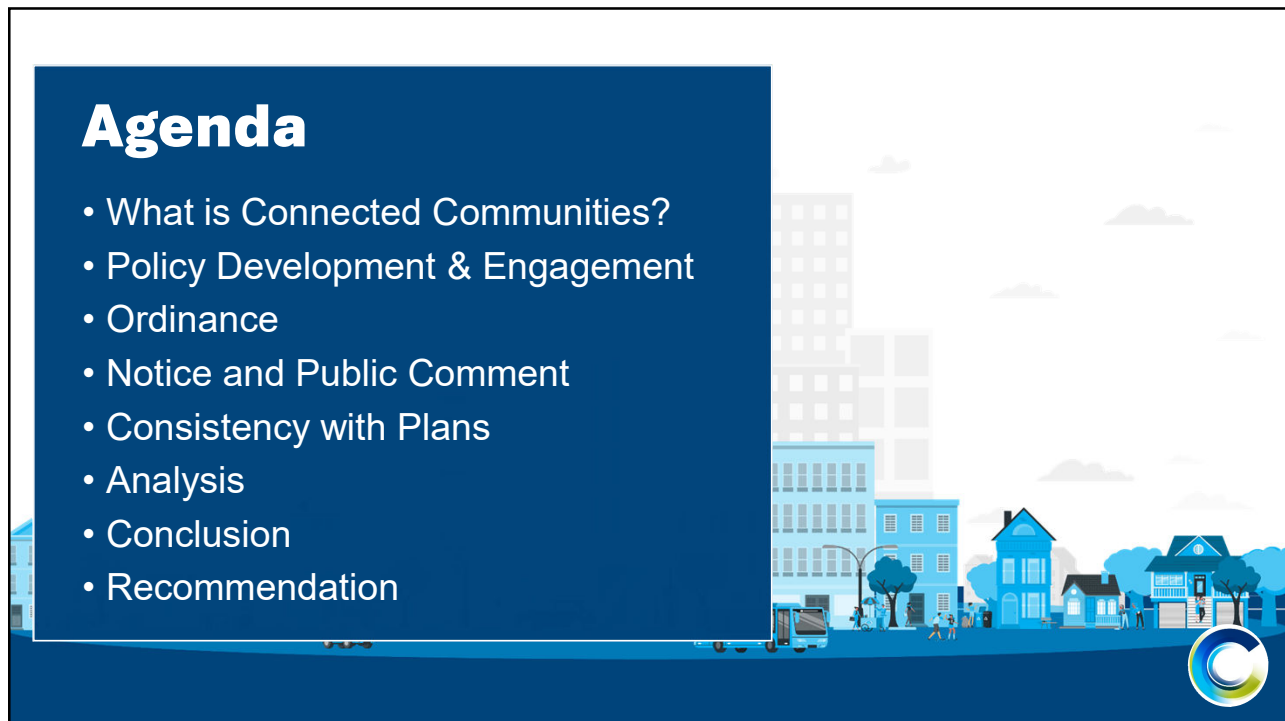




1



2

# What is Connected Communities?

**Connected Communities is a people-focused approach to land use and zoning to build a more accessible, diverse, and sustainable community for all.**



3

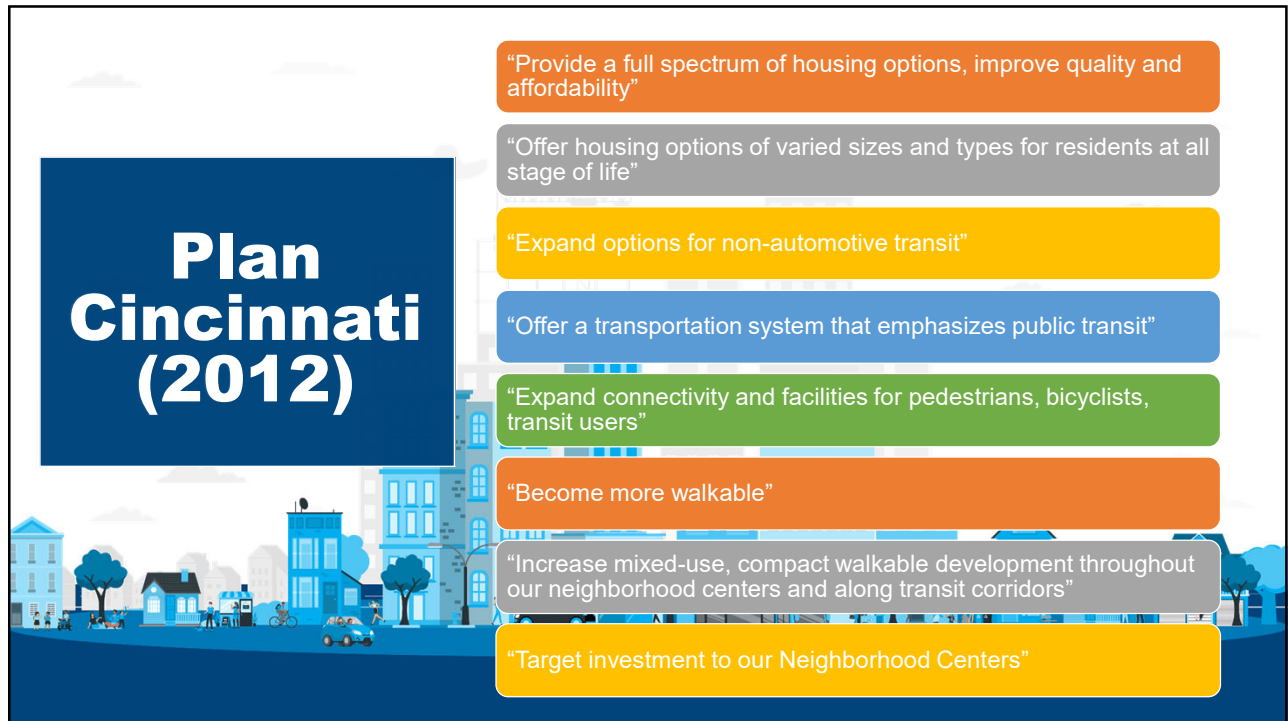
## Before Connected Communities

- 2012 - Plan Cincinnati
- 2020 - Reinventing Metro/Issue 7
- 2020 - City Council asks to study zoning near Reinventing Metro corridors
- 2021- Urban Land Institute convened a Technical Assistance Panel focused on TOD
- 2021- Density Ordinance

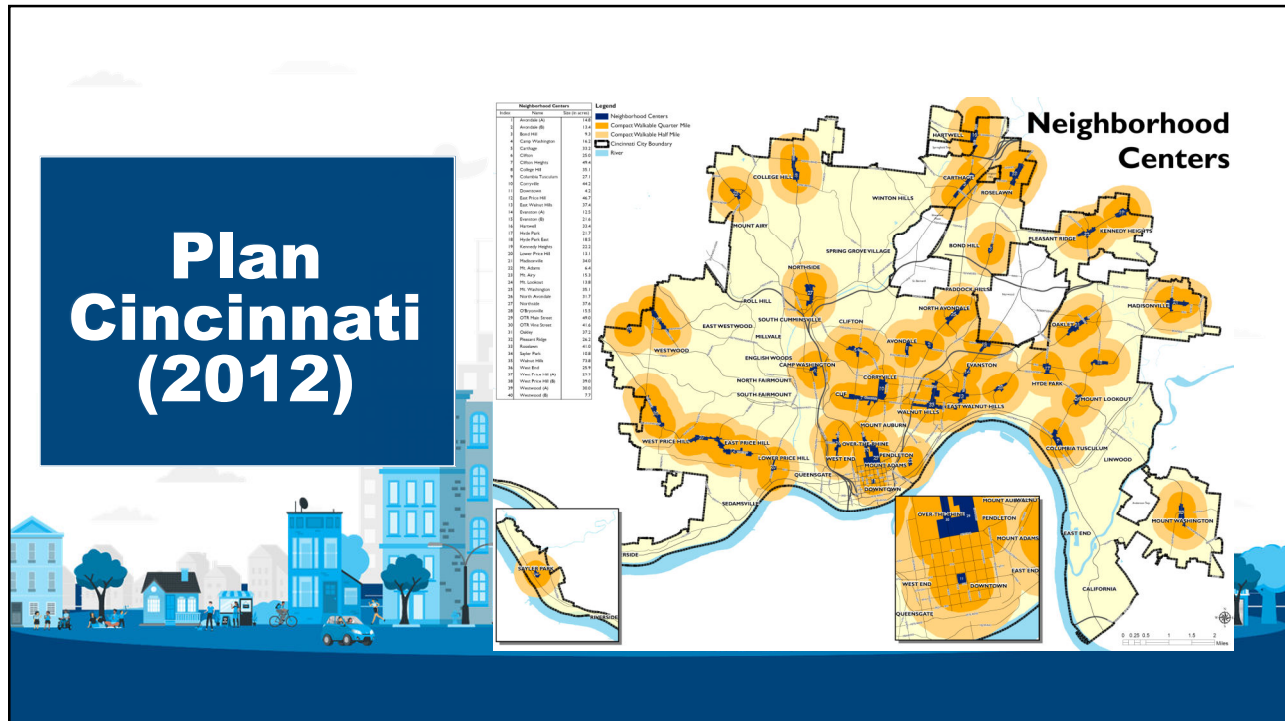
4



5



6




7

## Before Connected Communities

- 2012 - Plan Cincinnati
- 2020 - Reinventing Metro/Issue 7
- 2020 - City Council asks to study zoning near Reinventing Metro corridors
- 2021- Urban Land Institute convened a Technical Assistance Panel focused on TOD
- 2021- Density Ordinance

8

# Reinventing Metro (2020)



- Issue 7: Sales tax levy of 0.8% provided new funding source
- 7 routes with 24-hour service
- Bus Rapid Transit (BRT)

9

## Before Connected Communities

- 2012 - Plan Cincinnati
- 2020 - Reinventing Metro/Issue 7
- 2020 - City Council asks to study zoning near Reinventing Metro corridors
- 2021- Urban Land Institute convened a Technical Assistance Panel focused on TOD
- 2021- Density Ordinance

10

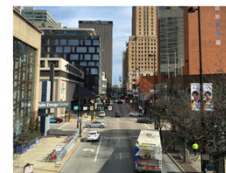
# Before Connected Communities

- 2012 - Plan Cincinnati
- 2020 - Reinventing Metro/Issue 7
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- 2021- Urban Land Institute convened a Technical Assistance Panel focused on TOD
- 2021- Density Ordinance

11

# ULI Technical Assistance Panel (2021)

- Focused on Transit-Oriented Development (TOD)
- Recommended zoning reforms related to height, parking, density, building placement, and others.



**Resilient-Cincy: How Transit-Oriented Development Can Build a Better Cincinnati**

A ULI Cincinnati Technical Assistance Panel Report  
 April 2021-May 2021



## Introduction

### Transit Drives Development

Transit-oriented development (TOD) is a development pattern that focuses on high-density, walkable neighborhoods around transit stations. TOD is a key strategy for creating vibrant, walkable communities that are accessible to all. The ULI Cincinnati Technical Assistance Panel Report provides a comprehensive overview of TOD in Cincinnati, including a review of current TOD projects and a set of recommendations for future TOD development. The report also includes a set of recommendations for zoning reforms that would support TOD development in Cincinnati.



12

# Before Connected Communities

- 2012 - Plan Cincinnati
- 2020 - Reinventing Metro/Issue 7
- 2020 - City Council asks to study zoning near Reinventing Metro corridors
- 2021- Urban Land Institute convened a Technical Assistance Panel focused on TOD
- 2021- Density Ordinance

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## Density Ordinance

In 2021, Density Ordinance was put forward, but failed.

**city of CINCINNATI**  
Department of Communications and Marketing

March 16, 2021

To: Mayor and Members of City Council  
 From: Paula Boggs Maerling, City Manager  
 Subject: Affordable Housing Recommendations

**REFERENCE DOCUMENT #202100478**

Economic Growth and Zoning Committee at its meeting on February 3, 2021 referred the following item for review and report:

**WE MOVE** that the City Administration produce a report on affordable housing within the City of Cincinnati that includes, but is not limited to: identification of building inventory currently in the Port Authority's Land Bank which may be suited for affordable housing; Methods for inclusivity in the transfer of property from the Land Bank to any individual or developer; Accounting of all current funds in the Affordable Housing Trust and identification of potential sources of additional funds.

