



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final-revised

Equitable Growth & Housing

Chairperson, Jeff Cramerding
Vice Chairperson, Reggie Harris
Councilmember, Meeka Owens
Councilmember, Mark Jeffreys
Councilmember, Anna Albi
Vice Mayor, Jan-Michele Kearney
Councilmember, Victoria Parks
Councilmember, Scotty Johnson
Councilmember, Seth Walsh

Tuesday, September 24, 2024

1:00 PM

Council Chambers, Room 300

PRESENTATIONS

OTR North, Special Permit Parking Area

Dan Bower, DCED

AGENDA

1. [202402016](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 9/11/2024, **REPEALING** Ordinance No. 36-2022 passed by Council on November 30, 2022 and Ordinance No. 381-2020 passed by Council on December 16, 2020, and **NOTWITHSTANDING** certain provisions of Cincinnati Municipal Code Sections 514-3 "Designation of Restricted Parking Area," 514-5 "Residential Parking Permits Criteria," and 514-7, "Permit Types, Qualifications and Fees," **DESIGNATING** a portion of the Over-The-Rhine neighborhood, the area bounded by the east side of Central Parkway (Northbound) from Liberty Street to Mohawk Place, the south side of Mohawk Place from Central Parkway to Vine Street, the east side of Vine Street (northbound) from West McMicken Avenue to East Clifton Avenue, the west side of East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (Southbound) from East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (southbound) from East Clifton Avenue to Liberty Street, the north side of Liberty Street from Main Street to Central Parkway, as a Special Parking Permit Area ("SPPA"), for which residential parking permits are to be issued to residents of the SPPA for an annual permit fee, and to residents of rent-subsidized housing in the SPPA for a discounted annual permit fee.

EQUITABLE GROWTH & HOUSING COMMITTEE

Sponsors:

City Manager

Attachments: [Transmittal](#)
[Ordinance](#)
[Attachment](#)

2. [202402025](#) **MOTION**, submitted by Councilmembers Jeffrey, Harris, Cramerding, Walsh and Owens, In response to a City Manager report on the Futures Commission, **WE MOVE** that, the attached by adopted as a consolidated written statement of City Council's strategic objectives for economic development. (STATEMENT ATTACHED)

Sponsors: Jeffreys, Harris, Cramerding, Walsh and Owens

Attachments: [202402025](#)

3. [202402104](#) **PRESENTATION** submitted by Sheryl M. M. Long, City Manager, dated 9/24/2024, regarding the DCED presentation concerning the OTR North Special Permit Parking Area.

Sponsors: City Manager

Attachments: [Transmittal](#)
[Presentation](#)

4. [202402088](#) **COMMUNICATION**, dated 9/20/24, submitted by Councilmember Cramerding, regarding NOTR Parking Plan.

Sponsors: Cramerding

Attachments: [NOTR Parking Plan](#)

5. [202402090](#) **COMMUNICATION**, dated 9/20/24, submitted by Councilmember Cramerding, regarding Proposed Special Permit Parking Area ("SPPA") Parking Plan.

Sponsors: Cramerding

Attachments: [NOTR SPPA Graphic](#)

September 11, 2024

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202402016

Subject: Ordinance – OTR North Special Permit Parking Area

Attached is an Ordinance captioned:

REPEALING Ordinance No. 36-2022 passed by Council on November 30, 2022 and Ordinance No. 381-2020 passed by Council on December 16, 2020, and **NOTWITHSTANDING** certain provisions of Cincinnati Municipal Code Sections 514-3 “Designation of Restricted Parking Area,” 514-5 “Residential Parking Permits Criteria,” and 514-7, “Permit Types, Qualifications and Fees,” **DESIGNATING** a portion of the Over-The-Rhine neighborhood, the area bounded by the east side of Central Parkway (Northbound) from Liberty Street to Mohawk Place, the south side of Mohawk Place from Central Parkway to Vine Street, the east side of Vine Street (northbound) from West McMicken Avenue to East Clifton Avenue, the west side of East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (Southbound) from East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (southbound) from East Clifton Avenue to Liberty Street, the north side of Liberty Street from Main Street to Central Parkway, as a Special Parking Permit Area (“SPPA”), for which residential parking permits are to be issued to residents of the SPPA for an annual permit fee, and to residents of rent-subsidized housing in the SPPA for a discounted annual permit fee.

STATEMENT

OTR North experienced a trend of historic disinvestment in the 1990s to early 2000s that only began to reverse recently. Chronic disinvestment in an area leads to resident exodus and the loss of businesses and visitors, all creating an environment for low parking demand of the public curb use. Over the last several years, Cincinnati has increased investment in OTR North, particularly in bringing housing online, strengthening businesses, nurturing community spaces, resources, and more. Due to reinvestment in properties within this area, demand for the use of the public right of way has increased and will continue to increase as OTR North (and Cincinnati, more generally) experience less population decline, and achieve expected, healthy, levels of population growth.

In response to direction from City Council, the Parking Division of the Department of Community & Economic Development (DCED”) has spent over a year constructing a thoughtful, multi-faceted parking plan (referred to as an “SPPA”) [**ATTACHMENT A: CURB USE MAP FOR INITIAL IMPLEMENTATION**] that addresses the many competing needs of all stakeholders, integrating best practices, community feedback, and

subject expertise. Not proceeding with SPPA designation will result in residents, visitors, and businesses continuing to compete for limited spaces on a first come first serve basis rather than thoughtfully restricting spaces within the district to serve the needs of these groups, which is untenable to a healthy neighborhood environment.

ATTACHMENT A: CURB USE MAP FOR INITIAL IMPLEMENTATION

BACKGROUND

In November of 2022, City Council adopted Motion [202202004](#) which asked the Administration to devise a comprehensive on-street usage plan in Over-the-Rhine north of Liberty Street akin to the south Over-The-Rhine Special Permit Parking Area (“SPPA”) which allocates curb space appropriately as metered parking, residential parking etc. The Administration provided Report [202300704](#) to Council in March of 2023 which established a timeline for reviewing the potential parameters of an SPPA and engaging with relevant stakeholders like the Corporation for Findlay Market, OTR Chamber, and OTR Community Council.

What is an SPPA?

A SPPA is an area of mixed residential and commercial use zoning where there is substantial demand for on-street parking between residents, businesses, and visitors and the designation of portions of the zone as residential parking only, flex parking that can be utilized by residential permit or as paid-parking-only areas to balance competing demands.

The dominant zoning type within the OTR North study area evaluated for an SPPA is a commercial zoning type (CC-P or CC-A) and urban mixed with some residential zoning, parks, and recreation designated areas and manufacturing general. Within an area like OTR North where the zoning type is predominantly uses that are not solely residential, an SPPA allows for the designation of residential parking areas on more streets than would otherwise be permitted under Cincinnati Municipal Code 514-5 which defines eligible parking areas for resident-only parking. An SPPA can be developed to balance the needs of businesses, visitors, and residents by designating areas for paid parking, resident parking, and flex parking (where residents can always park with a pass and during certain hours the parking is also available to all for payment as public parking).

Stakeholder Engagement on a proposed SPPA for OTR North

The City Administration began engaging with stakeholders on a possible OTR North SPPA in the late spring of 2023. An outline of engagement and relevant milestones in developing the proposed map that would be implemented upon passage of the proposed SPPA is as follows:

- May 2023 – Outreach by email to Findlay Market, OTRCC representatives, and OTR Chamber to obtain feedback on what curb uses the Administration should propose on particular streets within OTR North.
- May 2023 – June 2023 – The Administration completes a curb inventory of OTR North allowing for the creation of a map to implement an SPPA.

- July 2023 – August 2023 – 1st draft of map rolled out to OTR stakeholders including Findlay Market, OTRCC, and OTR Chamber. Administration attended and presented 1st draft of the map for feedback to each organization including the OTR Community Council board of trustees and general body. Written feedback was provided by the Corporation for Findlay Market and verbal feedback was provided by OTRCC and OTR Chamber at respective meetings.
- October 2023 – Public Community Engagement meeting facilitated by the Department of City Planning & Engagement to obtain feedback on the 1st draft of the map.
- November 2023 – February 2024 – Administration review of feedback on the first draft of the map and creation of the second draft
- February 2024 – April 2024 – 2nd draft of the map was rolled out to OTR stakeholders including Findlay Market, OTRCC, and OTR Chamber. The administration attended and presented the 1st draft of the map for feedback to each organization including the OTR Community Council board of trustees and general body. Written feedback was provided by the OTR Community Council and Corporation for Findlay Market.
- May 2024 – August 2024 – The administration reviewed comments on the 2nd draft of the map and hired Desman Inc. to review curb utilization and evaluate whether the worker parking program could be included within the SPPA. The conclusion of Desman’s report recommends that worker parking not be included in an SPPA due to high demand by other stakeholder groups for on-street parking. Desman recommended further investigation of under-utilized off-street parking for worker parking accommodations.
- August 2024 – A 3rd draft of the map rolled out to stakeholders in anticipation of proceeding to City Council. Presentation to OTR Community Council on the third draft of the map and the Administration’s recommendation on the potential SPPA improving the parking environment in OTR North.

Through this engagement process, the Administration received feedback on two drafts of maps outlining proposed residential, flex, and paid parking area designations within OTR North upon adoption of an SPPA. Feedback from residents, business owners, and other members of the public shaped the anticipated implementation plan of an SPPA for OTR North up for approval.

In addition, this feedback resulted in the Administration engaging Desman Inc. to review the potential for an employee parking program for workers within OTR North. While Desman’s report did not culminate in recommending a worker parking permit program due to the high existing demand for the public right of way from residents and businesses, it did recommend alternative ways of addressing this issue, reviewing opportunities to utilize underutilized off-street parking infrastructure in the vicinity of OTR North for worker parking.

Stakeholder feedback through the engagement process also led the Administration to review potential signage in the public ROW that would better direct visitors to off-street parking options available within OTR North. This review of signage is ongoing, and the Administration presently believes this can be completed within existing City resources. Finally, the Administration is reviewing the meter rates and meter hours based on public

engagement feedback to ensure the hours and rates encourage turnover while also meeting the various stakeholder needs of the area.

BASIS FOR IMPLEMENTING A SPPA

With the exception of Findlay Market, OTR North experienced a trend of historic disinvestment in the 1990s to early 2000s that only began to reverse recently. Chronic disinvestment leads to resident exodus and loss of businesses and visitors, all creating an environment for low parking demand. Over the last several years, Cincinnati has increased investment in OTR North, particularly in bringing housing online, strengthening businesses, nurturing community spaces, resources, and more. Due to reinvestment in properties within this area, demand for use of the public right of way has increased and will continue to increase.

In particular, the City encouraged vacant building renovations. Redevelopment of vacant buildings throughout OTR North is a benefit to all stakeholders of OTR North as occupied buildings bring new residents that frequent local businesses and new businesses that bring activity to storefront spaces throughout the business day, while also decreasing crime and dangerous activity. By seeking the redevelopment of City-owned vacant buildings or land acquired due to disinvestment by private landowners, these efforts were ultimately successful, resulting in new residences (single-family and multi-family), new residents, and new businesses.

Because many of these buildings were vacant for more than 20 years and had facilitated a negative environment around them, the demand for the use of the public right of way adjacent to them was also lessened, giving a false sense of expectations regarding the normal expectations for usage of a public curb near a nationally renowned outdoor market. As these properties have been transformed into productive use, the demand for use of the public right of way has drastically increased and will keep increasing as OTR North (and Cincinnati, more generally) reverses the past trend of population decline, and achieves expected, healthy, levels of population growth.

As more people live in OTR North and frequent businesses in OTR North, the parking demand is higher, and measures must be taken to match this new reality. Recent construction of a 513-car public parking garage by Hamilton County has provided additional opportunity for public parking (resident, business and visitor) to help meet this demand. With construction of the garage completed in late 2023 and occupancy data available, implementation of an SPPA will further assist in balancing demand for the on-street parking spaces among these competing groups.

The current use of the public ROW in OTR North is largely unrestricted parking available to all at all hours of the day; a situation only possible in low-density, low-demand, often disinvested-in neighborhoods. Based on the current use of the ROW analysis performed by Desman Inc., the unrestricted parking is not meeting the demand of the various groups as designated paid, flex, and residential spaces brought by an SPPA would provide for the area. Implementing an SPPA facilitates the turnover of parking spaces due to parking payment for non-residents; furthermore, the designation of residential areas ensures parking for residents in residential and non-business areas while freeing up

parking for visitors and business-related parking in commercial areas adjacent to the area.

A thoughtfully organized plan for use of the public right of way addresses parking demand for *everyone*, especially residents, as it allows residents parking options in the public ROW in *addition* to off-street parking options they may have at their residence or in privately owned parking facilities, like the recently constructed Hamilton County garage.

