

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.**

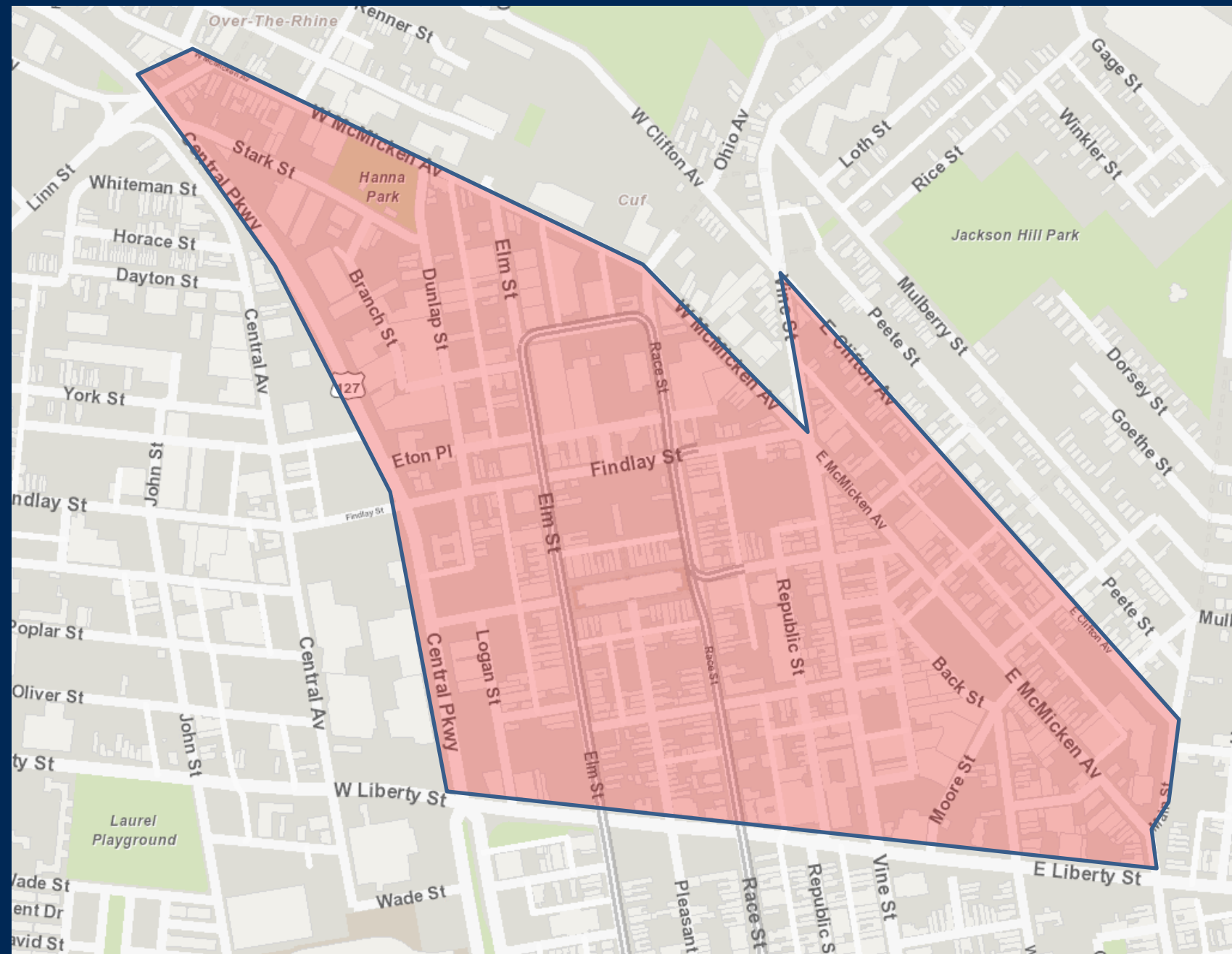
EQUITABLE GROWTH AND HOUSING MEETING
SEPTEMBER 24, 2024