**WAYS TO CONNECT** SUPPORT US 5

**Council votes down density ordinance after contentious public comment**


14

# Housing Motion

In early 2022, Mayor Pureval put forward a motion to review housing and zoning policies.

City of Cincinnati

Mayor Aftab Pureval



---

Mayor Aftab Pureval

801 Plum Street, Suite 130  
Cincinnati, Ohio 45202  
Phone: (513) 352-3256  
Fax: (513) 352-3261  
Email: aftab.pureval@cincinnati-oh.gov


January 2022

**MOTION**

We **MOVE** that the City Administration engage in a collaborative review of city housing incentives & zoning policies with the express purpose of matching incentives with Mayoral & Council priorities of increased housing development within the City of Cincinnati, specifically including mixed-income, workforce, and affordable housing developments.

We **FURTHER MOVE** that this review process should include stakeholder engagement sessions that are racially & economically diverse, including renters, homeowners, M/WBE developers, large developers, and tenant advocacy & assistance organizations, among others.

Topics of review should include zoning reforms to remove barriers to new, high-quality housing and to pursue policies targeting our most lucrative tax incentives to mixed-income, workforce, and affordable developments.

  
 Mayor Aftab Pureval

15

## Where Has the City Made an Impact?



**LIHTC Reform to Speed Up Abatements**



**Affordable Housing Leveraged Fund**



**Legalized Accessory Dwelling Units**



**Housing Dashboard**



**Code Enforcement Reform to Protect Tenants**



**Access to Counsel Implemented**



**Residential Tax Abatement Reform Reprioritizes Incentives**



**Increased CDC Funding**



**Home Repair Funding for low-moderate income homeowners**



**Boosted Downpayment Assistance**

16



## Why Connected Communities?



Housing prices are rising rapidly



Housing construction is lagging

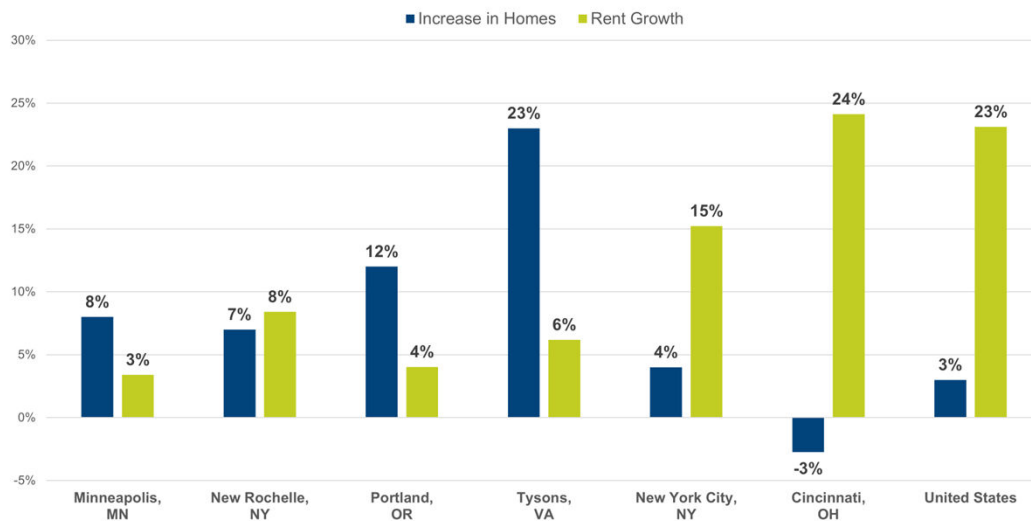


The zoning code is capping supply

17

## Building More Housing Stabilizes Rent Prices

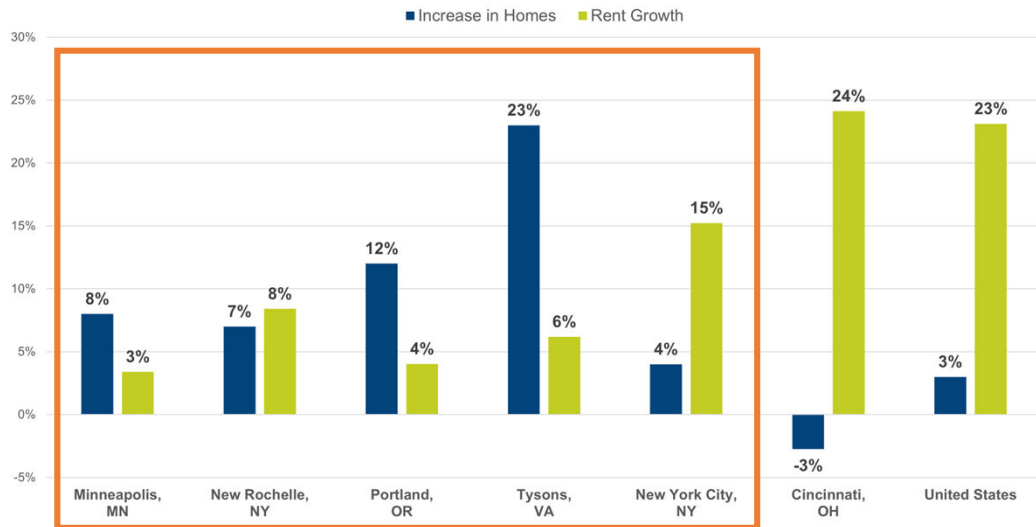
Percent changes in homes (2017-2021), and median rent estimates (2017-2023)



18

# Building More Housing Stabilizes Rent Prices

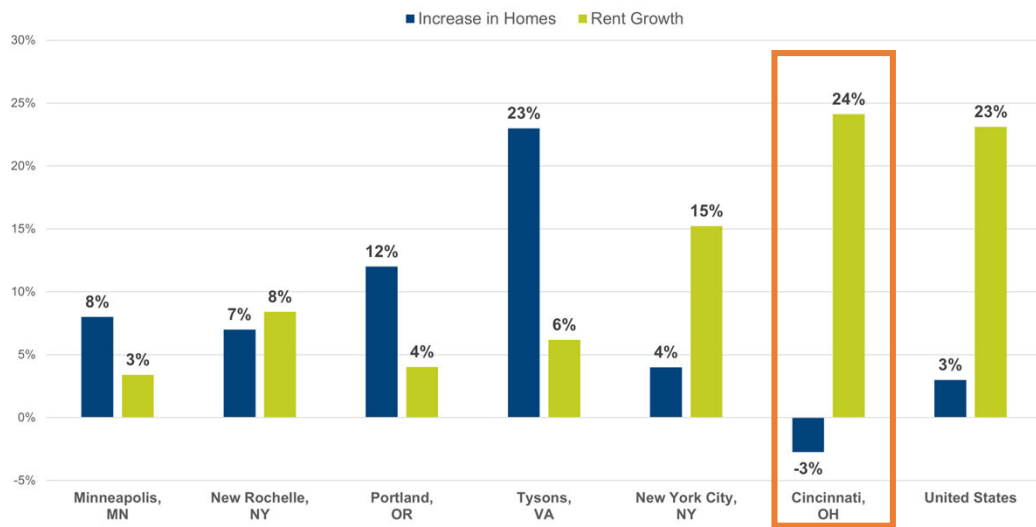
Percent changes in homes (2017-2021), and median rent estimates (2017-2023)



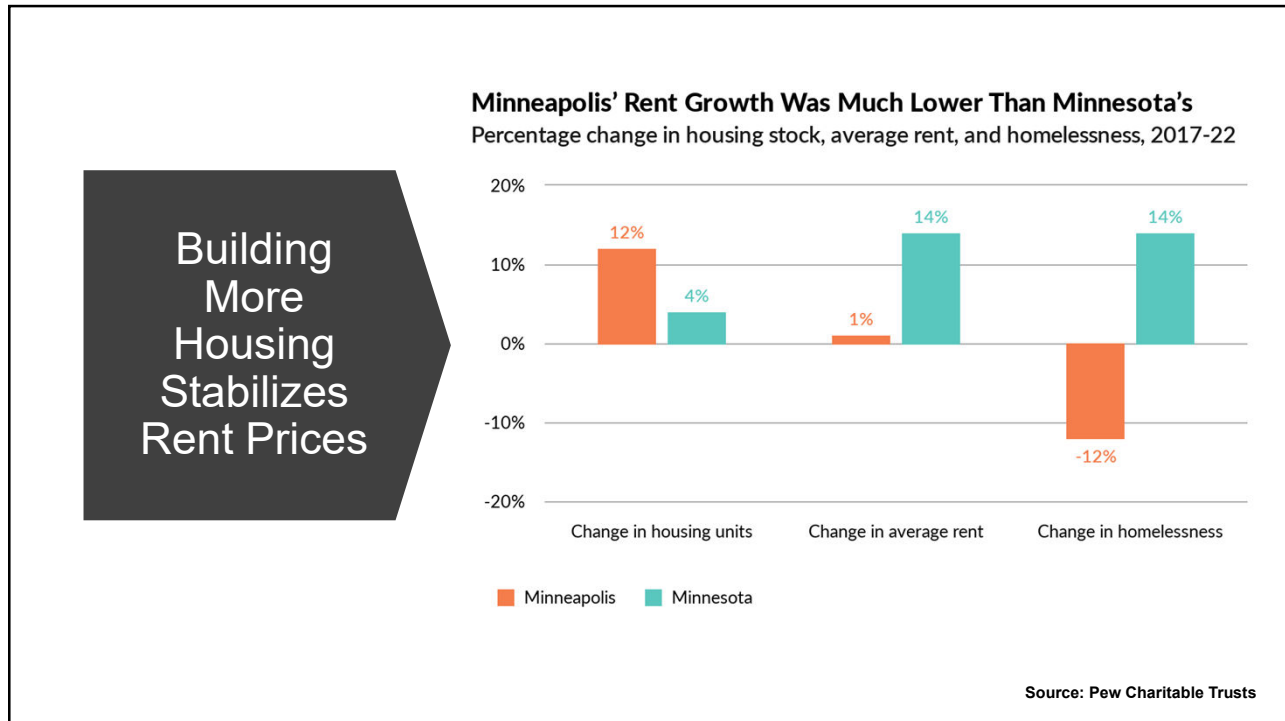
19

# Building More Housing Stabilizes Rent Prices

Percent changes in homes (2017-2021), and median rent estimates (2017-2023)



20



21

# What are the Tools?



Middle Housing



Reduced Regulatory Barriers



Parking



Affordable Development



Human Scale Development



Process Improvements

22

# Where to Implement?



Business Districts      Major Corridors      Citywide

23




24

# Connected Communities Phases



25

# Connected Communities Phases

**2022 Identify Problems** 

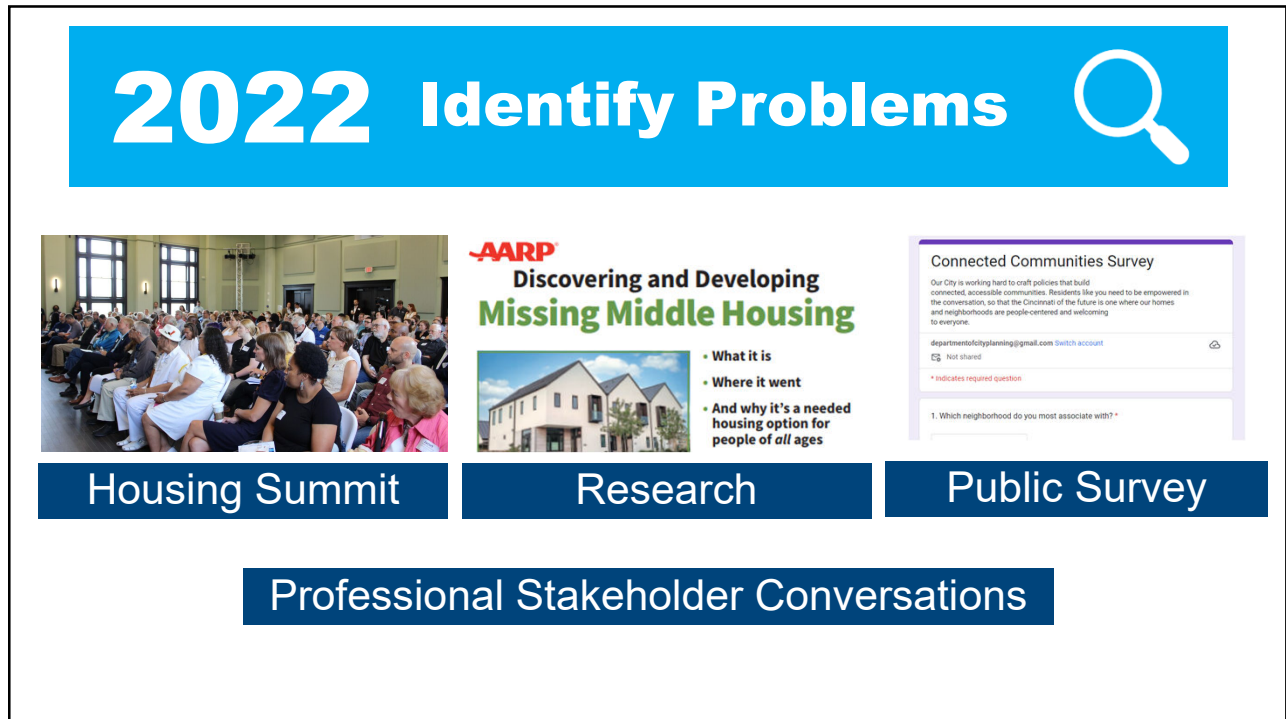
**2023 Inform Strategy** 

**2024 Refine** 

26



27



28

# 2022 Identify Problems

## Takeaways for policy

Cincinnati has **critical** housing issues.

