty (50) square feet of parlor or chapel space or one (1) per four (4) seats, whichever is greater, but not less than twenty (20) spaces.
<b>Hotel or Motel</b>	One (1) space for each room + one space for each 200 square feet of lobby space + one (1) space for each 100 square feet of meeting area and/or restaurant space or bar/cocktail lounge
<b>Manufacturing Uses</b>	One (1) space for each 500 square feet of manufacturing floor space + one (1) space for each 200 square feet of related office space.
<b>Mixed Uses</b>	The sum of spaces of each use reduced by fifteen percent(15%).
<b>Motor Vehicle Filling Station (without Convenience Retail)</b>	Two (2) spaces for each two (2) fuel pumps + one (1) space for each fifty (50) square feet of attendant facility.
<b>Motor Vehicle Repair or Service Station</b>	Two (2) spaces for each service bay (excluding the bay) + two (2) spaces for every two (2) fuel pumps.
<b>Motor Vehicle, Truck, Trailer and Farm Implement Sales</b>	One (1) space for each 300 square feet of net floor area of the showroom.
<b>Office, Professional and Administrative (excluding medical)</b>	One (1) space for each 400 square feet.
<b>Office, Medical/Dental Clinic</b>	One (1) space per 200 square feet.
<b>Commercial Uses (Cont.)</b>	
	<b>Formula</b>
<b>Outside Storage</b>	Two (2) spaces for the first 2,000 square feet + one (1) space for each additional 2,000 square feet of outdoor storage area.
<b>Personal and Professional Services</b>	One (1) space for each 300 square feet of gross floor area + one (1) space for each service vehicle parked on site
<b>Plant Greenhouse (Commercial)</b>	One (1) space for each 800 square feet of indoor/outdoor sales space.
<b>Research and Development Laboratory</b>	One (1) space for each 400 square feet of gross floor area
<b>Restaurant</b>	One (1) space for each two (2) seats of seating capacity + four (4) stacking spaces for each drive through window.
<b>Retail</b>	One (1) space for each 400 square feet of gross floor area.
<b>Sexually Oriented Business</b>	One (1) space for each 200 square feet of gross floor area.
<b>Truck or Transfer Terminal</b>	One (1) space for each 1,500 square feet of gross floor area + one (1) space per facility vehicle.
<b>Veterinary Office or Hospital</b>	Two (2) spaces for each examination room + one (1) space per each 200 square feet of laboratory and office floor area.

<b>Warehousing</b>	One (1) space for each 2,000 square feet of warehouse floor area + one (1) space for each 200 square feet of related office space.
<b>Cemetery</b>	One (1) space for each fifty (50) square feet of parlor or chapel space or one (1) per four (4) seats, whichever is greater, but not less than twenty (20) spaces.
<b>Public and Semi-Public Uses</b>	<b>Formula</b>
<b>Club, Fraternity, Lodge or Similar Organization</b>	One (1) space for each 100 square feet of floor area.
<b>Community Center or Recreation Center</b>	One (1) space for each 250 square feet of floor area.
<b>Educational Institution for Primary Education (Pre K-8)</b>	Two (2) spaces for each classroom + one (1) space for every eight (8) seats in any auditorium and gymnasium.
<b>Educational Institution for Secondary Education (9-12)</b>	Ten (10) spaces for every classroom + one (1) space for every eight (8) seats in any auditorium and gymnasium.
<b>Educational Institution for Higher Education (University, College, Technical, Vocational)</b>	Ten (10) spaces for every classroom + one (1) space for every eight (8) seats in any auditorium.
<b>Hospital</b>	One (1) space for each bed + one (1) space for each 500 square feet of administrative, office and laboratory space.
<b>Library</b>	One (1) space for each 400 square feet of floor area.
<b>Passenger Transportation Agency and Terminal</b>	One (1) space for each 400 square feet of floor area + one (1) space for each transit vehicle + sufficient space for pick up and drop-off of passengers.
<b>Public Government Facility</b>	One (1) space for each 400 square feet of floor area for administrative use + one (1) space for each government vehicle parked on site. One (1) space for each 800 square feet of indoor maintenance use.
<b>Public Recreation or Park Facility</b>	One (1) space for each fifty (50) square feet of pool area including deck. One (1) space for each 500 square feet of outdoor playground area. Four (4) spaces for each acre for unimproved recreation area. Five (5) spaces for each trail head. Six (6) spaces for each tennis, racquet ball or handball court. Ten (10) spaces for each basketball court. Twenty (20) spaces for each baseball, softball or soccer field. Forty (40) spaces for each football field.
<b>Religious Place of Worship</b>	One (1) space for each five (5) seats or bench seating in the main assembly area. If an educational institution is part of the church, follow guidelines for respective educational institution requirements.

6(Ord. 009-17. Passed 1-23-17.)

(b) Requirements for Additional Buildings or Uses. For buildings or uses not scheduled above, the Planning Commission shall apply the unit of measurement set forth in the above schedule which is deemed to be most similar to the proposed building or use.