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.
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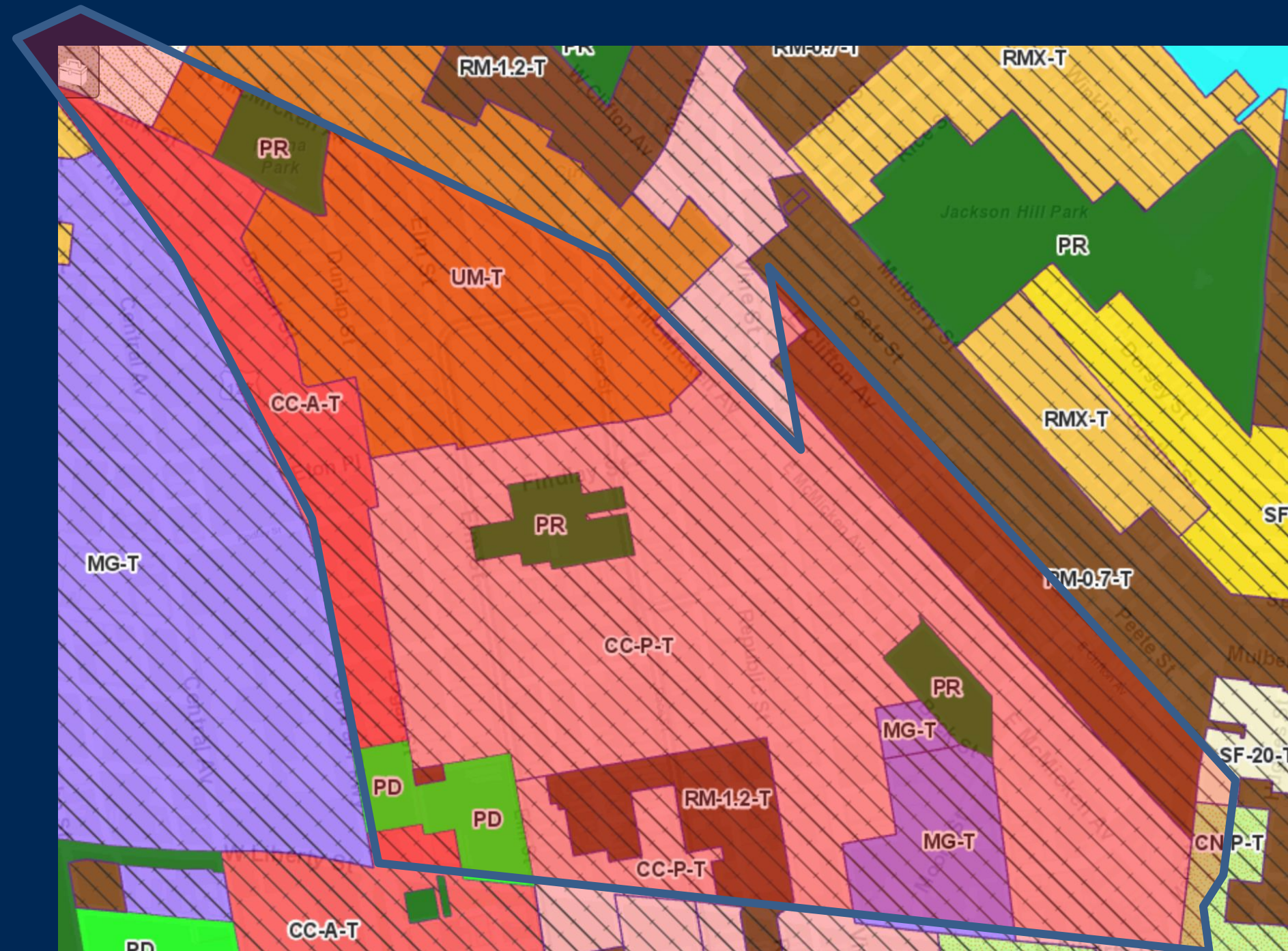
What is the boundary of this SPPA?



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 Matulis, 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.

