

Connected Communities

Equitable Growth and
Housing Committee
April 23, 2024



Agenda

- What is Connected Communities?
- Policy Development & Engagement
- Ordinance
- Correcting Misconceptions
- Upcoming Meetings




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.



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

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

Plan Cincinnati (2012)

PLAN CINCINNATI

a comprehensive plan for the future

Final Draft
Cincinnati City Planning Commission
August 30, 2012



Plan Cincinnati (2012)

“Provide a full spectrum of housing options, improve quality and affordability”

“Offer housing options of varied sizes and types for residents at all stage of life”

“Expand options for non-automotive transit”

“Offer a transportation system that emphasizes public transit”

“Expand connectivity and facilities for pedestrians, bicyclists, transit users”

“Become more walkable”

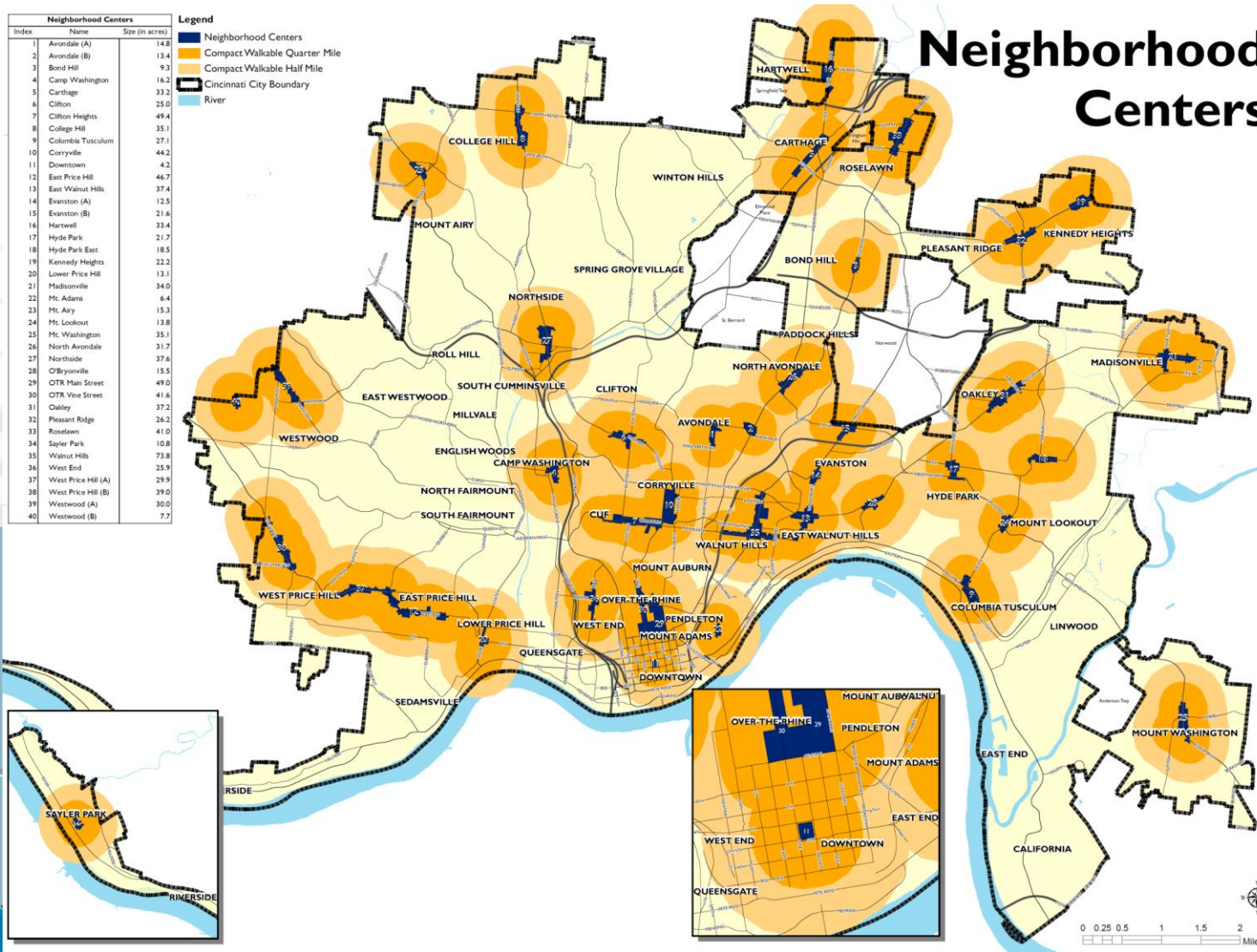
“Increase mixed-use, compact walkable development throughout our neighborhood centers and along transit corridors”

“Target investment to our Neighborhood Centers”

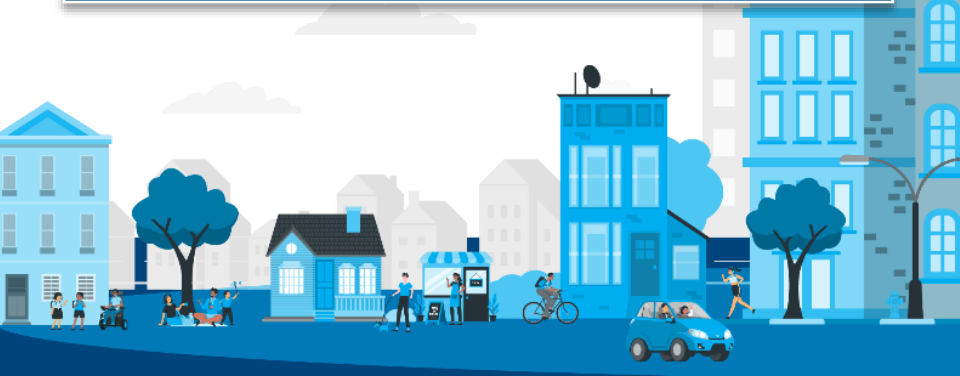
Plan Cincinnati (2012)

Neighborhood Centers		
Index	Name	Size (in acres)
1	Avondale (A)	14.8
2	Avondale (B)	13.4
3	Bond Hill	9.3
4	Camp Washington	16.2
5	Carthage	33.2
6	Clifton	25.0
7	Clifton Heights	49.4
8	College Hill	35.1
9	Columbia Tusculum	27.1
10	Corryville	44.2
11	Downtown	4.2
12	East Price Hill	46.7
13	East Walnut Hills	37.4
14	Evanston (A)	12.5
15	Evanston (B)	21.6
16	Hartwell	33.4
17	Hyde Park	21.7
18	Hyde Park East	18.5
19	Kennedy Heights	22.2
20	Lower Price Hill	13.1
21	Madisonville	34.0
22	Mt. Adams	6.4
23	Mt. Airy	15.3
24	Mt. Lookout	13.8
25	Mt. Washington	35.1
26	North Avondale	31.7
27	Northside	37.6
28	O'Bryonville	15.5
29	OTR Main Street	49.0
30	OTR Vine Street	41.4
31	Oakley	37.2
32	Pleasant Ridge	26.2
33	Roselawn	41.0
34	Sayler Park	10.8
35	Walnut Hills	73.8
36	West End	25.9
37	West Price Hill (A)	29.9
38	West Price Hill (B)	39.0
39	Westwood (A)	30.0
40	Westwood (B)	7.7


- Legend**
- Neighborhood Centers
 - Compact Walkable Quarter Mile
 - Compact Walkable Half Mile
 - Cincinnati City Boundary
 - River



Neighborhood Centers



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

Reinventing Metro (2020)


REINVENTING
METRO!




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




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

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

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

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. In the urban planning world, the term carries the powerful mantra that development patterns follow the mode of transportation provided. Across the United States, this pattern most frequently presents itself in the concentration of automobile-oriented uses clustered around highway exits and interchanges. Thus, an infrastructure investment such as a highway begets a development pattern intended for its primary user, the driver.

The same methodology holds for investments in other transportation modes. For example, see below a photograph of open land and farms with a newly built Queens section of the New York City subway line running along it. The same scene twenty years later with dense urban development scattered alongside the line. For almost all human history, development patterns have been dictated by the type of transportation mode developed. A Roman outpost, a port city, carriage towns, factory cities serviced by trains, streetcar suburbs, and suburban sprawl have all been built around travel mode, either by foot, bike, boat, train, or bus or by car.