(c) Parking for Mixed Uses and Joint Uses. Shared or joint use of up to fifty percent (50%) of required parking spaces may be permitted and credited to the individual uses for two (2) or more uses located on the same parcel, or adjacent parcels, provided that the developer or property owner can demonstrate to the Planning Director that the uses will not substantially overlap in hours of operation or in demand for the shared spaces. This shall be guaranteed by a written agreement from the owner or between the owners involved and all future owners or assigns which shall be submitted with the required plan. Shared parking spaces shall be located no more than three hundred feet (300') from the uses they are intended to serve.

Joint use of parking areas is encouraged. The Planning Commission may permit parking to extend to the side or rear property line in the case of a joint parking area.

Whenever a group of adjoining commercial sites have been developed and are owned separately, the Planning Commission may find it to be in the public interest to encourage the coordination of the circulation system by agreements covering shared parking facilities, including coordination and unifying of ingress and egress driveways.

(d) Parking District. Uses within the Downtown Parking District Number 1, as established in Ordinance 26-78 or such other subsequent legislation, shall be exempt from the requirements of this section (see appendix).

(e) Maximum Number of Parking Spaces. In order to prevent excessive lot coverage, the artificial increase in air temperature, and surface water run-off, no minimum off-street parking space requirement in Section 1145.04, Schedule of Parking Requirements and Standards, shall be exceeded by more than twenty percent (20%) unless good cause can be shown by the applicant and approved by the Planning Commission. Single Family Dwellings and Two Family Dwellings are exempt from this provision.

(f) Handicapped Parking Spaces. Parking spaces for handicapped individuals shall be provided in accordance with the provisions of the Ohio Basic Building Code and the Ohio Revised Code.

(g) Parking in Front Yard. In all commercial, industrial and public facilities district areas, open off-street parking may be located in a required front yard provided a minimum ten (10) foot wide landscaped strip is located between the parking area and the street right-of-way line. In all districts, off-street parking facilities may occupy the required side and rear yard.

(h) Pedestrian Connection. Where a sidewalk exists in a public right-of-way adjacent to a site, or when a sidewalk is required to be constructed as part of development approval, a pedestrian connection shall be constructed from the building to the sidewalk.

(Ord. 109-14. Passed 6-23-14.)

ORDINANCE NO. 136-84

AN ORDINANCE AMENDING MEDINA PARKING DISTRICT NO. 1, AND DECLARING AN EMERGENCY.

WHEREAS: Ordinance No. 26-78, passed February 27, 1978, created Medina Parking District No. 1 for off-street parking in the City of Medina; and

WHEREAS: Council hereby determines it is necessary to amend the existing district.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MEDINA, OHIO:

SEC. I: That Medina Parking District No. 1 is hereby amended in accordance with the legal description marked Exhibit A, attached hereto and made a part hereof.

SEC. II: That this Ordinance shall be considered an emergency measure necessary for the immediate preservation of the public peace, health and safety, and for the further reason to provide essential off-street parking within the City; wherefore, this Ordinance shall be in full force and effect from and immediately upon its passage and signature by the Mayor.

