



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final-revised

Equitable Growth & Housing

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

Tuesday, October 22, 2024

1:00 PM

Council Chambers, Room 300

PRESENTATIONS

Planned Development #88, Three Oaks

Emily Burns, City Planner

OTR North Special Permit Parking Area

Mr. Dan Bower, DCED

AGENDA

START OF PUBLIC HEARING

- [202402205](#) **PRESENTATION**, submitted by Sheryl M. M. Long, City Manager, dated 10/22/2024, regarding the Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, "Three Oaks," in Oakley.

Sponsors: City Manager
Attachments: [Transmittal](#)
[Presentation](#)
- [202402096](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 10/22/2024, **APPROVING** a major amendment to the concept plan and development program statement governing a portion of Planned Development District No. 88, "Three Oaks," to change the uses permitted within the planned development to facilitate the construction of car condominiums in the area generally bound by a railroad right-of-way to the north, 34th Avenue to the east, 32nd Avenue to the west, and Iron Oak Avenue to the south in the Oakley neighborhood. (Subject to the Temporary Prohibition List <<<https://www.cincinnati-oh.gov/law/ethics/city-business>>>).

Sponsors: City Manager
Attachments: [Transmittal](#)
[Ordinance](#)
[Attachment A](#)
[Attachment B](#)
[Attachment C](#)
[Legislative Record](#)
[CPC Memo to Clerk](#)

END OF PUBLIC HEARING

3. [202402217](#) **PRESENTATION**, submitted by Sheryl M. M. Long, City Manager, dated 10/22/2024, regarding DCED's presentation regarding the OTR North Special Permit Parking Area.

Sponsors: City Manager
Attachments: [Transmittal](#)
[Presentation](#)

4. [202402016](#) **ORDINANCE** submitted by Sheryl M. M. Long, City Manager, on 9/11/2024, **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 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.

Sponsors: City Manager
Attachments: [Transmittal](#)
[Ordinance](#)
[Attachment](#)

5. [202402202](#) **ORDINANCE (B VERSION)** submitted by Vice Mayor Kearney, from Emily Smart Woerner, City Solicitor, **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 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.

Sponsors:

Kearney

Attachments:

[ATTACHMENT](#)

[ORDINANCE](#)

[TRANSMITTAL](#)

ADJOURNMENT

October 22, 2024

To: Equitable Growth and Housing Committee

From: Sheryl M. M. Long, City Manager

202402205

Subject: Presentation – Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, “Three Oaks,” in Oakley

Attached is the presentation for the Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, “Three Oaks,” in Oakley.

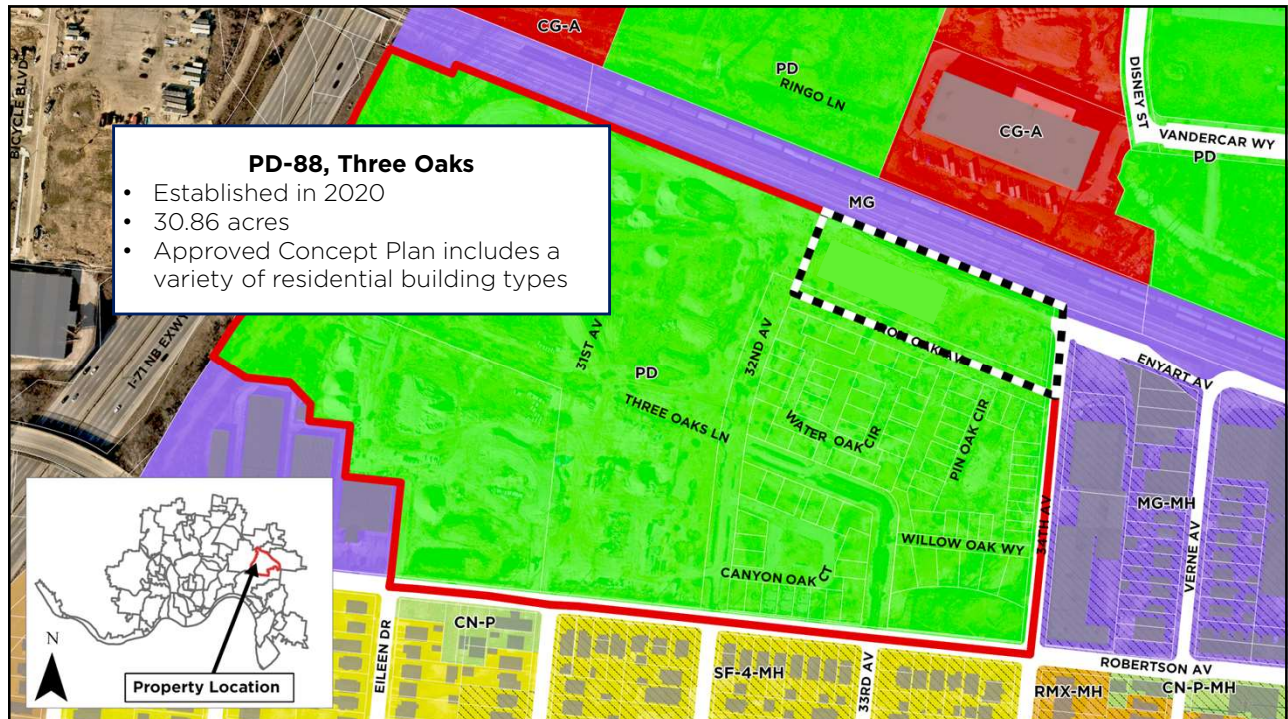
cc: Katherine Keough-Jurs, FAICP, Director
Department of City Planning and Engagement

Proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88, Three Oaks

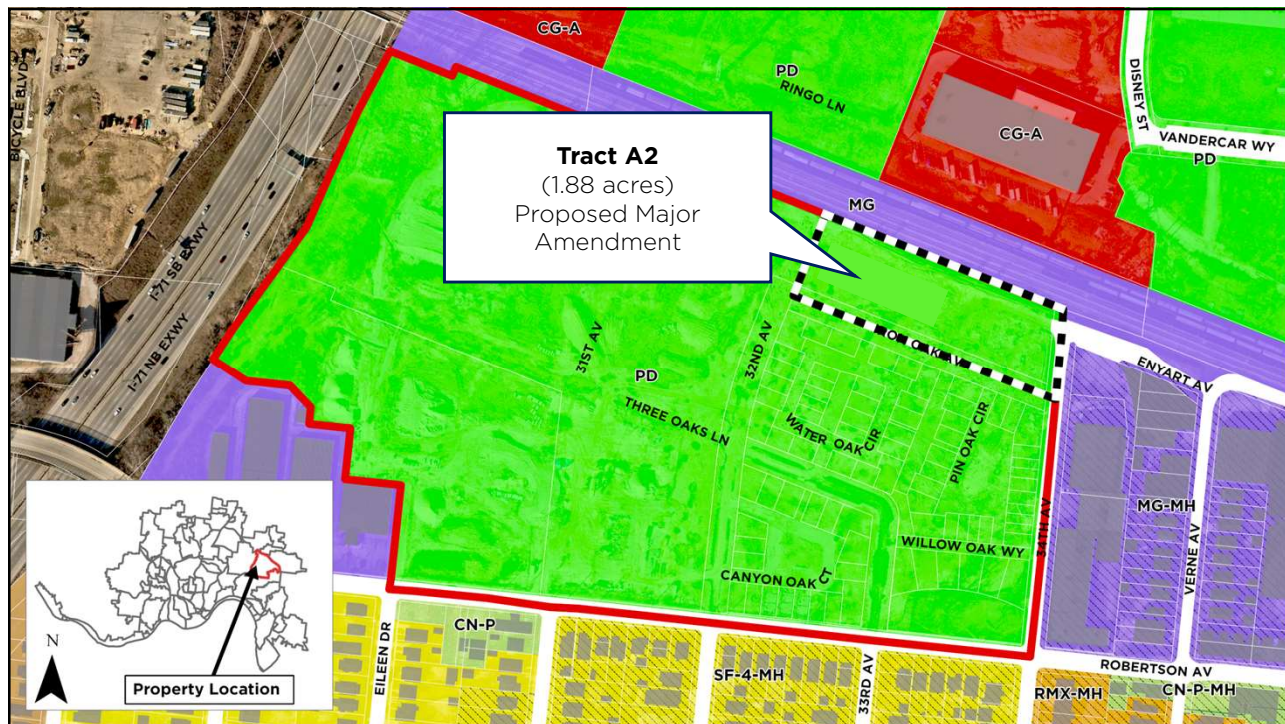
Equitable Growth & Housing Committee

October 22, 2024

1



2



3


Background

Applicant: Neyer Properties

Past Approvals

- 2020** PD-88 Established
- 2022** Final Development Plan Approved

Request: Major Amendment to allow car condos as a permitted use in Tract A2 of PD-88