RECOMMENDATION

The Administration recommends creating a SPPA for OTR North. This will allow the Administration to designate the area for flex parking and residential parking within this area and allow the Administration to issue permits for residents to park within these designated areas. The Administration also intends to install parking payment infrastructure within OTR North which will facilitate parking turnover for visitor and business-related parking within paid parking areas. These parking areas within the public ROW will be reviewed periodically and adjusted as needed to most effectively meet overall stakeholder demand.

The Administration recommends approval of this Ordinance.

CC: Markiea L. Carter, Director, Department of Community & Economic Development

Attachment



REPEALING Ordinance No. 362-2022 passed by Council on November 30, 2022 and Ordinance No. 381-2020 passed by Council on December 16, 2020, and **NOTWITHSTANDING** certain provisions of Cincinnati Municipal Code Sections 514-3, “Designation of Restricted Parking Area,” 514-5, “Residential Parking Permits Criteria,” and 514-7, “Permit Types, Qualifications and Fees,” **DESIGNATING** a portion of the Over-the-Rhine neighborhood, the area bounded by the east side of Central Parkway (northbound) from Liberty Street to Mohawk Place, the south side of Mohawk Place from Central Parkway to West McMicken Avenue, the south side of West McMicken Avenue (eastbound) from Mohawk Place to Vine Street, the east side of Vine Street (northbound) from West McMicken Avenue to East Clifton Avenue, the west side of East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (southbound) from East Clifton Avenue to Liberty Street, and the north side of Liberty Street from Main Street to Central Parkway, as a Special Parking Permit Area (“SPPA”), for which residential parking permits are to be issued to residents of the SPPA for an annual permit fee, and to residents of rent-subsidized housing in the SPPA for a discounted annual permit fee.

WHEREAS, Council, by its Ordinance No. 294-2018, established a Special Parking Permit Area (“SPPA”) in the southern portion of the Over-the-Rhine neighborhood to address concerns expressed by residents and businesses related to parking restrictions and availability; and

WHEREAS, in Ordinance No. 362-2022 passed by Council on November 30, 2022, and Ordinance No. 381-2020 passed by Council on December 16, 2020, Council designated certain areas in the northern portion of the Over-the-Rhine neighborhood as a Residential Parking Permit Area (“RPPA”); and

WHEREAS, Council, in its Motion Item No. 202202004, requested the Administration consider a plan for on-street parking in the northern portion of the Over-the-Rhine neighborhood including whether a SPPA would benefit the community; and

WHEREAS, Council, in its Motion Item No. 202300645, further requested the Administration engage with business owners and stakeholders in the northern portion of the Over-the-Rhine neighborhood, including Findlay Market, to address on-street parking needs impacted by the existing RPPA and discuss the potential for a SPPA in the neighborhood; and

WHEREAS, the Administration investigated parking in the northern portion of the Over-the-Rhine neighborhood, which included representatives from the Department of Transportation and Engineering (“DOT”), the Department of City Planning and Engagement and the Department of Community and Economic Development, and also hired Desman, Inc., to provide additional advice and analysis; and

WHEREAS, the Administration engaged with local stakeholders, including the Cincinnati Center City Development Corporation, Over the Rhine Community Council, Corporation for Findlay Market, and Over-the-Rhine Chamber which provided feedback for the creation of the SPPA to serve the residential and commercial interests in the rapidly evolving neighborhood; and

WHEREAS, the findings of the Administration led to the determination of the appropriate boundaries of the SPPA to be the area bounded by the east side of Central Parkway (northbound) from Liberty Street to Mohawk Place, the south side of Mohawk Place from Central Parkway to West McMicken Avenue, the south side of West McMicken Avenue (eastbound) from Mohawk Place to Vine Street, the east side of Vine Street (northbound) from West McMicken Avenue to East Clifton Avenue, the west side of East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (southbound) from East Clifton Avenue to Liberty Street, and the north side of Liberty Street from Main Street to Central Parkway, as described herein and depicted in Attachment A; and

WHEREAS, this area may be considered the second phase of a SPPA for the Over-the-Rhine neighborhood, potentially to be expanded or supplemented in the future; and

WHEREAS, the proposed SPPA includes commercial parking areas, making it ineligible to be designated as a RPPA under the criteria set forth in Cincinnati Municipal Code (“CMC”) Section 514-5, “Residential Parking Permits Criteria”; and

WHEREAS, the requirement in CMC Section 514-3, “Designation of Restricted Parking Areas,” for a petition of a majority of the households in an area could not be strictly adhered to, based on the mixed commercial and residential nature of the area, but DOTE conducted traffic engineering studies of the proposed SPPA as required under CMC 514-3; and

WHEREAS, the Administration recommends the fees for permits to be issued to residents of the SPPA differ from the fees authorized for areas designated as a RPPA under CMC Section 514-7, “Permit Types, Qualifications, and Fees,” and the Administration also recommends against issuing visitor permits or temporary permits pursuant to CMC Section 514-7 because of the already high demand and limited supply of parking spaces in the SPPA; and

WHEREAS, the residential parking permits must be made available for a reduced annual fee to residents of rent-subsidized housing in the SPPA; and

WHEREAS, the City Manager has determined that it is appropriate and beneficial to the northern portion of the Over-the-Rhine neighborhood to establish the proposed SPPA and that the SPPA should have some characteristics which differ from the criteria and procedures in CMC Chapter 514, and Council desires to establish the SPPA as recommended; and

WHEREAS, the City Manager may designate the SPPA parking spaces as “flex spaces” to be available to the general public during the daytime by paying a meter or other per-space fee, and

WHEREAS, in the spaces designated for the SPPA, those who own permits for the SPPA will be eligible to park in the flex spaces at night, and holders of the SPPA permits may also park at no additional charge in the flex spaces during the day; and

WHEREAS, Council wishes to repeal Ordinance No. 362-2022 and Ordinance No. 381-2020, to establish a consistent parking permit program for the northern portion of the Over-the-Rhine neighborhood; and

WHEREAS, Council finds that establishing this SPPA is in furtherance of the “Live” goal to “support and stabilize our neighborhoods,” as described on page 160 of Plan Cincinnati (2012); now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Ordinance No. 362-2022 passed by Council on November 30, 2022, and Ordinance No. 381-2020 passed by Council on December 16, 2020, which established residential parking permits in portions of the Over-the-Rhine neighborhood, are hereby repealed in their entirety.

Section 2. That, notwithstanding certain provisions of Cincinnati Municipal Code (“CMC”) Sections 514-3, “Designation of Restricted Parking Area,” 514-5, “Residential Parking Permits Criteria,” and 514-13, “Fee Schedule,” Council hereby designates the area in the northern portion of the Over-the-Rhine neighborhood bounded by the east side of Central Parkway (northbound) from Liberty Street to Mohawk Place, the south side of Mohawk Place from Central Parkway to West McMicken Avenue, the south side of West McMicken Avenue (eastbound) from Mohawk Place to Vine Street, the east side of Vine Street (northbound) from West McMicken Avenue to East Clifton Avenue, the west side of East Clifton Avenue from Vine Street to Main Street, the east side of Main Street (southbound) from East Clifton Avenue to Liberty Street, and the north side of Liberty Street from Main Street to Central Parkway, as depicted in Attachment A, as a Special Parking Permit Area (“SPPA”).

Section 3. That the City Manager or designee shall establish parking permit rates and fees for the SPPA and issue residential parking permits to residents of the SPPA and shall offer permits to qualifying low-income residents of the SPPA at a discounted rate, with eligibility to

purchase a permit for the reduced annual fee to be based on a resident's provision of proof of residency in a rent-subsidized unit within the SPPA, specifically a lease or voucher.

Section 4. That, notwithstanding CMC 514-7, "Permit Types, Qualifications and Fees," no visitors permits or temporary permits shall be issued for the SPPA.

Section 5. That SPPA parking permits shall be sold only to occupants who reside in a dwelling unit on a street, avenue, or other location within the SPPA, in accordance with verification procedures established by the Department of Transportation and Engineering.

Section 6. That SPPA parking permits shall be sold only to occupants who own a motor vehicle and provide sufficient proof of such ownership.

Section 7. That the total permits issued to eligible residents of the Over-the-Rhine neighborhood will not be limited initially, except for a limit on the number of permits per household; that the City Manager or designee shall determine whether it is appropriate to establish a term or expiration for permits issued for the SPPA, either for the initial permits offered or for permits issued in the future, or both; and that any future limit on the number of permits issued (other than a limit on permits per household) should be the subject of future Council action.

Section 8. That the City Manager may designate parking spaces within the SPPA as "flex parking spaces" that may be used by any member of the public during the times designated by the City Manager for a fee through metered or another for-pay parking method, but that holders of SPPA permits shall be able to park in the flex parking spaces without paying any additional fee or charge, and that the City Manager may designate times when only holders of SPPA permits shall be authorized to park in the flex parking spaces within the SPPA.

Section 9. That the City Manager is authorized to establish procedures for the future issuance of permits, the renewal of permits, and the reissuance of permits, and generally for the

operation of the SPPA, and the City Manager has discretion to establish appropriate procedures for reissuances or renewals.

Section 10. That any procedures, methods, qualifications, or criteria for the SPPA that are not specifically established in or instructed by this ordinance shall be governed by the existing, applicable provisions of CMC Chapter 514, "Parking Permits," including but not limited to the requirement to erect signs in the SPPA indicating the times, locations, and conditions under which vehicles shall be parked, as established in CMC Section 514-9, "Administration"; the exceptions to permit requirements established in CMC Sections 514-1, "Special Parking Permits for Veterans," and 514-13, "Fee Schedule"; the parking restrictions and enforcement via a tag system established in CMC Section 514-11, "Parking Restrictions"; and the violations and penalties established in CMC Sections 514-15, "Violation and Revocation," and 514-99, "Penalty."

Section 11. That the City Manager and all appropriate City officials are hereby authorized to take all necessary and proper actions under this ordinance to implement the creation and operation of the SPPA as described in Sections 1 through 10 hereof.

Section 12. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

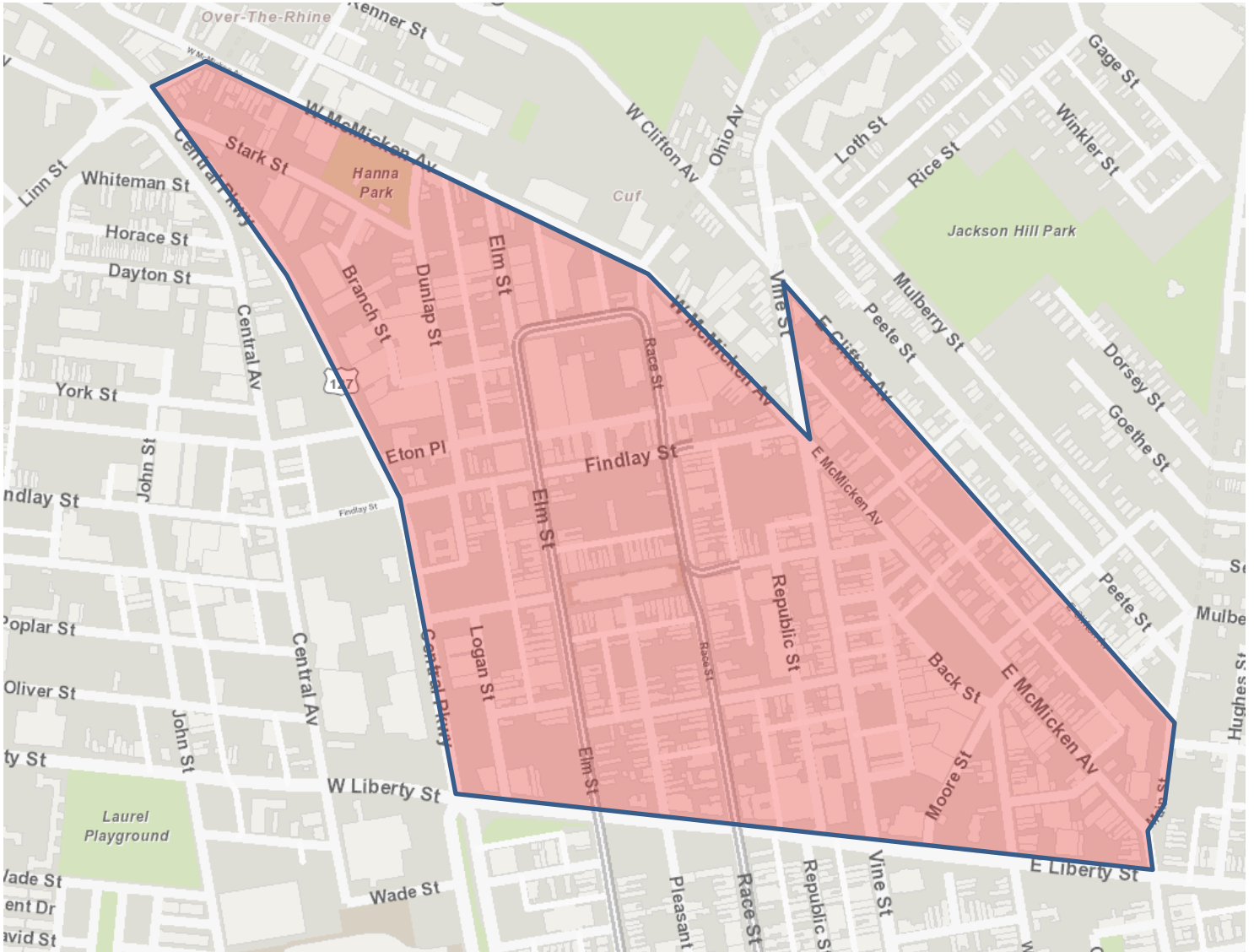
Passed: _____, 2024

Aftab Pureval, Mayor

Attest: _____
Clerk

Attachment A:

OTR North Special Parking Permit Area (SPPA)





Mark Jeffreys
Councilmember

September 10, 2024

MOTION

Economic Development Policy

In response to a City Manager report on the Futures Commission, WE MOVE that, the attached be adopted as a consolidated written statement of City Council's strategic objectives for economic development.