The Zoning Code is **capping housing supply**.

There are **major benefits to changing regulations** around middle housing, parking, density, height, and setback.

29

# Connected Communities Phases



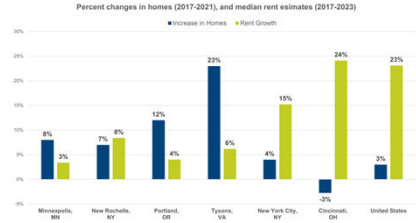
## 2022 Identify Problems

## 2023 Inform Strategy

## 2024 Refine

30

# 2023 Inform Strategy



Research



Public Engagement



Prof. Stakeholders

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# 2023 Inform Strategy

## Public Engagement



Educate

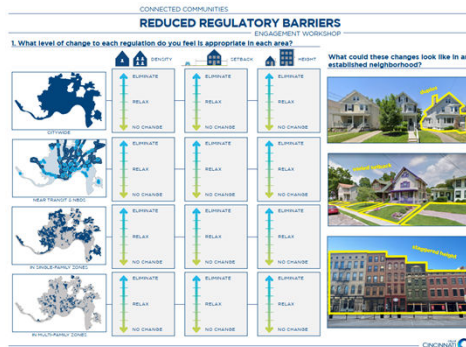
32



# 2023 Inform Strategy



## Public Engagement



*Listen*

33

# 2023 Inform Strategy



## Takeaways for policy

**Focus Policies:** People liked the policies, but not citywide. Implement where people can walk, roll, bike, and take transit.

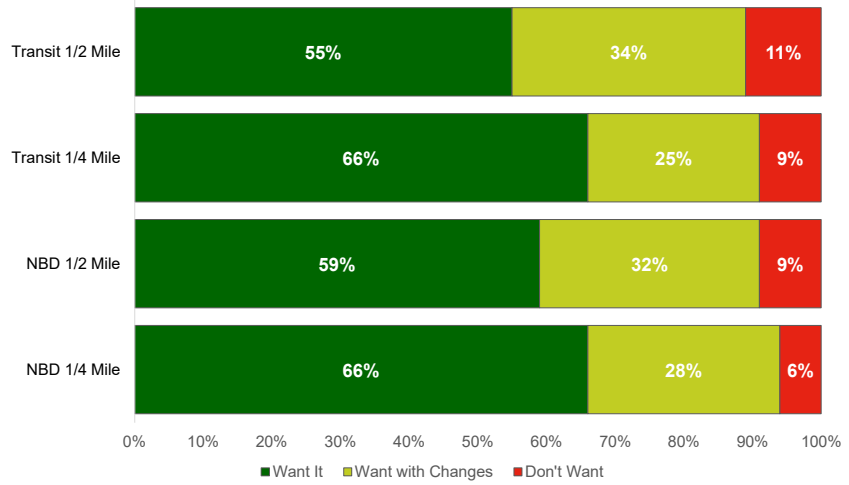
**Limit Scope:** No major changes should be made to height in single-family zones, or to setback.

**Consider Fears:** People are excited for more amenities, but fear losing greenspace, poor building design, and bad landlords.

34

# Middle Housing Engagement

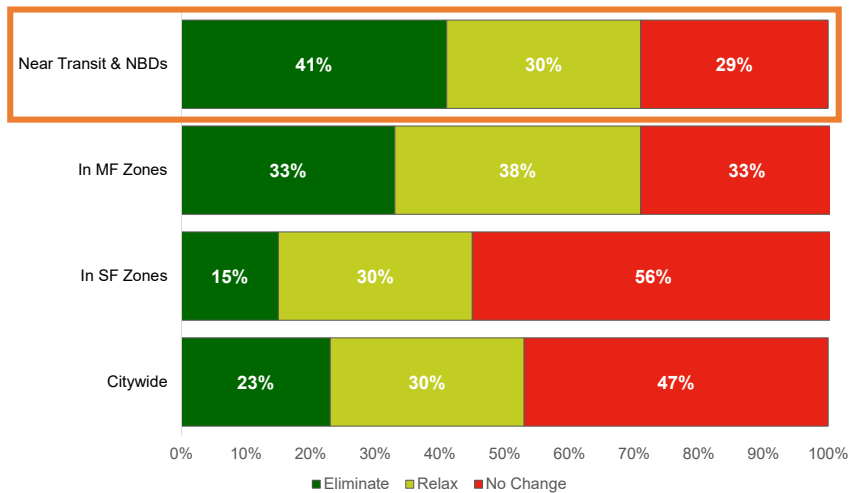
How do you feel about Middle Housing in each area?



35

# Reduced Reg. Barriers Engagement

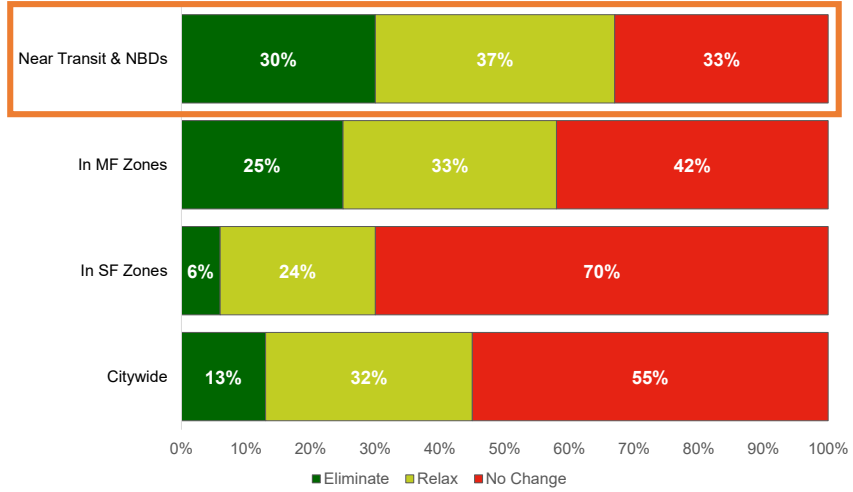
How do you feel about Density Regulations in each area?



36

# Reduced Reg. Barriers Engagement

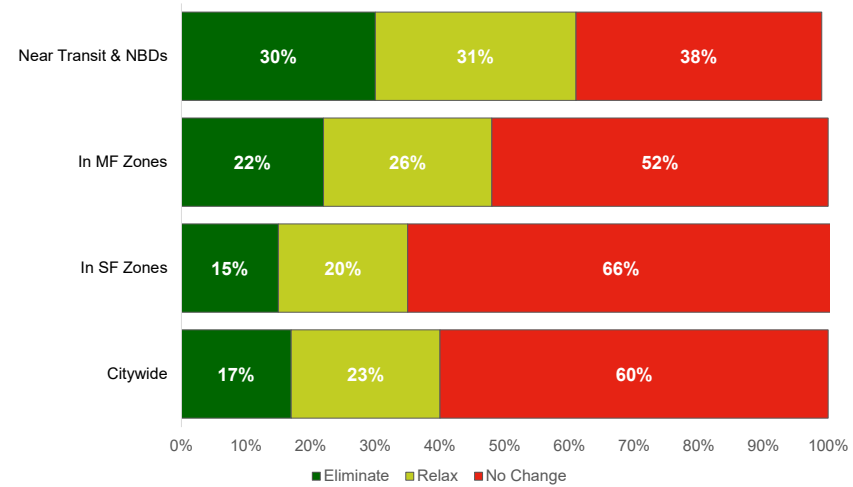
How do you feel about Height Regulations in each area?



37

# Reduced Reg. Barriers Engagement

How do you feel about Setback Regulations in each area?

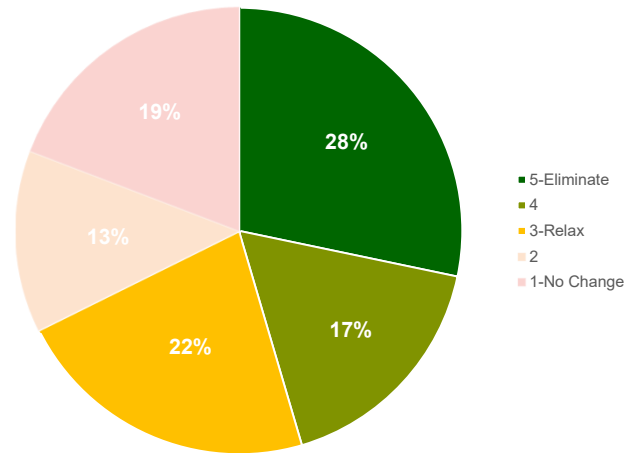


38

## Parking Engagement

### What level of change to parking minimums do you think is appropriate?

67% of respondents support changes to parking minimums.



39

## 2023 Inform Strategy



### Takeaways for policy

**Focus Policies:** People liked the policies, but not citywide. Implement where people can walk, roll, bike, and take transit.

**Limit Scope:** No major changes should be made to height in single-family zones, or to setback.

**Consider Fears:** People are excited for more amenities, but fear losing greenspace, poor building design, and bad landlords.

40

# Connected Communities Phases

2022
Identify Problems

2023
Inform Strategy

2024
Refine

41


2024
Refine



Housing Summit



Website



Public Engagement



Pop-Ups



Survey

42

# 2024 Refine



## StoryMap

Collection

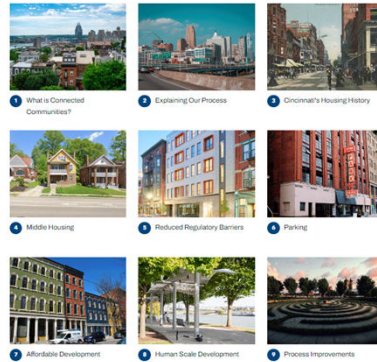
### Connected Communities

Here you can explore the proposed land use and zoning policy changes. You can also provide feedback through a series of surveys.

Cincinnati Department of City Planning & Engagement

Get started

For more information about Connected Communities, check out [our website](#).