 | 4

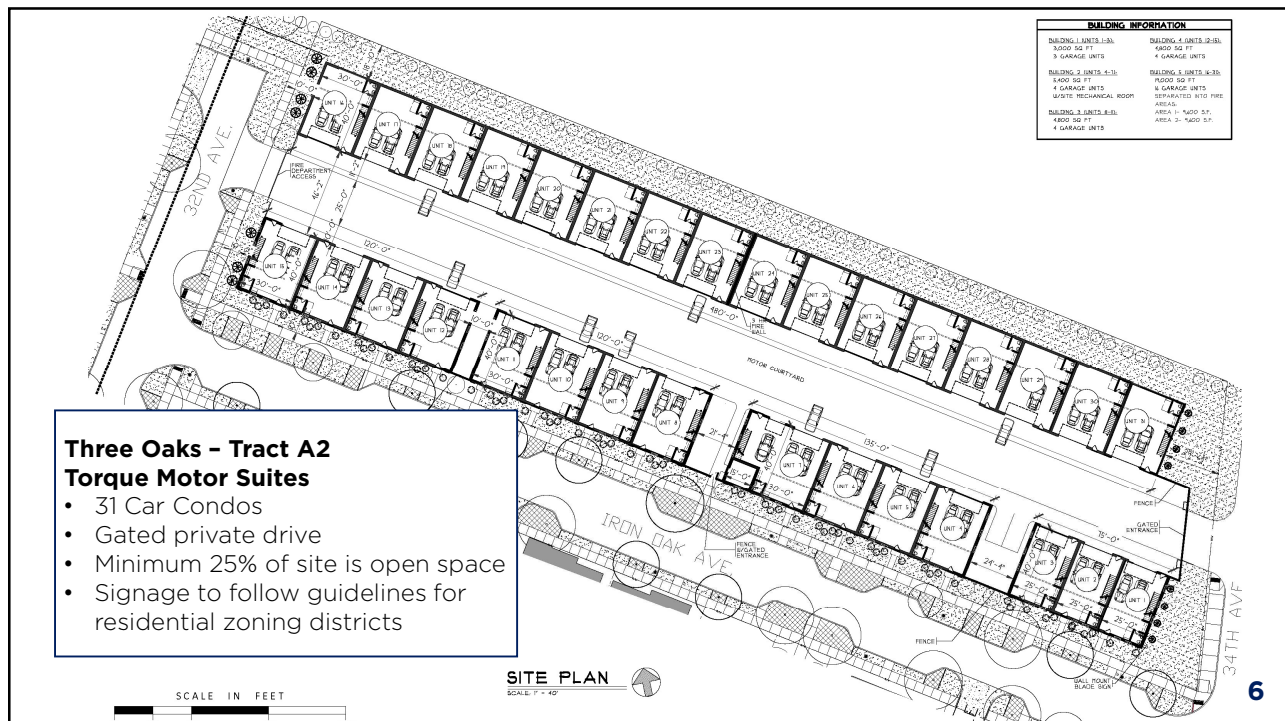
4

Major Amendment

The requested Major Amendment is considered such because it proposes

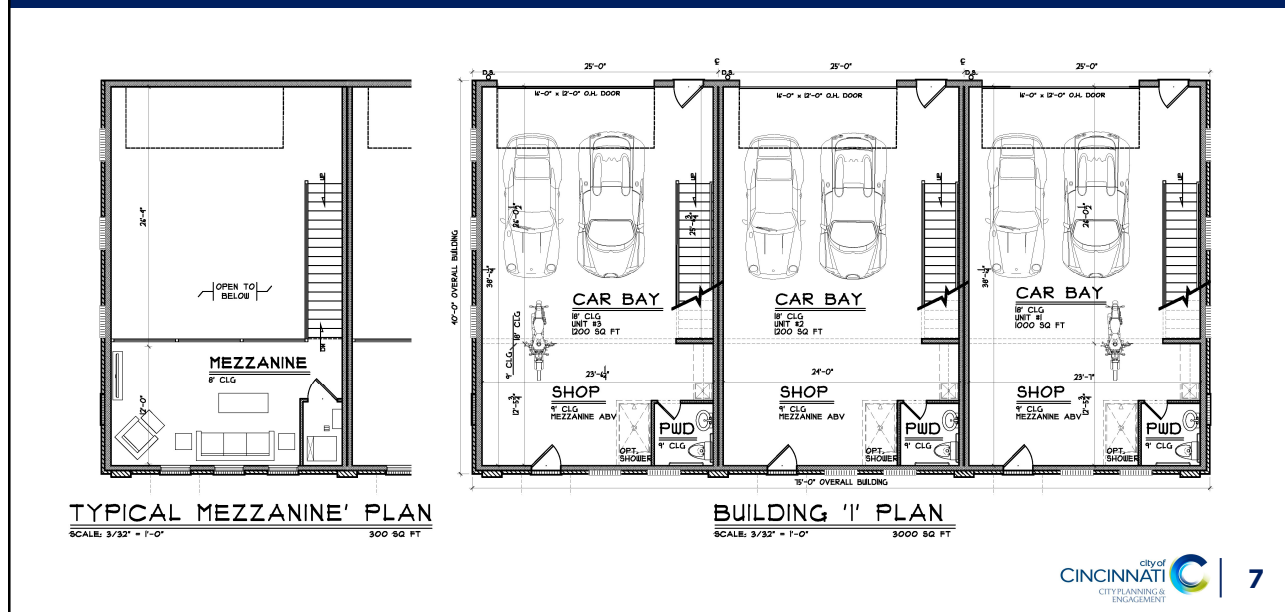
- **A change in use** from single-family residential to car condos

5



6

Proposed Car Condo Layout



7

Requirements for Planned Development

Per **§1429-05** of the Cincinnati Zoning Code, *Basic Requirements*, PD Districts and development within PD Districts must comply with the following:

- **Minimum Area**
- **Ownership**
- **Multiple Buildings on a Lot**
- **Historic Landmark District**
- **Hillside Overlay District**
- **Urban Design Overlay**

8

Concept Plan and Program Development

According to **§1429-09** of the Cincinnati Zoning Code, a petition to rezone a property to PD must include a Concept Plan and Development Program Statement must include text or diagrams that specify:

- **Plan Elements**
- **Ownership**
- **Schedule**
- **Preliminary Reviews**
- **Density and Open Space**

Engagement & Review

Coordinated Site Review (CSR) – March 26, 2024

- Letter outlines additional requirements needed to be met before permitting

Notification – Staff Conference and CPC Meeting

- Mailed notification to applicants, Oakley Community Council, and property owners within 400-feet

Virtual Public Staff Conference – May 29, 2024

- Applicants, City staff, and six members from the public were in attendance

Other Correspondence

- Letter of support from Oakley Community Council
- Two letters of opposition from residents

Consistency with Plans

Plan Cincinnati (2012)

Compete Goal: Cultivate our position as the most vibrant and economically healthiest part of our region (p. 114)

Oakley Master Plan (2019)

Managing Our Future Growth Focus Area Goal: Assure that future growth is guided by zoning and planning that will preserve Oakley as a thriving, unique, and pedestrian-scaled urban neighborhood (p. 80)

Analysis

1. PD plans are **consistent with applicable area plans** and compatible with surrounding development;
2. PD plans enhance the **potential for superior urban design** compared to the applicable base zoning district;
3. Deviations from the applicable base zoning district regulations are **justified by the benefits of the PD** design plans;
4. PD plans include **adequate provisions** for utility, trash, landscaping, traffic circulation, and other maintenance of the property.

Recommendation | Item 4

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

ADOPT the Department of City Planning and Engagement Findings as detailed in this report; and

APPROVE the Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88, Three Oaks, as amended and specified in this report.

October 22, 2024

To: Mayor and Members of City Council

202402096

From: Sheryl M. M. Long, City Manager

Subject: Ordinance – Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, “Three Oaks,” in the Oakley neighborhood

Transmitted is an Ordinance captioned:

APPROVING a major amendment to the concept plan and development program statement governing a portion of Planned Development District No. 88, “Three Oaks,” to change the uses permitted within the planned development to facilitate the construction of car condominiums in the area generally bound by a railroad right-of-way to the north, 34th Avenue to the east, 32nd Avenue to the west, and Iron Oak Avenue to the south in the Oakley neighborhood.

The City Planning Commission recommended approval of the Major Amendment at its September 20, 2024 meeting.

Summary

The petitioner, Neyer Properties, has requested a Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, “Three Oaks,” to add car condos, which are for-sale luxury garages primarily targeted at collectors, as a permitted use. If approved, PD-88 would allow car condos in Tract A2, a 1.88-acre area in the northeast corner of the site abutting the railroad tracks, which was previously approved for 27 single-family homes. The applicant is instead proposing to build 31 car condos along a gated private drive accessed from 34th Avenue, with an emergency access gate on 32nd Avenue. Single-family homes are still being built to the south of the proposed car condo site.

The City Planning Commission recommended the following on September 20, 2024 to City Council:

ADOPT the Department of City Planning and Engagement Findings as detailed in this report; and

APPROVE the Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88, Three Oaks, as amended and specified in this report.

cc: Katherine Keough-Jurs, FAICP, Director, Department of City Planning and Engagement

APPROVING a major amendment to the concept plan and development program statement governing a portion of Planned Development District No. 88, “Three Oaks,” to change the uses permitted within the planned development to facilitate the construction of car condominiums in the area generally bound by a railroad right-of-way to the north, 34th Avenue to the east, 32nd Avenue to the west, and Iron Oak Avenue to the south in the Oakley neighborhood.

WHEREAS, Three Oaks Single Family, LLC owns or controls certain real property in the Oakley neighborhood generally bound by railroad right-of-way to the north, 34th Avenue to the east, 32nd Avenue to the west, and Iron Oak Avenue to the south (“Property”), which property Council rezoned to Planned Development District No. 88 (“PD-88”), pursuant to Ordinance No. 227-2020 adopted on June 24, 2020; and

WHEREAS, the original concept plan and development program statement for PD-88 provided for the construction of 27 single-family dwellings on the Property; and

WHEREAS, Neyer Properties, Inc. (“Neyer”), has petitioned the City to approve a major amendment to the PD-88 concept plan and development program statement to allow for the construction of five buildings on the Property containing 31 car condominiums for personal vehicular storage use as an amenity for residents of the Three Oaks community, the residents of the surrounding Oakley neighborhood, and the City; and

WHEREAS, the proposed car condominiums will be accessed through a gated private drive along 34th Avenue with an emergency access gate on 32nd Avenue and will provide a buffer between the railroad to the north of the Property and residential dwellings to the south of the Property; and

WHEREAS, at its regularly scheduled meeting on September 20, 2024, the City Planning Commission recommended approval of the proposed major amendment to the concept plan and development program statement for PD-88; and

WHEREAS, a committee of Council held a public hearing on the major amendment to the concept plan and development program statement for PD-88 following due and proper notice pursuant to Cincinnati Municipal Code Section 111-1, and the committee approved the major amendment, finding it in the interest of the public’s health, safety, morals, and general welfare; and

WHEREAS, the proposed major amendment to the concept plan and development program statement for PD-88 is in accordance with the “Compete” initiative area with the goal to “[c]ultivate our position as the most vibrant and economically healthiest part of our region” as described on page 114 of Plan Cincinnati (2012); and

WHEREAS, the proposed major amendment to the concept plan and development program statement for PD-88 is in accordance with the goal to “[a]ssure that future growth is guided by zoning and planning that preserve Oakley as a thriving, unique, and pedestrian-scaled urban neighborhood” as described on page 80 of the Oakley Master Plan (2019); and

WHEREAS, Council considers the major amendment to the PD-88 concept plan and development program statement to be in the best interest of the City and the general public’s health, safety, morals, and general welfare; now, therefore,

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

Section 1. That the Council hereby adopts as its own independent findings the Department of City Planning and Engagement and the Cincinnati Planning Commission’s findings that the major amendment to Planned Development District No. 88 (“PD-88”) further described herein conforms to the requirements of Cincinnati Municipal Code Sections 1429-05, 1429-09, and 1429-11.

Section 2. That the zoning map, concept plan, and development program statement for PD-88 are hereby amended to incorporate the concept plan amendment, attached hereto as Attachment A and incorporated herein by reference, and development program statement amendment, attached hereto as Attachment B and incorporated herein by reference.

Section 3. That, to the extent the concept plan and development program statement for PD-88 are not amended herein, they shall remain in full force and effect.

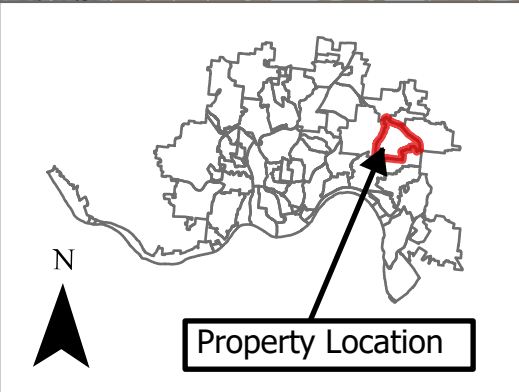
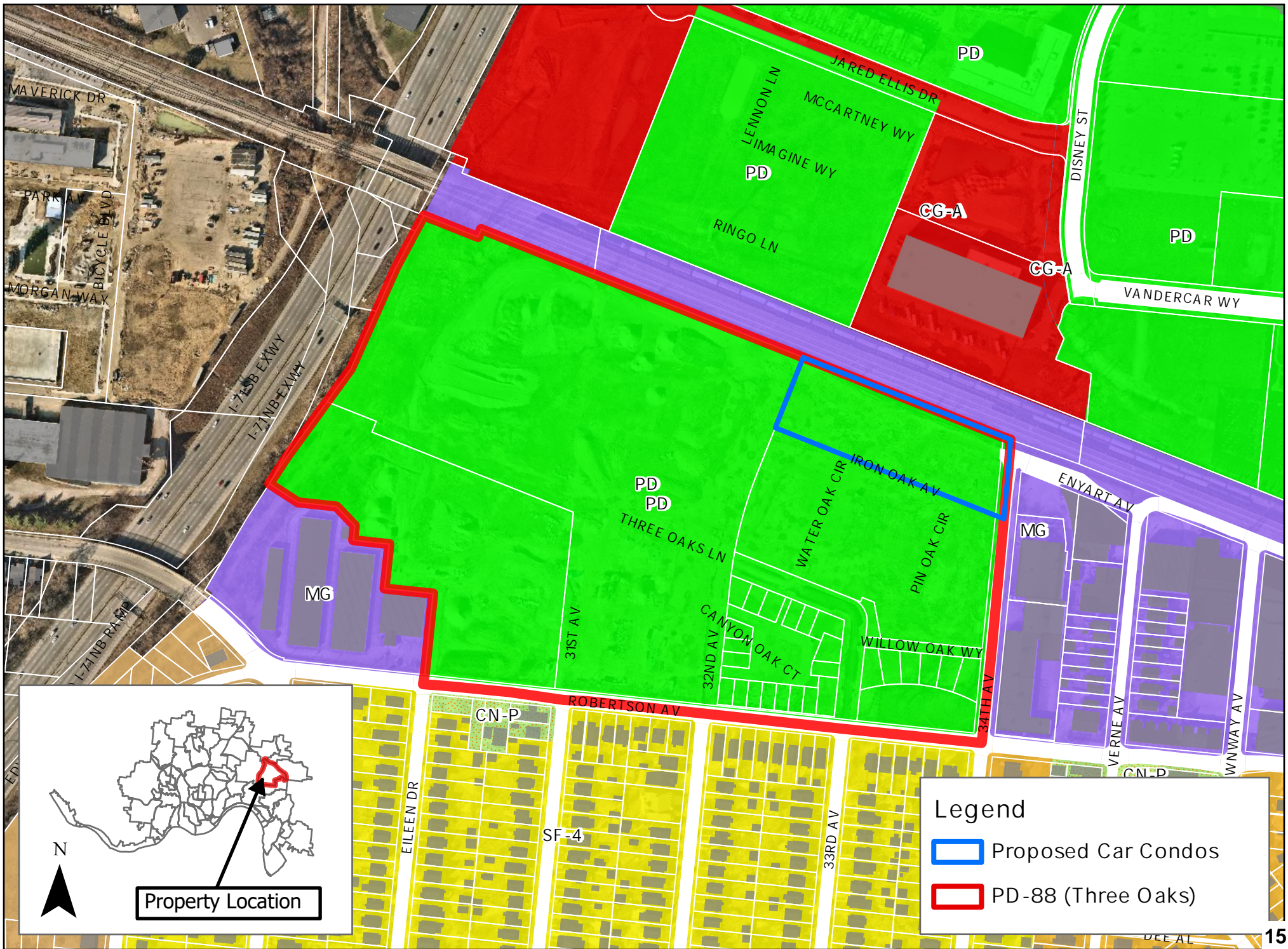
Section 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2024

