

# City of Cincinnati

## Council



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### MOTION

#### *Public Transit Line/BRT Development Incentives*


WE MOVE that the City of Cincinnati Administration craft an amended version of Ordinance Item No. 2023-00702 to include a bonus incentive for multi-family developments along public transit lines/proposed BRT Routes (see attached). Specifically, we ask the Administration to create a bonus incentive that increases the maximum abated amount in market improvement value of a residential multi-family unit located on a public transit line. The incentive should increase the maximum abated market improvement value on a per unit basis, so that a two-unit building has an additional incentive of \$75,000, a three-unit building has a higher additional incentive of \$150,000, and the four-unit building has the highest additional incentive of \$225,000. This should be called the "Public Transit Corridor Incentive." This bonus will double the abatement amount for residential multi-family developments when paired with the "Missing Middle Bonus," further incentivizing much needed two, three, and four family units along public transit corridors.


  
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*Councilmember Liz Keating*

  
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*Councilmember Reggie Harris*

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*Councilmember Meeka D. Owens*

  
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*Councilmember Seth Walsh*

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Office of Research  
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## STATEMENT

The City should take a global view of the region's priorities and consider the following:

- Waiting three years to consider this amendment to the current policy will hold the region back and miss an opportunity to take advantage of the critical and impactful Connected Communities and Reinventing METRO work.
- With the passage of Issue 7, the region has made a significant investment in public transit including Bus Rapid Transit (BRT).
- The region is facing a housing deficit and needs to produce more housing units to meet the demand and increase affordability throughout the City.
- The City needs to continue to grow to increase its tax revenue as costs continue to rise. As the City works towards job growth, it should focus on getting its people to and from jobs.
- In addition to providing access to jobs, public transit infrastructure connects riders to education, healthcare, childcare, recreation, and all the Cincinnati area has to offer.
- Connecting housing development to public transit infrastructure helps reduce the cost of living in Cincinnati by reducing the cost burden of owning a car, increasing affordability in Cincinnati.
- Many Metro bus routes are not zoned for commercial multi-family buildings but are zoned for residential multi-family. Adding incentives for transit-oriented development in the Residential Tax Abatement Policy is critical for the biggest impact city-wide.
- The City can work towards equity by increasing housing supply to lower demand and create naturally affordable units; increasing access to public transit through housing options and locations; creating pathways to home ownership through residential multi-family incentives.
- The City has aggressive sustainability goals through the Green Cincinnati Plan. Enhancing the region's public transit infrastructure through housing development incentives helps reduce the reliance on cars and takes advantage of the taxpayer investment in public transit.