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# 2024 Refine



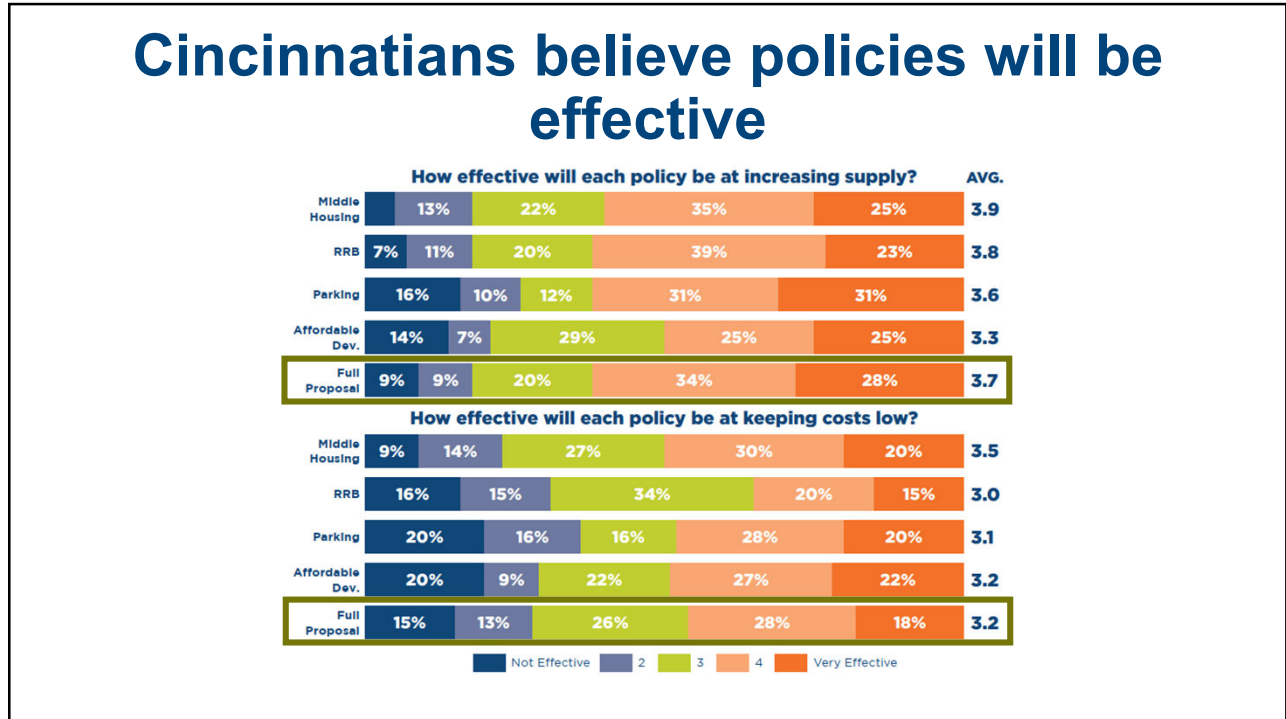
## Takeaways for policy

**Effective:** Participants believe the policies will be effective in increasing housing supply and stabilizing costs.

**Landscaping and Building Design:** The most important Human Scale Development topics.

**Quality-of-life Issues:** Important but should be addressed through separate policies.

44



45

# Engagement Summary



**2 Years**

**34 Events**

**49 Neighborhoods**

**2,250+ Participants**

**19,000+ Website Visits**

46

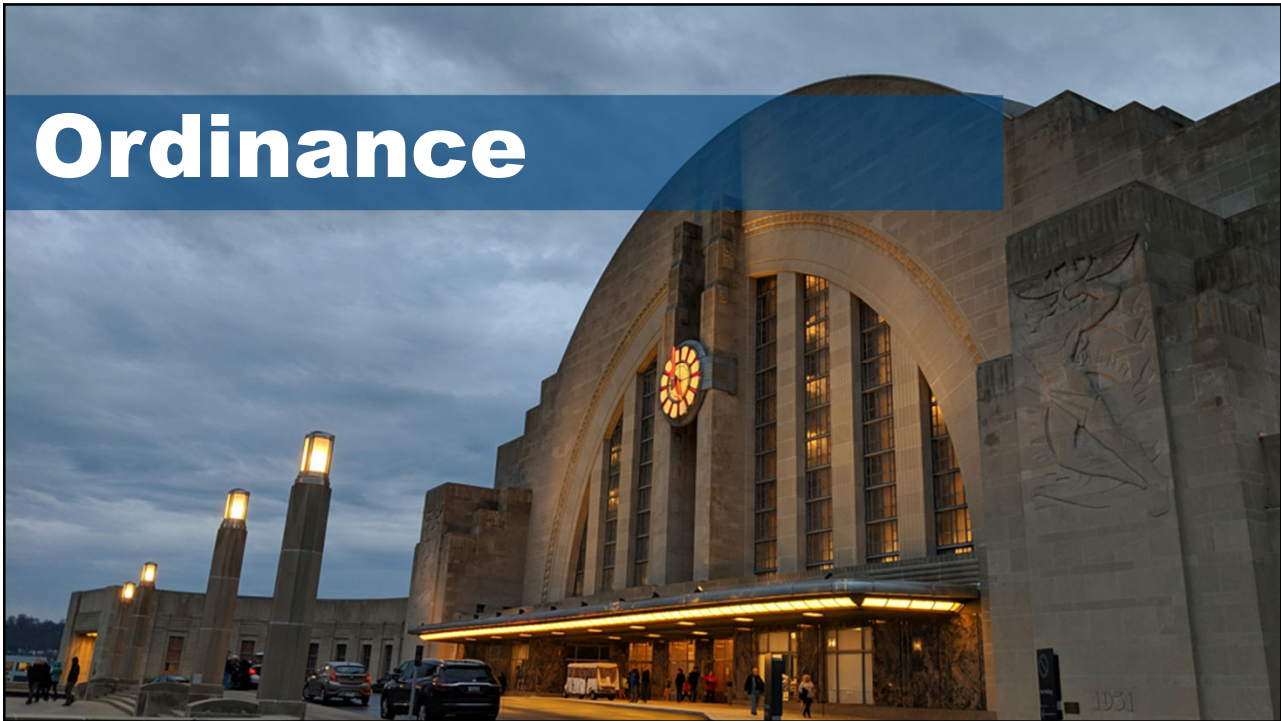
For more information, see the complete Engagement Report



CONNECTED COMMUNITIES  
**ENGAGEMENT REPORT**  
Published April 19, 2024

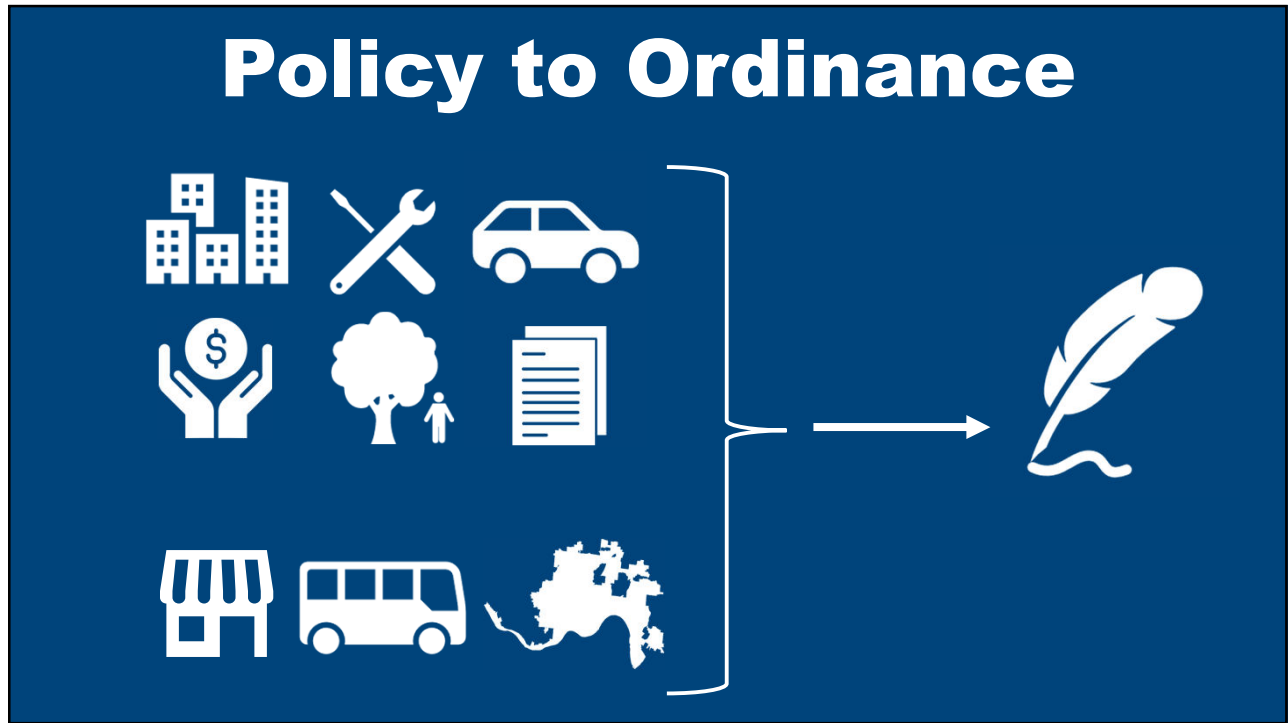
City of CINCINNATI  
CITY PLANNING & ENGINEERING