Through a series of policy, market, and political shifts, the automobile became the dominant mode of transportation. So entrenched in the ethos of American culture, the car became the symbol of America and an everyday part of many citizens' lives. Over time, buildings

were set back to accommodate convenient parking. Cities built parking space requirements into municipal zoning regulations. Rail transportation declined as jet travel and new Interstate Highway systems knit cities together. Once reliant on robust streetcar and interurban rail networks, cities turned to buses, converted streets to one-way traffic, and carved bypasses, arterials, and highways through their centers to accommodate the growing preference for the automobile.

Planning for automobile usage became standard practice and widespread by the middle of the

20th century. With it came some negative impacts, increasing commute times, traffic, induced demand, declining health, and pollution increases. Cities and towns sprawled, and the automobile became a requirement for full participation in the economy. Wealth inequality diverged as access to jobs for low-income, transit-dependent wage earners found less opportunity along with shortening and increasingly infrequent bus routes.


In Hamilton County, which contains the City of Cincinnati, over 75,000 jobs were inaccessible by transit, according to a 2015 University



Queens Boulevard, NYC in 1920. Photo from the Gothamist

Queens Boulevard, NYC in 1940. Photo from the Gothamist

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

What is Connected Communities?

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



March 16, 2021

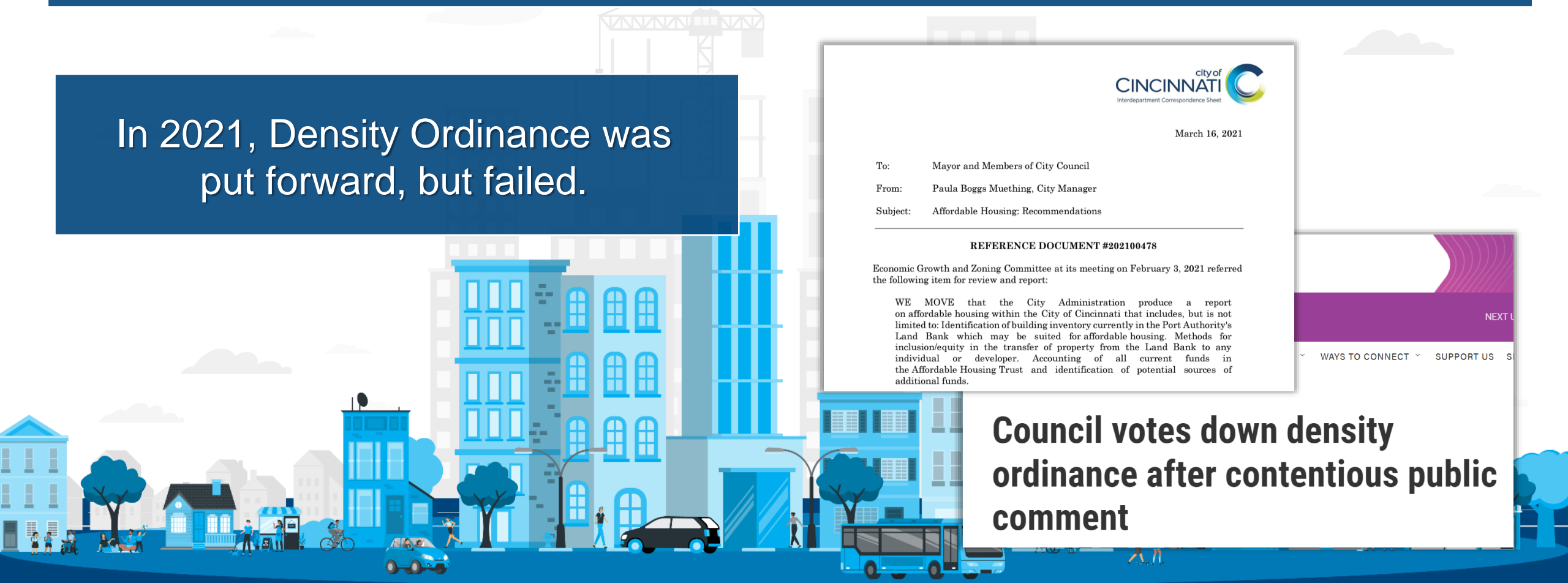
To: Mayor and Members of City Council
From: Paula Boggs Muething, City Manager
Subject: Affordable Housing: Recommendations

REFERENCE DOCUMENT #202100478

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

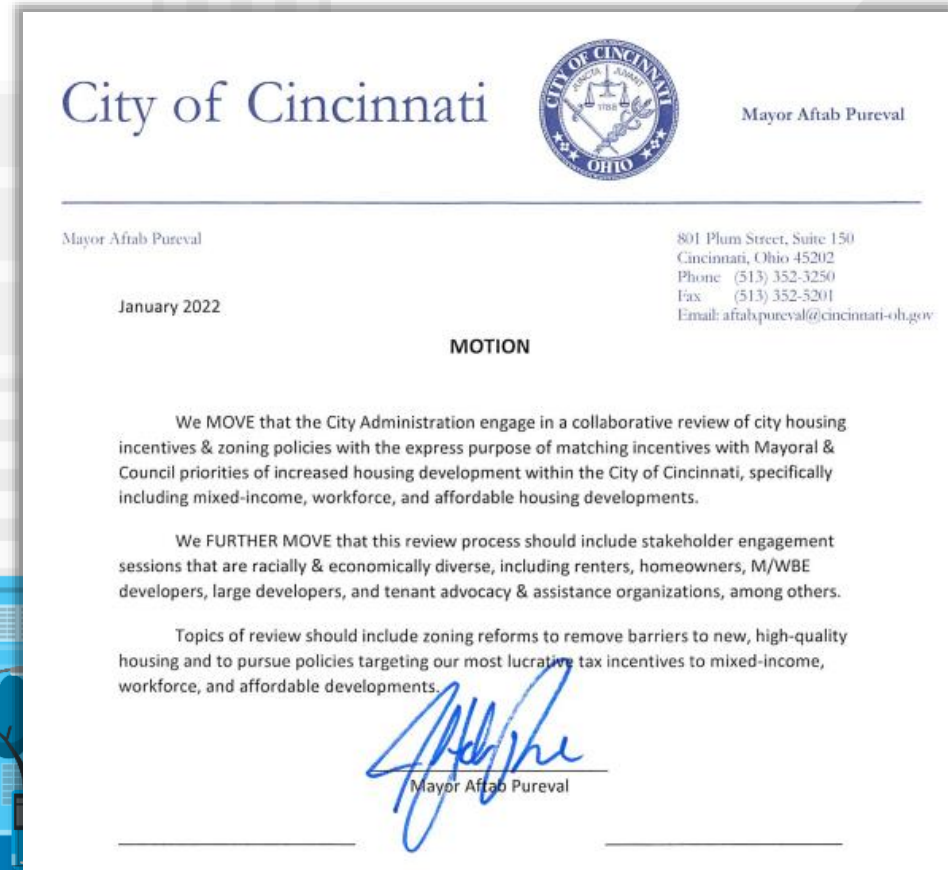
WE MOVE that the City Administration produce a report on affordable housing within the City of Cincinnati that includes, but is not limited to: Identification of building inventory currently in the Port Authority's Land Bank which may be suited for affordable housing. Methods for inclusion/equity in 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.

Council votes down density ordinance after contentious public comment



What is Connected Communities?

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



Why Connected Communities?