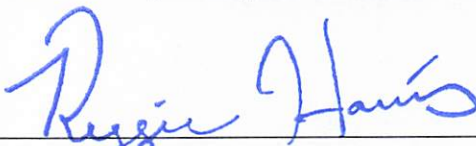
STATEMENT

The Futures Commission made multiple recommendations around economic development. In response to those recommendations, the City Manager in Reference Document #202401283 recommended that City Council articulate its strategic objectives for economic development as a first step.

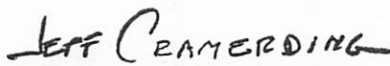
The attached is meant to be a response to that request with clear goals, objectives and strategies. It is not meant at the "be all end all" but rather that first step of alignment to those goals, objectives and strategies. Based on adoption of this policy, additional conversations and specifics on *how* we go about achieving these goals will be needed. But the first step is alignment around this broad policy statement.



Councilmember Mark Jeffreys



Councilmember Reggie Harris



Councilmember Jeff Cramerding



Councilmember Seth Walsh



Councilmember Meeka Owens

Writing the Next Chapter of Cincinnati's Future & Growth

Starting in the early 2000s, Cincinnati reversed a decades long decline in population and started growing albeit slowly and started building many of the building blocks for a more vibrant city. We now stand at ~310K residents with the core of our city in downtown and OTR returning to growth and vibrancy, and some neighborhoods thriving. But many of our neighborhoods and citizens have been left behind with a shortage of housing that's affordable and growth that is inimic. The status quo cannot be our future.

We have the opportunity to shape a vision and plan for how to return Cincinnati to robust growth in the next 10+ years whose benefits are spread across neighborhoods while preserving what we all love about our city. We want to build a **city that is sustainably growing – a city where communities are safe and clean, where neighborhoods and business districts are thriving, housing is affordable, citizens have opportunity and access to good-paying jobs with a transportation network that connects people – all in a uniquely Cincinnati way!**

That means stretching but realistic goals in the next 10 years:

- Build 40,000+ net new units of housing (an average of ~4,000/year)
- Add 25,000-30,000+ new residents (up to 3,000/year), which would add up to \$95M/year in household income & up to \$1.7M+/year in earnings tax revenue, enabling our city to support that growth with best-in-class service*.
- Increase per capita income consistent with Futures Commission recommendation (\$21,500)

But goals are just numbers. We need to clear **objectives** for how we get there:

- More even growth across neighborhoods – ensuring that many of our historically disinvested communities and LIFT neighborhoods see catalytic projects and market rate housing that is necessary for a vibrant and healthy business district;
- Meeting the need for attainable housing in neighborhoods where that is increasingly scarce;
- Building a multi-modal transportation network that leads to growth – unlike many of our peer cities where they grew ahead of that infrastructure e.g. Austin, Nashville;
- Growing earnings tax revenue faster than city expenses to ensure fiscal sustainability long-term.

And the **strategies** for achieving those objectives need to be clear and embedded in the revamped Plan Cincinnati shaped with robust community engagement. It means:

- Growth must support *best-in-class public safety and services* – a safe and clean Cincinnati;
- Building ~20,000 of *new housing units* downtown over the next ten years; it's our most dense neighborhood with a transportation network to support growth.
- Adding another ~20,000 of new housing to be supported by a growing robust transportation network with special attention to converting vacant and blighted properties to new housing, infill housing, and historic adoptive reuse.
- Growing *LIFT neighborhoods* – ones historically disinvested in – at a faster rate than the growth in the balance of the city with accompanying investments in people and infrastructure.
- Fueling a *diverse jobs base* across the city:

*Assumes an avg median income per individual in Cincinnati: \$31,869 (2022 actuals) yielding \$591.64 in avg earnings tax per person based on 1.8% rate

- Growing existing job centers in Downtown and Uptown
- Building a new job center anchored in advanced manufacturing in the Mill Creek Valley/Queensgate while building more residential housing with vibrant communities
- Advocating for our residents to have convenient access via public transportation to other regional job centers e.g. CVG, Blue Ash, Mason, etc.
- Strengthen support of the small businesses ecosystem, especially minority businesses, and workers throughout neighborhoods and neighborhood business districts.
- *Leverage federal investments* and other external investments to enable sustainable growth and communities designed for people:
 - Supporting SORTA in building Bus Rapid Transit across the planned four routes & expanded, reliable Metro service;
 - Creating a regional multimodal transportation vision and plan beyond Reinventing Metro and completing the CROWN, inclusive of buses, bikes and exploring rail to spur growth in job and population centers;
 - Investing in The Green Cincinnati Plan, including electrification, transportation making Cincinnati the greenest city in America.
 - Leveraging a new Green Bank to reduce household energy expenses and reduce those who are energy burdened significantly.
 - Design our neighborhoods around Complete Streets built for people and community.
- Remove the *barriers to growth*:
 - Strengthen best-in-class permitting and development support.
 - Strong City/CPS partnership to strengthen schools in the city.
 - Eliminate structural barriers to individuals reaching their potential including making sure all children have access to broadband at home and making strives toward eliminating lead exposure among children in our city.
 - Invest in workforce development including the Building Future's program, Green jobs, etc.

This vision and plan for a sustainably growing Cincinnati whose benefits are enjoyed by all Cincinnatians is a Cincinnati where our kids and grandkids will thrive. It's a blueprint for uniquely Cincinnati growth story that we can write.

September 24, 2024

To: Members of the Equitable Growth and Housing Committee

From: Sheryl M. M. Long, City Manager

202402104

Subject: OTR North Special Permit Parking Area

Attached is the DCED presentation concerning the OTR North Special Permit Parking Area.

Copy: Markiea L. Carter, Director, Department of Community & Economic Development

OTR North **Special Permit Parking Area**

Engagement with stakeholders to **design and implement a curb parking plan** balancing the **needs of residents, businesses and visitors.**

EQUITABLE GROWTH AND HOUSING MEETING
SEPTEMBER 24, 2024

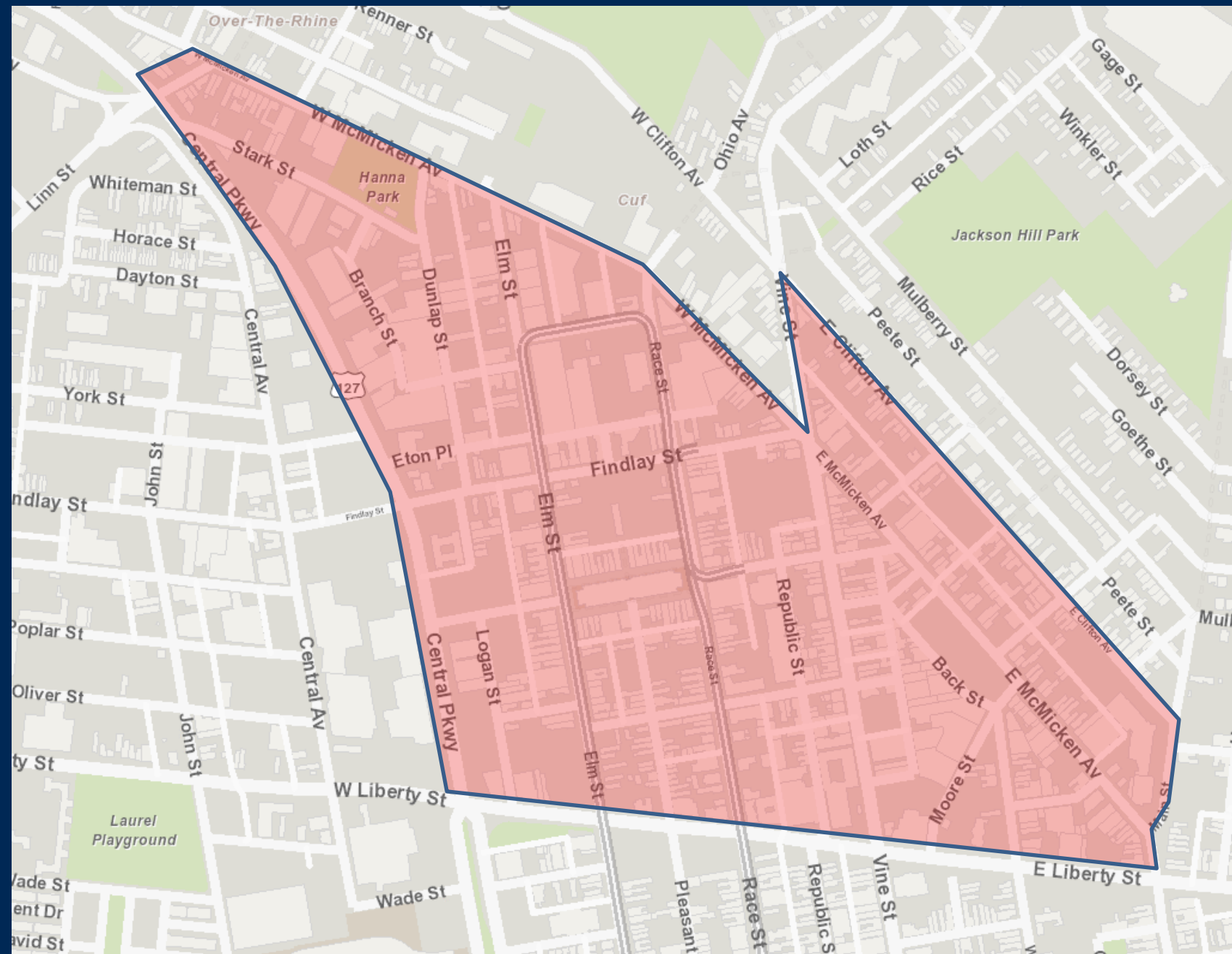
Department of Community & Economic Development (“DCED”) // 513-352-6146 // #700, Two Centennial, 805 Central Ave., Cincinnati 45202



What is a *Special Permit Parking Area*?

- A Special Permit Parking Area (SPPA) is an area designated by municipal ordinance to allow the administration to ***designate residential parking areas on public streets*** that would not otherwise be eligible under the Cincinnati Municipal Code (514-3)
- The SPPA further allows the Administration to designate parking spaces as “flex spaces” to be available during certain hours to the general public by paying a per-space fee through meter, pay station or mobile phone app and to residents at all hours through residential permit.
- The SPPA is ***not necessary to establish paid parking spaces*** but allows for the creation of these residential spaces and flex spaces for use with residential permit where they would not otherwise be permitted under the Cincinnati Municipal Code.