47

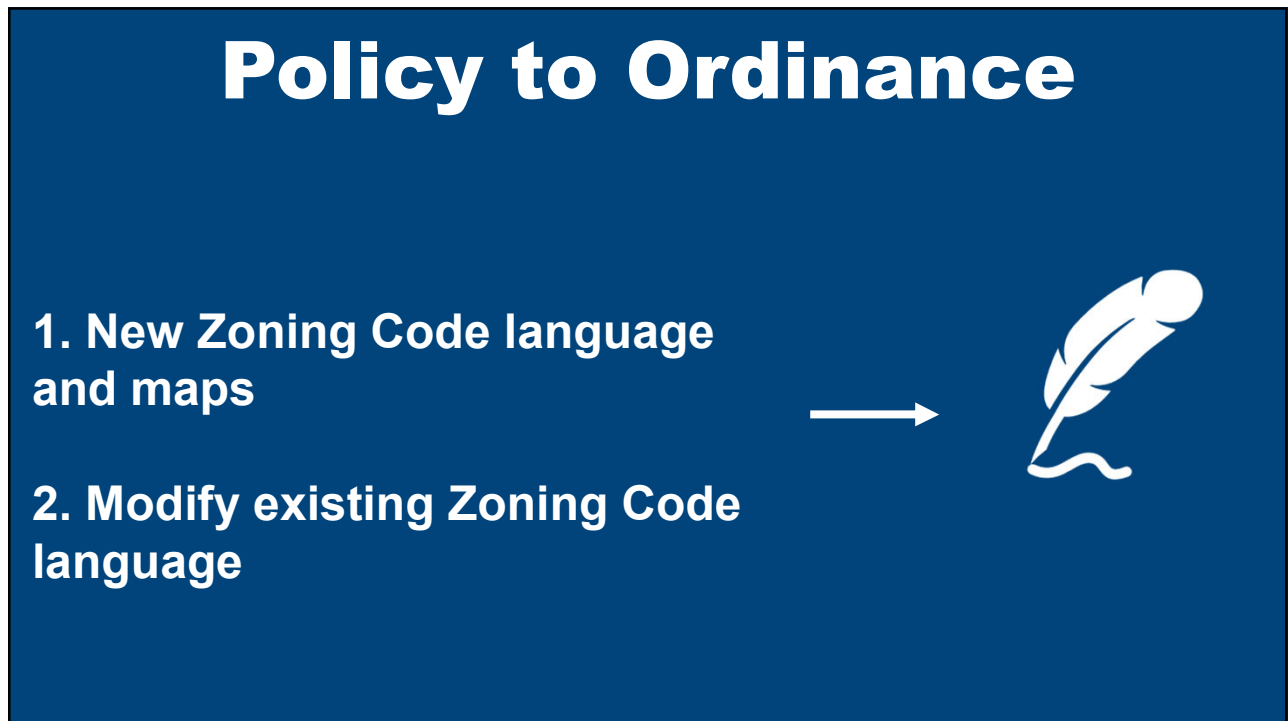


48





49



50



  
Middle Housing

  
Reduced Regulatory Barriers

  
Parking

## New Zoning Designations

1. Neighborhood Business Districts “B”
2. Middle Housing “MH”
3. Transportation Corridor “T”

51



  
Middle Housing

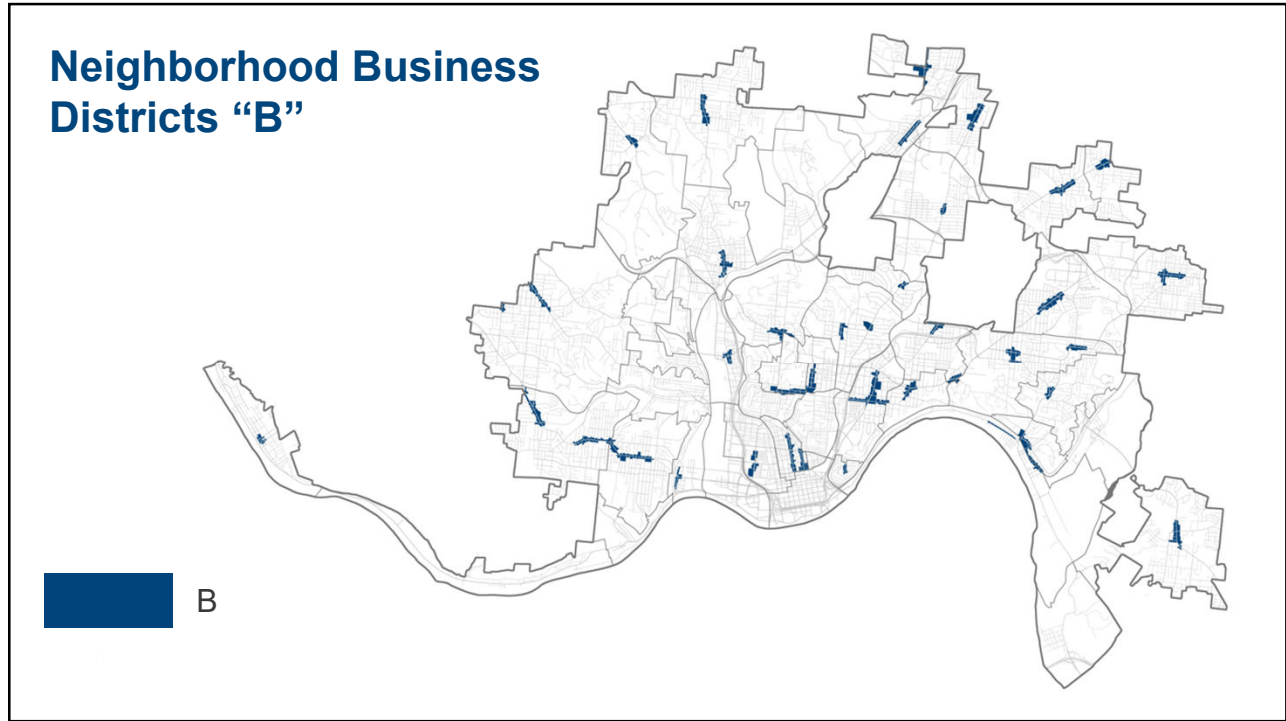
  
Reduced Regulatory Barriers

  
Parking

## New Zoning Designations

1. Neighborhood Business Districts “B”
  - Middle Housing: 2/3/4 Family allowed
  - RRB: No density restrictions
  - Parking: Relaxed

52



53

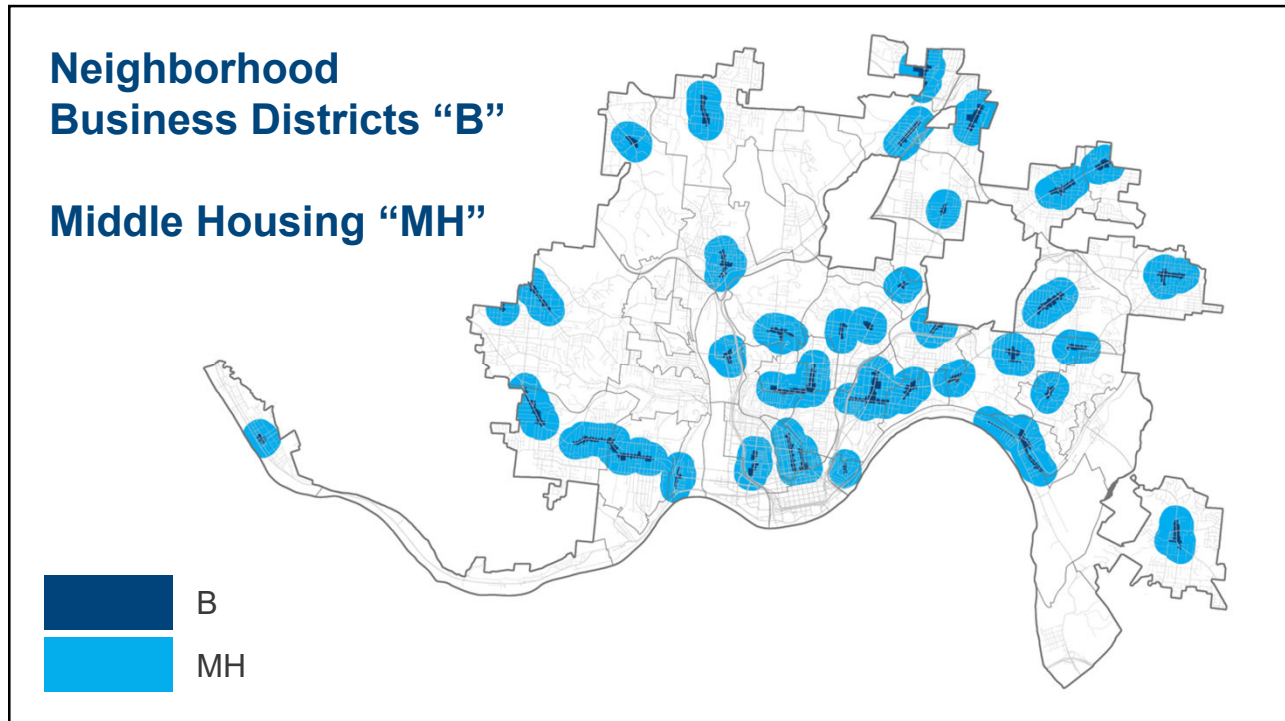
## New Zoning Designations

2. Middle Housing "MH"

- Middle Housing: 2/3/4 Family allowed
- RRB: None
- Parking: Relaxed

The graphic includes three icons on the left: a building icon for 'Middle Housing', a crossed wrench and screwdriver for 'Reduced Regulatory Barriers', and a car icon for 'Parking'. The background is a colorful zoning map.

54



55

**Middle Housing**

**Reduced Regulatory Barriers**

**Parking**

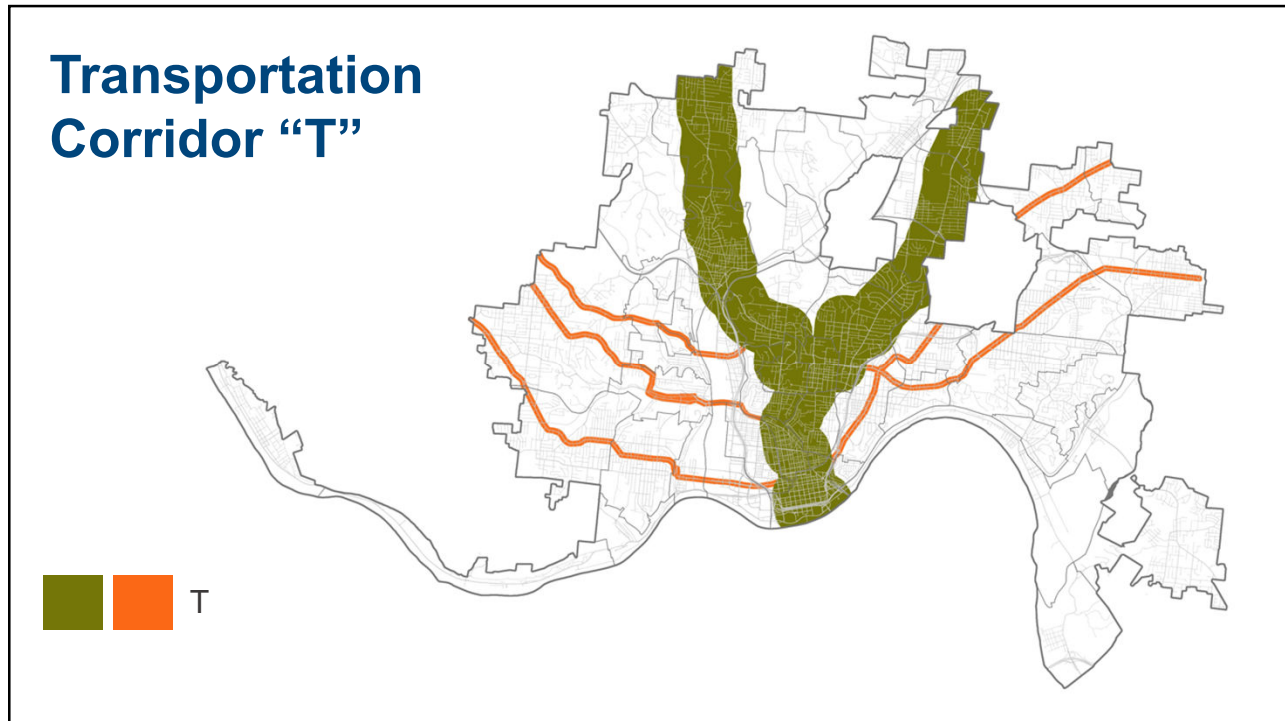
## New Zoning Designations

### 3. Transportation Corridor "T"

- Middle Housing: 2/3/4 Family allowed
- RRB: No density restrictions and 1-story height bonus in non-SF zones
- Parking: No minimum requirements

The graphic features a background map with various colored zoning districts. On the left, there are three icons: a building icon for 'Middle Housing', a crossed wrench and screwdriver icon for 'Reduced Regulatory Barriers', and a car icon for 'Parking'. A dark blue text box on the right contains the title 'New Zoning Designations' and a list of details for the '3. Transportation Corridor "T"' zone.