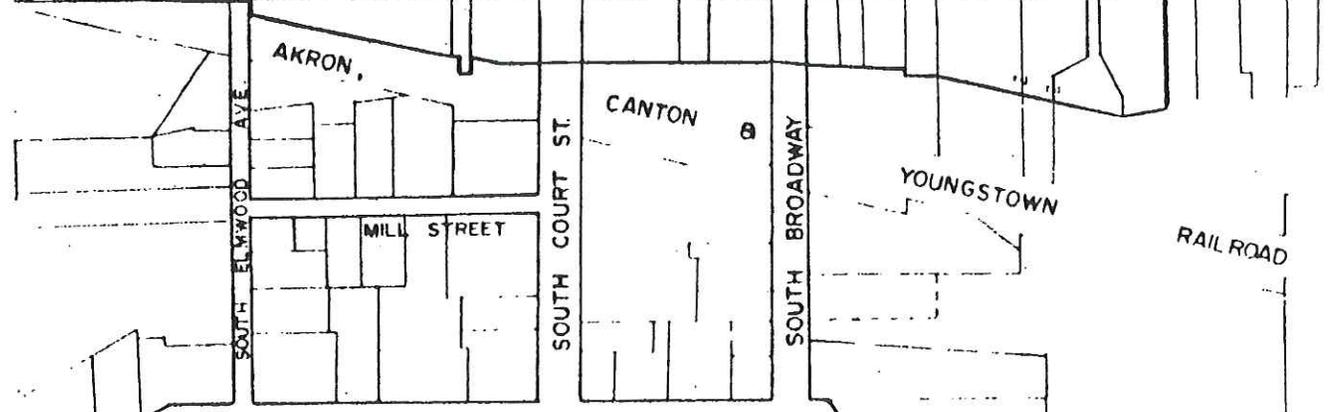
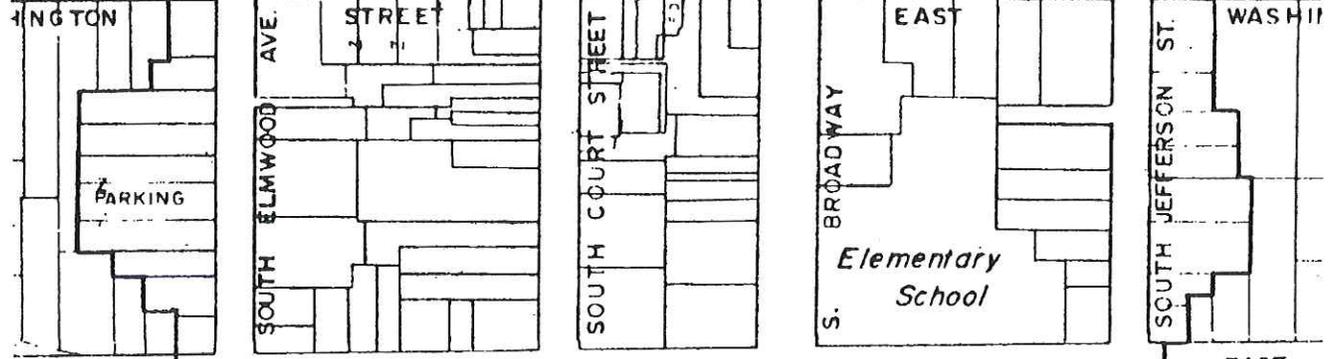
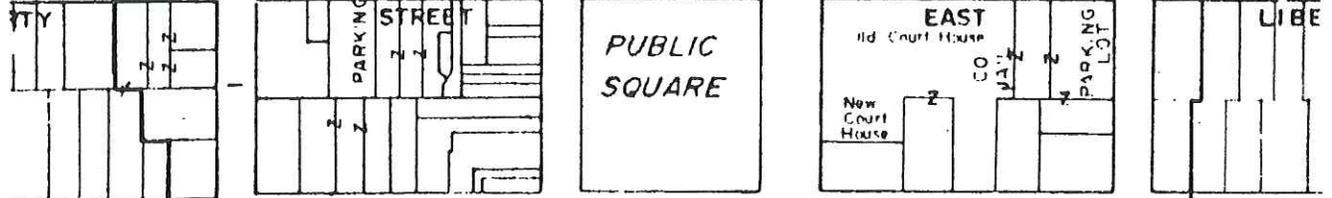
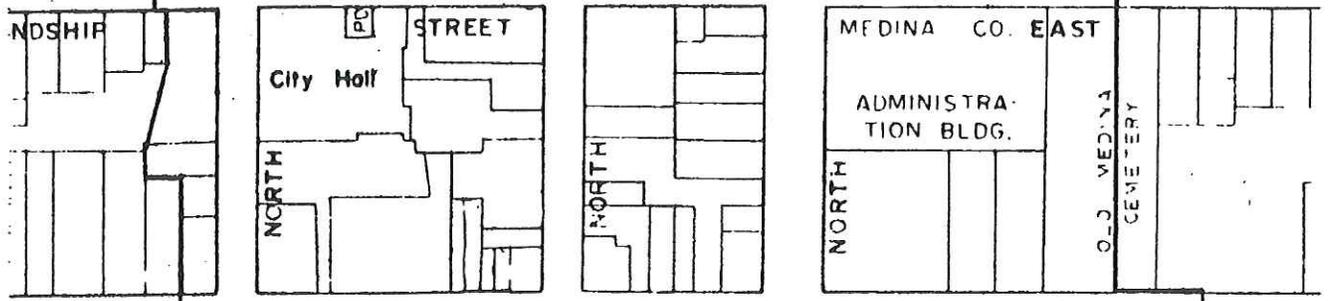
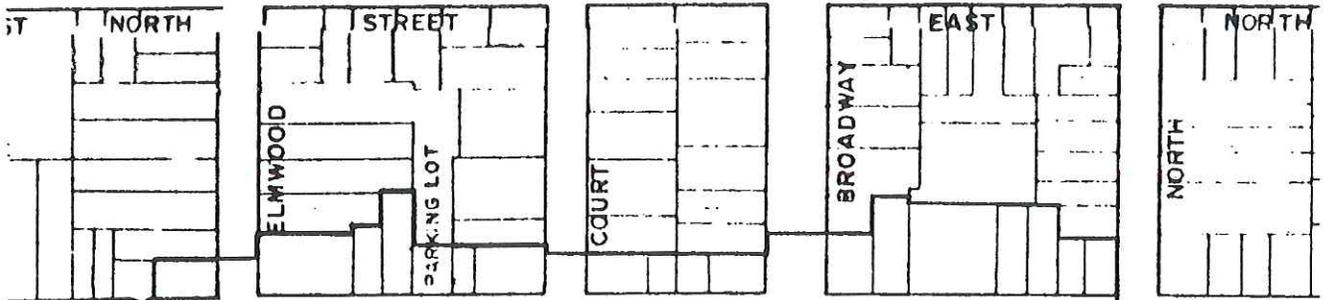
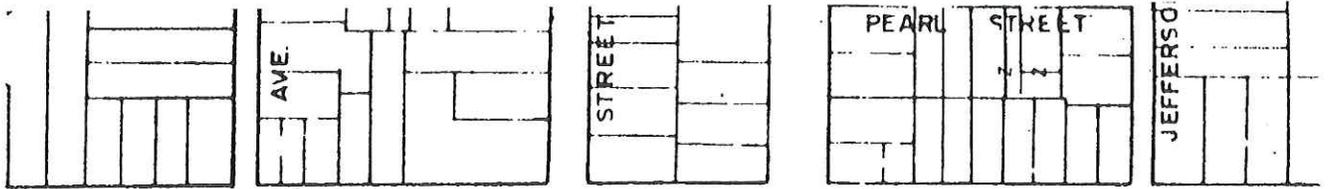
PASSED: October 9, 1984 SIGNED: [Signature]  
President of Council Pro-Tem