Aftab Pureval, Mayor

Attest: _____
Clerk

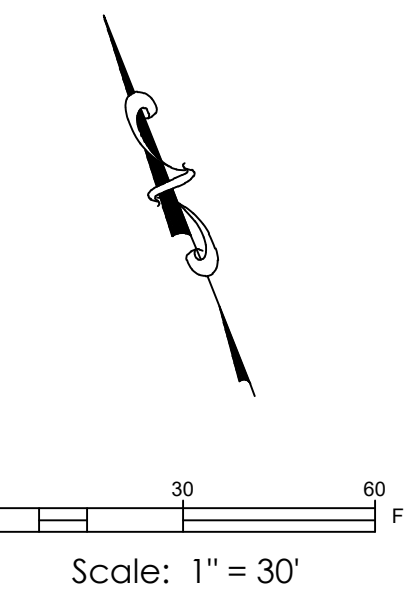
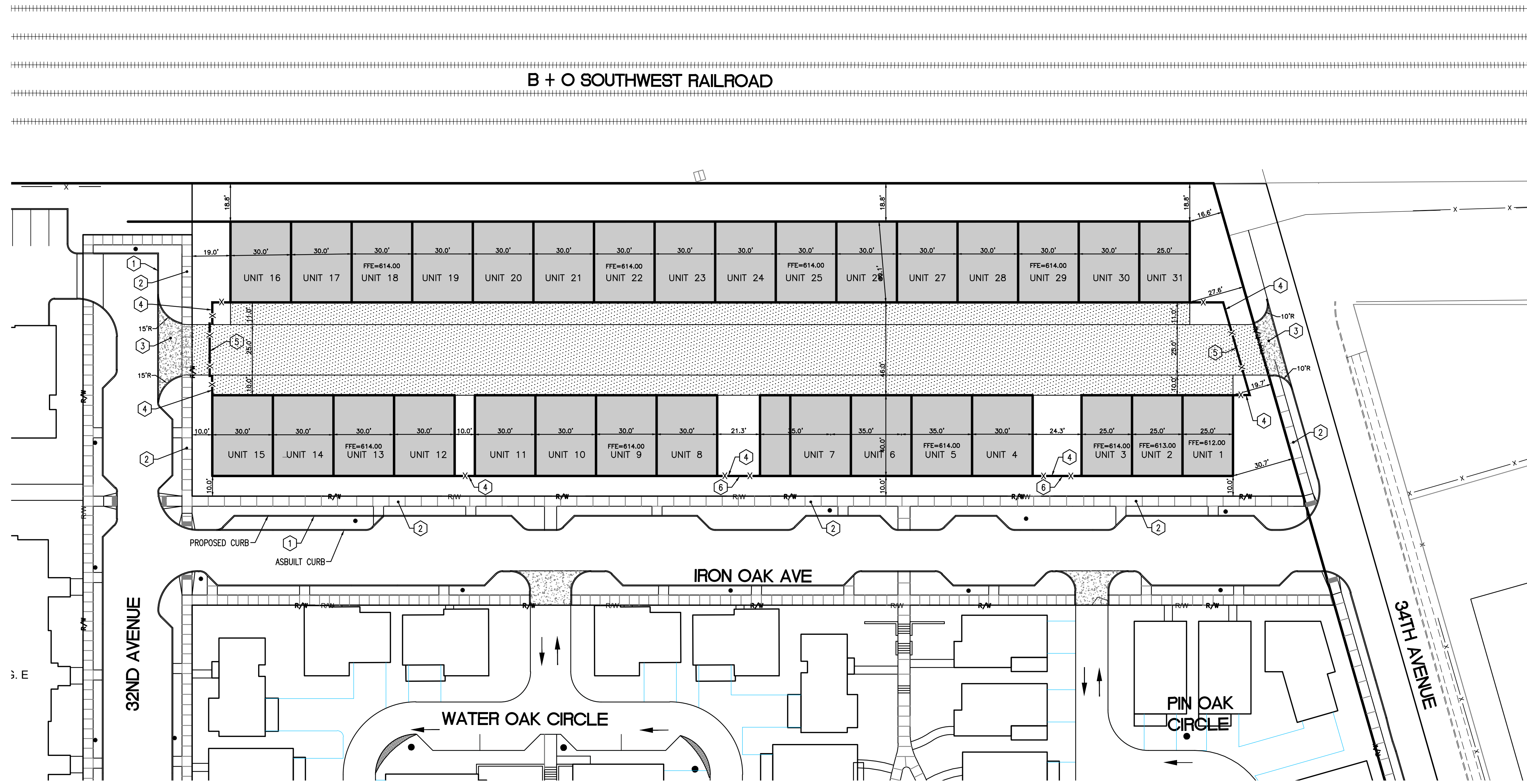
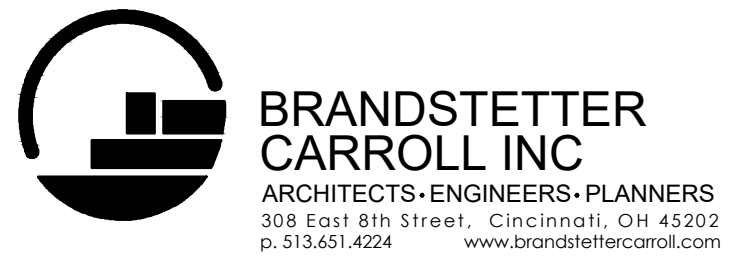
Proposed Major A amendment and Final Development Plan for PD-88 in Oakley EXHIBIT A



Legend

- Proposed Car Condos
- PD-88 (Three Oaks)

EXHIBIT C



CODED NOTES

- ① HEADER CURB TYPE S1
- ② CONCRETE SIDEWALK
- ③ CONCRETE APRON TO BE INSTALLED IN FUTURE PACKAGE. CONTRACTOR TO INSTALL ALL STONE BASE PER SECTION. (CONCRETE MODIFIED COMMERCIAL DRIVEWAY ACC. 22855 TYP.)
- ④ 6' TALL FENCE
- ⑤ SLIDING GATE
- ⑥ PEDESTRIAN GATE
- ASPHALT PAVEMENT AREA SEE DETAIL THIS SHEET

Revisions:
Issue Date: 1-16-2024

THREE OAKS GARAGE AREA

2800 ROBERTSON AVENUE
CINCINNATI, OHIO 45209

LAYOUT PLAN

Project No.

19102

C-101

TORQUE CAR CONDOS

TRACT A2 OF THREE OAKS SUBDIVISION

(81,813.145 SF)
1.878 ACRES

SITE INFORMATION

SUBJECT PROPERTY:
THREE OAKS SUBDIVISIONS
IRON OAK & 34TH AVE

PREPARED BY:
SABO DESIGN ASSOCIATES
550 WARDS CORNER ROAD
LOVELAND, OHIO, 45140
(513) 683-1234

OWNER:

NEYER PROPERTIES
2135 DANA AVE
SUITE 200
CINCINNATI, OH 45201
(513)563-1555

ZONING REQUIREMENTS:
ZONING: PD-88
SUBJECT LAND AREA: 81,813 S.F.
PROPOSED UNITS: 31 UNITS

PROPOSED:
5 BUILDINGS SEPARATED INTO 31 STORAGE UNITS



COVER SHEET

SHEET: 1 OF 7



VICINITY MAP

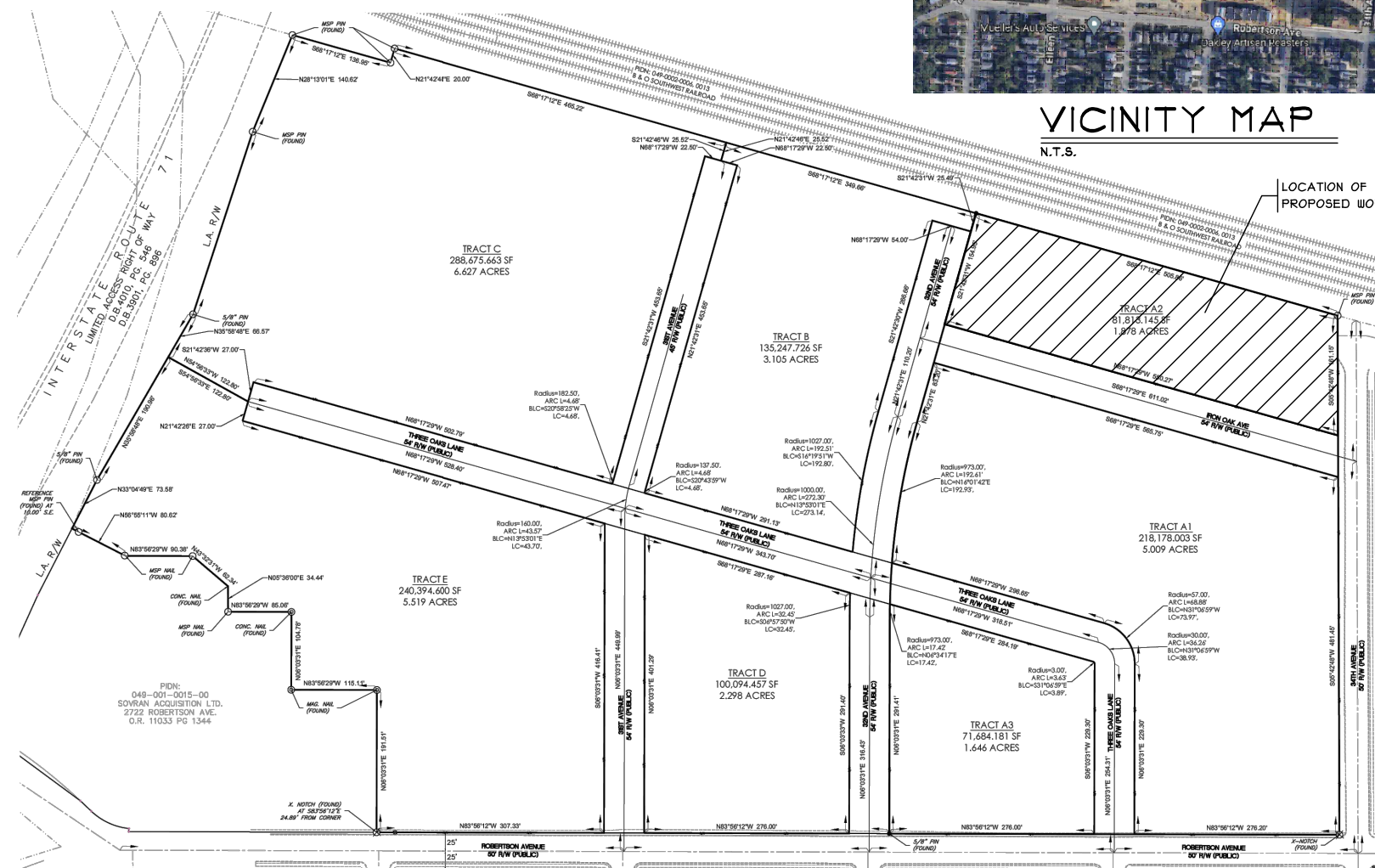
N.T.S.