56



57



Middle Housing



Reduced Regulatory Barriers

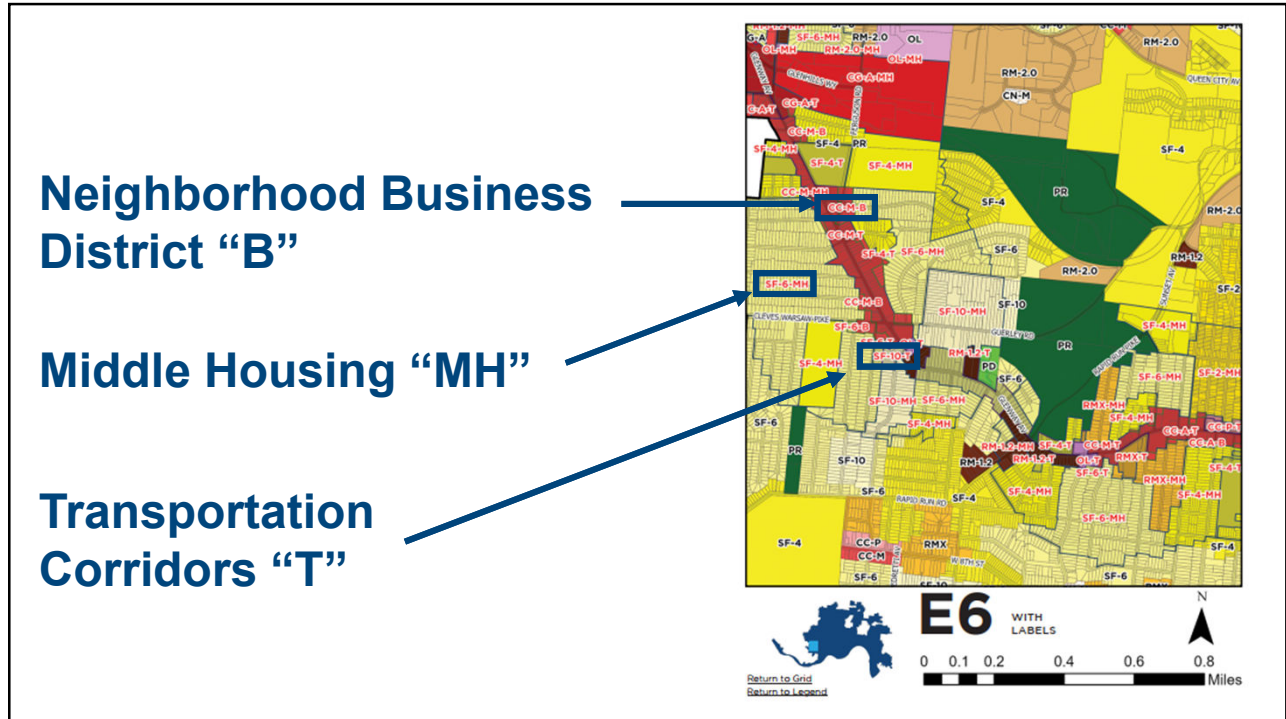


Parking

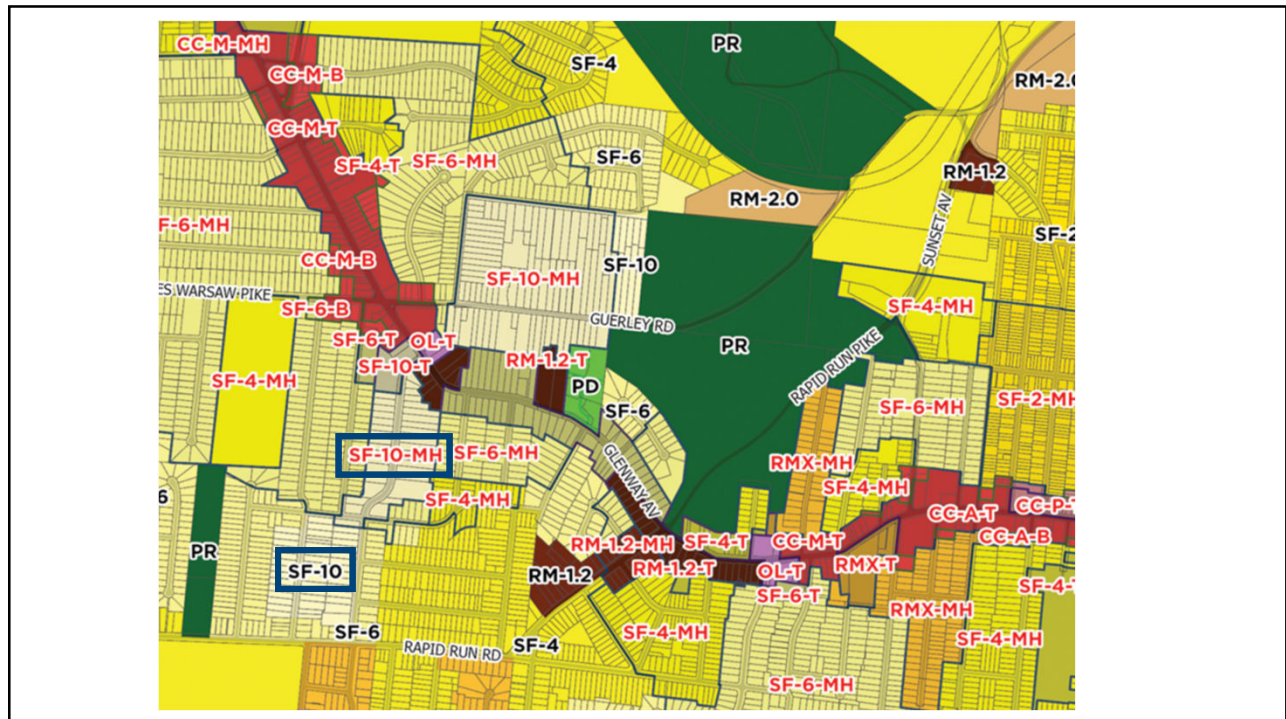
### Important Notes

- New designations are added to existing districts.
  - SF-10 → SF-10-MH
- Other rules in base zoning stay the same (setback, etc.).
- Zones not included:
  - Downtown Development (DD)
  - Institutional Residential (IR)
  - Planned Development (PD)
  - Parks (PR)

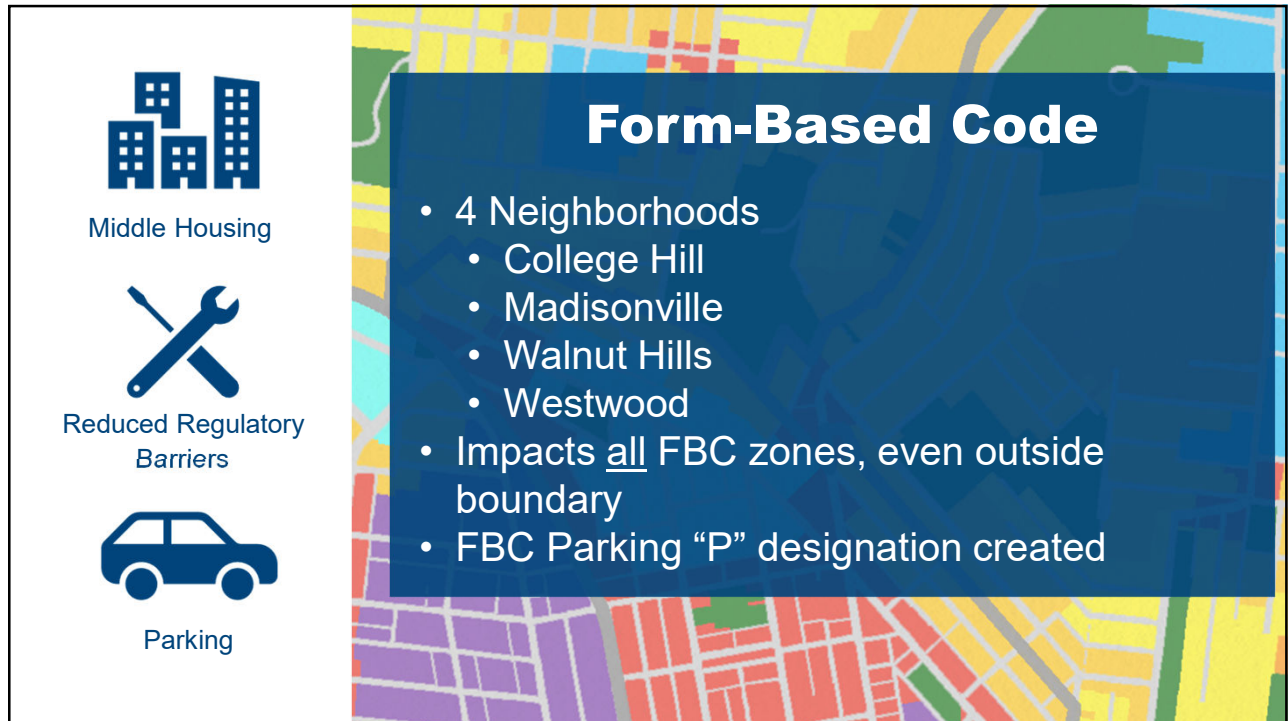
58



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60



**Form-Based Code**

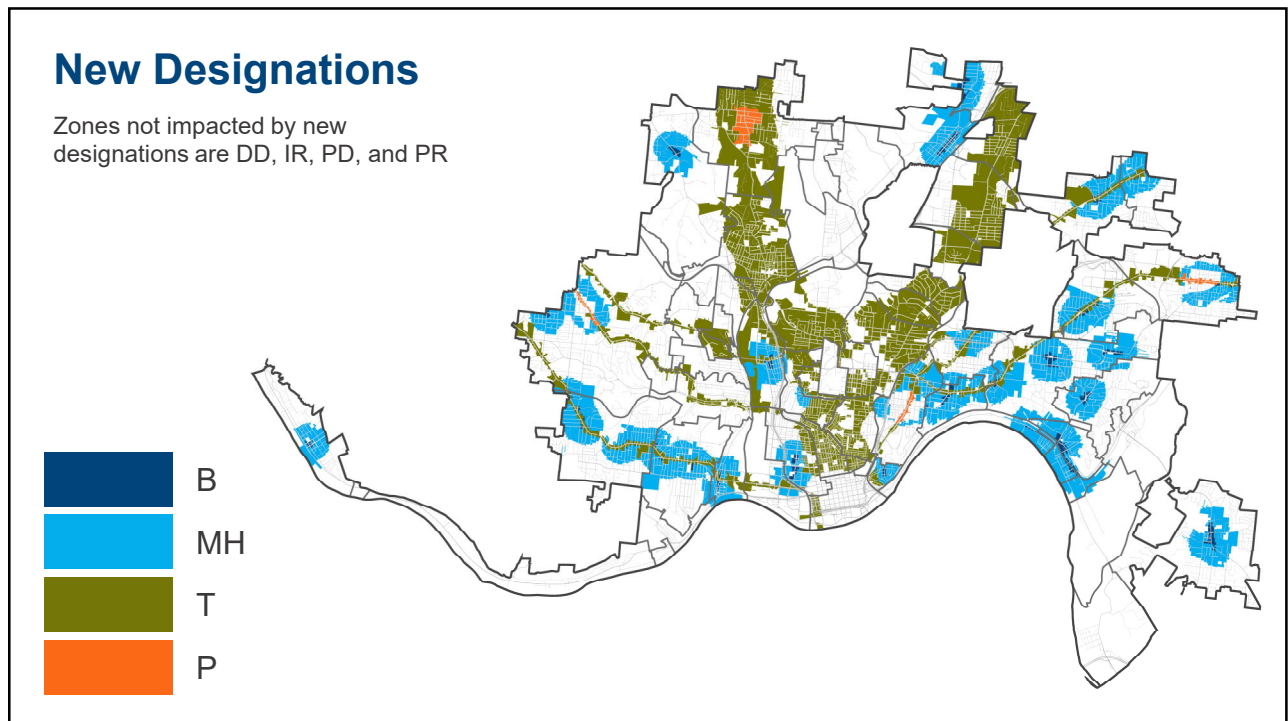
- 4 Neighborhoods
  - College Hill
  - Madisonville
  - Walnut Hills
  - Westwood
- Impacts all FBC zones, even outside boundary
- FBC Parking “P” designation created

**Icons:**  
• Middle Housing (building icon)  
• Reduced Regulatory Barriers (wrench and screwdriver icon)  
• Parking (car icon)

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### New Designations

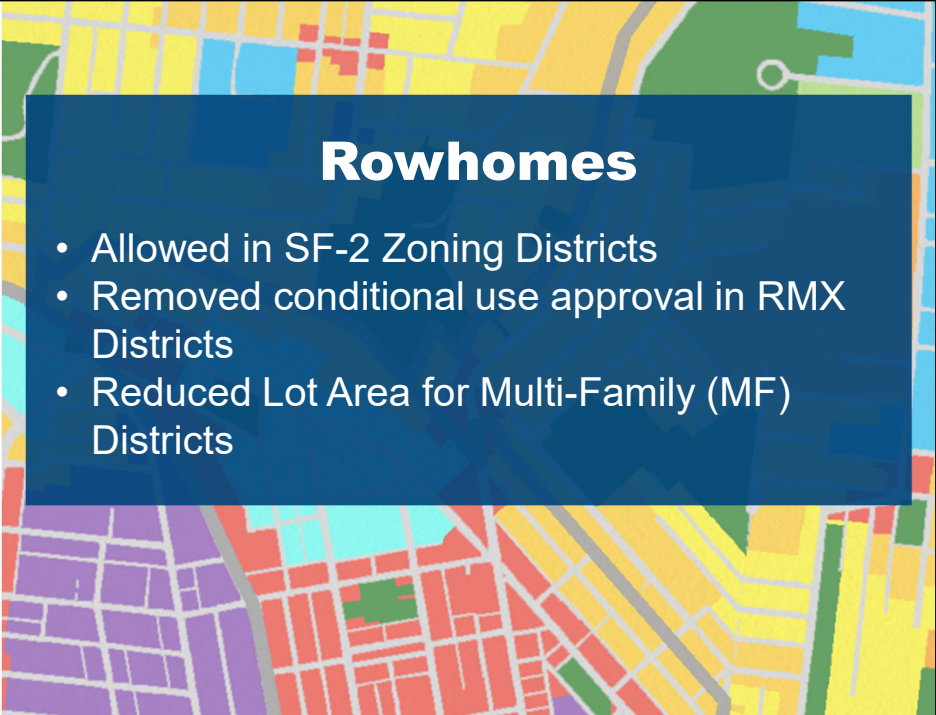
Zones not impacted by new designations are DD, IR, PD, and PR




**Legend:**  
• B (Dark Blue)  
• MH (Light Blue)  
• T (Olive Green)  
• P (Orange)


The map shows a city layout with various zones highlighted in colors corresponding to the legend. The zones are scattered across the city, with a concentration in the central and eastern parts.