ATTEST: Catherine L. Horn APPROVED: October 11, 1984  
Clerk of Council

SIGNED: [Signature]  
Acting Mayor

I hereby certify that the foregoing Ordinance No. 136-84 was duly published by title only in the Medina County Gazette on the 2 day of ~~October~~ November and the 9 day of ~~October~~ November, 1984.

Catherine L. Horn  
Clerk of Council



DESCRIPTION OF  
MEDINA PARKING DISTRICT NO. 1 AS AMENDED

Situated in the City of Medina, County of Medina, State of Ohio further bounded and described as follows:

Beginning at the intersection of the East Right-of-Way line of North Court Street, 66 feet wide, with the North Right-of-Way line of Friendship Street, 66 feet wide;

Thence North along the East Right-of-Way line of said North Court Street, 69.28 feet to the principal place of beginning of the parcel described herein;

Thence East to the West Right-of-Way of North Broadway, 99 feet wide;

Thence North, about 31.06 feet to a point;

Thence East, about 179 feet to a point;

Thence North, 59.39 feet to a point;

Thence East, about 60 feet to a point;

Thence South about 9.39 feet to a point;

Thence East about 253.25 feet to a point;

Thence South 50 feet to a point;

Thence East 100 feet to the West Right-of-Way line of North Jefferson Street, 66 feet wide;

Thence South about 638.9 feet to the North Right-of-Way line of East Liberty Street, 66 feet wide;

Thence East about 146 feet, along the North Right-of-Way line of East Liberty Street;

Thence South about 231.02 feet to the North line of City Lot 70;

Thence West about 19.1 feet to a point;

Thence South about 231.01 feet to the South Right-of-Way line of East Washington Street, 66 feet wide;

Thence East about 46.1 feet along the South Right-of-Way line of East Washington Street;

Thence South about 185.8 feet to a point;

Thence East 39 feet to a point;

Thence South 108 feet to the North line of City Lot 57;

Thence East about 23.65 feet to a point;

Thence South about 156.42 feet to a point;

Thence West 60 feet to a point;

Thence South 39 feet to a point;

Thence West 40.81 feet to a point;

Thence South 97.62 feet to the North Right-of-Way line of East Smith Road, 60 feet wide;

Thence West, along the North Right-of-Way line of East Smith Road to a point therein;

Thence South about 248.3 feet to a point;

Thence Southwest 65.65 feet to a point;

Thence Northwest to a point in the West line of City Lot 1062;

Thence West about 50 feet to a point;

Thence North about 4.25 feet to a point;

Thence Northwest 169.12 feet to the East Right-of-Way line of South Broadway, 60 feet wide;

Thence Northwest to the Northeast corner of City Lot 1052, said corner being in the West Right-of-Way line of South Broadway;

Thence West, along the North line of City Lot 1052 to the Northwest corner of said Lot in the East Right-of-Way line of South Court Street, 66 feet wide;

Thence Northwest to the Southeast corner of City Lot 1003 in the West Right-of-Way line of South Court Street;

Thence West 57.55 feet to a point;

Thence Northwest 58.95 feet to the Southwest corner of City Lot 1003;

Thence South about 111.53 feet to the Northwest corner of City Lot 1007;

Thence West 15 feet to a point;

Thence North to a point in the South Right-of-Way line of the Akron Canton and Youngstown Railroad, Division of Norfolk and Western Railway;

Thence Northwest to the Northeast corner of City Lot 1012;

Thence North about 81.74 feet to the Southeast corner of City Lot 1015;

Thence Northwest, along the North line of the Akron, Canton and Youngstown Railroad to the East Right-of-Way line of South Elmwood Street, 60 feet wide;

Thence North, about 5.68 feet to the Northwest corner of City Lot 1016 in the South Right-of-Way line of West Smith Road, 60 feet wide;

Thence West, about 130.17 feet along the South Right-of-Way line of West Smith Road to a point;