Housing prices are rising rapidly



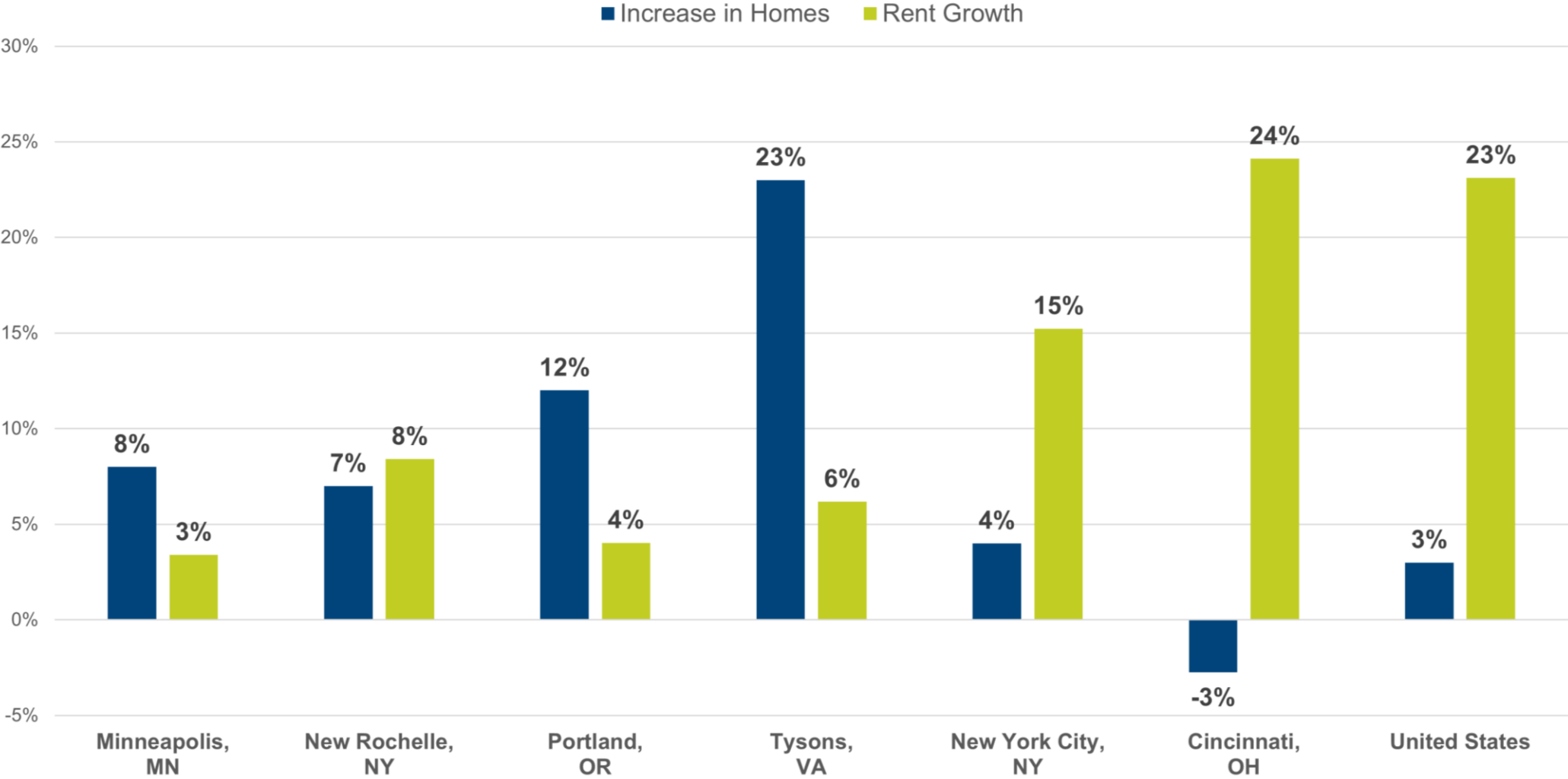
Housing construction is lagging



The zoning code is capping supply

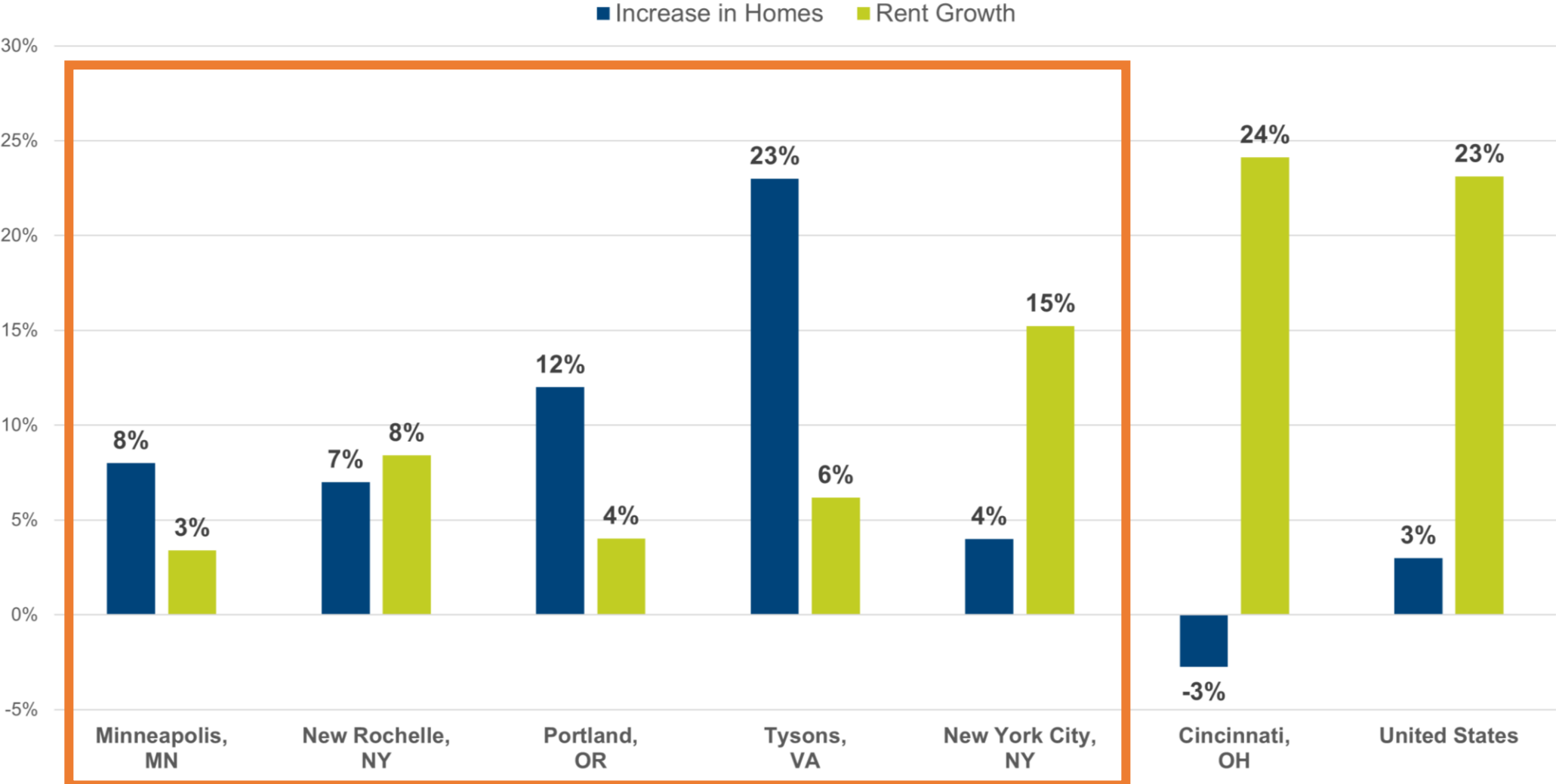
Building More Housing Stabilizes Rent Prices