62






Middle Housing



Reduced Regulatory Barriers



Parking

## Rowhomes

- Allowed in SF-2 Zoning Districts
- Removed conditional use approval in RMX Districts
- Reduced Lot Area for Multi-Family (MF) Districts

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Middle Housing



Reduced Regulatory Barriers



Parking

## Parking

- **Residential:** Reduced to 1-space per unit citywide.
- **On-Street:** Can count on-street parking directly adjacent to property line.
- **Public Parking:** Certain districts can count public parking assets within 1,300 ft toward requirements (increase from 600 ft).
- *See ordinance for details of parking rules.*

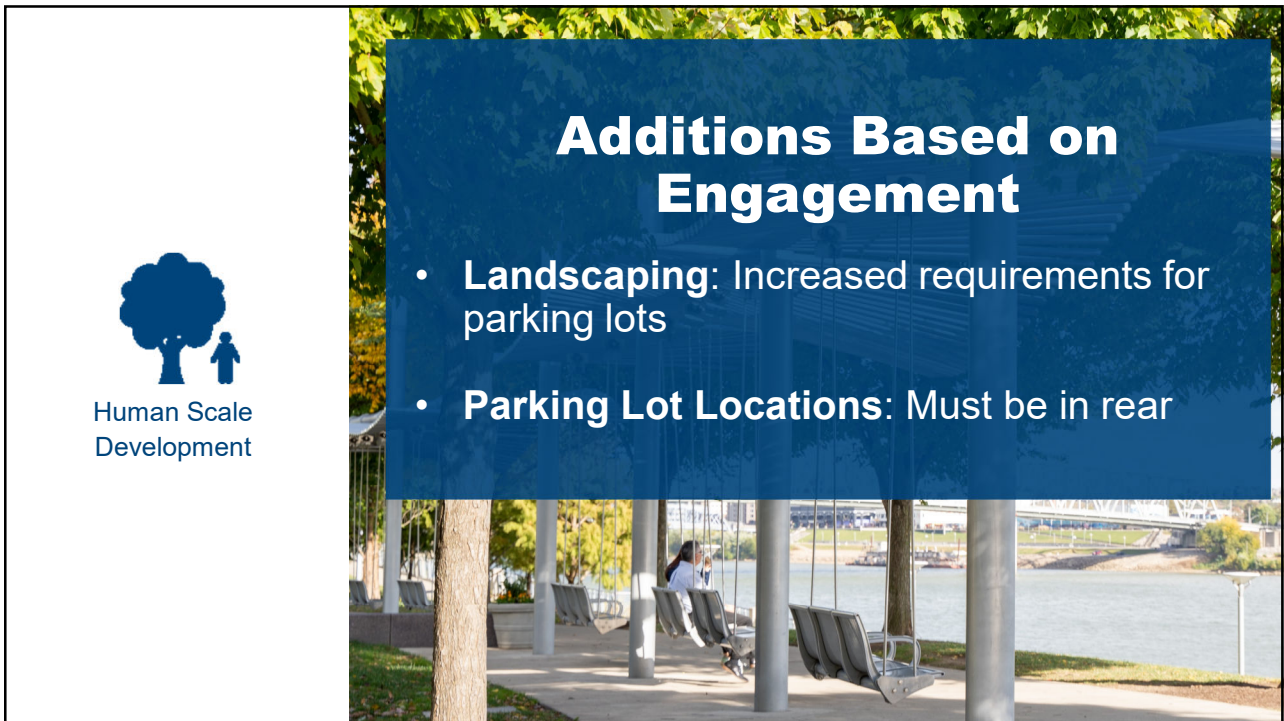
64





Human Scale  
Development

65




Human Scale  
Development

## Additions Based on Engagement

- **Landscaping:** Increased requirements for parking lots
- **Parking Lot Locations:** Must be in rear

66



Human Scale  
Development

## Additions Based on Engagement

- **Building Design:** 2-,3-,4- family buildings must have:
  - Entrance on street frontage
  - Distinct base, middle, top
  - No long unrelieved expanses of wall
- **EV Charging:** Permitted every place where parking is, but not required

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Affordable  
Development


LIHTC projects have the following bonuses citywide:

- No density restrictions
- No parking minimums
- 1-story height bonus

Since 2015, LIHTC projects have contributed 1,416 units at 60% AMI or less

- This is 98% of all deeply affordable housing in the City


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Process  
Improvements

- Easier outdoor dining approvals
- Elimination of cluster housing
- More permissive home day care regulations
- Nonconforming side-yard setbacks
  - 1-story additions now don't need variances
- Ensure consistency for the rules of zoning appeals
- PD minimum lot size reduced to 1.5 acres

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Ordinance  
Revisions

**Mapping Update:** Map K5 was updated to accurately reflect the indicated grid.

§ **1405-04:** Specifically address that the multi-family zoning districts' minimum lot-area-per-dwelling-unit and minimum lot size regulations do not apply to two-family, three-family, and four-family uses in Connected Communities designated areas to ensure consistent application of the policy in these districts.

**Transportation Corridors:** Insert phrase in the Transportation Corridor designations to clarify that all Transportation Corridor regulations apply to two-family, three-family, and four-family uses as reflected in § 1405-04.

70

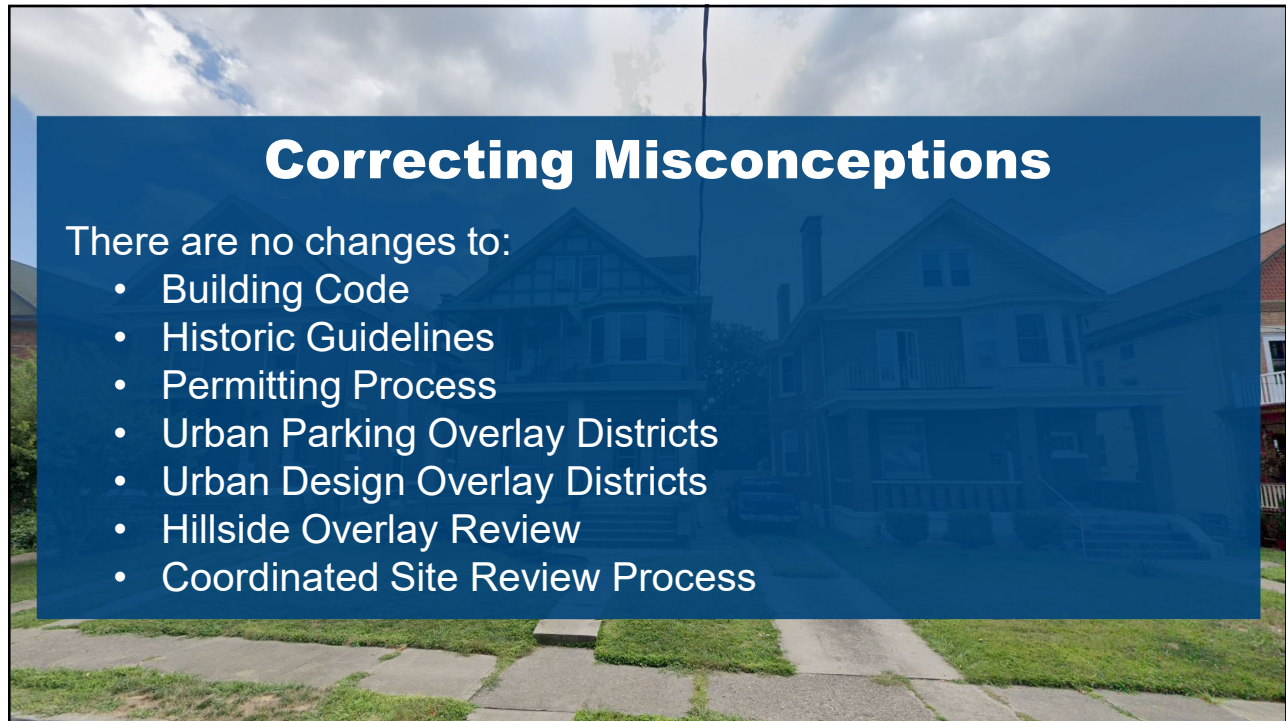


71

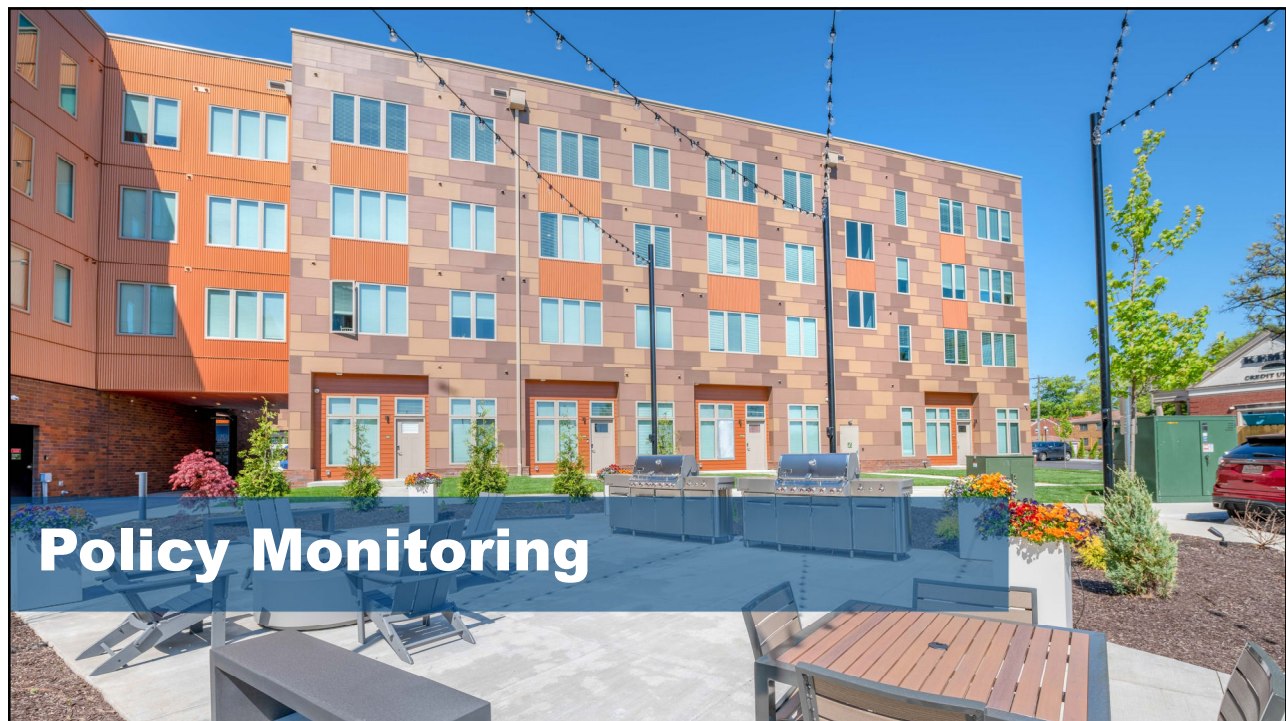
## Correcting Misconceptions

- **Misconception: These policies require changes to property**
  - Owners are not forced to change their property
  - Owners can still provide parking
- **Misconception: Major changes to setback**
  - Consistent setbacks for commercial zones
  - Side-yard setbacks for 1-story additions
- **Misconception: Infrastructure will be overloaded**
  - City has process in place to ensure capacity isn't exceeded

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73



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75



76



# Engagement Summary



- 2 Years
- 34 Events
- 49 Neighborhoods
- 2,250+ Participants
- 19,000+ Website Visits

77



## Notice and Public Comment

Notice was sent for the City Planning Commission meeting and two Public Staff Conferences on April 11<sup>th</sup>

- Mail and email notice to Community Councils and Community Development Corporations (CDCs)
- Email notice to Connected Communities email list
- Advertised in Newspaper of Record (Enquirer)
- Posted in City Bulletin

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**Notice and Public Comment**

**CONNECTED COMMUNITIES**  
 Home Legislation Explore Map Engage Vision FAQ

**DRAFT LEGISLATION**  
 Please click below for the draft legislation and maps.  
 For a searchable, interactive map, check out the **Map** tab.