LOCATION OF PROPOSED WORK



SOUTHEAST RENDERING

N.T.S.



SUBDIVISION MAP

N.T.S.



PROPOSED

TORQUE CAR CONDOS

CINCINNATI, OH

HAMILTON COUNTY

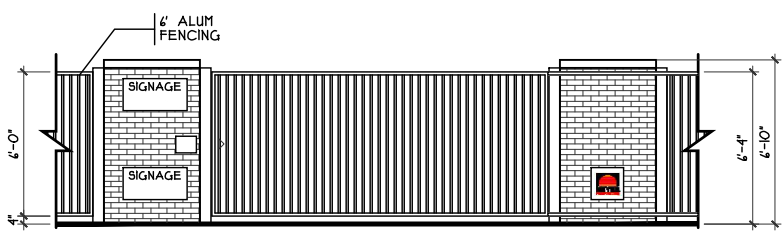
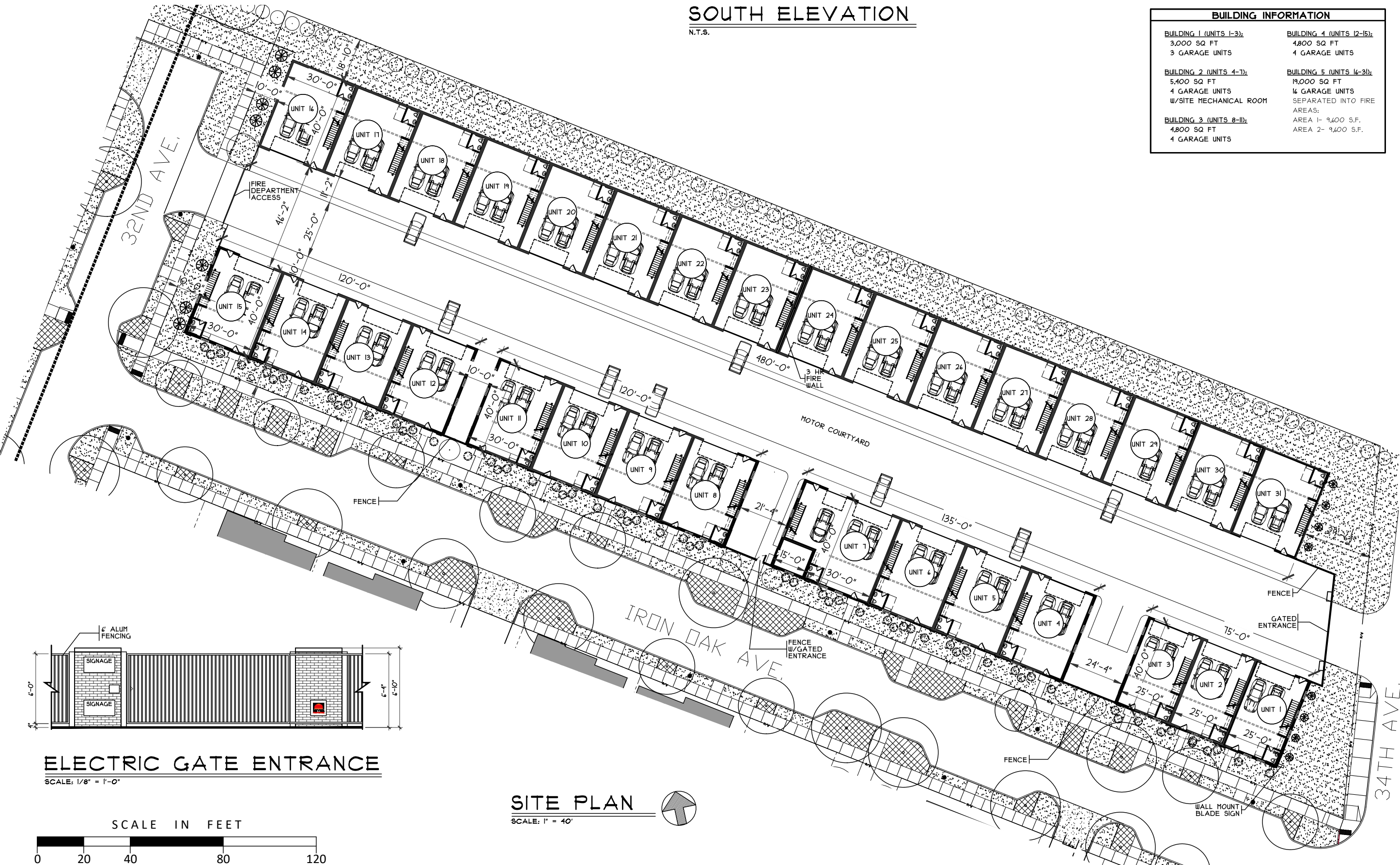
ISSUE DATES
12/29/23 ZONING



SOUTH ELEVATION

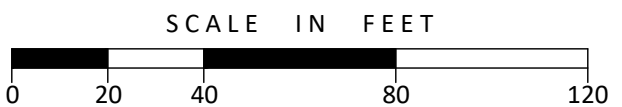
N.T.S.

BUILDING INFORMATION	
BUILDING 1 (UNITS 1-3): 3,000 SQ FT 3 GARAGE UNITS	BUILDING 4 (UNITS 12-15): 4,800 SQ FT 4 GARAGE UNITS
BUILDING 2 (UNITS 4-7): 5,400 SQ FT 4 GARAGE UNITS W/SITE MECHANICAL ROOM	BUILDING 5 (UNITS 16-31): 19,000 SQ FT 16 GARAGE UNITS SEPARATED INTO FIRE AREAS:
BUILDING 3 (UNITS 8-11): 4,800 SQ FT 4 GARAGE UNITS	AREA 1- 9,400 S.F. AREA 2- 9,600 S.F.



ELECTRIC GATE ENTRANCE
SCALE: 1/8" = 1'-0"

SITE PLAN
SCALE: 1" = 40'



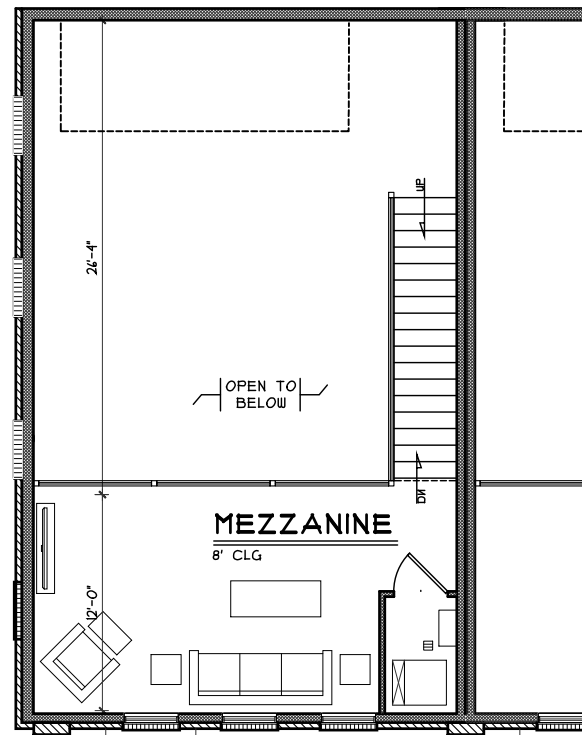
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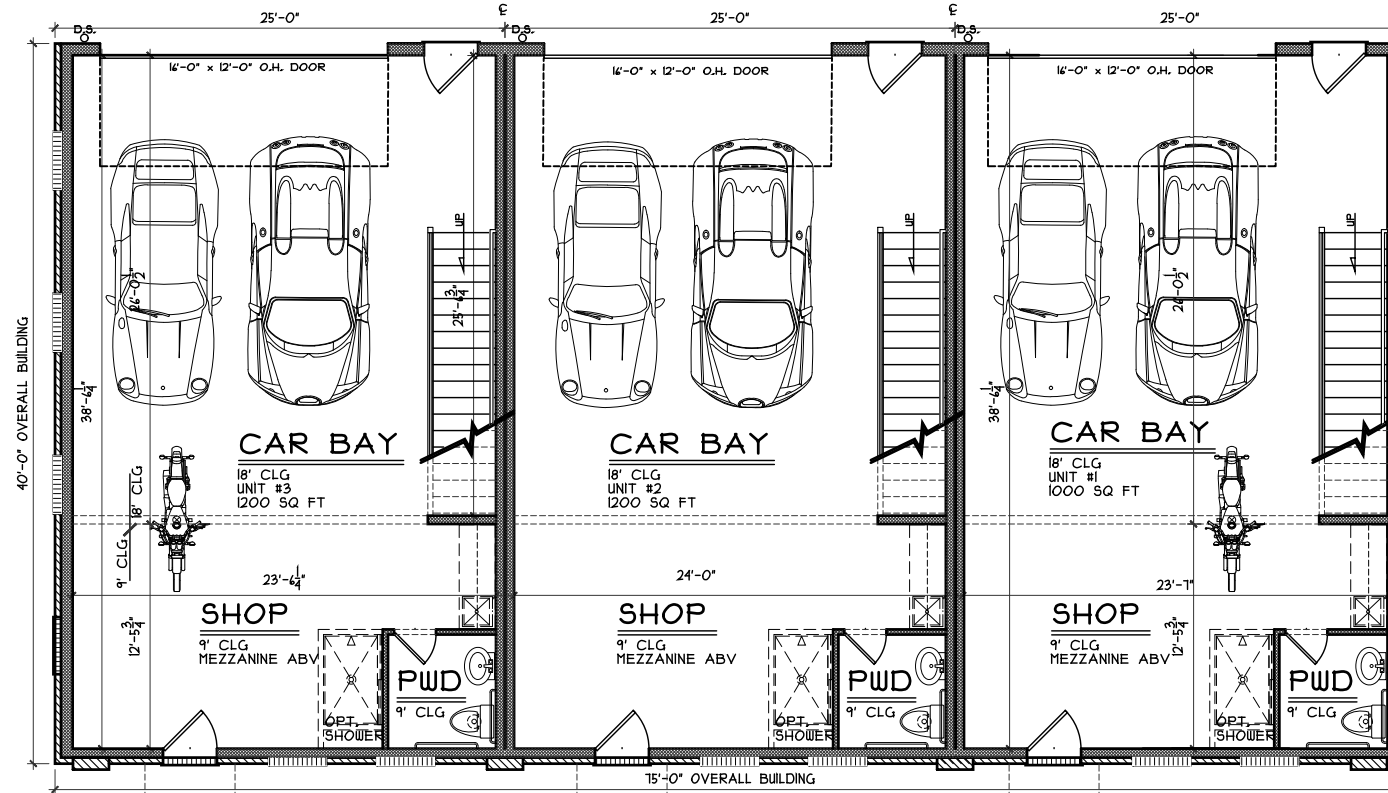
NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '1'



TYPICAL MEZZANINE PLAN

SCALE: 3/32" = 1'-0" 300 SQ FT



BUILDING '1' PLAN

SCALE: 3/32" = 1'-0" 3000 SQ FT



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '1'