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



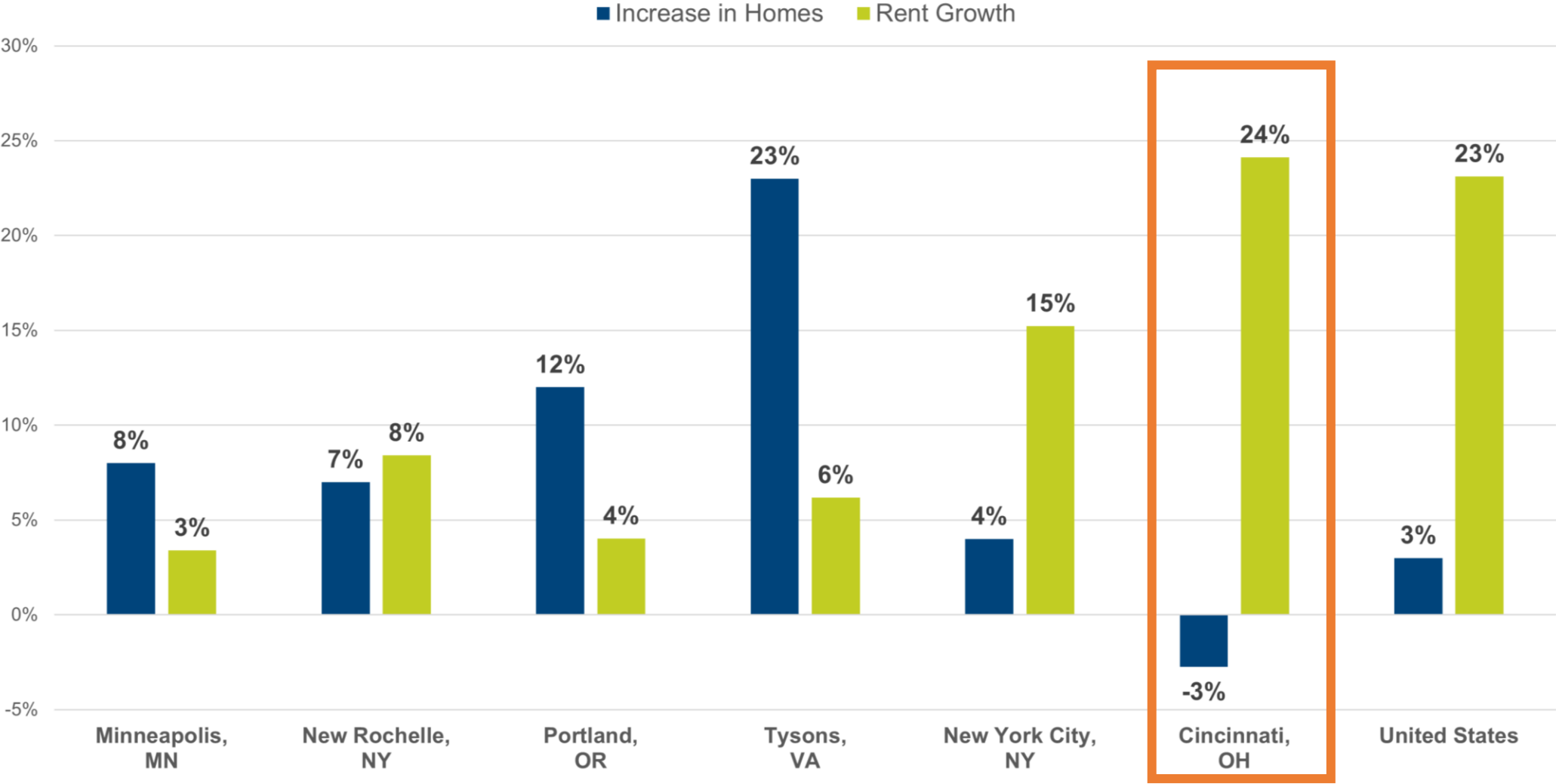
Building More Housing Stabilizes Rent Prices

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



Building More Housing Stabilizes Rent Prices

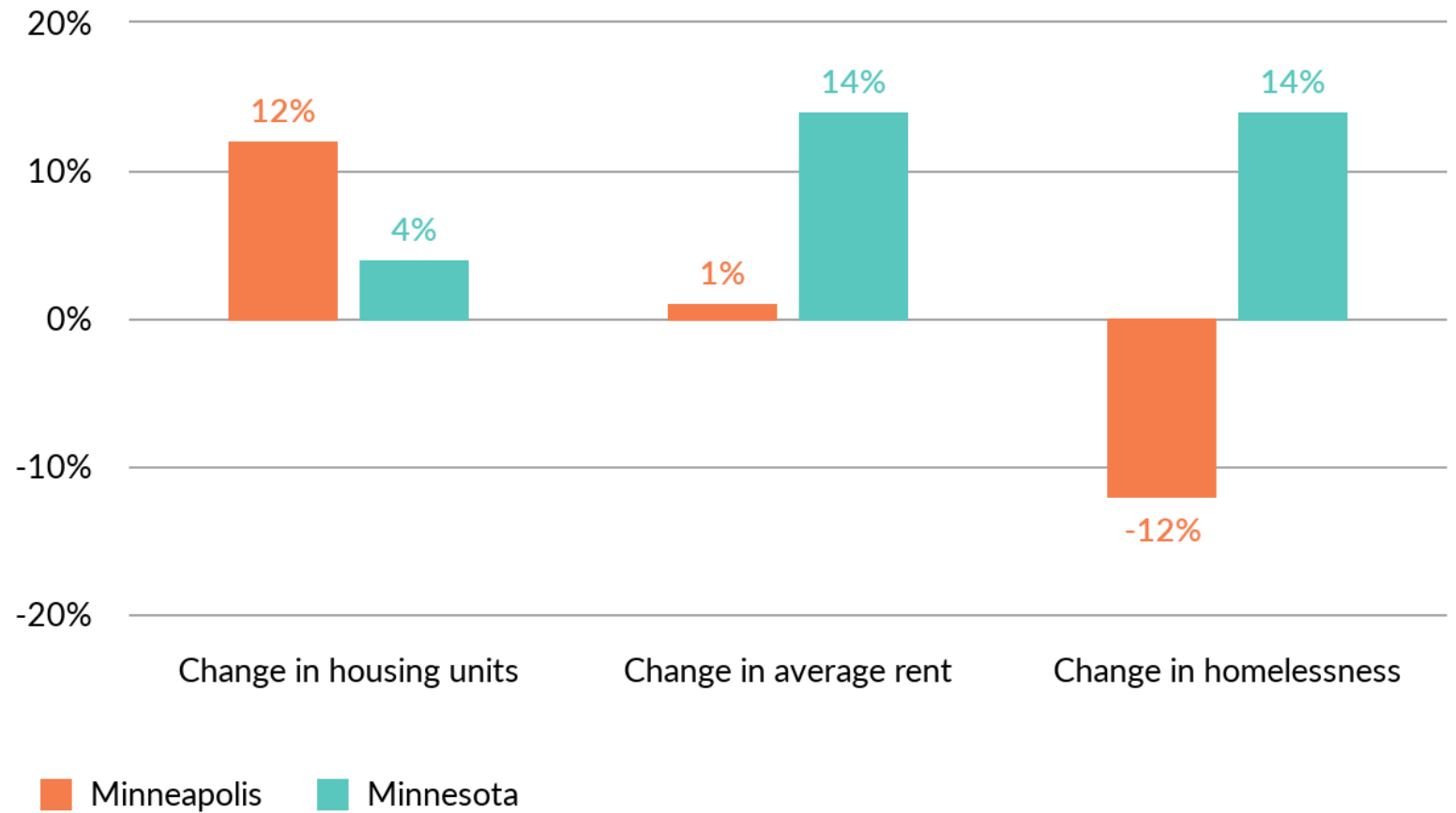
Percent changes in homes (2017-2021), and median rent estimates (2017-2023)



Building
More
Housing
Stabilizes
Rent Prices

Minneapolis' Rent Growth Was Much Lower Than Minnesota's

Percentage change in housing stock, average rent, and homelessness, 2017-22



What are the Tools?



Middle Housing



Reduced Regulatory
Barriers



Parking



Affordable
Development



Human Scale
Development



Process
Improvements

Where to Implement?



Business Districts



Major Corridors



Citywide

**What does the
research say?**



**DRAFT
POLICIES**



**What are other
cities doing?**



**What do
Cincinnatians think?**

Connected Communities Phases



Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



2024 Refine



Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



2024 Refine



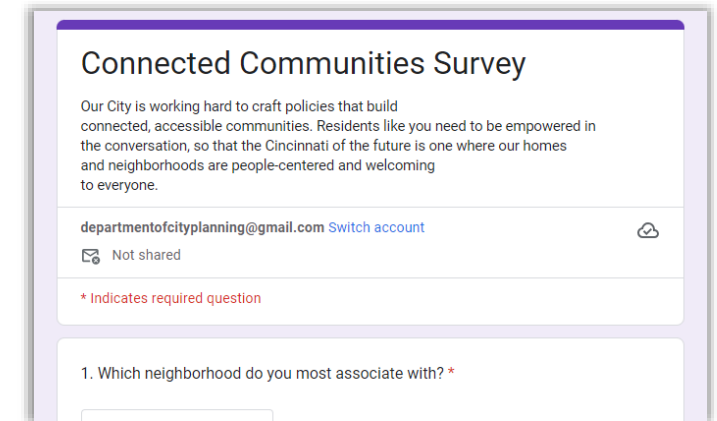
2022 Identify Problems



Housing Summit



Research



Public Survey

Professional Stakeholder Conversations

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.

Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



2024 Refine



Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



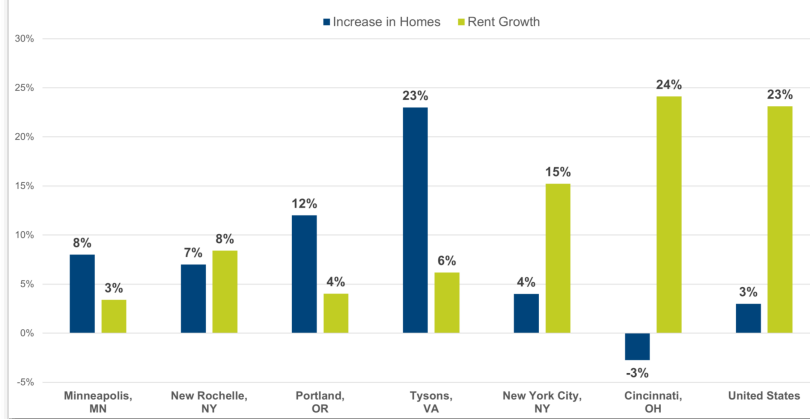
2024 Refine



2023 Inform Strategy



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



Research



Public Engagement



Prof. Stakeholders

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.

Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



2024 Refine



Connected Communities Phases

2022 Identify Problems



2023 Inform Strategy



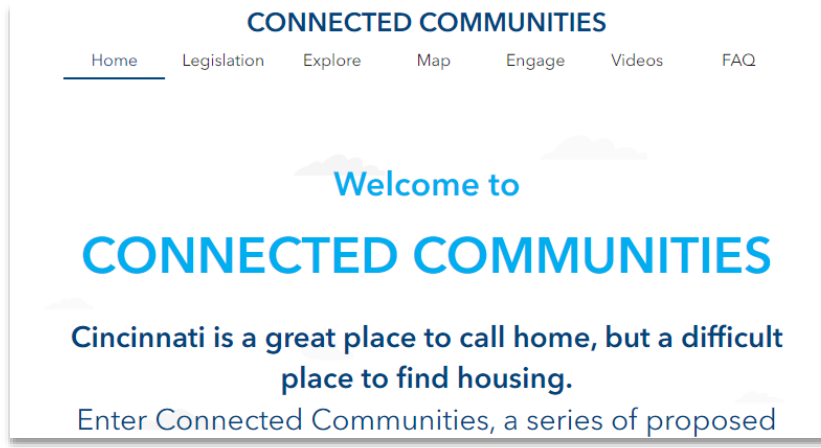
2024 Refine



2024 Refine



Housing Summit

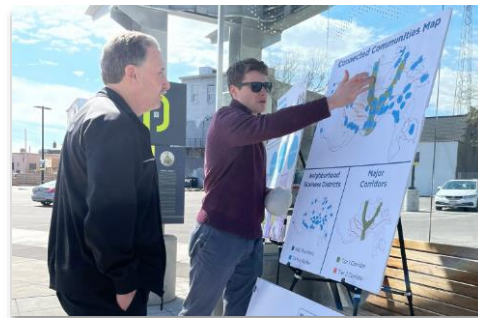


Website

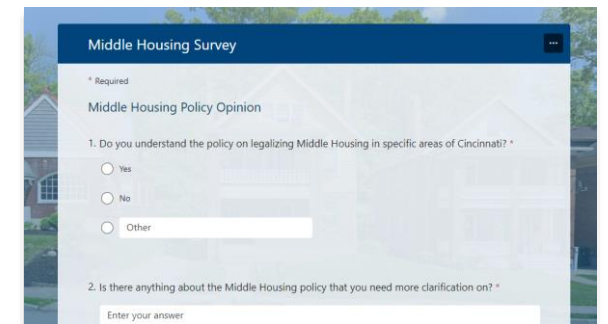


Public Engagement

Pop-Ups



Survey



2024 Refine



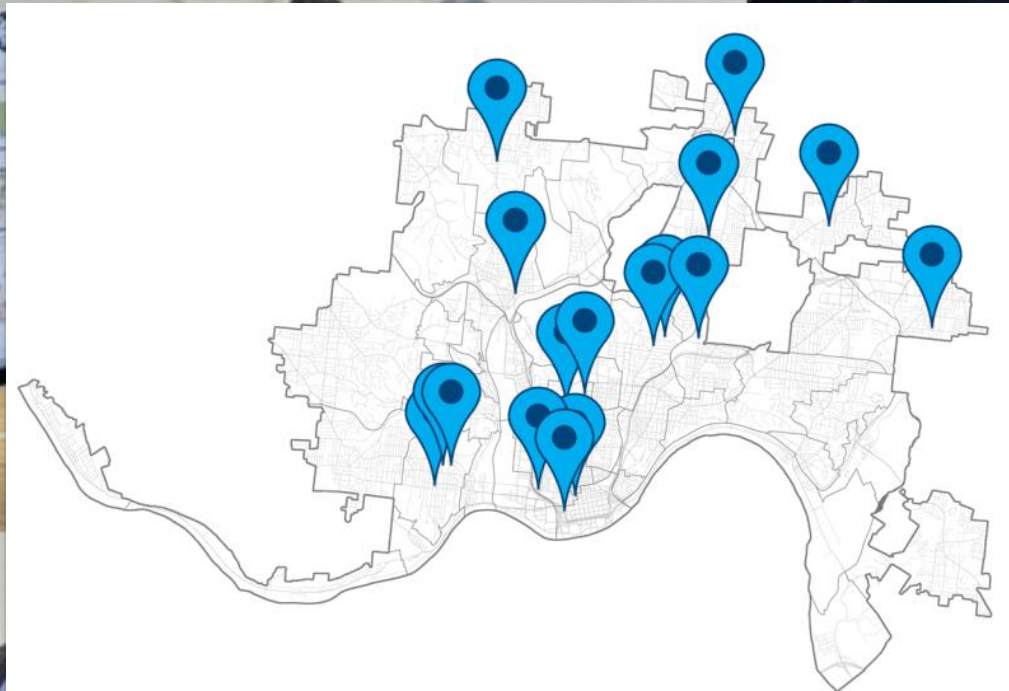
Takeaways for policy

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.

Engagement Summary



2 Years
34 Events
49 Neighborhoods
2,250+ Participants
10,500+ Website Visits

If no
bus line

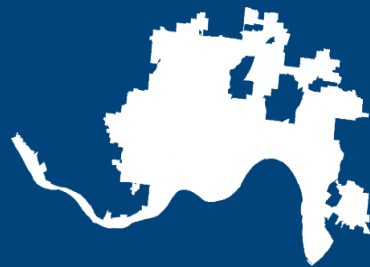
For more information,
see the complete
Engagement Report +
Appendix