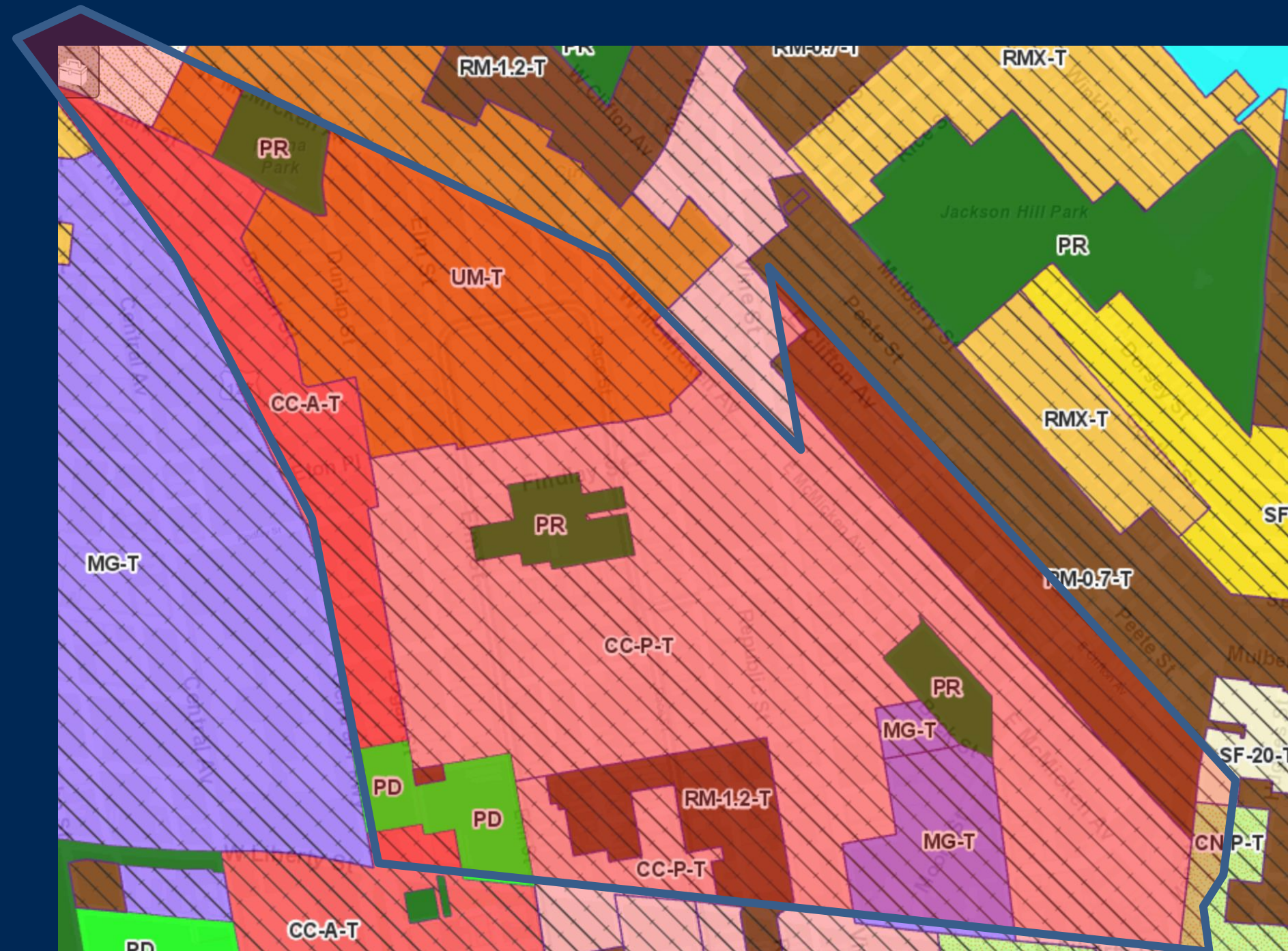
What is the boundary of this SPPA?



The proposed boundaries are:

- Liberty Street to the South
- Central Parkway to the West
- W McMicken, Vine Street and East Clifton to the North
- Main Street to the East

What is the land use within the SPPA?



- The majority zoning and land use is commercial with commercial, mixed use, industrial, as well as residential buildings throughout.
- The normal residential parking program requires that areas be “zoned residential and used exclusively for residential purposes” Cincinnati Municipal Code 514-5.

Why are we recommending this plan?

- OTR North has experienced decades of disinvestment and loss of residents and businesses. In 1970 the area was home to more than 3,000 residents and by 2020 the population was just over 1,000.
- The City has been active in reinvesting in OTR North for the last 20 years through acquiring and selling vacant buildings to individuals and groups seeking to invest in new housing and new businesses in OTR North.



Why are we recommending this plan?

- The City has also worked to strengthen Findlay Market, empowering Corporation for Findlay Market to operate and manage the market hall and adjacent properties; Findlay Market has since been named one of the top ten public markets in the United States.
- With this reinvestment into OTR North, new residents and growing businesses are bringing more cars into the area than ever before.
- There are still many vacant buildings that we want to see new residents and businesses in, but ***without intentional parking planning, the situation will become even more untenable.***

AWARDS // TRAVEL



Savor the local flavor at the 10 best public markets across the US

Shopping experiences like no other

Best Public Market (2024)

APRIL 24, 2024



Photo courtesy of Erin Matullis, Corporation for Findlay Market

No. 6: Findlay Market - Cincinnati, Ohio

This public market is Ohio's oldest continuously operated public market and a Cincinnati institution. Situated in the heart of the historic Over-the-Rhine neighborhood, the market features more than 50 full-time merchants selling a range of ingredients and prepared foods.

10Best. When you buy
community through its
kets — selected by an
.S. — occupy historic



Why a *Special Permit Parking Area*?

- In late 2022, after hearing from constituents on parking concerns in OTR North, City Council asked the Administration to review whether a Special Permit Parking Area like the plan previously implemented in OTR South would be appropriate for OTR North.
- Without an SPPA, the Administration can convert free parking areas to paid parking and update parking rates but can not expand residential parking or create flex parking spaces without the SPPA. The SPPA is needed to expand residential parking options thoughtfully and balanced with the needs of businesses and visitors for paid parking.

Why a *Special Permit Parking Area*?

- In crafting both a recommendation to implement a Special Permit Parking Area and a map of curb utilization for implementation, the Administration relied on local data, research on best practices from other cities, and community engagement.



Local Data & Location-Specific Research

Best Practices in the Parking Field

Community Engagement



Drafting Process

The Administration engaged OTR stakeholders throughout 2023 as it completed a curb inventory and generated a draft map for consideration.

01

May 2023

Administration began engagement with OTR Community Council Board, Findlay Market and the OTR Chamber of Commerce to get initial feedback on what a map of parking in North OTR should contain.

02

May-July 2023

Administration completed inventory of existing conditions in OTR North with assistance from 3CDC with inventory and mapping.

03

August 2023

The Administration held meetings with OTR Chamber, Findlay Market and OTR Community Council (Executive Board and full body) to get feedback on the first draft of the map

04

October 2023

The Administration held a public meeting on the proposed map draft to gather feedback on the map and overall plan.



Drafting Process

The Administration engaged OTR stakeholders throughout 2024 as it finalized the consultant study and obtained feedback on the 2nd draft of the map

05

February 2024

Administration updated City Council on status of SPPA review.

06

March-June 2024

Administration met with OTRCC, OTR Chamber, and Findlay Market to gain feedback on the 2nd draft of the implementation map

07

July 2024

Desman Inc completed a parking study to evaluate whether SPPA could accommodate an employee parking pass. Desman did not recommend due to high parking demand from residents, business and visitors.

08

Aug-Sept 2024

The Administration sent out the recommended implementation map to stakeholders and dates of anticipated City Council review

Drafting Process – Inventory



Beginning of Process

- First counts completed by 3CDC staff in spring of 2023
- Final counts completed by DOTE staff by July 2023

Note: Map to the left was initial count map before boundary was expanded after engagement began.

Drafting Process – Initial Engagement



Initial Public Input Received

- Include East Clifton area in RPP
- Do not include Mohawk area in RPP
- Include Flexible zones considering both residential and commercial use of curb, especially near Findlay Market
- Ensure that there are appropriate fees for all curb use
- Study the impact of the new garage and development projects prior to implementing an SPPA
- Conduct a more comprehensive study of the area
- Create a marketing plan for area (parking locations, etc.)
- Ensure there are designated CPD spaces near the market

Drafting Process – 1st Draft



Public Engagement

- Engagement with Findlay Market,
- OTRCC board and general body meeting
- OTR Chamber
- City facilitated community engagement meeting

Summary of Feedback – 1st Draft (Fall '23)



Specific Map Feedback:

- Pleasant & Green should be flex.
- Central Parkway & Elm Street should be paid.
- Designated parking space for CPD on Race.
- North of Findlay is commercial. Should be flex or not part of area but not residential parking.

General Feedback Themes:

- Findlay market employees must be considered in this plan.
- Wait until Findlay Garage opens and delay a parking plan.
- Increase Parking Enforcement including after hours.
- Ensure loading zones are strategic.
- Consider comprehensive parking study of on-street and off-street demand.

Summary of Feedback — 2nd Draft (Spring '24)



Changes from 1st Draft to 2nd Draft Summary

- Feedback at public engagement sought more flex parking generally but especially north of Findlay if this area was to be included in the plan and portions of Pleasant and Green nearest to Findlay Market.
- Flex parking proposed on Central and Elm was converted to paid parking.
- Parking on both sides of McMicken not indicated on first draft increasing overall space count listed on map.

Summary of Feedback — 2nd Draft (Spring '24)



Specific Map Feedback (OTRCC)

- Make Republic (between Liberty & Green), Green, Logan (north of the County garage), Back street should be residential.
- Make north side of Liberty, McMicken (Vine to Main), and one block of Fritz and Lang as Flex.
- Remove all parking restrictions on West McMicken (Vine to Dunlap).
- Remove rush hour parking restriction on Central Parkway.

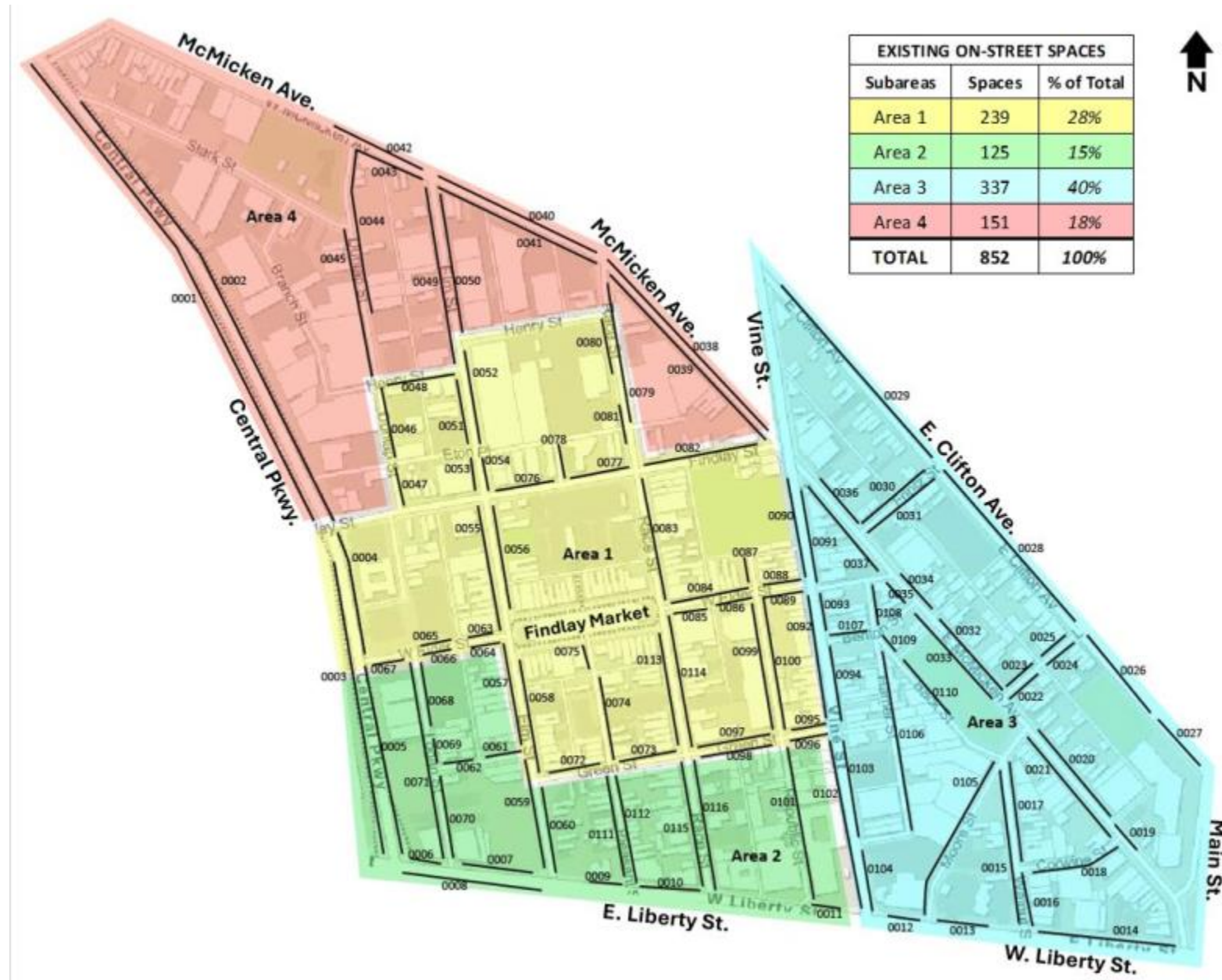
Summary of Feedback — 2nd Draft (Spring '24)



Specific Map Feedback (Findlay Market)

- Like the change to paid parking on Central and flex on Dunlap.
- Paid parking on Elm and Race Streets between Liberty and Findlay is a positive change from first plan.
- Would like to see paid parking on Race Street between Findlay and McMicken (versus Residential)
- Pleasant Street, just north of Findlay Street – move to flex.
- CPD Parking space should be closer to the Market.