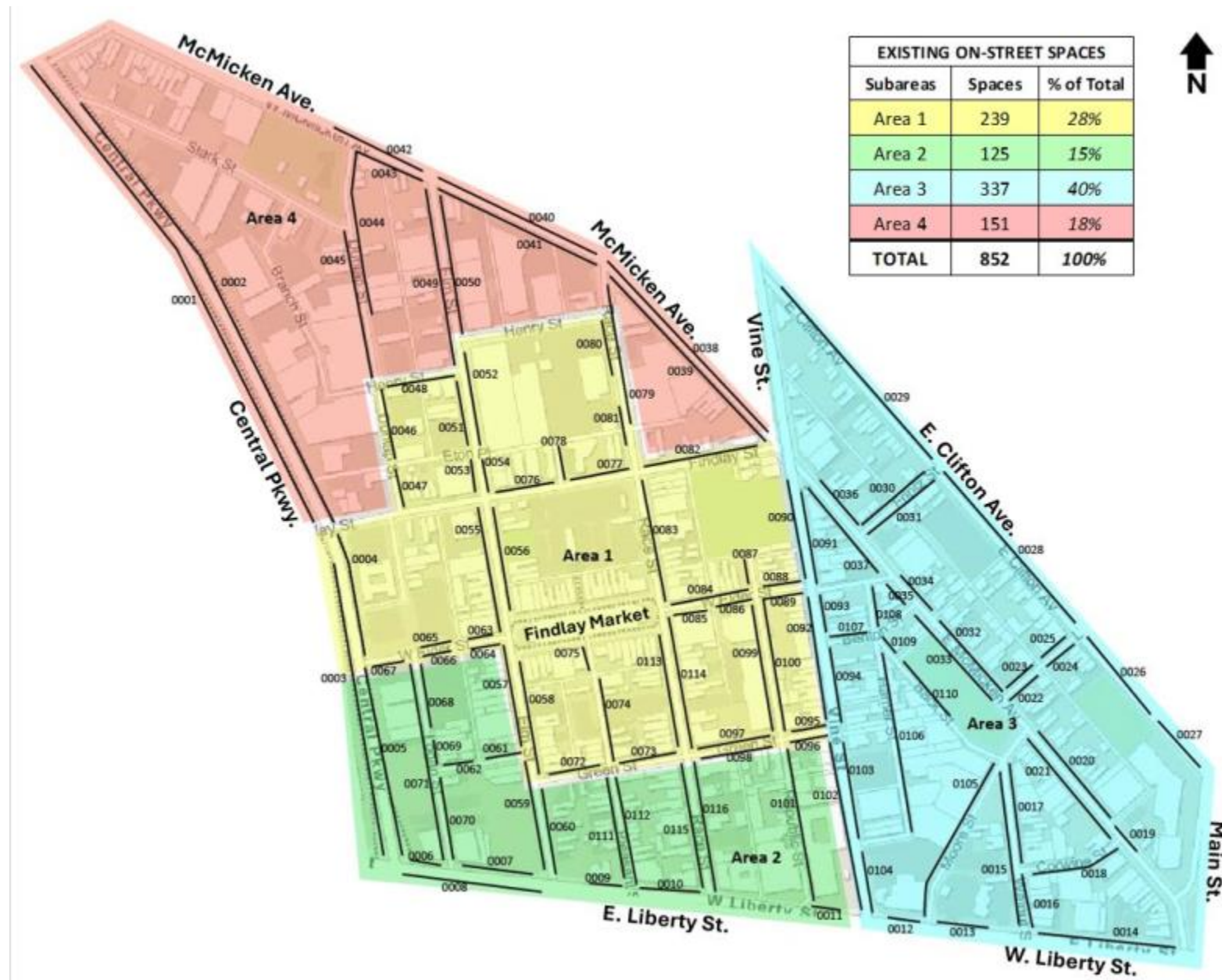
Summary of Feedback — 2nd Draft (Spring '24)



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.