Thence North, about 120.00 feet to a point;  
Thence West, 0.83 feet to a point;  
Thence North, 8.5 feet to a point;  
Thence West, about 49.17 feet to a point;  
Thence North to a point 11.52 feet South of the North line of Medina City Lot 21;  
Thence West, 57 feet to a point;  
Thence North, 54.04 feet to a point;  
Thence West to a point in the West line of Medina City Lot 22;  
Thence North along the West line of Medina City Lots 22 and 23 to the Southwest corner of Medina City Lot 24;  
Thence East, about 135.1 feet to a point;  
Thence North, 42 feet to a point;  
Thence East, 25 feet to a point;  
Thence North to the North Right-of-Way line of West Washington Street, 66 feet wide;  
Thence West to the Southwest corner of Medina City Lot 353;  
Thence North, 106.6 feet to a point;  
Thence West 45 feet to a point;  
Thence North to the South line of Medina City Lot 325;  
Thence West to the Southwest corner of Medina City Lot 325;  
Thence North, 133.92 feet to the South Right-of-Way line of West Liberty Street, 66 feet wide;  
Thence East, about 96.97 feet to a point;  
Thence North to a point 42 feet South of the North line of Medina City Lot 150;  
Thence West, 63.36 feet to a point;  
Thence North, 60 feet to a point;  
Thence Northeasterly 122.08 feet to a point;  
Thence North, 102 feet to the South Right-of-Way line of West Friendship Street, 66 feet wide;  
Thence West, about 14 feet to a point;  
Thence North, about 134.14 feet to a point;

Thence East to the East Right-of-Way line of North Elmwood Street,  
66 feet wide;

Thence North to a point 10 feet South of the Southwest corner of Medina  
City Lot 137;

Thence East, 161.5 feet to a point;

Thence North to the South line of Medina City Lot 137;

Thence East, about 41.3 feet to a point;

Thence North to the South line of land now or formerly owned by R. Harry  
and Lethan N. Waltz;

Thence East to the East line of Medina City Lot 137;

Thence South, about 93.54 feet to a point;

Thence East to the West Right-of-Way line of North Court Street, 66 feet  
wide;

Thence South, about 13.86 feet to a point;

Thence East, about 66 feet to the principal place of beginning.



# CITY of MEDINA

## Planning Commission

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### Planning Commission Meeting

Meeting Date: March 14, 2019

Meeting Time: 7:00 pm

Present: Paul Rose, Andrew Dutton, Monica Russell, Bruce Gold, Rick Grice, Jonathan Mendel (Community Development Director), Sandy Davis (Administrative Assistant)

Absent: None

Mr. Gold made a motion to approve the minutes from the February 14, 2019 as submitted. The motion was seconded by Mr. Rose.

Vote:	
Russell	<u>Y</u>
Grice	<u>Y</u>
Dutton	<u>Y</u>
Gold	<u>Y</u>
Rose	<u>Y</u>
Approved	5-0

Announcements: Jonathan Mendel stated the Design build bids are coming in for the parking facility. Mr. Mendel stated there will be a small group doing interviews with the design/build firms with the anticipation of development review. Mr. Mendel stated, at a minimum, the project will need Historic Preservation Board and Planning Commission review. Mr. Mendel requested the board members to look at their schedule for the month of April just in case a special meeting is required to expedite the process.

The Court Reporter swore in all attendees.

Old Business:

There were no cases under Old Business.

There are complaints regarding glare from the installation, staff will investigate and work with the applicant to mitigate the impacts administratively. Mr. Mendel stated this will keep the applicant from having to come back to the Planning Commission and puts it on the Administration to work through the issues if any.

Mr. Risner spoke about a mound with tree plantings already part of the site plan which should help to mitigate any reflection.

Mr. Risner stated they will be starting 24/7 security on April 1, 2019. Mr. Risner stated their cameras view 360 degrees around the entire property. Mr. Risner stated they take the safety of their members seriously.

Mrs. Russell made a motion to approve a Conditional Zoning Certificate for a free standing solar collection system located at 629 & 635 N. Huntington and 550 Miner Drive as presented subject to the following:

1. Subject to review and approval by the Medina Building Department
2. Subject to review and approval by the Medina Engineering Department
3. Phase 2 shall be constructed as-of-right without having to amend the Conditional Zoning Certificate provided it is in substantial compliance with the approved site plan.
4. If there are complaints regarding the glare from the solar system, the property owner and the City Staff will work together to resolve any objective adverse impacts.

The motion was seconded by Mr. Gold.