ELEVATIONS
BUILDING 1

SHEET: 3 OF 7

PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY

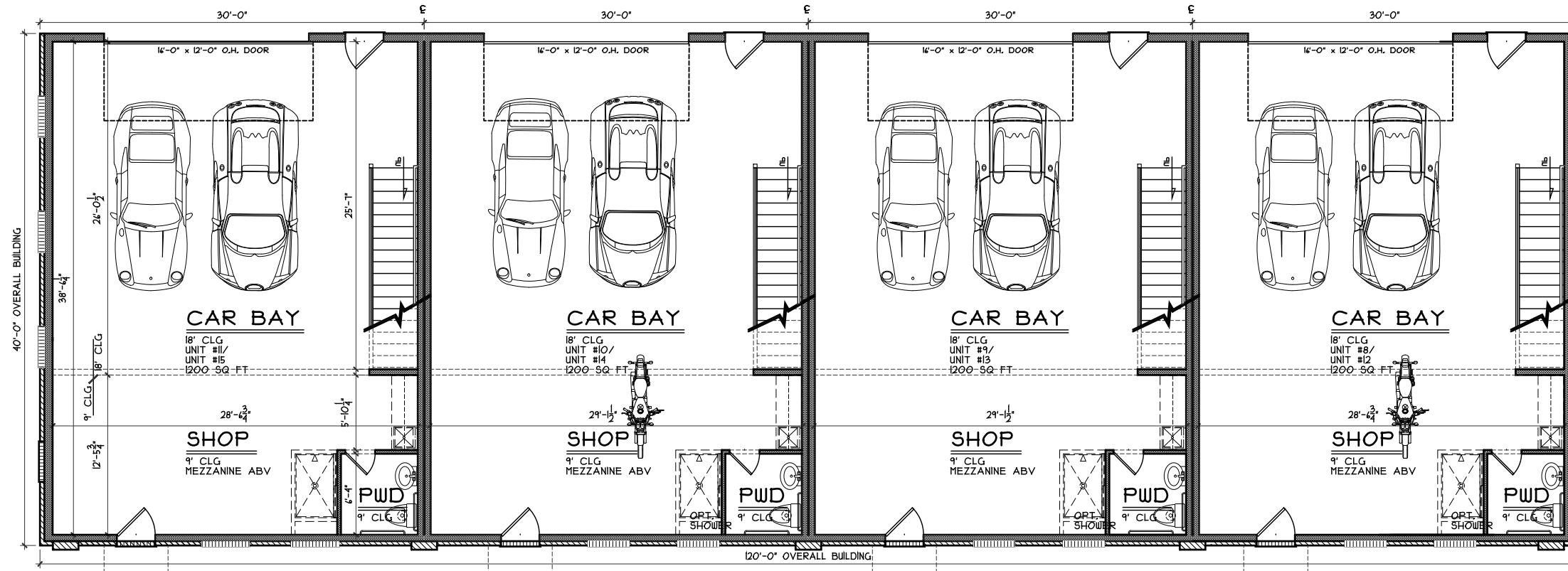


ISSUE DATES
12/29/23 ZONING



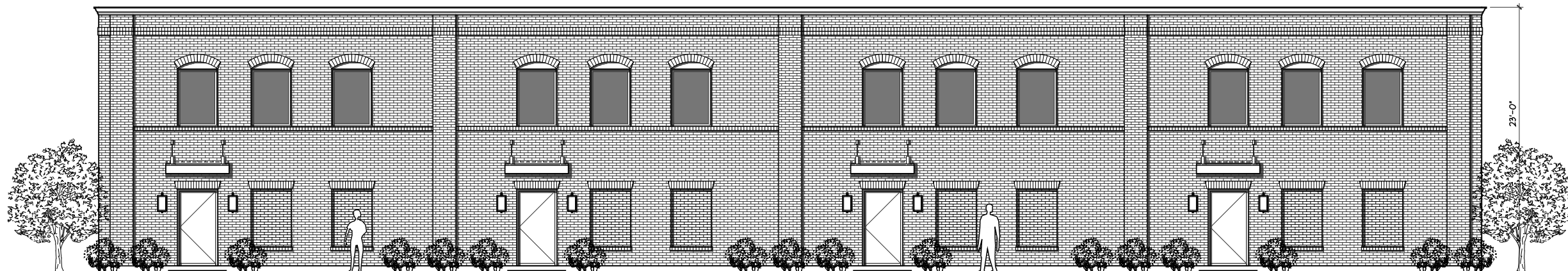
NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '3 & 4'



BUILDING '3 & 4' PLAN

SCALE: 3/32" = 1'-0" 4,800 SQ. FT.



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '3 & 4'

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ELEVATIONS
BUILDING 3&4

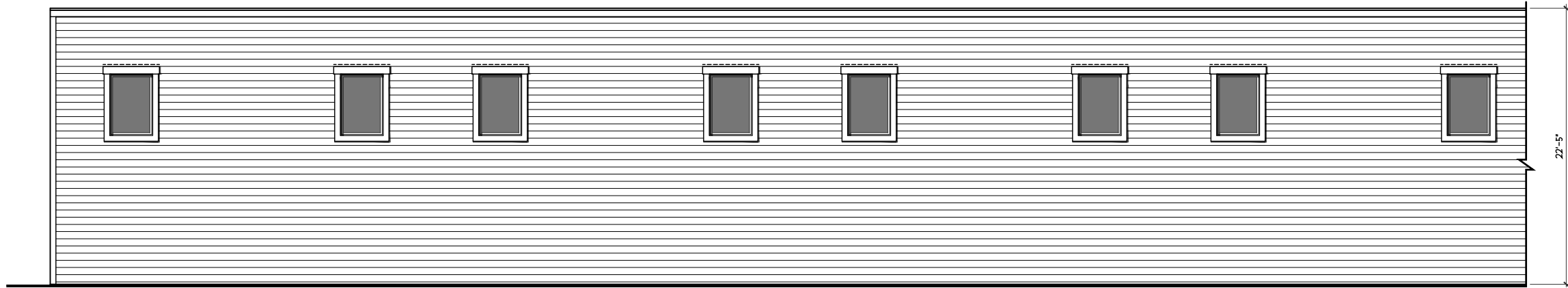
SHEET: 4 OF 7

PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY



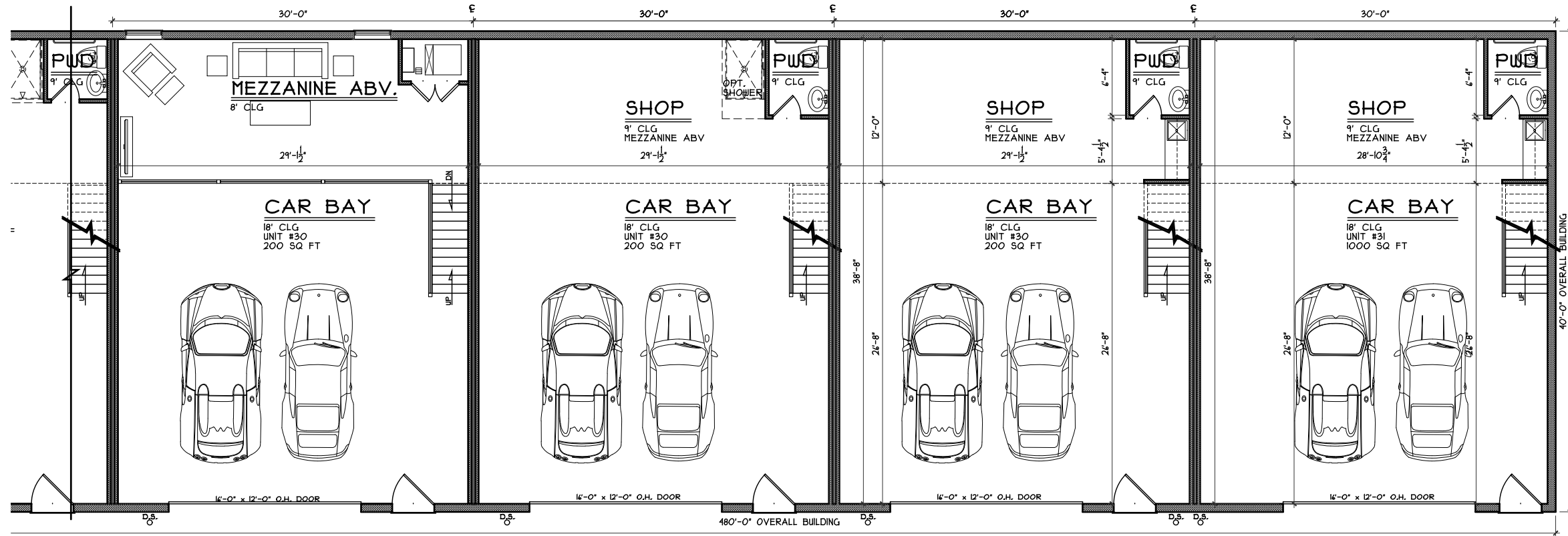
ISSUE DATES
12/29/23 ZONING

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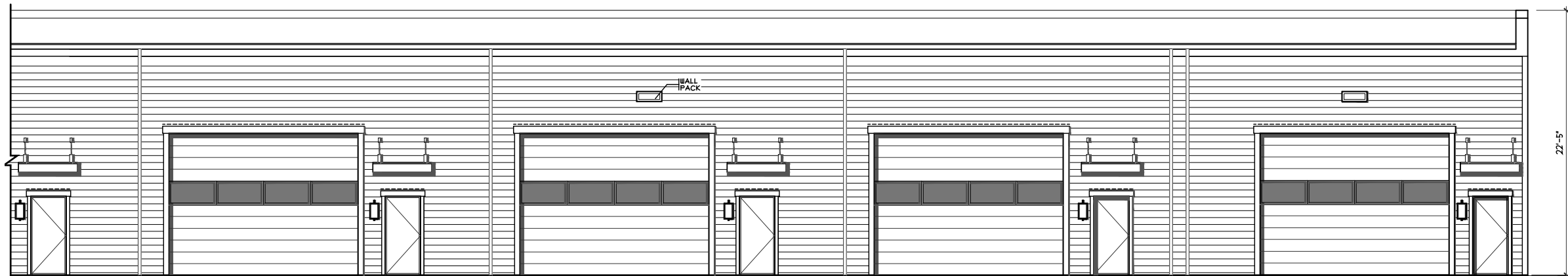
NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '5'



BUILDING '5' PLAN

SCALE: 3/32" = 1'-0" 19,000 SQ. FT.



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '5'



ELEVATIONS
BUILDING 5

SHEET: 5 OF 7

TORQUE CAR CONDOS
HAMILTON COUNTY

PROPOSED

CINCINNATI, OH

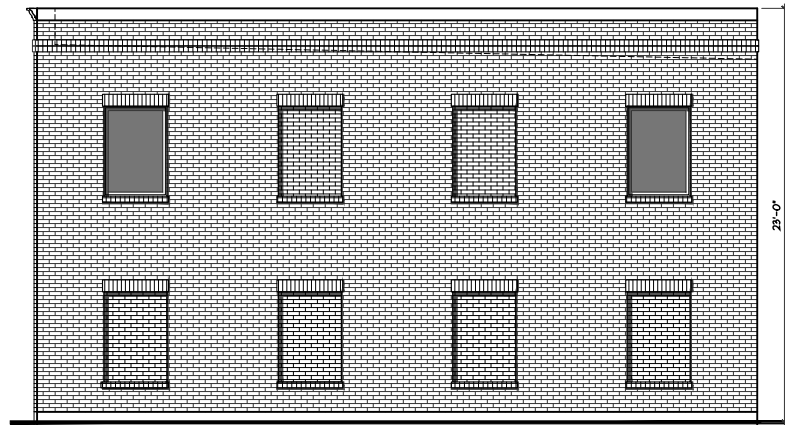


SDA
SABO DESIGN ASSOCIATES

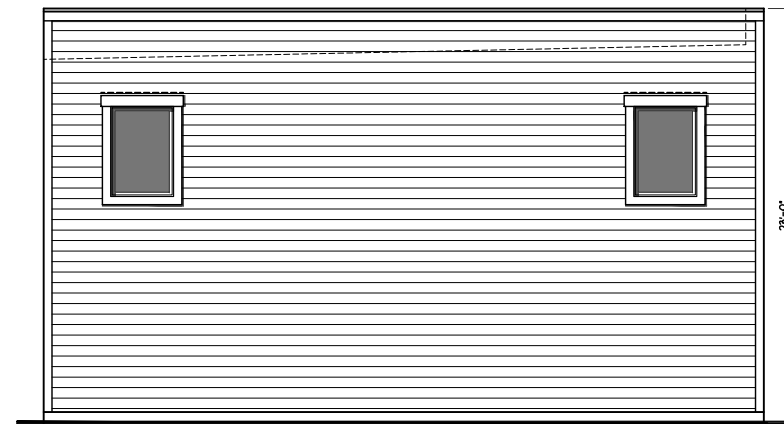
550 Wards Corner Road
Suite 201
Loveland, Ohio 45140
(513) 683-1236
sabodesignassociates.com