Ordinance



Policy to Ordinance



Policy to Ordinance

1. New Zoning Code language
and maps



2. Modify existing Zoning Code
language





Middle Housing



Reduced Regulatory
Barriers



Parking

New Zoning Code Districts

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



Middle Housing



Reduced Regulatory
Barriers

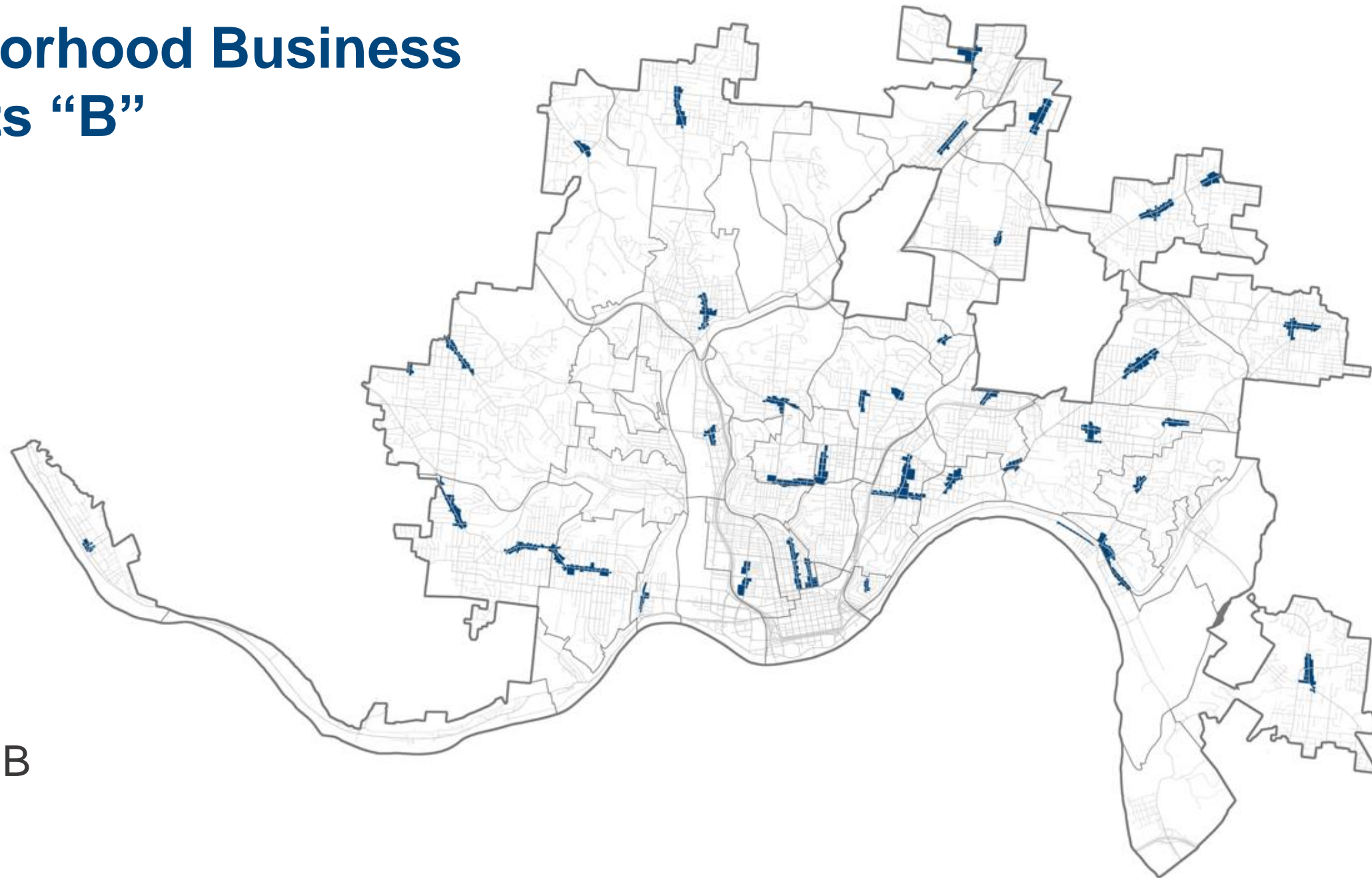


Parking

New Zoning Code Districts

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

Neighborhood Business Districts "B"





Middle Housing



Reduced Regulatory
Barriers



Parking

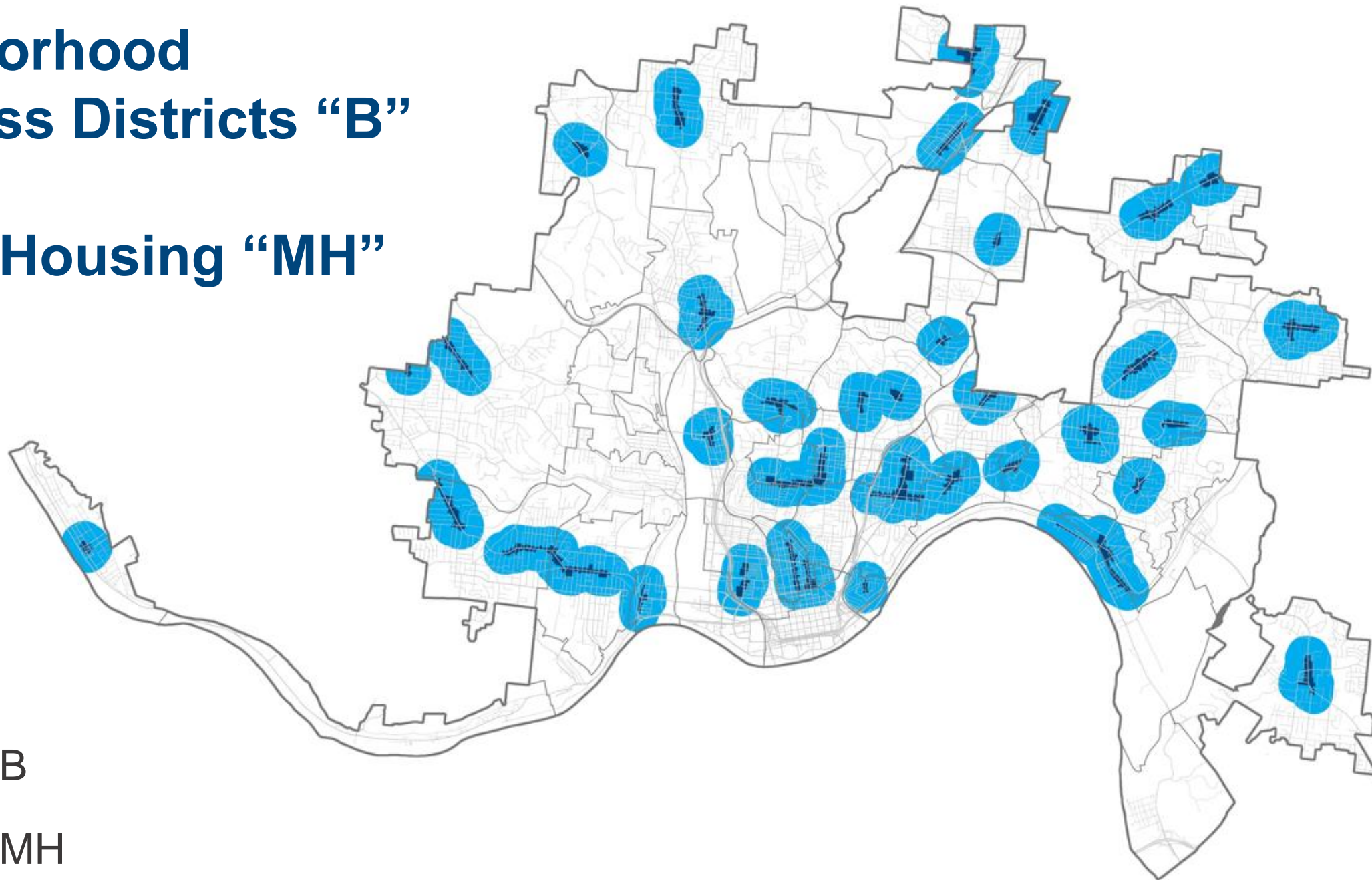
New Zoning Code Districts

2. Middle Housing “MH”

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

Neighborhood Business Districts “B”

Middle Housing “MH”