**An Ordinance No.** 2024-0000

**CONNECTED COMMUNITIES POLICY ROADMAP**  
 All page numbers refer to the Draft Legislation.

**CONNECTED COMMUNITIES POLICIES**

- Connected Communities – Neighborhood Business Districts**  
 The ordinance permits two-family, three-family, and four-family uses, relaxes parking requirements, requires accessory surface parking facilities to be located in the rear and eliminates minimum lot area per-dwelling-unit regulations except in single-family zoning districts. See [Pages 3-10](#).
- Connected Communities – Middle Housing**  
 The ordinance permits two-family, three-family, and four-family uses, relaxes parking requirements, requires accessory surface parking facilities to be located in the rear, eliminates minimum lot area per-dwelling-unit regulations except in single-family zoning districts, and permits the height of new structures to exceed the maximum height of the underlying zoning district by an additional 12 feet except in single-family zoning districts. See [Pages 3-10](#).
- Connected Communities – Transportation Corridor**  
 The ordinance permits two-family, three-family, and four-family uses, eliminates parking requirements, requires accessory surface parking facilities to be located in the rear, eliminates minimum lot area per-dwelling-unit regulations except in single-family zoning districts, and permits the height of new structures to exceed the maximum height of the underlying zoning district by an additional 12 feet except in single-family zoning districts. See [Pages 3-10](#).

**Connected Communities Frequently Asked Questions (FAQs)**

**Connected Communities Legislation Feedback**  
 Please provide your comments here about the proposed Connected Communities Legislation?

What do you like about the proposed Connected Communities Legislation?\*

What would you want to change about the proposed Connected Communities Legislation?\*

What questions do you have about the proposed Connected Communities Legislation?\*

79

**Public Staff Conferences**

**Public Staff Conference #1 (April 25<sup>th</sup> at 5:30 pm)**

- 3 hours
- 49 attendees, 27 spoke (25 opposed/concerned)

**Public Staff Conference #2 (April 30<sup>th</sup> at 12:00 pm)**

- 4 hours 15 minutes
- 112 attendees, 34 spoke (25 opposed/concerned)

**Staff Conference Notes**

- Sent to participants, posted online, added to staff report
- Did not record in keeping with standard staff conference practices

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## Public Staff Conferences

### Concerns:

- Infrastructure capacity (sewers, roadways)
- Additional impact studies wanted
- Process is moving too fast
- Engagement was not genuine
- Separate Community Council engagement
- Opt-in/opt-out option by neighborhood
- Desire for more homeownership
- Belief that renters did not contribute to the community
- Did not want low-income people or renters in the community

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## Correspondence

- Hundreds of letters received, including multiple petitions

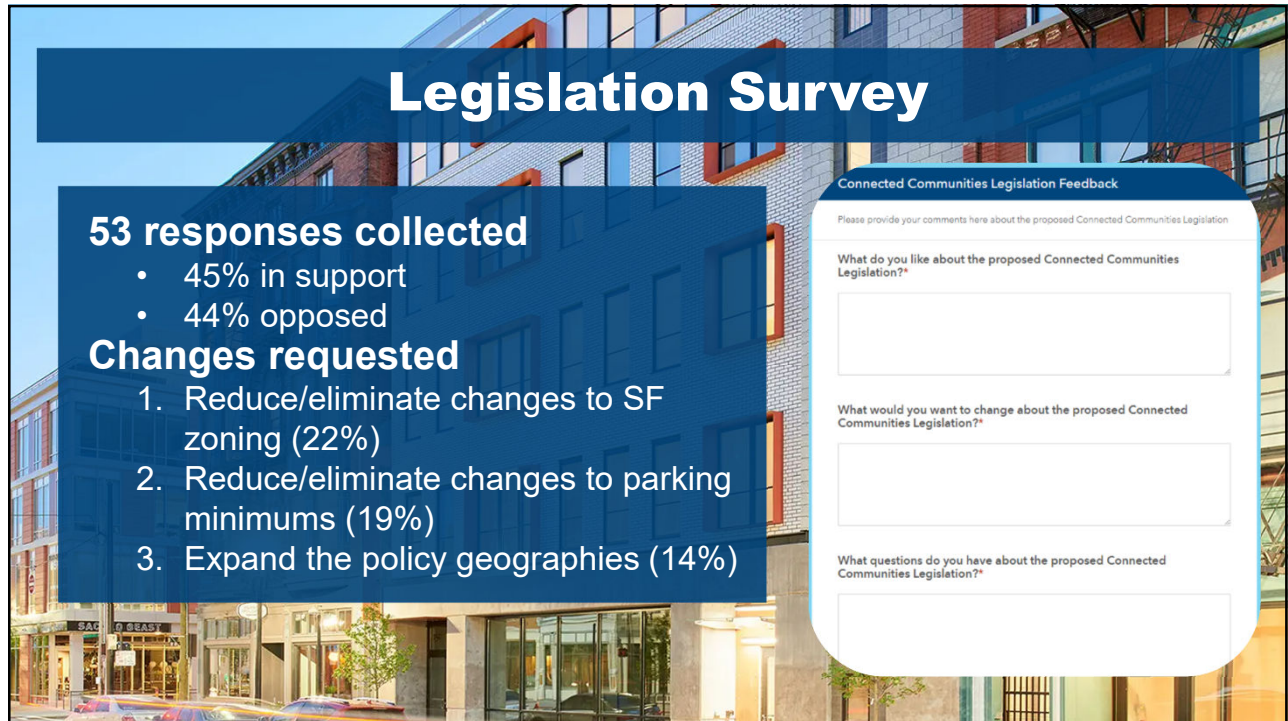
### Community Councils Opposed

- CUF
- East Price Hill
- Hyde Park
- Mt. Adams
- Mt. Lookout
- North Avondale
- Paddock Hills
- Pendleton
- West End

### Support

- UC, Children's, CDF, Chamber, Home Base, LISC, Metro, Habitat for Humanity, Civic Cincinnati, others
- CDCs
  - Camp Washington
  - College Hill
  - Mt. Airy
  - Mt. Washington
  - Northside
  - Seven Hills Neighborhood Houses
  - Westwood

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# Legislation Survey

**53 responses collected**

- 45% in support
- 44% opposed

**Changes requested**

1. Reduce/eliminate changes to SF zoning (22%)
2. Reduce/eliminate changes to parking minimums (19%)
3. Expand the policy geographies (14%)

**Connected Communities Legislation Feedback**

Please provide your comments here about the proposed Connected Communities Legislation

What do you like about the proposed Connected Communities Legislation?\*

What would you want to change about the proposed Connected Communities Legislation?\*

What questions do you have about the proposed Connected Communities Legislation?\*

83



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## Plan Cincinnatiati (2012)



**Geographic Principles**


- Focus revitalization on existing centers of activity (pg. 86)
- Link centers of activity with effective transportation for maximum accessibility (pg. 92)

**Live Initiative Area**

- Goal:** Provide a full spectrum of housing options, and improve housing quality and affordability (pg. 164)
- Strategy:** Offer housing options of varied sizes and types for residents at all stages of life (pg. 169)
- Goal:** Create a more livable community (pg. 156)
- Strategy:** Become more walkable (pg. 157)
- Action Step:** Increase mixed-use, compact walkable development throughout the basin and uptown, surrounding our centers of activity, and along transit corridors (pg. 157)

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## Plan Cincinnatiati (2012)



**Connect Initiative Area**

- Goal:** Develop an efficient multi-modal transportation system that supports neighborhood livability (pg. 129)
- Strategy:** Expand options for non-automotive travel (pg. 130)
- Action Step:** Offer a comprehensive transportation system that emphasizes public transit (pg. 131)

**Compete Initiative Area**

- Goal:** Cultivate our position as the most vibrant and economically healthiest part of our region (pg. 114)
- Strategy:** Target investment to geographic areas where there is already economic activity (pg. 115)

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## Green Cincinnati Plan (2023)

### Mobility Focus Area



Green Cincinnati Plan 2023

**Goal:** Build a policy framework that supports the creation of connected communities (pg. 120)

**Strategy:** Modify land use regulations to support development along transit corridors (pg. 120)

**Priority Actions:** Promote “15 Minute Neighborhoods” with mixed residential (including multi-family) and commercial zoning to increase transit connectivity as well as density and affordability (pg. 121)

Embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots (pg. 121)

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## Analysis

What does the research say? 

↓

### DRAFT POLICIES



What are other cities doing?



What do Cincinnatians think?


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## Analysis

### What does the research say?

1. Cincinnati is in a **housing crisis and is not building enough housing** for a growing and changing population.
2. Restrictive **zoning contributes** by making it harder to build all types of housing. This **raises housing costs and fosters segregation**.
3. Adding **residential density is crucial** in helping support local business districts and developing high-quality transit.
4. Increasing housing supply **slows rising housing costs** (rental/owner).

## Analysis

### What are other cities doing?

1. **Middle Housing:** Minneapolis and Charlotte have allowed middle housing citywide in all zones, including single-family.
2. **Reduced Regulatory Barriers:** Chicago and Seattle have increased density in strategic locations, including around transit and neighborhood hubs.
3. **Parking:** Minneapolis, South Bend, Raleigh, Buffalo and many others have eliminated parking requirements citywide.

**Results:** Housing prices have moderated, homelessness has decreased, infill development has become easier, and parking is still being built.

## Analysis



### What do Cincinnatians think?

1. Engagement has been robust over **2 years** and was conducted in **variety of methods** to reach a **wider audience** than usual.
2. Public feedback **influenced the policy at every stage**.
3. Cincinnatians are **generally supportive** of the policies but did not want them applied citywide.
4. Some groups, including certain community councils, are **either opposed or had concerns**.

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## Concerns



Inadequate infrastructure capacity



Proliferation of negligent landlords and poor property maintenance



Increased incentive for rental products rather than ownership products



Increased difficulty parking and the resulting hardship on businesses and residents



Concern about the pace of the process and a lack of communication with Community Councils

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## Conclusion

1. The proposed polices will **help increase housing supply and affordability** in Cincinnati by relaxing or eliminating overly burdensome and restrictive zoning regulations and simplifying and streamlining several City Planning and Zoning processes
2. The proposals are **well supported by significant research** and case studies as effective and national best practice to address the well-documented housing issues in Cincinnati
3. The proposals are **rooted in community engagement** from their initial development to final draft, are consistent with the 2023 engagement findings, and strike an effective balance of the 2024 engagement findings

## Conclusion

4. The proposals take a **nuanced approach to zoning reform** that is tailored specifically to Cincinnati
5. The proposals are **supported by several key organizations in Cincinnati and engagement participants** as indicated in the Engagement Report and attached letters
6. The proposals **align with Plan Cincinnati (2012), the Green Cincinnati Plan (2023)**, and the goals and strategies outlined in many neighborhood plans.

## City Planning Commission

- 6+ hour meeting
- 84 members of the public spoke
  - 48 in opposition
  - 36 in favor
- **Recommended approval by a vote of 6-0-1**



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## Recommendation

**The City Planning Commission recommends that City Council take the following action:**

**APPROVE** the proposed modification to multiple Chapters of Title XIV, “Zoning Code of the City of Cincinnati,” and Title XVII, “Land Development Code,” of the Cincinnati Municipal Code with the following revisions:

- I. Update Map K5 to accurately reflect the indicated grid (as corrected in Exhibit F).
- II. Specifically address the multi-family zoning districts’ minimum lot-area-per-dwelling-unit and minimum lot size regulation in 1405-04, as required for the consistent application of the Connected Communities Policy in these districts (Exhibit J).
- III. Insert phrase in the Transportation Corridor designations to clarify that all Transportation Corridor regulations apply to two-family, three-family, and four-family uses as reflected in § 1405-04 (Exhibit J).

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