ISSUE DATES
12/29/23 ZONING

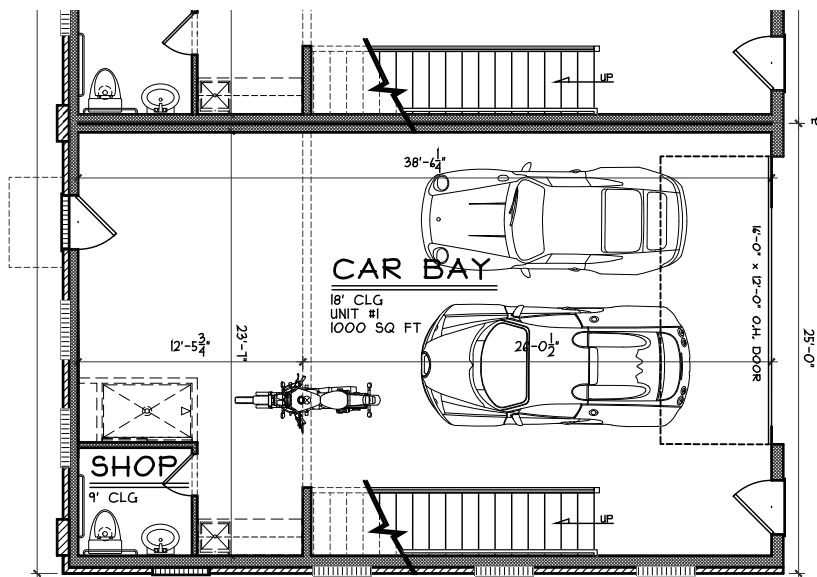
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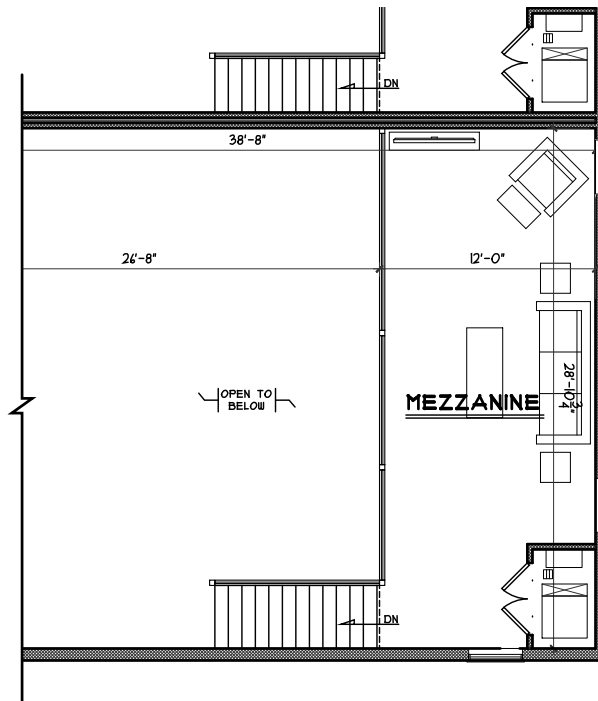
WEST ELEVATION
SCALE: 3/32" = 1'-0" BUILDING '1'



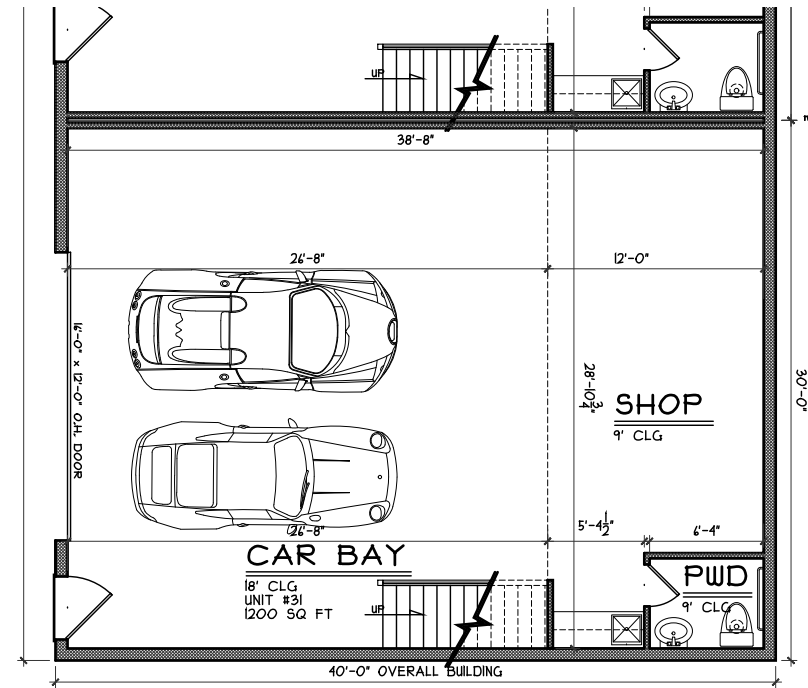
WEST ELEVATION
SCALE: 1/16" = 1'-0" BUILDING '31'



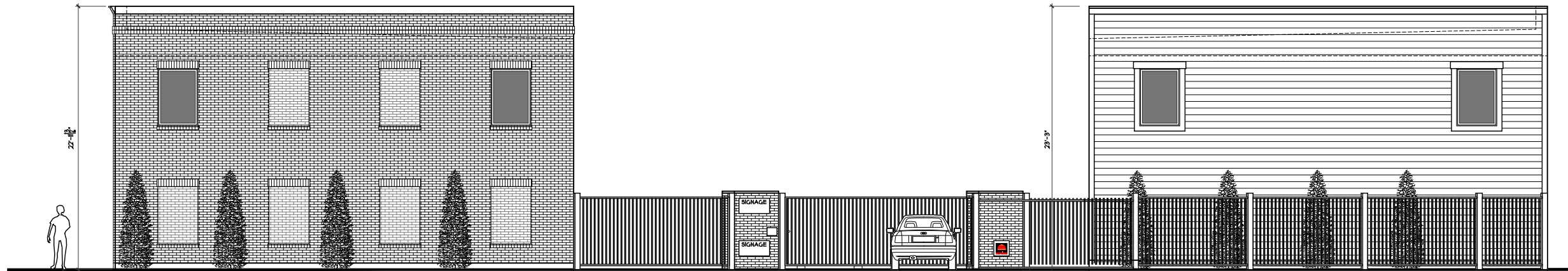
BUILDING '1' END UNIT
SCALE: 3/32" = 1'-0"



MEZZANINE @ UNIT #31
SCALE: 3/32" = 1'-0" 300 SQ. FT.



BUILDING '5' END UNIT
SCALE: 3/32" = 1'-0"



EAST ELEVATION
SCALE: 3/32" = 1'-0"



ELEVATIONS

SHEET: 6 OF 7

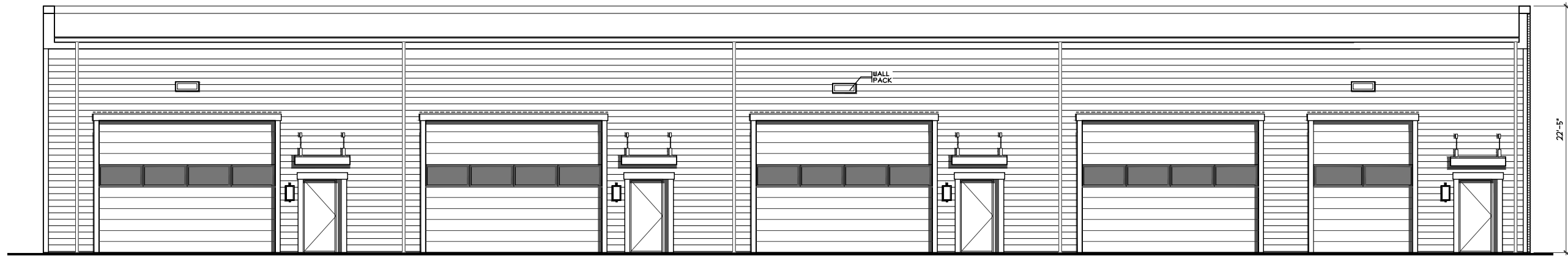
PROPOSED TORQUE CAR CONDOS
CINCINNATI, OH HAMILTON COUNTY



SABO DESIGN ASSOCIATES
550 Wards Corner Road
Suite 201
Loveland, Ohio 45140
(513) 683-1236
sabodesignassociates.com

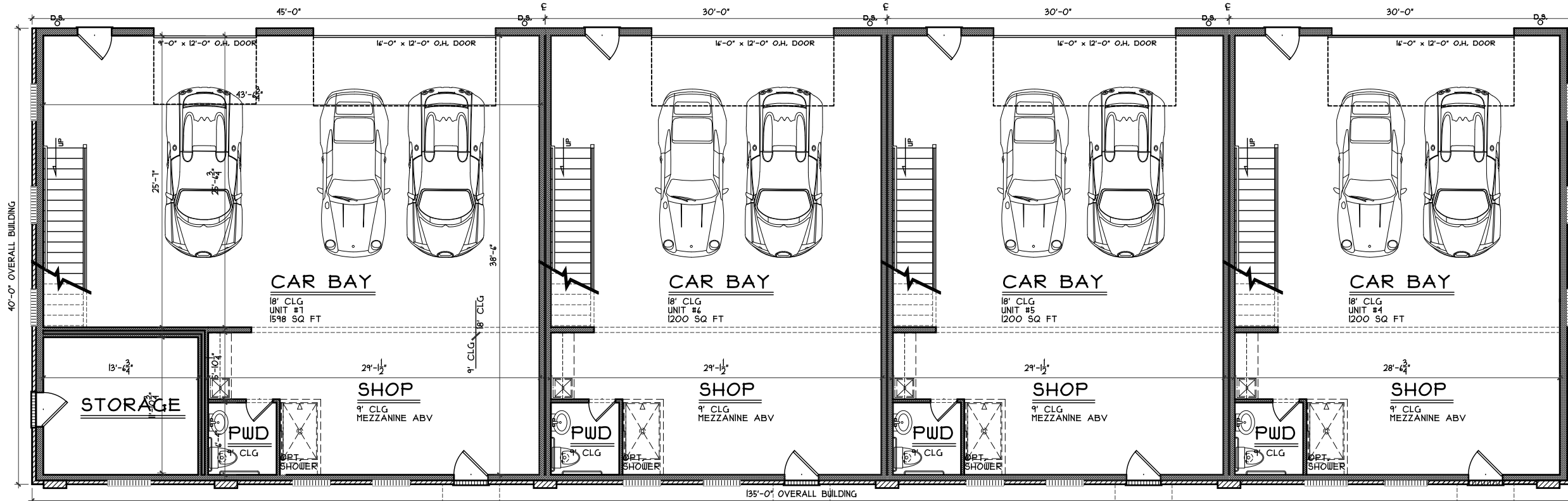
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NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '2'



BUILDING '2' PLAN

SCALE: 3/32" = 1'-0" 5,400 SQ. FT.



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '2'



ELEVATIONS
BUILDING '2'

SHEET: 7 OF 7

PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY



ISSUE DATES
12/29/23 ZONING



Three Oaks - Car Condos
Final Development Plan- Phase Schedule

Break Ground on Mass Excavation, Public Utility and Roadway Construction.....	Complete
Overall project infrastructure substantially complete.....	Complete
Break ground on car condos.....	08/01/2024
Car condos substantially complete.....	09/01/2025



Three Oaks
Major Amendment to PD
Program Statement
May 3, 2024

General summary of request:

Neyer Properties, Inc. is seeking a Major Amendment to the existing PD at Three Oaks (PD-88) to allow for the construction of 31 car condos. The proposed car condos will be located in the Northeast corner of the development where 27 single-family homes were previously proposed. The affected area is bounded by 32nd Avenue to the West, the railroad tracks to the North, 34th Avenue to the East, and Iron Oak Avenue to the South. There will be no change to the layout of the existing and newly constructed public streets, other than the elimination of two curb cuts on Iron Oak Avenue. The car condos will be accessed through a shared private alley accessed from 34th Avenue, with an emergency access gate on 32nd Avenue. The rest of the development will remain as proposed in the original PD submission that was approved.

The proposed change in use represents an opportunity to provide a product that does not currently exist in the Cincinnati market and will be an amenity to not only the Three Oaks development, but the broader Oakley neighborhood and greater Cincinnati. Additionally, these car condos will provide an attractive buffer between the railroad to the North and the for-sale single family homes to the South and will be a complimentary use to the development. Neyer Properties has presented the concept to the Oakley Community Council twice and has received favorable responses from both the board and the members of the public in attendance. The Community Council voted unanimously to approve a letter of support for the amendment to the PD at their meeting on April 18th.