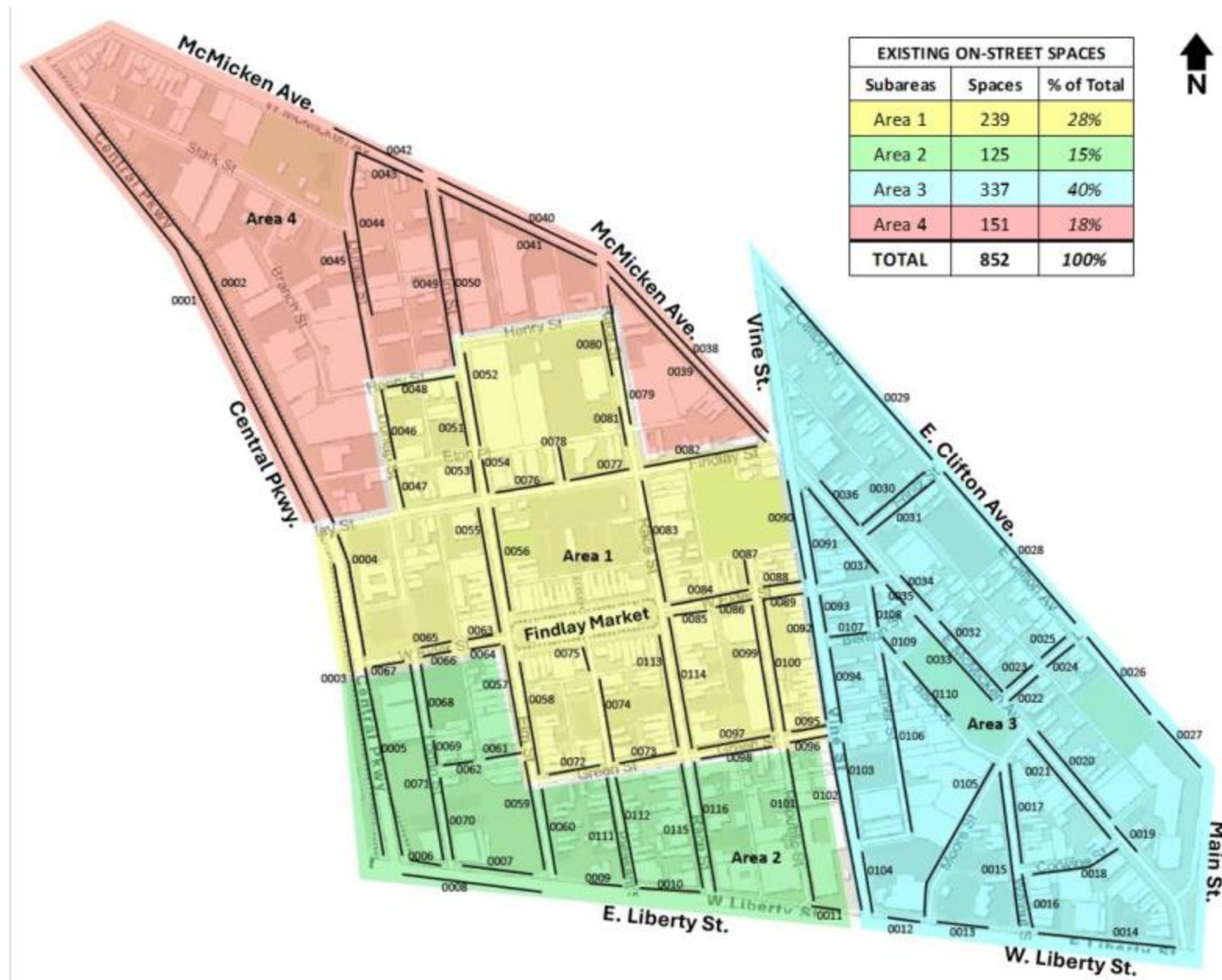
Drafting Process – DESMAN Study