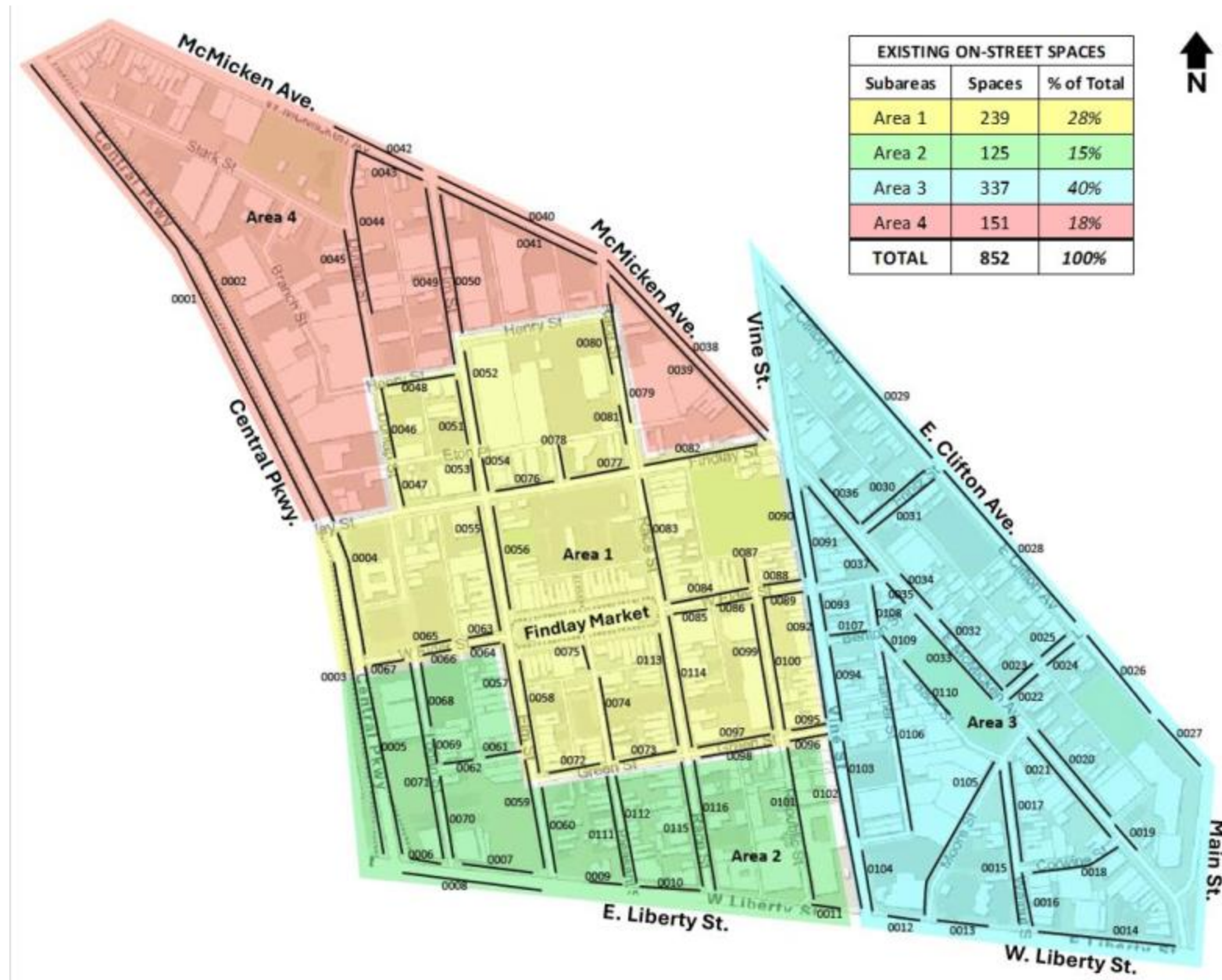
Drafting Process – DESMAN Study



Desman's Scope of Work

- Meet with community and market representatives to gather information on parking demands within the market area with a focus on employees.
- Survey prevailing on-street parking activity between March 22-23, 2024 early morning through evening inclusive of an FC Cincinnati match.
- Research employee permit parking projects from other cities.
- Summarize and make recommendations on employee parking permit programs.

Drafting Process – DESMAN Study



Desman's Results

- Introducing and/or appropriately pricing paid parking surrounding Findlay Market will ensure necessary turnover of the most convenient on-street parking to Findlay market customers.
- The calls to increase on-street permit parking places for area residents in the study area have continued to increase and will have to be addressed.
- Issuing permits to market workers would be counterproductive competing for the same limited spaces with residents and visitors in the market area.
- Paid worker parking could be better accommodated in underutilized off-street parking assets like the County garage and other parking assets to the south.

OTR North – Recommended Implementation Map



Map specifics (829 Total Spaces)

- 213 Residential Pass Only Spaces
- 271 Flex Parking Spaces
- 340 Paid Parking Spaces
- 5 Other (CPD Parking spaces)

Note: Use of flex spaces creates 484 spaces for use with residential permit and 611 spaces for occupancy with payment.

Residents will have access to 60% of spaces all day as well as ability to park at paid spaces after paid hours are over until paid hours start again the next day.

OTR North – Recommended Implementation Map



Flex Hours (271 Spaces)

- Market Area
 - Paid Parking available 9am-7pm (All Week)
- Outside Market Area
 - Paid Parking available 9am-5pm (Mon-Fri)

Note: Residents can park in Flex spaces at all hours without payment (with RPP)

OTR North – Recommended Implementation Map



Compare with Existing Curb Use

	Existing	New Plan
Residential	88	213
Flex	0	271
Paid	97	340
Free Spaces	645	22
Other	21	5
Total	851	851

Note: Parking available to residents with a pass will increase from 88 to 484 spaces (Residential plus Flex spaces).

OTR North – On & Off-Street Area Parking Options

September 2024

Proposed Special Permit Parking Area (“SPPA”) Parking Plan

North OTR (“NOTR”) Cincinnati OH

		CITY OF CINCINNATI-OPERATED				HAMILTON COUNTY-OPERATED		FINDLAY CORP-OPERATED	3CDC-OPERATED	PRIVATELY-OPERATED
		Resident-Only (“RPPP”) Curb Parking Spots	Flex Curb Parking Spots (RPPP & Regular Meter Paid Parking)	Regular Meter Paid Parking	Emergency Spaces	West End Garage, FCC (Monthly & Daily)	Findlay Garage (Monthly & Daily)	Findlay Market North & South Lots (Daily)	Liberty & Race + Liberty & Elm Lots (Monthly & Daily)	Government-Owned Lots (not for public use, available by agreement)**
		213 Spots	271 Spots	340 Spots	5 Spots	835 Spots	515 Spots	205 Spots	99 Spots	TBD
		\$60/YEARLY* (\$0.0068/HR)	INCLUDED IN RPPP FOR RESIDENTS; \$1.25/HR FOR NON-RESIDENTS	\$1.25/HR	N/A	\$3/HR \$5 FOR 2+HRS (MONTHLY PASS: \$100 OR \$0.14/HR)	\$3/HR \$5-15 FOR 2-9 HRS (MONTHLY PASS: \$160 M-F 9AM-5PM, \$200 M-S 24/7)	\$3/HR	\$2.50/HR (MONTHLY PASS: \$90 OR \$0.12/HR)	FREE
WHO CAN ACCESS?	NOTR RESIDENT	✓	✓	✓	⊖	✓	✓	✓	✓	⊖
	NON-NOTR-RESIDENT, VISITOR, BUSINESS OWNER, MARKET PATRON	⊖	✓	✓	⊖	✓	✓	✓	✓	⊖
	FINDLAY MARKET EMPLOYEE	⊖	✓	✓	⊖	✓	✓	✓	✓	✓
	CINCINNATI POLICE DEPT (ON DUTY)	✓	✓	✓	✓	N/A	N/A	N/A	N/A	N/A

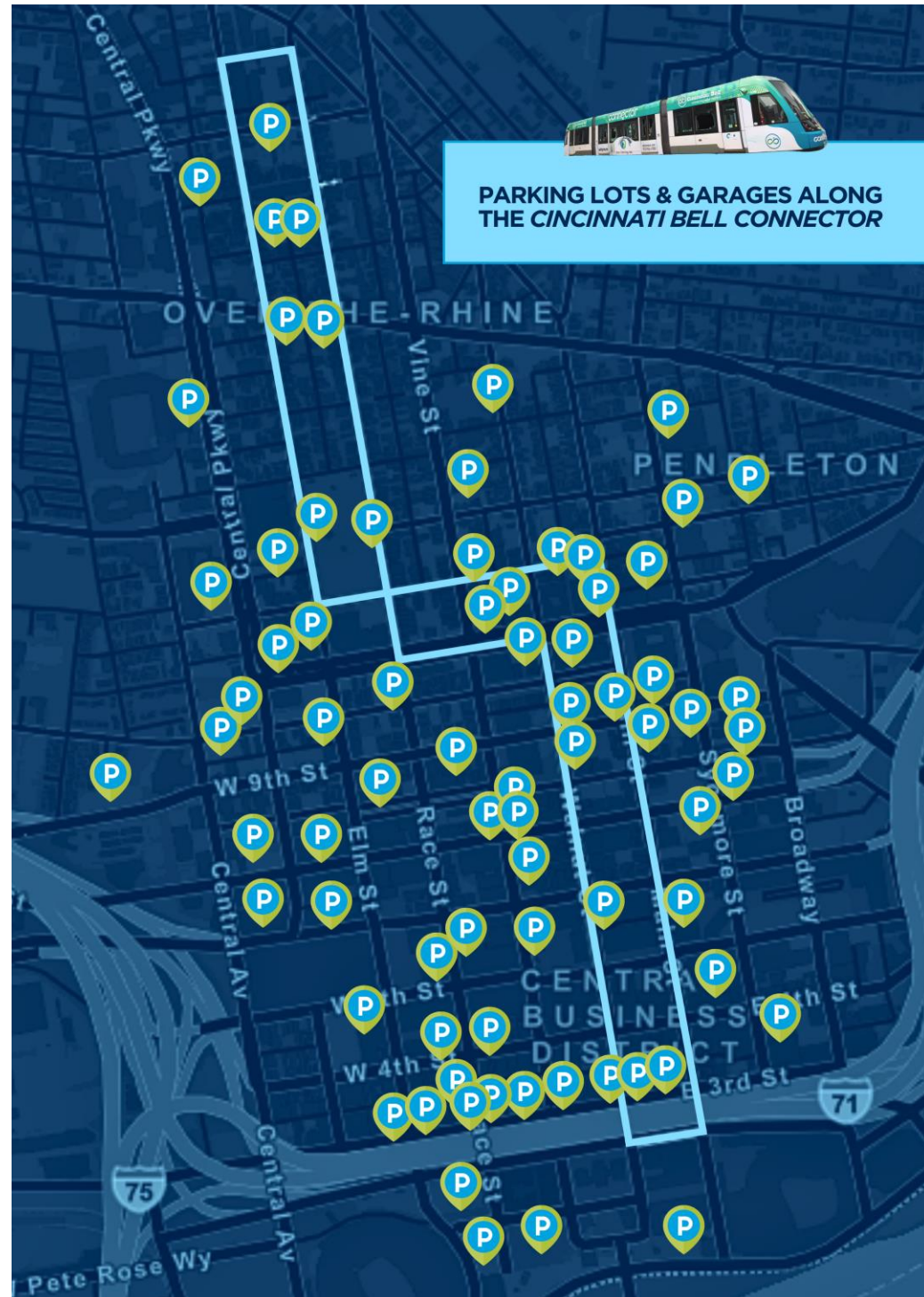
*The Residential Parking Permit Program (“RPPP”) is so discounted from market rate that it’s run on a **deficit**. It is a public service.