Middle Housing



Reduced Regulatory
Barriers



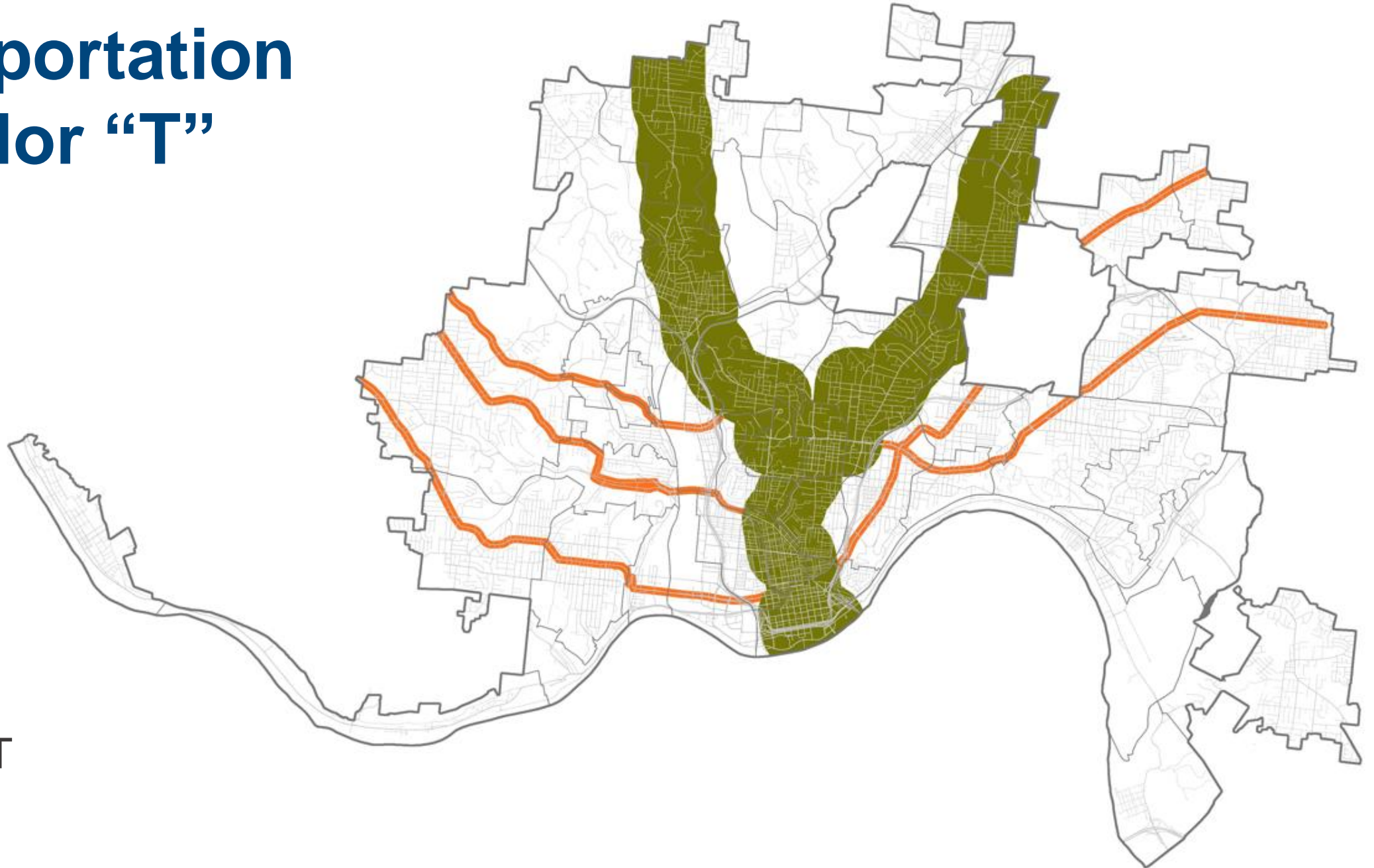
Parking

New Zoning Code Districts

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

Transportation Corridor “T”





Middle Housing



Reduced Regulatory
Barriers



Parking

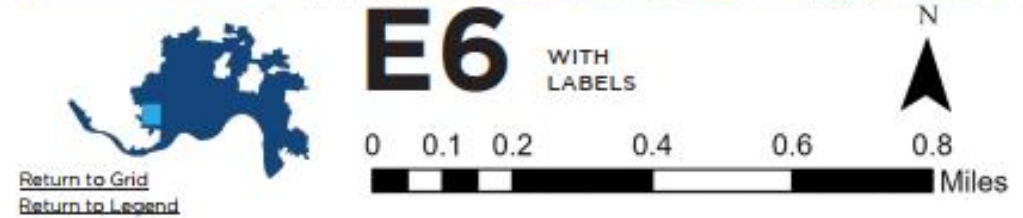
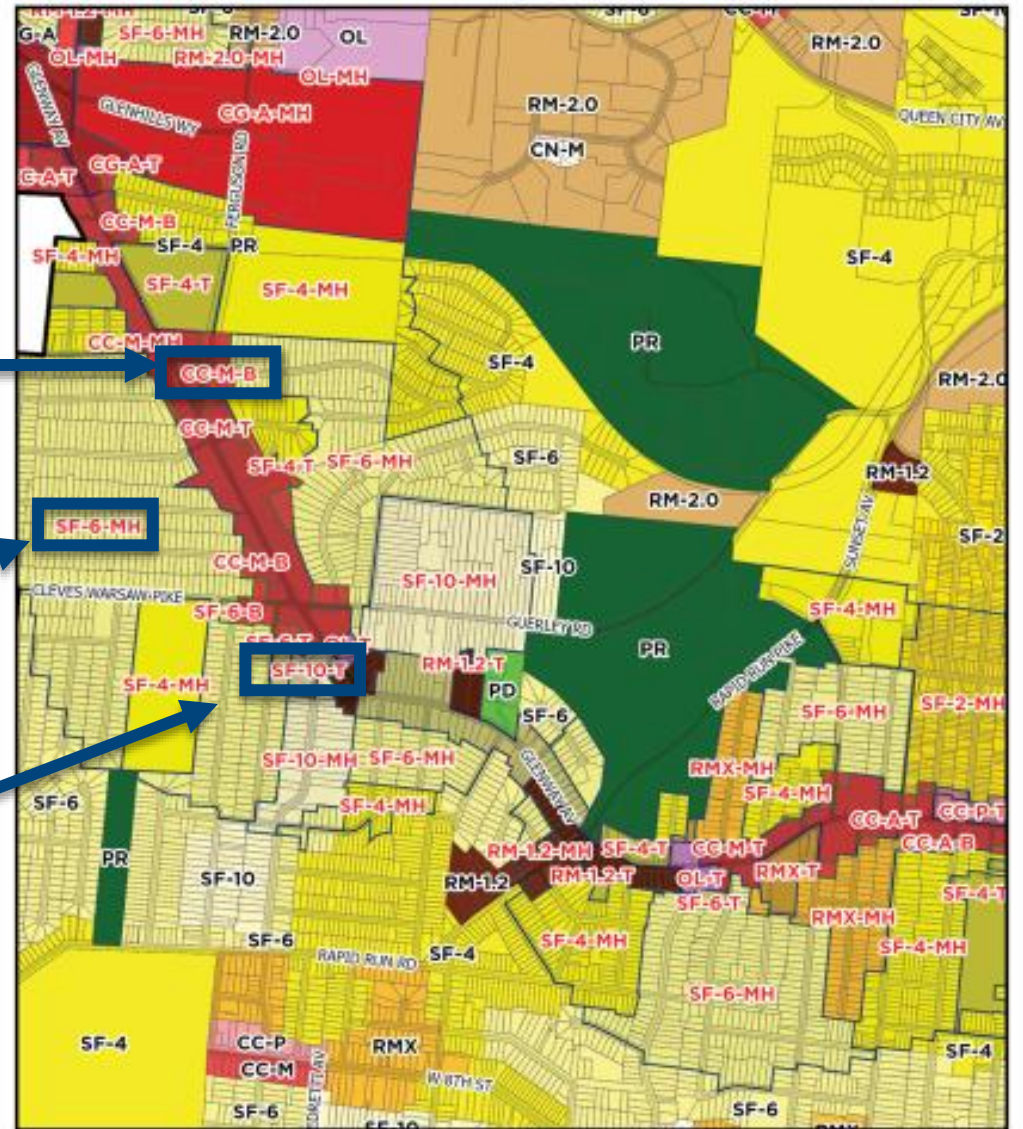
Important Notes