Note:  
 Dutton Y  
 Rose Y  
 Gold Y  
 Grace Y  
 Russell Y  
 Approved 5-0

Discussion Item –

Mr. Mendel gave a brief history of the current parking district. Mr. Mendel stated the existing parking district #1 in the yellow outline was created in 1978 to effectively under code section 1145.04(d) of the Zoning Code enables it and also then exempts property within that district from having to meet the minimum parking requirements of the zoning code. Mr. Mendel stated there is no required parking under this zoning code. Mr. Mendel stated that does not mean they can't provide parking but it leaves the property owner or the developer of a property to determine what the parking need would be for themselves. Mr. Mendel stated part of this expansion which is in the white in the aerial photograph would be an expansion so this would, the intent here is so, we have Farmer's Exchange property is redeveloping very quickly and it's going to be a nice project when it is done and will add a lot of capacity, business capacity to the city. Mr. Mendel stated it's going to add 16 more residential units so just as an FYI, they had to readjust their

plan, they don't have basement level units anymore and they kind of did more 2 bedrooms and 1 bedroom on the second and third floors of the building so there is only 16 as opposed to the 33 that were originally, that you guys reviewed last fall. Mr. Mendel stated we got some new residential units, restaurant, marketplace, and then the basement level will still be open for commercial use for some kind of neat spaces for businesses that need spaces.

Mr. Mendel stated so we have got that redevelopment and then we've got a number of properties on that in the Southtown area, if you've heard, Habitat for Humanity bought the old Hawkins grocery store, that's got a lot of extra land in addition to the parking lot that can be, you know, redevelopment potential. Mr. Mendel stated there's lots of side parking lots between buildings and parking lots and that could have some redevelopment potential. Mr. Mendel stated Main Street Medina has also expanded its direct sphere of influence from the 9 square historic district to also include what is, I think everybody has just been calling it Southtown. Mr. Mendel stated it sounds good and it's literally the south part of town. Mr. Mendel stated the extension of the parking district would help with the redevelopment of the projects in this area, existing ones, and then future ones. Mr. Mendel stated so for example, under the code requirements, the original plan for Farmer's Exchange was 33 residential units which would have required 66, no 74 parking spaces, 2 per unit plus 1 for every 5 units, 1 for every parking spaces for visitor parking so like 74 residential parking spaces, which wasn't going to fit on that site and that has the potential for, are we going to force people into buying properties next door, demolish it just to put up a surface parking lot. Mr. Mendel asked if that really a path we want in this area that's adjacent to the downtown area and plus it allows for flexibility of redevelopment of properties within this area. Mr. Mendel stated this area is also, in the white, is predominantly what's already zoned commercial or industrial right now. Mr. Mendel stated expanding this parking district would reduce one of the items that generates a lot of land consumption with a development. Mr. Mendel stated on average, a parking space requires 279 sq. ft. of land for one parking space, that's kind of like the parking space plus its adjacent drive isle, effectively. Mr. Mendel stated it's a rough number but a general average number for how much land area, how much space you need for a parking space. Mr. Mendel stated this process, when you look at the code, it talks about parking district and subsequent legislation so I am bringing it this evening to the Planning Commission for commentary because the way the code is set up, it really doesn't require a text amendment by the Planning Commission, or a text amendment review through that process. Mr. Mendel stated it's really purely a legislative process at the City Council level to just amend the previous ordinance which was 26-78 Ordinance. Mr. Mendel stated it would be amending that to increase the area via legislative process by the City Council. Mr. Mendel stated since the Planning Commission, we deal with parking, site plan review and site development all the time, I assume the City Council is going to want to have an input from the Planning Commission. Mr. Mendel stated that is why he wanted to bring it to you guys to just kind of talk about it, get some comments, some commentary about it. Mr. Mendel stated he tried looking in the records from 1977 and 1976, 78 when it was created and couldn't really find anything that had real substance to it but luckily we have Rick Grice here who was here and the Planning Director in 1977, 78 so he might give some insight as to why it was created. Mr. Mendel stated his experience has been that these type of parking districts are created so that you

are not forcing the removal of the built environment. Mr. Mendel stated in the Historic District, think of the west side of Public Square. Mr. Mendel stated when somebody goes into one of those buildings, maybe they would have bought the building next door and tore it down and had a side parking lot, then you lose that street wall as you go along. Mr. Mendel stated that is one instance but then are we going to require all this parking so you get in the Southtown area, the former Hawkins is the Restore and the Habitat for Humanity office is really going to need all of that land that they have but if they could develop it for a small office building or a small apartment building or little strip building or some kind of commercial mixed use building that they can land lease and make more money for themselves but not really jeopardize the accessibility to their site and its currently laid out gives them some flexibility for use of their property.

Mr. Grice stated everything Mr. Mendel said is pretty much the thought process was then. Mr. Grice stated the only thing to add to that was the two parking areas that were built, the one over by the theater and then the one on South Court Street near Thyme, those two parking lots were basically paid for through the parking district because there was an assessment process against credits for the parking they did have and what Mr. Mendel was saying was absolutely the process of not wanting to tear down to get to it. Mr. Grice stated the assessments were really very low, it was pretty minimal but was to help pay for both of those lots so that is really all it was. Mr. Grice stated everything Mr. Mendel stated about not wanting to tear down, even at the time there was the concern of the balance between “well I don’t have to have any parking so I am not going to” against the reality of well no you don’t because you are in a parking district but the reality is if you are going to have commercial or apartment complex going up on the corner, the reality is you are not going to have residential tenants if they have to park 4 blocks away in a city lot. Mr. Grice stated that has over the years not been a problem, good balance of needing 20 but doing 15 which is enough for what they want to do. Mr. Grice stated it seems to have balanced out pretty well.