**Exact lots still being finalized.

Full size graphic available as attachment



OTR North – Off-Street Parking – Streetcar Line



Parking Access

- In addition to the 700 public off-street parking spaces in OTR North, there are thousands of public parking spaces located along the streetcar route.
- These locations have different daily and monthly parking rates and different hours of peak demand.

Full size graphic available as attachment

OTR North – Implementation Plan



Components

- Finalize map
- Wayfinding Signage
- Meter Rate Review
- County Garage Utilization
- Signage and Payment Equipment Installation
- Enforcement

Next Steps Upon Approval

1

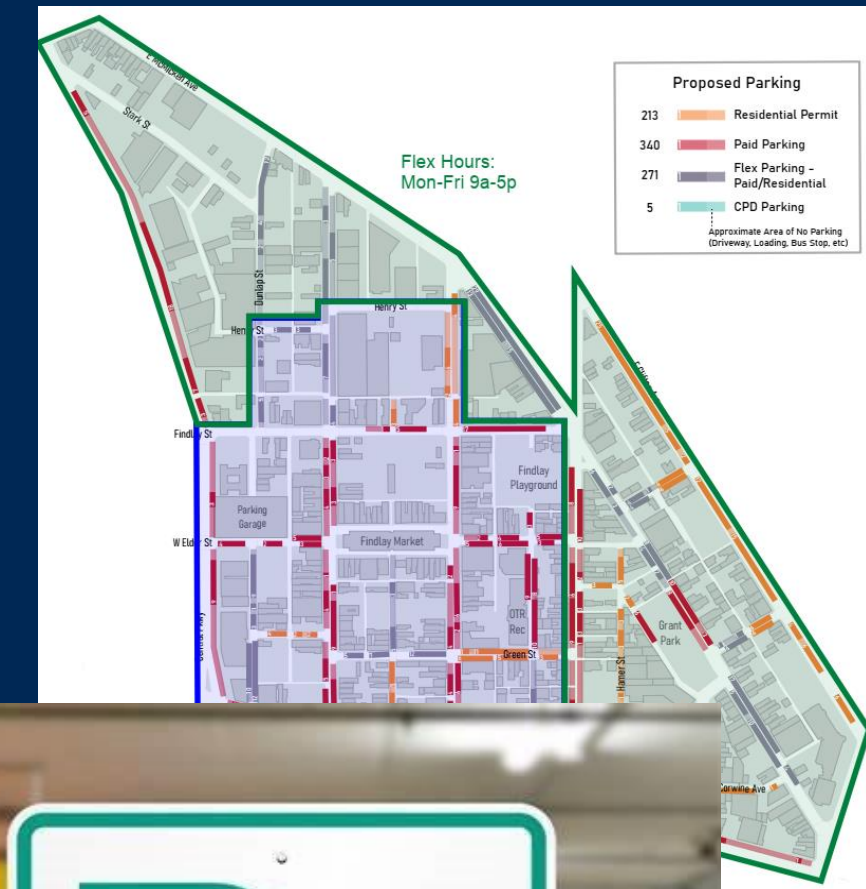
Finalize map in order to prepare signage and payment infrastructure plan

- *Logan Street north of County Garage does not have designation on plan*
- *Other tweaks may be appropriate that better serve all stakeholders*

2

Commence wayfinding signage design and installation for off-street parking in OTR North.

- *This signage would serve to direct visitors to the County Garage and Findlay Market lots from the public ROW and from the exit of each lot/garage (if overcapacity)*



Next Steps Upon Approval

3

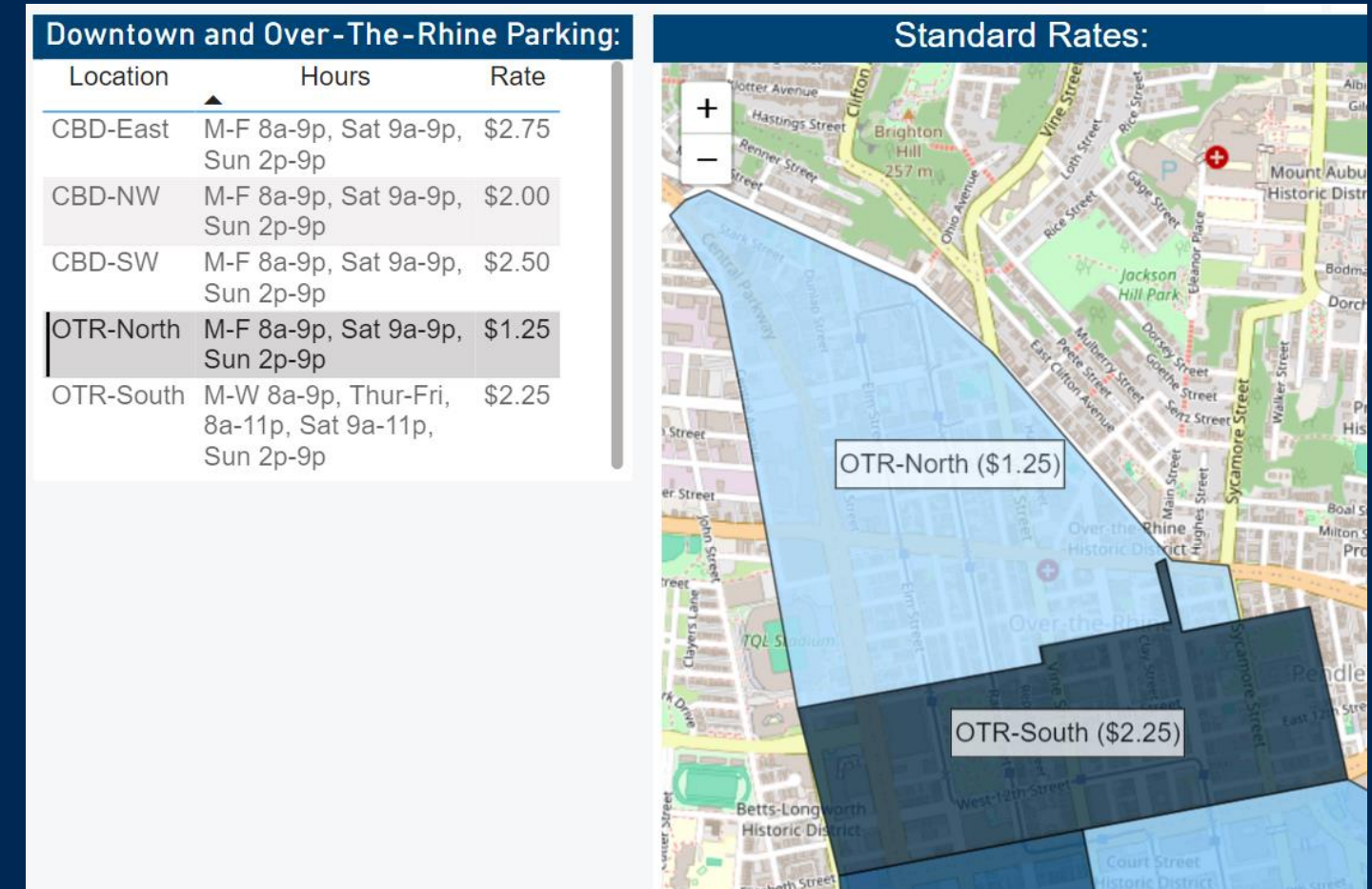
Update meter rates for on-street parking within OTR North. Restrict certain paid areas of high demand to 1-hour meters to ensure turnover.

- *Shifting boundary of OTR-South rate zone to the north may be appropriate.*

4

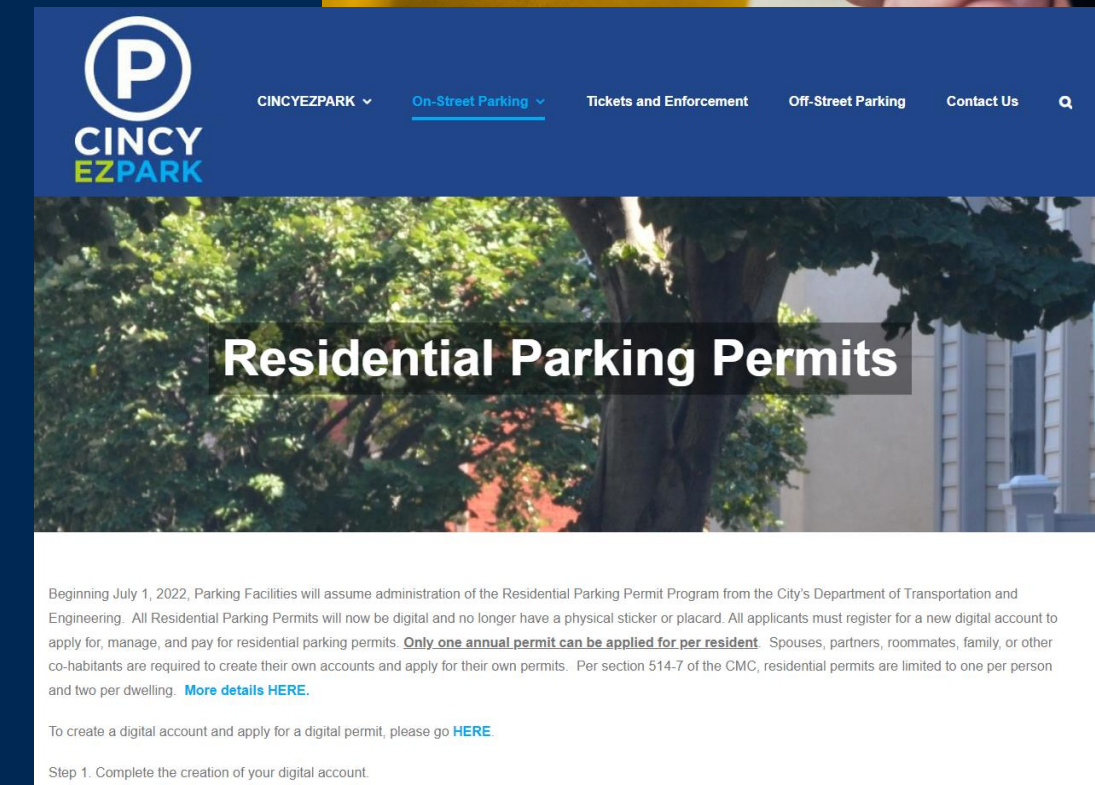
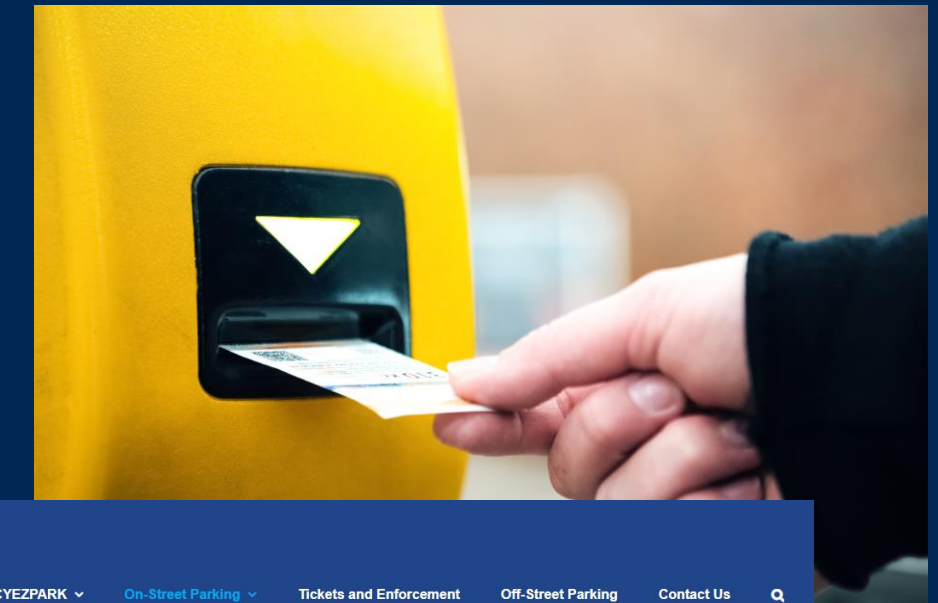
Plan out signage and payment equipment installation with internal City Departments (Parking, DOTE, Public Services).

- *Lead time required for signage fabrication and installation*
- *Equipment ordering for multi-space pay stations*
- *Availability of installation crews*



Next Steps Upon Approval

- 5 Update stakeholders on timing of installation, what changes to expect first and when application for expanded residential permit program will open.
- 6 Communicate with residents regarding the residential parking permit application platform as more residents will have access to residential parking permits.
- 7 Measure occupancy of the on-street parking areas 6-9 months after implementation (similar to the March 2024 data collection on parking utilization by Desman) and utilization of off-street parking assets like the County garage.