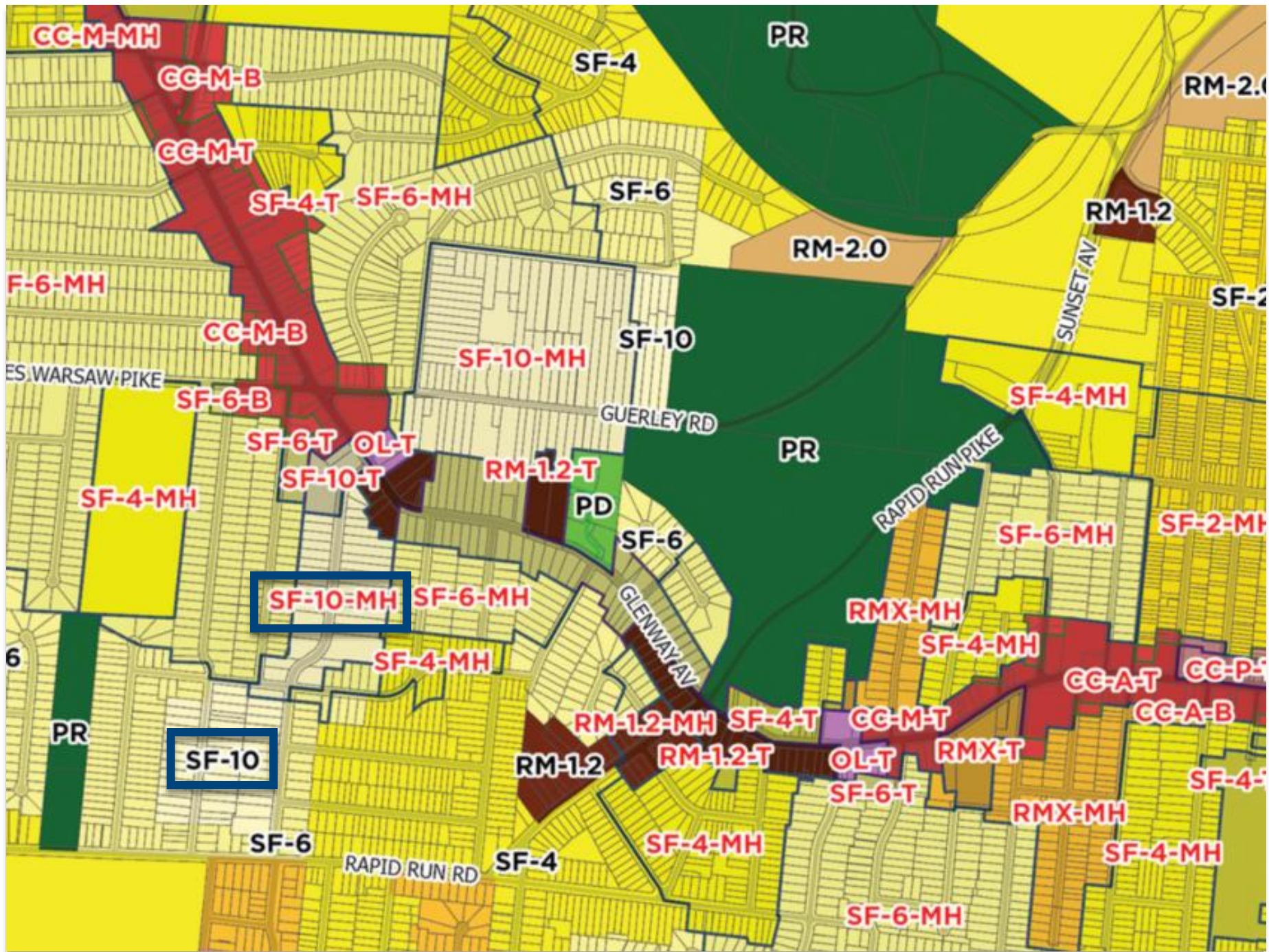
- New districts are based off existing districts.
 - SF-10 → SF-10-MH
- Other rules in base zoning stay the same (setback, etc.).
- Zones not included:
 - Downtown Development (DD)
 - Institutional Residential (IR)
 - Planned Development (PD)
 - Parks (PR)

Neighborhood Business District "B"

Middle Housing "MH"

Transportation Corridors "T"







Middle Housing



Reduced Regulatory
Barriers



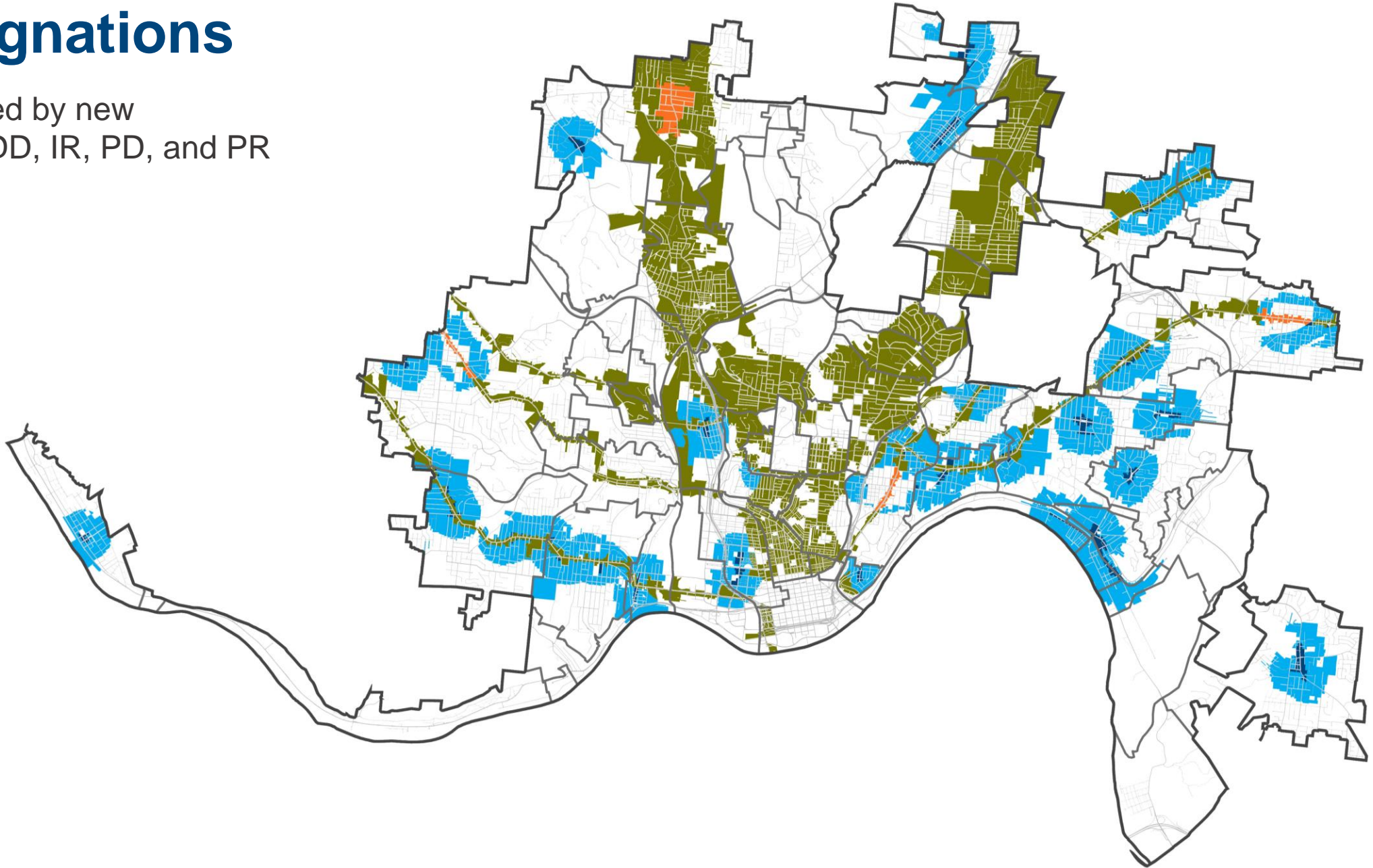
Parking

Form Based Code

- 4 Neighborhoods
 - College Hill
 - Madisonville
 - Walnut Hills
 - Westwood
- All Connected Communities policies apply, except for height bonus
- Impacts all FBC zones, even outside boundary
- FBC Parking “P” Zone Created

New Designations

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





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



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.*



Human Scale
Development





Human Scale
Development

Additions Based on Engagement

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





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



Human Scale
Development

No Change

- Refuse storage regulations
- Bike parking mandates





Process Improvements

Includes

- Easier outdoor dining approvals
- Elimination of cluster housing
- More permissive day care regulations
- Nonconforming side-yard setbacks
 - 1-story additions now don't need variance
- Jurisdiction Changes
 - Adjust the rules of appeals for Zoning Board of Appeals (ZBA) and Court of Common Pleas
- PD minimum lot size reduced to 1.5 acres



Correcting Misconceptions

Correcting Misconceptions

- **Optional**
 - Owners are not forced to change their property
 - They can still provide parking
- **Minimal Setback Modifications**
 - Consistent setbacks for commercial zones
 - Side-yard setbacks for 1-story additions
- **Infrastructure Management**
 - City has process in place to ensure capacity isn't exceeded

Correcting Misconceptions

- There are no changes to:
 - Building Code
 - Historic Guidelines
 - Urban Parking Overlay Districts
 - Urban Design Overlay Districts
 - Hillside Overlay Review
 - Coordinated Site Review Process



Policy Monitoring

Policy Monitoring

If Connected Communities is adopted, we are prepared to develop a system to track the impact and effectiveness of the policies in our communities.



Upcoming Meetings

Public Staff Conferences (Zoom)

Thurs. April 25, 2024, at 5:30 PM

Tues. April 30, 2024, at 12:00 PM

City Planning Commission

Fri. May 17, 2024, at 9:00 AM

Questions?