Car condos are purpose-built spaces within a club like community development designed to provide secure, climate-controlled storage for vehicles and personal hobby equipment as an amenity for the residents of Three Oaks and the surrounding Oakley community. These facilities offer individual units for purchase, to store prized possessions, ranging from classic, sport and specialty vehicles to, motorcycles, bicycles and a multitude of hobby equipment. Car condos not only provide a safe haven for vehicles and personal assets, but also bring numerous benefits to the communities where they are located.

The planned car condos will be a high-end amenity for residents of the Three Oaks single family project, surrounding neighborhood single family homeowners, or residents of the surrounding apartments who do not have sufficient garage space. This project will be architecturally designed to fit within and enhance Three Oaks and will help raise the overall development to the "next level". We strongly believe that there is significant pent-up demand for people who's passion has outgrown their home's garage, and who want a safe, friendly environment to enjoy that passion and share it with others, therefore, owning a 'private garage-condo' will be the

ideal solution. Car condominiums foster a sense of community among vehicle enthusiasts, creating opportunities for fellowship and networking. Such interactions contribute to the overall social fabric of the community, fostering a sense of belonging, and promoting cultural diversity.

Metes and Bounds description of the property:

The total area affected by the proposed change is 1.88 acres.

Buildings and Structures:

Three Oaks is proposing to develop 31 Car Condos with associated driveways and shared private alley.

Building Heights:

The proposed buildings are single-story with a mezzanine with a building height of 23’.

Pedestrian circulation systems:

The proposed redevelopment will have pedestrian access from the improved sidewalks along 34th Avenue, Iron Oak Avenue, and 32nd Avenues as originally proposed.

Proposed topography, drainage, landscaping, and buffer plantings:

It is a relatively flat site but will require grading to build the car condos and the infrastructure. Landscaping shall be provided in open spaces and within the new right of way generally shown on the attached plans. Landscaping will also be installed at the perimeter of all building types and within parking lot medians. A storm water drainage system shall be constructed to collect, manage, and then convey stormwater to existing sewer system surrounding the Three Oaks Development. The runoff will be managed by multiple underground detention basins, then released at multiple locations into the existing storm system.

Schedule:

Construction will commence upon approval of the amendment to the PD and will be complete in 2025. See attached schedule in Attachment G.

Waste Management:

Trash and recycling facilities shall be provided on-site. The car condos will be similar to the single family portion of the development in that each household is responsible for their trash and recycling and will be served by the City of Cincinnati collection and management services.

Density and Open Space Calculations: Open spaces shall include: Parks and Green Spaces per the Plans on Attachment D and F.

September 20, 2024

Honorable City Planning Commission
Cincinnati, Ohio

SUBJECT: A report and recommendation on a proposed Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88 (PD-88), Three Oaks, in Oakley.

GENERAL INFORMATION:

Location: 4477 34th Avenue, Cincinnati, OH 45209

Petitioner: Neyer Properties
2135 Dana Avenue, Suite 200
Cincinnati, OH 45207

Owner: Three Oaks Single Family, LLC
2135 Dana Avenue, Suite 200
Cincinnati, OH 45207

Request: The applicant is requesting approval of a proposed Major Amendment to the Concept Plan and Development Program Statement to Planned Development #88, Three Oaks, to add car condos as a permitted use.

ATTACHMENTS:

Provided in addition to this report are the following attachments:

- Exhibit A Location Map
- Exhibit B Zone Change Plat and Legal Description
- Exhibit C Amended Concept Plan
- Exhibit D Amended Development Program Statement
- Exhibit E Coordinated Site Review Letter
- Exhibit F Additional Correspondence

BACKGROUND:

On May 22, 2020, the City Planning Commission recommended approval of a change in zoning to City Council to create Planned Development #88 (PD-88), Three Oaks. The ordinance for the change in zoning was approved by City Council on June 24, 2020. The City Planning Commission also reviewed and approved a Final Development Plan for the entire site on June 17, 2022. On June 21, 2024, the City Planning Commission considered this proposed Major Amendment and voted to hold the item to allow for more time to discuss alternative residential uses on the subject site. The Commission requested that the applicant return at a future meeting and provide more information about why housing would not be feasible on the site.

The entire site is approximately 30.86 acres in size and originally included plans for single-family homes, townhomes, 4-story apartment buildings, and a 200-unit senior-living facility. The applicant is requesting a Major Amendment to the Concept Plan to add car condos as an allowed use in Tract A2, a 1.88-acre area in the northeast corner of the site roughly bounded by Iron Oak Avenue, 34th Avenue, 32nd Avenue, and the railroad tracks (Exhibit A); the current Concept Plan calls for single-

family homes to be built on this portion of the site. Car condos are similar to a luxury storage unit with a climate-controlled space geared toward storing vehicles. The car condos proposed also contain a mezzanine. The development is proposed to be called “Torque Car Condos.” This concept has not yet been introduced in Cincinnati, although other cities across the country have similar car condo developments.

ADJACENT LAND USE AND ZONING:

The existing zoning and land use surrounding the subject site is as follows:

North:

Zoning: Manufacturing General (MG), Commercial General – Auto (CG-A), and Planned Development #94 (PD-94)

Existing Use: Railroad, commercial (storage facility), and proposed townhomes (PD-94)

East:

Zoning: Manufacturing General (MG)

Existing Use: Vacant building, light manufacturing and commercial

South:

Zoning: Single-Family 4 (SF-4), Commercial Neighborhood – Pedestrian (CN-P)

Existing Use: Low-density residential (single-family, duplexes)

West:

Zoning: Cincinnati boundary, Manufacturing General (MG)

Existing Use: I-71, commercial (storage facility)

PROPOSED DEVELOPMENT AND CHANGES TO CONCEPT PLAN:

The approved Concept Plan and Development Program Statement for PD-88 included a variety of residential building types, including single-family, townhomes, multi-family, and senior living units.

- 60-100 single-family residential homes
- 130-140 garden style multi-family residential units
- 55-65 townhome units
- 200-210 four story multi-family residential rental units
- 150-200 senior living units
- Public and private street network, sidewalks, and alleyways

The petitioner has requested a Major Amendment to the Concept Plan and Development Program Statement to add car condos, which are for-sale luxury garages primarily targeted at collectors, as a permitted use (Exhibit C and D). If approved, PD-88 would allow car condos in Tract A2, a 1.88-acre area in the northeast corner of the site abutting the railroad tracks, which was previously approved for 27 single-family homes. The applicant is instead proposing to build 31 car condos along a gated private drive accessed from 34th Avenue, with an emergency access gate on 32nd Avenue. The proposed Major Amendment has not changed from the proposal presented at the June 21, 2024, City Planning Commission meeting.

BASIC REQUIREMENTS OF A PLANNED DEVELOPMENT DISTRICT:

Per §1429 of the Cincinnati Zoning Code, *Basic Requirements*, PD Districts and development within PD Districts must comply with the following:

- a. **Minimum Area** – *The minimum area of a PD must be two contiguous acres.*

The existing PD consists of 30.86 acres and no additional area is proposed to be added. The PD satisfies the minimum required area.

- b. **Ownership** – *Evidence that the applicant has sufficient control over the tract of land to affect the proposed plan, including a list of all ownership and beneficial interests in the tract of land and the proposed development are required.*

The petitioner has submitted a deed indicating ownership of the property.

- c. **Multiple buildings on a lot** – *More than one building is permitted on a lot.*

The submitted Major Amendment to the Concept Plan and Development Program Statement indicates five buildings on one lot. The north building will have 16 car condo units, three of the four south buildings will have 4 car condo units, and the last south building will have 3 car condo units.

- d. **Historic Landmarks and Districts** – *Whenever a Planned Development application is filed for a property wholly or partially located within a historic landmark, historic district, or involving a historic structure, the Historic Conversation Board shall advise the City Planning Commission relating to approval of the Final Development Plan.*

No portion of the site is located within a Historic District, nor contains any historic landmark.

- e. **Hillside Overlay Districts** – *Whenever a Planned Development application is filed for a property wholly or partially located within a Hillside Overlay District, the City Planning Commission shall approve the Final Development Plan.*

No portion of the site is located within a Hillside Overlay District.

- f. **Urban Design Overlay District** – *Whenever a Planned Development application is filed for a property wholly or partially located within an Urban Design Overlay District, the City Planning Commission shall approve the Final Development Plan.*

No portion of the site is located within an Urban Design Overlay District.

CONCEPT PLAN AND DEVELOPMENT PROGRAM STATEMENT:

According to §1429-09 of the Cincinnati Zoning Code, *Concept Plan and Development Program Statement*, a petition to rezone a property to PD must include a Concept Plan and Development Program Statement (Exhibit E). The purpose is to describe the proposed use or uses to be conducted in the PD District. The Concept Plan and Development Program Statement must include text or diagrams that specify:

- a. **Plan Elements** – *A survey of the tract to be developed, providing a metes and bounds description of the property and the survey of property lines and total acreage. Additionally, the plan should include the location in general terms, of land areas to be developed, including: type and description of proposed land uses, buildings and structures; street rights-of-way and driveways; parcel boundaries and proposed lots, including set back lines; building heights; pedestrian circulation systems and open space or other facilities; and proposed topography, drainage, landscaping and buffer plantings.*

The petitioner has submitted a proposed Major Amendment to the Concept Plan and Development Program Statement (Exhibit B) that includes sufficient information

regarding proposed uses, building locations, street access, pedestrian circulation systems, and open space and landscaping.

- b. **Ownership** – Evidence that the applicant has sufficient control over the tract of land to affect the proposed plan, including a list of all ownership and beneficial interests in the tract of land and the proposed development.

The petitioner has submitted a deed indicating ownership of the property.

- c. **Schedule** – Time schedule of projected development, if the total site is to be developed in phases or if construction is to extend beyond a two-year time period.

The petitioner has provided an approximate schedule for the Concept Plan, with construction in the fall of 2024 and continuing for an estimated 13 months. The development will be constructed in one phase.

- d. **Preliminary Reviews** – A preliminary review of geo-technical, sewage, water, drainage and refuse collection.

The project has gone through a Development Design Review as part of the City’s Coordinated Site Review Process (see “Coordinated Site Review” section below).

- e. **Density and Open Space** – Calculations of density and open space area.

Density calculations are not applicable for the area impacted by the Major Amendment. Open space for trees and plantings is proposed along the perimeter of the buildings.

§ 1429-12 MAJOR AMENDMENT:

The Cincinnati Zoning Code (§ 1429-12) allows for amendments to the Concept Plan and Development Program Statement. Major Amendments must be approved by the City Planning Commission and City Council. A Major Amendment to the Concept Plan and Development Program Statement has been requested as the applicant wishes to change the permitted uses. The Major Amendment includes:

- Allowing car condos as a use to facilitate construction of 31 car condos in the northeast portion of the Planned Development.

§ 1429-13 FINAL DEVELOPMENT PLAN:

Pursuant to §1429-13 *Final Development Plan*, a Final Development Plan must be submitted for any portion of an approved Concept Plan that the petitioner wishes to develop following approval of the Concept Plan and Development Program Statement and the Planned Development (PD) designation by City Council. The Final Development Plan must substantially conform to the approved Concept Plan and Development Program Statement. The applicant has filed for a Final Development Plan, which is filed under a separate request and will be considered as Item 5 on the September 20, 2024, agenda.

PUBLIC COMMENT AND NOTIFICATION:

The Department of City Planning and Engagement held a virtual public staff conference on the proposed Major Amendment to the Concept Plan and Development Program Statement, and concurrently submitted a Final Development Plan, on May 29, 2024. Notices were sent to property owners within 400 feet of the subject property and the Oakley Community Council. Six members of

the public attended the meeting. Staff from the Department of City Planning and Engagement and the petitioner presented information regarding the current proposal and process for review. Members of the public had some questions about who would be using the car condos and how; for example, if any events would be hosted there and what the guidelines would be. Additionally, there was a question about what the community stands to gain from this development. The development team shared that the anticipated end users of the car condos are primarily car collectors.

Notice of the June 21, 2024, City Planning Commission meeting was also mailed out to property owners within 400 feet of the subject property and the Oakley Community Council. The same recipients were notified by mail of the September 20, 2024, City Planning Commission meeting. To date, staff has received a letter of support from the Oakley Community Council as well as 2 emails in opposition of the proposed Major Amendment to the Concept Plan and Development Program Statement (Exhibit F).