Next Steps Upon Approval

- 8 Ensure Parking Enforcement of all newly created residential and flex areas.
 - *One reoccurring comment through engagement was a desire for more enforcement of posted parking restrictions, particularly residential permit areas.*
 - *FY25 budget provided additional enforcement officers for the Parking Division. Seven new officers were recently commissioned.*

- 9 Following measurement, make tweaks to initial plan as needed to better meet demand.

Thank You.

EQUITABLE GROWTH AND HOUSING COMMITTEE
SEPTEMBER 24, 2024

Department of Community & Economic Development (“DCED”) // 513-352-6146 // #700, Two Centennial, 805 Central Ave., Cincinnati 45202

NOTR Parking Plan

change.org/otrparking

Overview

- We oppose creation of the overlay district as it would enable implementation of a proposed parking plan that the neighborhood opposes for very solid reasons
- There are three areas within the parking north of Liberty discussion....Mohawk, Grant Park, and Findlay districts
- We recommend next steps per area

Mohawk

Mohawk area wants to be excluded for the Overlay plan

There are numerous businesses in the area that rely on parking as it is and have not been in dialogue....Rhinegeist, Northern Row, Rookwood Pottery, manufacturing facilities on Dunlap, etc

Parking is critical to these employers and there is very definitely flight risk with making the proposed changes.

Grant Park Area

Grant Park area would like to table the topic for now

This area is focused on reducing large amounts of drug activity with significant violence including two murders this summer.

It is possible that a targeted parking initiative in the highest drug activity blocks could be a micro help while the rest of the area contemplates the larger initiative

Findlay District

The proposed changes are incredibly challenging to residents:

- Visitors have access to numerous source lots including two Findlay lots and 2 3CDC lots at Liberty Elm/Race Streets.
- The County/Findlay Market added a 515 space garage as a parking option for customers. Unfortunately, it sits largely empty Monday-Friday and at best fills 200 of 515 spaces on Saturdays and and Sundays. It is still not full for FCC games.
- The proposed City plan offers no solution to pull spaces from the street to fill the garage. The plan would enable visitors to continue to have access to all surface lots, use the recently added 515 car County garage and now have the on street spaces as well for paid parking (see red on next page). Most of these spaces are currently available to residents.



Resident Impact of Changes in Findlay District

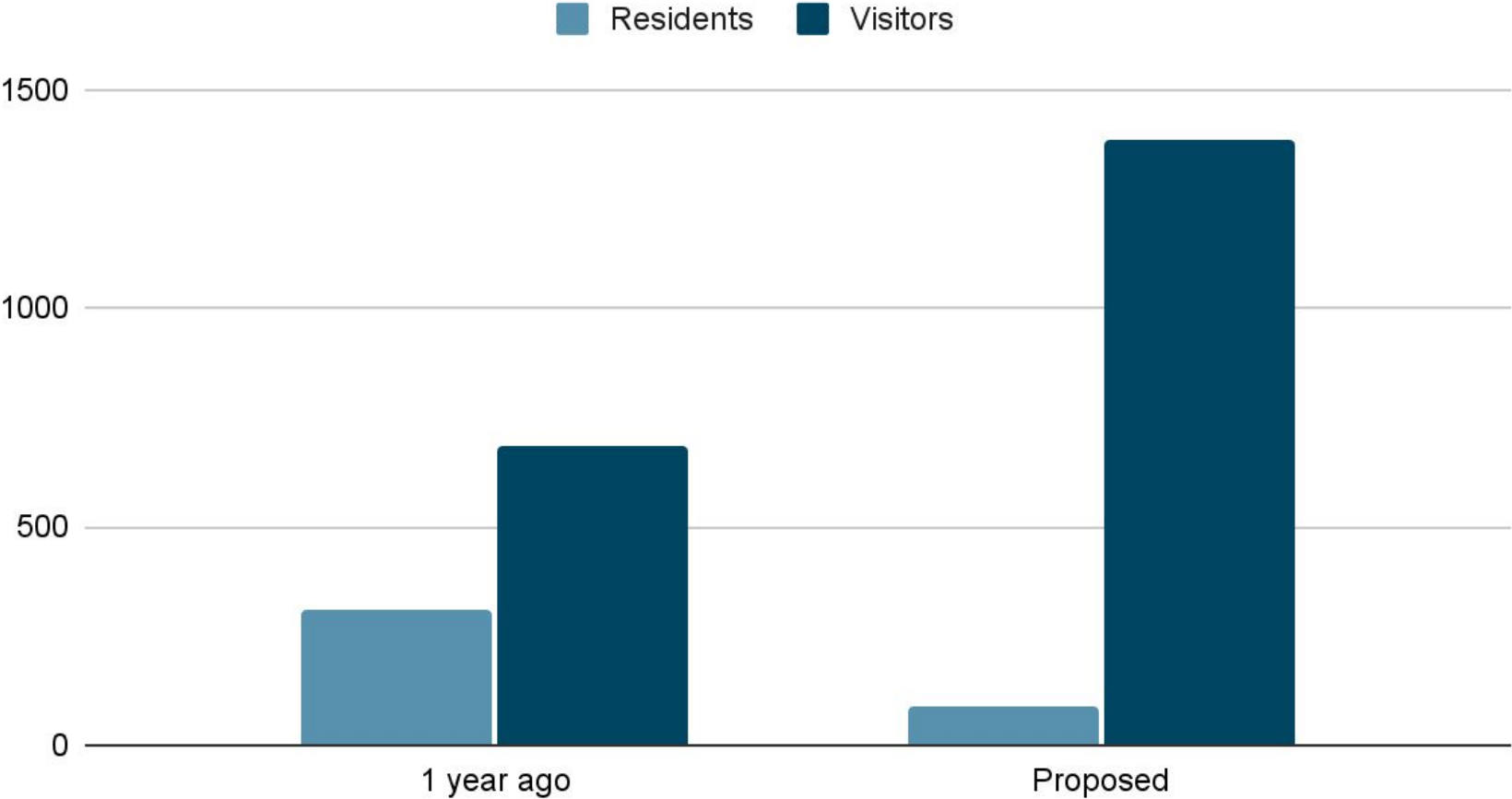
Today, residents have access to over 300 on street parking spaces in the Findlay district.

With changes, residents will have access to under 100 parking spaces in the Findlay district. Approximately half of these will be flex so visitors have access too.

The Parking study confirmed that there are in fact 300 resident cars parked in the Findlay district.

With over 200 of the 300 opportunities for a resident to park a car in the Findlay District gone, what are residents supposed to do?

Spaces Available in Findlay District





What We Think Is Right

- Do not create an overlay now.
- Focus on the garage getting to near capacity every week before taking spaces from residents and workers.
- When the garage is near capacity, reassess the situation and have a workshop that includes the County, the City, residents and workers that rely on curbside parking, Findlay LLC, Model Group, 3CDC, and the OTR Chamber of Commerce to come to an agreement on curbside use.

BREAKDOWN

Residential curbside spots: **60**

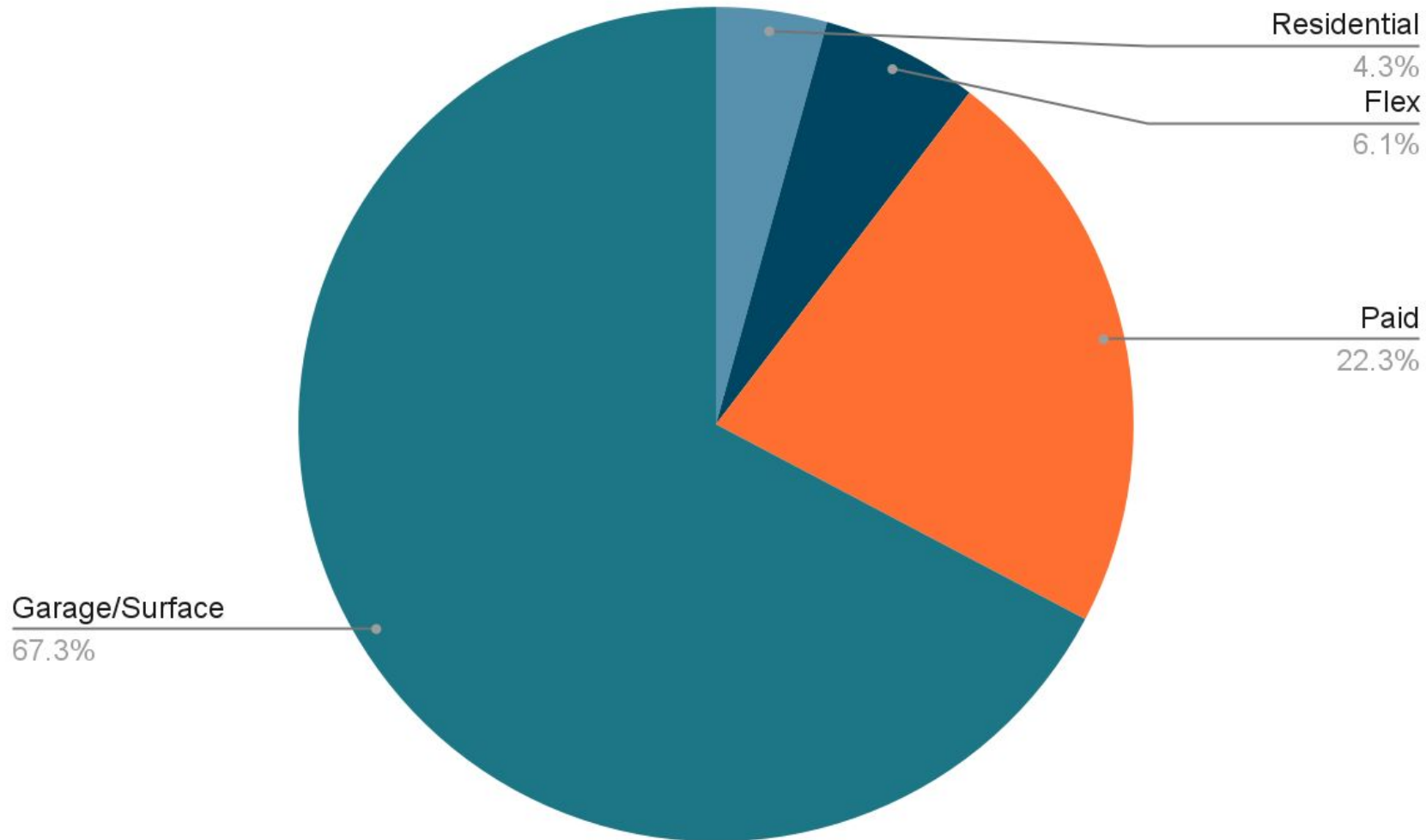
Flex curbside spots at \$1.25/hr between 9a-7p: **89**

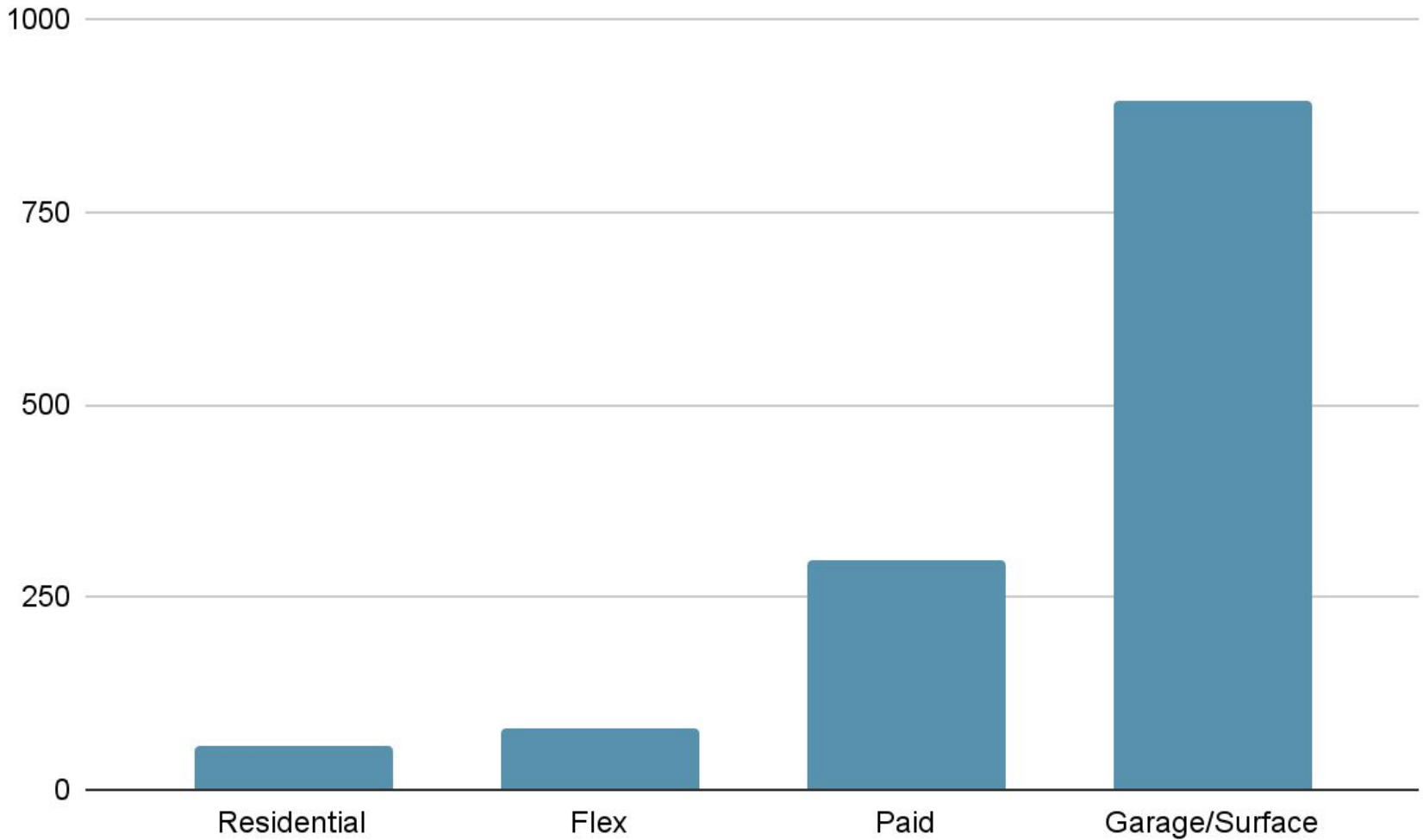
3CDC Lots at Liberty and Pleasant at \$3.00/hr 24/7: **120**