Mrs. Russell stated her understanding of what Mr. Grice said is if somebody back then wanted to, once you created the parking district, then people who were buying or developing could get around the parking requirement by paying an assessment. Mr. Grice correct. Mrs. Russell stated the city then used that money to build a parking lot. Mr. Grice stated they did not build a parking deck but built two parking lots.

Mr. Grice stated they basically took areas that had parking like behind Medina Hardware which is all gravel, so it was a total square footage divided by an average parking lot, a half aisle to come up with a number to provide space for “x” number of cars. Mr. Grice stated that is how it was done. Mr. Grice stated it has worked well. Mr. Mendel stated they have 41 years of using this method in practice and it has been working out really well. Mr. Mendel stated the Dr. Raymond redevelopment when going through the development review process, he made it explicit they did not have to provide any parking and probably could have gotten away with just providing parking for the residential units and used public parking on the same block for commercial units. Mr. Mendel stated he has 38 spaces but that was his decision. Mr. Mendel stated we don’t have that assessment

process now and the policy worked out after those parking lots were paid for, now it is just purely not to require more surface area dedicated to the storage of vehicles.

Mr. Grice stated even there is no assessment, the city built a parking deck and are looking at a second parking deck. Mr. Grice stated it is providing parking.

Mrs. Russell asked if there is any city owned property in Southtown. Mr. Mendel stated the Champion Creek Trailhead Park is city owned. Mr. Mendel stated that is the only city owned property.

Mr. Rose stated off to the right, isn't the Bennett Lumber site owned by the City? Mr. Mendel stated yes, he considers that site for potential redevelopment but it may not be city owned in perpetuity like the park and could be combined for redevelopment with the Restore which will be sold. Mr. Mendel stated that is 2.5 blocks from the square with good redevelopment potential.

Mr. Gold asked if Southtown is considered the inner city. Mr. Mendel stated it is contiguous with the oldest part of the developed part of Medina.

Mr. Gold asked how the business owners in this new south area feel about this. Mr. Mendel stated last year when Main Street formally approved the expansion of their area, which really is not a regulatory expansion but is basically just stating their direct influence area, they were happy. Mr. Mendel stated a lot of the property owners that care were involved in the planning of Main Street Medina for years such as VCS Salon, Habitat, were happy.

Mrs. Russell stated she is on the Board of Directors for Main Street Medina and stated when they discussed expanding the area of influence to bring business into the district, the business owners were pretty pleased that Main Street was taking an interest in that area because they know that Main Street is responsible for many big events on the Square and of course they are looking at doing events in that area to bring people to their businesses and revitalize that area as it the next logical place for there to be redevelopment in our town.

Mr. Mendel stated Main Street Medina has been doing a lot of public meetings, one in November of December with neighborhood business owners and property owners. Mr. Mendel stated they did one in February and will do one in April. Mr. Mendel stated they are just visionary meetings for the district. Mr. Mendel stated the underlying zoning district is very flexibility as far as building setbacks, design, and residential mixed use construction.

Mr. Mendel discussed how this benefits projects in the area. Mr. Mendel stated there is potential there to create public parking areas that can offset the needs of public parking by individual sites.

Mr. Dutton stated he has a concern about that. Mr. Dutton stated the reason it works in the current district is there is on street parking and we have public lots. Mr. Dutton stated in the expansion area, as far as he can tell, there is no on street parking and there is no plan for public parking. Mr. Dutton stated generally, a development is going to put in what they think they need. Mr. Dutton stated he is concerned we don't have a plan for providing that. Mr. Dutton stated it is only spots here and there and maybe in the future we'll think about it but we should think about it before changing the district.

Mr. Rose stated that goes along with the question he has, what if we get that dream boutique hotel builder who wants to build in the Southtown area. Mr. Rose stated he knows he will not want to go to a hotel where he needs to park several blocks away. Mr. Rose stated he thinks without some sort of parking close by, a developer coming in would not be happy about that. Mr. Mendel stated we are not prohibiting parking, it is just saying they do not have to meet the minimum parking requirement of the code. Mr. Rose stated in that case would we want to require parking. Mr. Mendel stated we could do it as part of the development review process as we did with Dr. Raymond's project which was originally a smaller 22 space parking lot to the rear of the building and then he acquired more land and added additional parking. Mr. Mendel stated he has got 38 parking spaces, which is he thinks is inducing demand for parking. Mr. Mendel stated he discussed this with Dr. Raymond and how this would have to be managed. Mr. Mendel stated he would be surprised if a developer for a boutique hotel doesn't come in and build himself a nice, appropriately scaled, private parking lot for themselves on a site. Mr. Mendel stated they would work together, it is not prohibited but the city will not impose the parking requirements on a project where it won't fit and they can find alternatives elsewhere.

Mr. Mendel stated if there is an action that the Commission provides as a non-binding recommendation or comment as to if this is good or good with conditions.