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

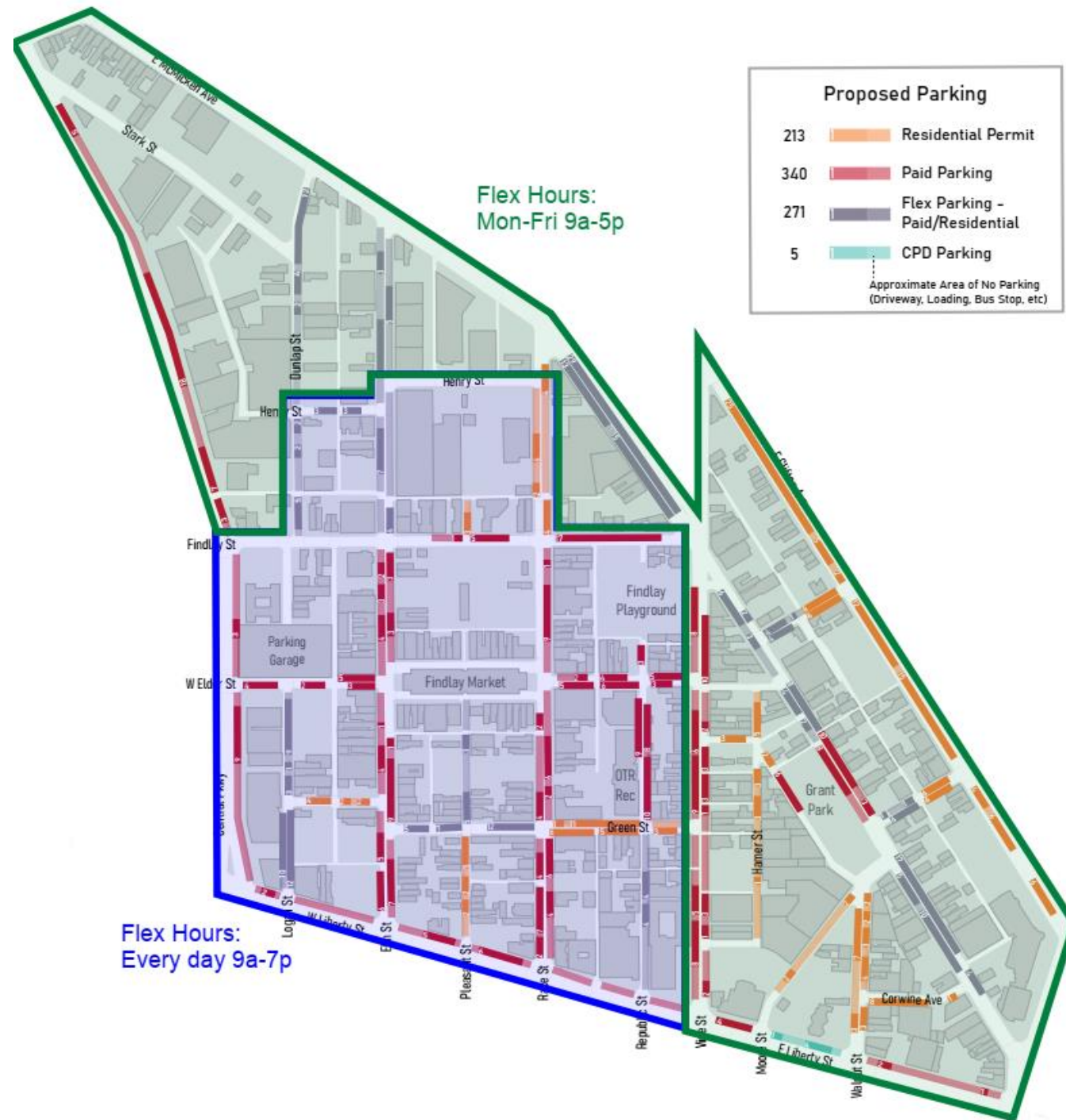


Flex Hours (271 Spaces)