Findlay Surface Lots North and South of Market at \$3.00/hr 24/7: **274**

Paid curbside spots at \$1.25/hr between 9a-7p: **297**

Findlay Garage at \$3.00/hr 24/7: **500**





What We Are Working For

A workshop or series of meetings where people who use curb spots daily (residents and workers) are present to decide:

- Separate the area east of Vine Street to focus on the Findlay District; We agree on the Clifton Ave plan
- A balanced distribution of residential, flex, and paid curb spots in the Findlay District that includes the off-street surface and garage spots to show an accurate count of all parking options
- The cost of permits for residents and employees
- The cost of the surface lots vs. the cost of street spots
- Marketing plans for customer parking (postcards at stalls; sandwich boards on sidewalk; intersection parking wayfinding signs)
- Pedestrian infrastructure: raised crosswalks, repaired sidewalks, street direction for ease of flow into and out of the district
- A bi-annual meeting of all parties to discuss and implement adjustments to the parking and transportation plan

8/27/2024	DRAFTED PARKING FACT SHEET			prepared by Alexis Marsh
	Current Parking	DCED Proposal	What Residents Want	Info Needed
1. Pleasant & Green	<p>41 residential (RPPP) curb spots available to residents with a Pleasant or Green address; even this does not satisfy the parking needs</p> <p>70 city-owned surface lot where residents are not allowed to use RPPP</p>	<p>9 residential (RPPP) curb spots available to residents with a Pleasant or Green address;</p> <p>32 Flex spots open to RPPP & paid visitors</p> <p>70 city-owned surface lot where residents are not allowed to use RPPP</p>	<p>Retain 41 residential (RPPP) curb spots available to residents with a Pleasant or Green address; allow RPPP overflow into city-owned lot after hours</p> <p>0 Flex Spots given proximity to city-owned lot</p> <p>70 city-owned surface lot where residents are not allowed to use RPPP</p>	<p>Data request:</p> <p># of residential permits in use currently</p> <p>Public records request of Findlay lots management</p>
2. Curb Usage	<p>Free parking for residents, employees and visitors on multiple streets in OTR; one RPPP zone (75 spots)</p>	<p>Paid parking zones for all at \$1.25/hr; RPPP at \$30-60</p>	<p>Majority Residential Streets - RPPP (Pleasant, Green, Republic, E Clifton, Lang, Walnut, Hamer, etc)</p> <p>Business/Residential Streets - Flex Parking (Elm, Vine, Race, Findlay, Elder, Central Pkwy)</p> <p>Majority Business Streets - Paid Parking</p>	
3. Non-Resident Parking Options	<p>FCC garage capacity: 600-800 spots at \$3/hr</p> <p>Findlay garage capacity: 500 spots at \$3/hr</p> <p>Findlay surface lot capacity: 275 at \$3/hr</p> <p>3CDC Liberty capacity: 120 at \$3/hr</p> <p>Curb Spots: 611 at \$1.25/hr or free</p>	<p>FCC garage capacity: 600-800 spots at \$3/hr</p> <p>Findlay garage capacity: 500 spots at \$3/hr</p> <p>Findlay surface lot capacity: 275 at \$3/hr</p> <p>3CDC Liberty capacity: 120 at \$3/hr</p> <p>Curb Spots: 611 at \$1.25/hr</p>	<p>Increase cost of curb spots to equal garage cost, incentivizing non-residents to utilize the parking that is inaccessible to residents</p>	<p>Data request:</p> <p>Findlay Garage usage throughout week - are these spots being used as efficiently as curb spots aim to be?</p>
4. RPPP Cost	<p>\$30/year for RPPP</p> <p>\$30/year for visitor passes</p>	<p>\$60/year for RPPP</p> <p>No info on visitor passes</p>	<p>Retain current RPPP cost of \$30/year</p> <p>Retain current visitor pass of \$30/year</p>	
5. Parking Hours	<p>No time limit</p>	<p>9a-7p flex and paid non-resident parking</p>	<p>1-2-3hr limit on flex and paid non-resident parking depending on proximity to business</p>	
6. Employee Parking	<p>No solution</p>	<p>No proposed solution by DCED</p>	<p>Recognize the needs of employees and businesses to have affordable, accessible, and safe parking spot to access their livelihoods</p>	

Who To Talk To

Sign the online petition and circulate: change.org/otrparking

Email your stories to our City Councillors:

daniel.fortinberry@cincinnati-oh.gov

Dan.Bower@cincinnati-oh.gov

Markiea.Carter@cincinnati-oh.gov

Virginia.Tallent@cincinnati-oh.gov

Sheryl.Long@cincinnati-oh.gov

citycouncil@cincinnati-oh.gov

mayor.aftab@cincinnati-oh.gov

Speak at City Hall in person:

September 24th at 1 p.m.

September 25th at 2 p.m.

<https://www.cincinnati-oh.gov/council/public-speakers-registration/>

VOTE IN LOCAL ELECTIONS FOR PEOPLE WHO WILL REPRESENT YOU

Monthly Parking Rates in OTR

Findlay Garage	Hamilton County	515 Spaces	\$160/mo Business hours M-F 4am-6pm	\$200/mo 24/7 Access
Findlay N&S Surface Lots	Findlay Market	274 Spaces	None	None
Liberty/Race Surface Lot	3CDC	50 Spaces	None	None
Elm/Liberty Garage	Buckingham	217 Spaces	Private?	Private?
West End Garage	Hamilton County	835 Spaces		\$100/mo 24/7 Access
A&D Garage (South OTR)	Hamilton County	690 Spaces	\$120-160/mo Business hours 6am-6pm	\$135-160/mo 24/7 Access
Washington Park Garage	3CDC	450 Spaces	\$135/mo Business hours M-F 6am-7pm	No 24/7 Access
Town Center Garage	WCET	550 Spaces		\$40/mo 24/7 Access (?)
Mercer Commons Garage	3CDC	340 Spaces	\$135/mo Business hours M-F 6am-7pm	No 24/7 Access
Ziegler Park Garage	3CDC	400 Spaces		\$130/mo 24/7 Access (?)

Hourly Parking Rates in OTR

Findlay Garage	Hamilton County	515 Spaces	\$3.00/HR for 1st hour	\$1.67/HR for 9th hour	\$20.00/DAY
Findlay N&S Surface Lots	Findlay Market	274 Spaces	\$3.00/HR for 1st hour	\$3.00/HR for 24 hours	\$72.00/DAY (3*24)
Liberty/Race Surface Lot	3CDC	50 Spaces	\$2.50/HR for 1st hour	\$0.625/HR for 24 hours \$2.375/HR for 4 hours	\$15.00/DAY
Elm/Liberty Garage	Buckingham	217 Spaces	Private?	Private?	Private?
West End Garage	Hamilton County	835 Spaces	\$3.00/HR for 1st hour	\$5.00 for 2+ hours	\$5.00/DAY
A&D Garage (South OTR)	Hamilton County	690 Spaces	\$4.00/HR for 1st hour	\$12.00 for 2+ hours	\$12.00/DAY
Washington Park Garage	3CDC	450 Spaces	\$4.00/HR for 1st hour	\$0.625/HR for 6+ (24) hours \$1.67/HR for 6 hours	\$15.00/DAY
Town Center Garage	WCET	550 Spaces	\$3.00/DAY	\$5.00/DAY Evenings	\$3.00/DAY
Mercer Commons Garage	3CDC	340 Spaces	\$4.00/HR for 1st hour	\$0.625/HR for 4+ (24) hours \$2.50/HR for 4 hours	\$15.00/DAY
Ziegler Park Garage	3CDC	400 Spaces	\$2.00/HR for 1st hour	\$0.50/HR for 4+ (24) hours \$2.50/HR for 4 hours	\$12.00/DAY

More Info

- The Findlay Garage has been open for 6 months and has hundreds of available spaces during weekends and events (see @whereisthecityciny on instagram for video). During FCC games, the garage still has a number of open spots.
- The cost of off-street parking is \$3.00/hr; the curb spots are \$1.25/hr.
- Between the Findlay Garage (515 spots), the North/South Findlay Surface lots (274), and the 3CDC Liberty Lots (120), visitors have access to 900 off-street spots.
- The Parking Study did not consider the off-street parking options for visitors.
- There is no projection of how many residents will need permits. Currently, Zone G has 54 permit users plus 8 visitor passes.
- All NOTR residents will have access to all residential zones with their permits. So, the current 54 residents will be looking for spots in a zone that has 43 reserved spots; the other 55 may be taken by visitors.

In the Findlay District, residents will have access to:

- 43 residential spots, 55 flex spots (open to paid visitors) south of the market.
- 17 residential spots, 114 flex spots (open to paid visitors) north of the market.

Proposed Special Permit Parking Area (“SPPA”) Parking Plan

North OTR (“NOTR”) Cincinnati OH

HAMILTON COUNTY-OPERATED		FINDLAY CORP-OPERATED	3CDC-OPERATED	CITY OF CINCINNATI-OPERATED				PRIVATELY-OPERATED
West End Garage, FCC (Monthly & Daily)	Findlay Garage (Monthly & Daily)	Findlay Market North & South Lots (Daily)	Liberty & Race + Liberty & Elm Lots (Monthly & Daily)	Resident-Only (“RPPP”) Curb Parking Spots	Flex Curb Parking Spots (RPPP & Regular Meter Paid Parking)	Regular Meter Paid Parking	Emergency Spaces	Government-Owned Lots (not for public use, available by agreement)**
835 Spots	515 Spots	205 Spots	99 Spots	213 Spots	271 Spots	271 Spots	5 Spots	TBD
\$3/HR \$5 FOR 2+HRS (MONTHLY PASS: \$100 OR \$0.14/HR)	\$3/HR \$5-15 FOR 2-9 HRS (MONTHLY PASS: \$160 M-F 9AM-5PM, \$200 M-S 24/7)	\$3/HR	\$2.50/HR (MONTHLY PASS: \$90 OR \$0.12/HR)	\$60/YEARLY* (\$0.0068/HR)	INCLUDED IN RPPP FOR RESIDENTS; \$1.25/HR FOR NON-RESIDENTS	\$1.25/HR	N/A	FREE

WHO CAN ACCESS?	NOTR RESIDENT	✓	✓	✓	✓	✓	✓	✓	✗	✗
	NON-NOTR-RESIDENT, VISITOR, BUSINESS OWNER, MARKET PATRON	✓	✓	✓	✓	✗	✓	✓	✗	✗
	FINDLAY MARKET EMPLOYEE	✓	✓	✓	✓	✗	✓	✓	✗	✓
	CINCINNATI POLICE DEPT (ON DUTY)	N/A	N/A	N/A	N/A	✓	✓	✓	✓	N/A

*The Residential Parking Permit Program (“RPPP”) is so discounted from market rate that it’s run on a **deficit**. It is a public service.
 **Exact lots still being finalized.