Mrs. Russell stated she is intrigued by the idea of doing a development and not need the parking standards, they could pay for the space they are not going to have. Mrs. Russell stated that way they have some money available to build a surface lot. Mrs. Russell stated she is excited for Southtown but unlike the square where there is dedicated parking, she does not know where people would park in Southtown if development comes.

Mr. Mendel stated it is going to be a very gradual process. Mr. Mendel stated you might get Farmer's Exchange and maybe the AutoZone, which has 3 times more parking than building, maybe Habitat takes a segment of the lawn and builds a 12 unit apartment building with 12 parking spaces. Mr. Mendel stated he does not see dramatic change happening quickly. Mr. Mendel stated the marketing is strong and the buildings are occupied with active uses and businesses.

Mr. Grice stated the Farmer's Exchange is a perfect example. Mr. Grice stated they are not going to put the kind of money into it that they are and not have parking. Mr. Grice stated someone living there is not going to want to park 4 blocks away and same with the

restaurant customers walking a distance. Mr. Grice stated they need to do something on site but it may not be 100%.

Mr. Mendel stated he agrees and he thinks the egg before the chicken is ok. Mr. Mendel stated they may not have a direct plan on creating public parking right away but this is an easier action that won't have as much of an impact directly as trying to coordinate and find space to lease as public parking or buy land and develop public parking. Mr. Mendel stated this is an easier step to do that creates flexibility.

Mr. Grice asked if anybody would like to put forth a recommendation. Mr. Gold stated he would propose a recommendation of acceptance of the new expanded parking district. Mr. Dutton stated he would add a suggestion that the city look to the future for potential public parking opportunities in this district. Mr. Dutton stated it would be attractive to developers to see there is public parking next to the site they want to develop and they would not need to worry about it. Mr. Gold stated he does not see the City Council spending the money for putting, even if it is just a surface lot. Mr. Rose stated Council would not reject it out of hand but would look at it with the feasibility of the site and make an appropriate decision at the time. Mr. Rose stated he sees a bit of a problem right now with the discussion of "maybe" this site can be used or "maybe" that site can be used. Mr. Rose stated at some point someone will drive through and not be able to find a parking spot and go out of town to eat.

Mr. Mendel stated part of the recommendation to council is putting that in their head, the path of least resistance would be, like with the Castle Noel lot and the Huntington lots, is do a lease for public parking for parking that is already built at Habitat.

Mr. Rose asked how many people on South Broadway and other places that have on street parking now, how inconvenienced are they going to be. Mr. Mendel stated he does not believe there would be a lot of inconvenience. Mr. Mendel stated right now during the weekday you can park all day long on W. Friendship right next to City Hall. Mr. Mendel stated there is never anybody parking on the side of W. Friendship in the downtown area. Mr. Mendel stated there is a lot of on-street parking throughout the downtown streets.

Mr. Rose stated once the Farmer's Exchange project is done and customers are coming and the parking lot is full and parking lots within a reasonable walking distance are full and you start taking up the street parking. Mr. Rose stated you have residents who don't have garages or driveways on their property on Broadway and now they can't park their car. Mr. Mendel stated on the 200-300 block of S. Broadway, you cannot park on Broadway Street so he does not think that would be a concern. Mr. Mendel stated there are some property owners such as Master Kim and VCS Salon might say people are going to park in their private parking but in a minimum parking regulatory framework, this happens anyways. Mr. Mendel stated it naturally happens where people sometimes park in one place and walk to another place. Mr. Mendel stated that is what he means by inducing demand. Mr. Mendel stated on the 400 block of Broadway, people will probably not park there if they cannot get a parking spot at Farmer's Exchange. Mr.

Mendel stated they will probably go over to the Grainery Exchange parking lot or the front parking lot of South of the Square Collision or the Court Street parking lot from Auto Zone or VCS. Mr. Mendel stated those are existing parking areas that would create a release valve for parking. Mr. Mendel stated that becomes a private property owner discussion. Mr. Mendel stated some private property owners don't like towing potential customers or future customers.

Mr. Mendel stated it would be, maybe under a recommendation, there is some commentary about administration and council starting to think about what could be the creation of public parking spaces in this area as part of the next step of expanding the parking district. Mr. Mendel stated he has been keeping that in mind.

Mrs. Russell asked if a formal recommendation is needed. Mrs. Russell stated generally she likes the idea but she would like to keep an eye on the future of the public parking.

Mr. Mendel stated it can be a recommendation. Mr. Grice asked if a vote is necessary or just the conversation this evening to take to council that the Commission is ok with it but would like to see some thought given to future parking areas in the district.

Mr. Mendel stated the minutes are done as verbatim as possible to be part of the package for a RCA to council for review.

Mr. Mendel stated it is not a regulatory required recommendation by the Planning Commission.

Mr. Grice stated based on that, comments were provided so that should be sufficient.

Having no further business, the meeting was adjourned.

Respectfully submitted,

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Sandy Davis

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Rick Grice, Chairman