- 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

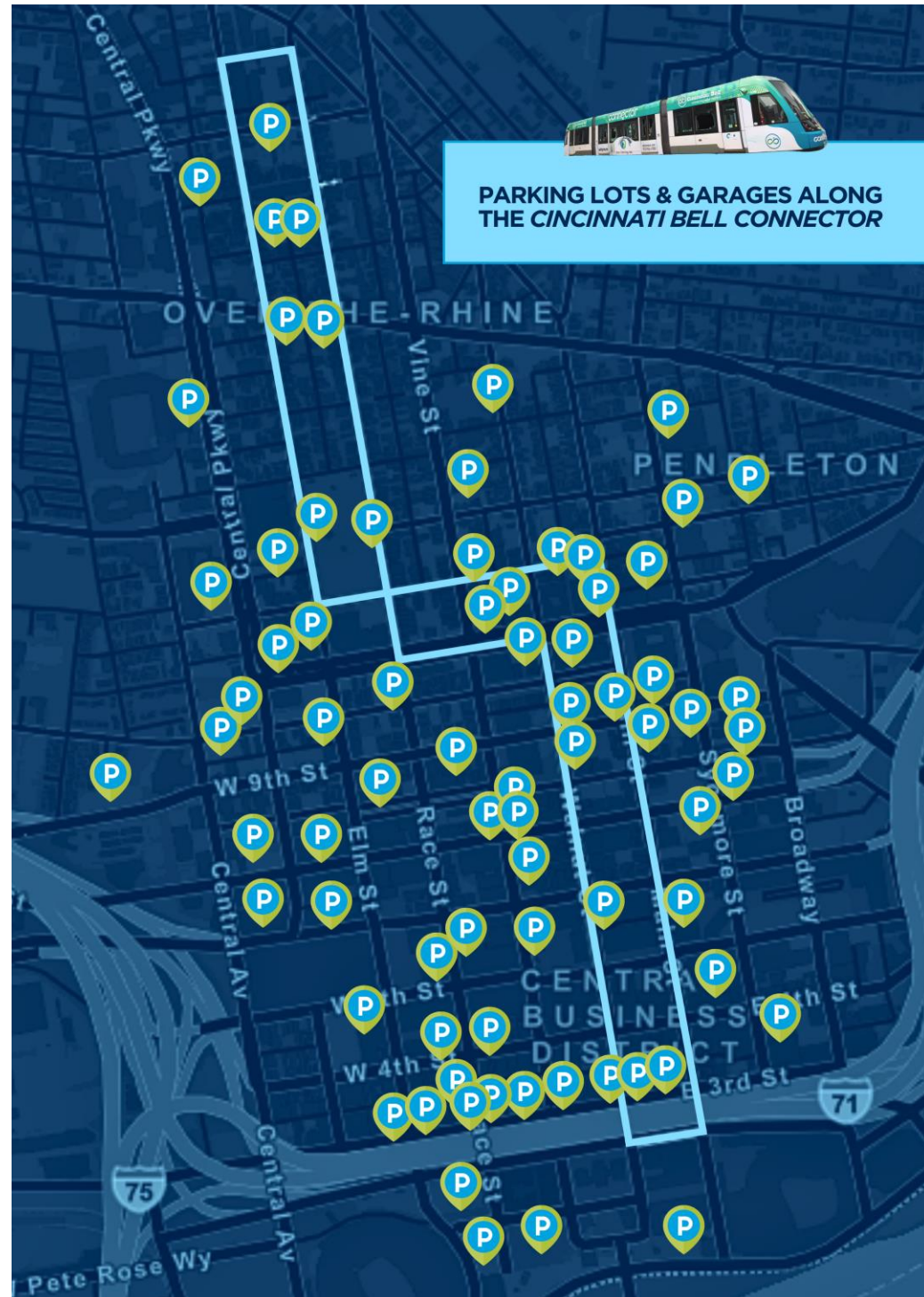
		CITY OF CINCINNATI-OPERATED				HAMILTON COUNTY-OPERATED		FINDLAY CORP-OPERATED	3CDC-OPERATED	PRIVATELY-OPERATED
		Resident-Only (“RPPP”) Curb Parking Spots	Flex Curb Parking Spots (RPPP & Regular Meter Paid Parking)	Regular Meter Paid Parking	Emergency Spaces	West End Garage, FCC (Monthly & Daily)	Findlay 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

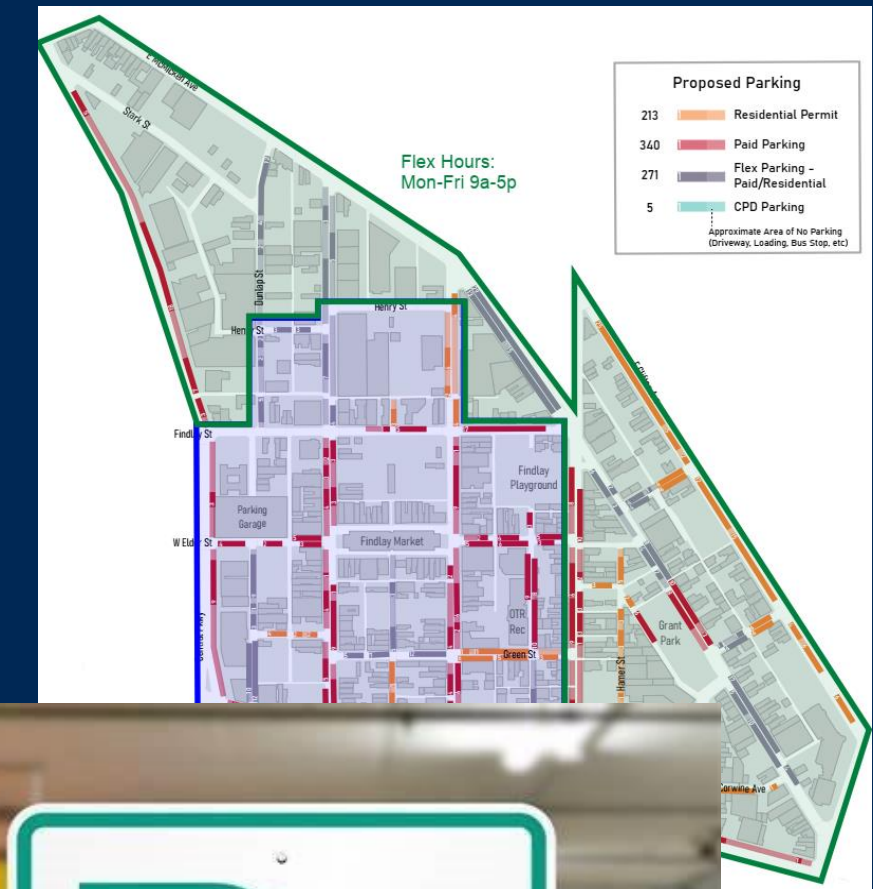
Finalize map in order to prepare signage and payment infrastructure plan

- *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

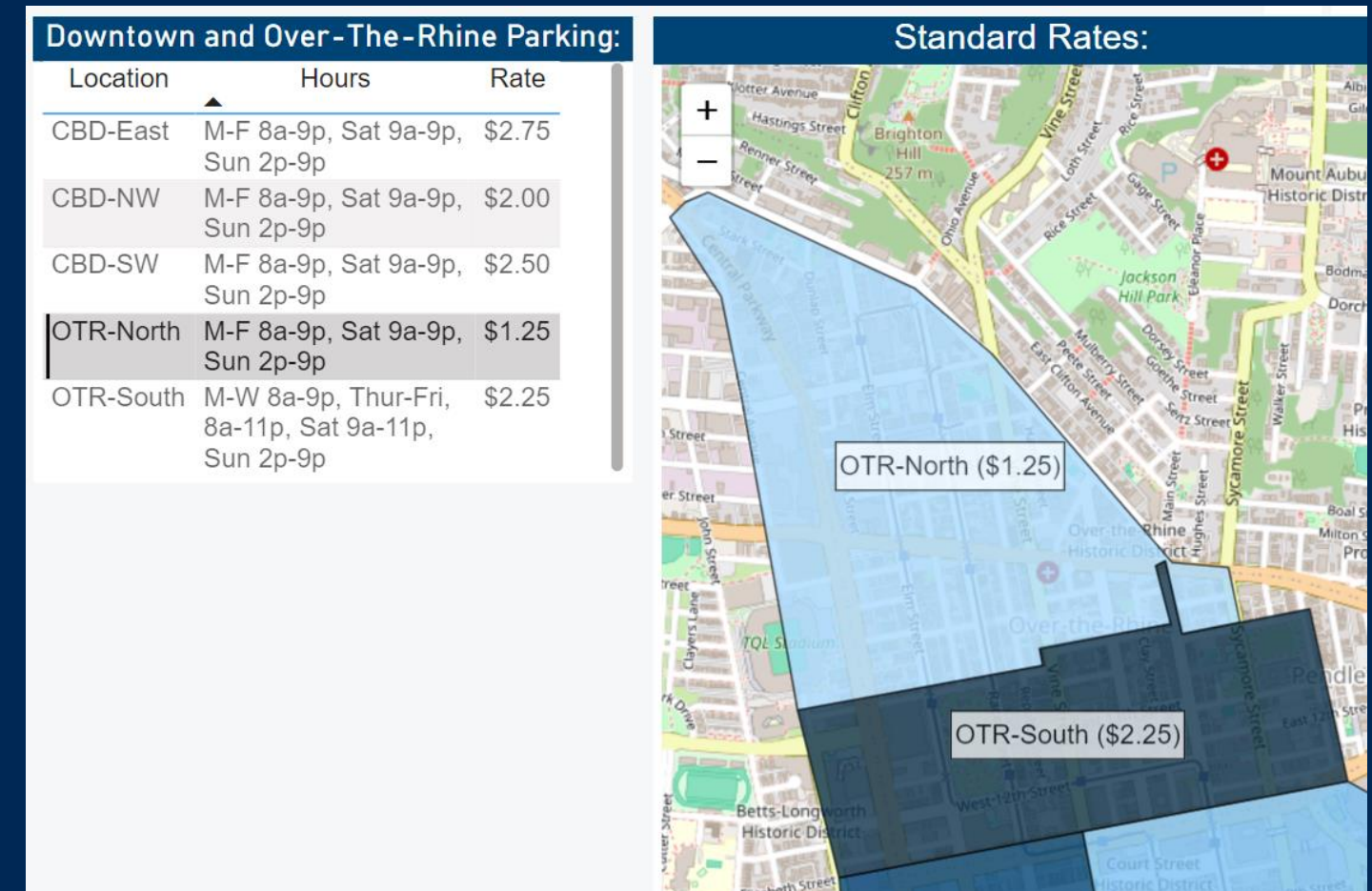
Update meter rates for on-street parking within OTR North. Restrict certain paid areas of high demand to 1-hour meters to ensure turnover.

- *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).

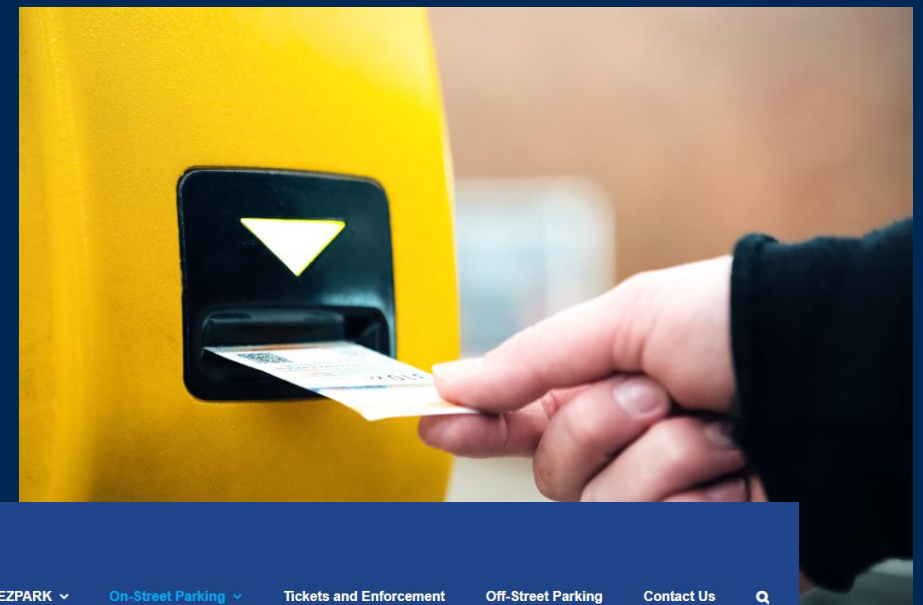
- *Lead time required for signage fabrication and installation*
- *Equipment ordering for multi-space pay stations*
- *Availability of installation crews*





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.



The screenshot shows the CincyEZPark website interface. At the top, there is a navigation bar with the CincyEZPark logo (a 'P' in a circle) and menu items: CINCYEZPARK, On-Street Parking (highlighted), Tickets and Enforcement, Off-Street Parking, and Contact Us. Below the navigation bar is a large banner image of a tree with the text "Residential Parking Permits" overlaid. Underneath the banner is a text block containing information about the program's transition to a digital system starting July 1, 2022, and instructions for applying for permits. At the bottom of the screenshot, it says "Step 1. Complete the creation of your digital account."



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