COORDINATED SITE REVIEW:

The development was last reviewed through the Coordinated Site Review process as a Development Design Review in March of 2024. A meeting with the petitioner was held on March 26, 2024, to allow the development team the opportunity to discuss the comments outlined by each of the departments. The feedback letter outlined additional requirements needed to be met before permits are obtained (Exhibit E). The Office of Environment and Sustainability had concerns about the proposed car condo use not being reflected in the environmental agreements for the site. The environmental restrictive covenant will be updated to include car condos as a permitted use before permits are issued.

CONSISTENCY WITH PLANS:

Plan Cincinnati (2012)

The proposed Major Amendment is consistent with *Plan Cincinnati* (2012) in the Compete Initiative Area, particularly within the Goal to “Cultivate our position as the most vibrant and economically healthiest part of our region” (pg. 114). The proposed car condo use would be the first in Cincinnati and among the first of its kind in the region.

Oakley Master Plan (2019)

The proposed Major Amendment is also consistent with the *Oakley Master Plan*, particularly with the Managing Our Future Growth Focus Area Goal 1 to “Assure that future growth is guided by zoning and planning that will preserve Oakley as a thriving, unique, and pedestrian-scaled urban neighborhood” (pg. 80). The Planned Development (PD) district can promote greater urban design than base zoning districts, and the proposed car condos would not be out-of-scale with the approved single-family homes to the south.

CITY PLANNING COMMISSION ACTION:

According to Section §1429-11(a) of the Cincinnati Zoning Code, City Planning Commission may recommend approval or conditional approval, with restrictions on the establishment of a PD District on finding that all of the following circumstances apply:

1. *The PD concept plan and development program statement are consistent with applicable plans and policies and is compatible with surrounding development;*

The proposed use is compatible with the surrounding land use patterns and consistent with applicable plans as outlined in the *Consistency with Plans* section of this report. The proposal is also compatible with surrounding development as it provides a

transition between the railroad and the rest of the PD.

2. *The PD concept plan and development program statement enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the plan were not approved;*

The amended Concept Plan, in addition to the previously approved residential buildings, proposes five multi-unit car condo buildings on currently vacant land, reactivating the site and providing a buffer between the railroad and the proposed single-family buildings. The multiple buildings allows for a staggered streetscape as opposed to one long structure, providing superior urban design.

3. *Deviations from the base district regulations applicable to the property at the time of the PD application are justified by compensating benefits of the PD concept plan and development program statement;*

The proposed multi-building development is not permitted under any zoning districts besides a PD. Amending the PD-88 Concept Plan and Development Program Statement to allow for car condos as a use would create a buffer between the railroad and the proposed single-family homes within the PD.

4. *The PD Concept Plan and Development Program Statement includes adequate provisions for utility services, refuse collection, open space, landscaping and buffering, pedestrian circulation, traffic circulation, building design and building location.*

All aspects are covered in the submitted Concept Plan and Development Program Statement as submitted or will be detailed in the Final Development Plan. See *Proposed Development* section for more detail.

ANALYSIS:

The staff of the Department of City Planning and Engagement supports the proposed Major Amendment to the Concept Plan and Development Program Statement to add car condos as a permitted use in Tract A2, which is in the northeast corner of the Three Oaks site roughly bounded by Iron Oak Avenue, 34th Avenue, 32nd Avenue, and the railroad tracks. The presence of the railroad makes adjacent single-family residential development unattractive, prompting the request for a Major Amendment to change the permitted uses. The new use will allow for the construction of car condos that complement the residential uses in the rest of the PD and provides a buffer between the planned single-family homes to the south and the railroad to the north.

FINDINGS:

It is the opinion of the staff of the Department of City Planning and Engagement that the Major Amendment to the Concept Plan and Development Program Statement is in compliance with the requirements of a PD District §1429-12 of the Cincinnati Zoning Code as outlined in this report. The proposal is consistent with the purpose of the Planned Development District Regulations, and the petitioner has successfully met all basic requirements of the Planned Development District. The Major Amendment will not negatively impact the existing character of the surrounding area.

RECOMMENDATION:

The staff of the Department of City Planning and Engagement recommends that the City Planning Commission take the following actions:

1. **ADOPT** the Department of City Planning and Engagement Findings as detailed in this report; and
2. **APPROVE** the Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88, Three Oaks, as amended and specified in this report.

Respectfully submitted:



Emily Burns, City Planner
Department of City Planning and Engagement

Approved:



Katherine Keough-Jurs, FAICP, Director
Department of City Planning and Engagement

Proposed Major Amendment and Final Development Plan for PD-88 in Oakley

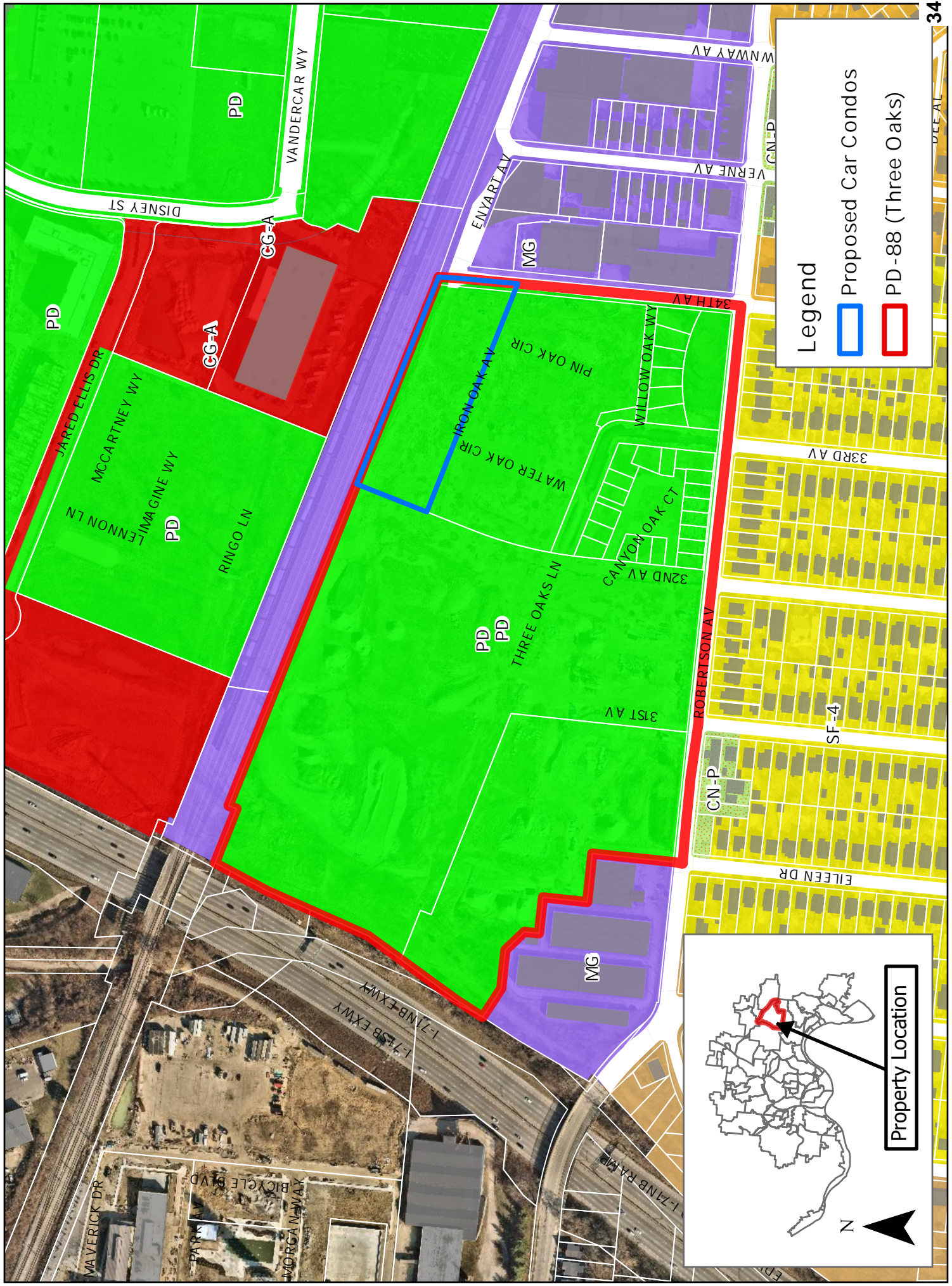


EXHIBIT B

OWNERS CONSENT AND DEDICATION

WE, THE UNDERSIGNED, BEING THE OWNERS AND LIEN HOLDERS OF THE LANDS HEREIN DESCRIBED, DO HEREBY ADOPT AND CONFIRM THIS PLAT OF SUBDIVISION AND DEDICATE **THREE OAKS LANE, 32ND AVENUE, 31ST AVENUE, AND IRON OAKS LANE** AS SHOWN HEREON FOR PUBLIC USE FOR STREET PURPOSES FOREVER AND ESTABLISH SETBACK LINES AS SHOWN.

WE ALSO GRANT UNTO THE COUNTY OF HAMILTON, OHIO, ITS SUCCESSORS AND ASSIGNS, EASEMENTS FOR WASTEWATER COLLECTION FACILITIES AS CONSTRUCTED, WITHIN AND OUTSIDE OF THE LIMITS OF THE SUBDIVISION AS SHOWN HEREON AND SUBJECT TO RESTRICTIONS OF PUBLIC WASTEWATER COLLECTION EASEMENTS AS DESCRIBED HEREON. WE ALSO HEREBY ACKNOWLEDGE THAT WASTEWATER COLLECTION FACILITIES ARE NOT AVAILABLE AND NO TAP PERMITS SHALL BE ISSUED OR OCCUPANCY PERMITTED UNTIL THE WASTEWATER COLLECTION FACILITIES ARE COMPLETED, APPROVED AND ACCEPTED BY BOARD OF COUNTY COMMISSIONERS OF HAMILTON COUNTY, OHIO, ITS SUCCESSORS AND ASSIGNS. WE ALSO GRANT TO THE CITY OF CINCINNATI, OHIO, ITS SUCCESSORS AND ASSIGNS, EASEMENTS FOR STORMWATER MANAGEMENT AND WATER SUPPLY FACILITIES.

WE, THE UNDERSIGNED, DO HEREBY CONFIRM AND ADOPT THIS PLAT OF LANDS. WE ALSO GUARANTEE THE PAYMENT OF ALL TAXES AND ASSESSMENTS THAT ARE A LIEN ON SAID PROPERTY ON THE DATE OF ACCEPTANCE.

OAKLEY YARDS LAND, LLC

OWNER/AGENT (SIGNED NAME) _____ WITNESS (SIGNED NAME) _____

OWNER/AGENT (PRINTED NAME) _____ WITNESS (PRINTED NAME) _____

WITNESS (SIGNED NAME) _____

WITNESS (PRINTED NAME) _____

STATE OF OHIO
COUNTY OF HAMILTON

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 2021 BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY CAME _____ OF _____,

WHO, ON BEHALF OF SAID CORPORATION AND FOR THEMSELVES AS SUCH OFFICERS DULY AUTHORIZED BY ITS BOARD OF DIRECTORS ACKNOWLEDGED THE SIGNING OF THE FOREGOING INSTRUMENT TO BE THEIR/ITS VOLUNTARY ACT AND DEED FOR THE PURPOSE IN SAID INSTRUMENT MENTIONED. IN TESTIMONY WHEREOF, I HEREBY SET MY HAND AND AFFIX MY NOTARIAL SEAL ON THE DAY AND DATE AFORESAID.

PLACE SEAL HERE _____ PRINTED NOTARY NAME (IF NOT ON SEAL)

NOTARY SIGNATURE _____

MY COMMISSION EXPIRES: _____

RESTRICTION ON SEWER EASEMENT

THREE OAKS SUBDIVISION 30.8608 ACRES

(1,344,282.810 S.F.)

SECTION 28, TOWN 4, FRACTIONAL
RANGE 2, COLUMBIA TOWNSHIP,
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

CLIENT AND OWNER

OAKLEY YARDS LAND, LLC
2135 DANA AVENUE - SUITE 200
CINCINNATI, OHIO 45207



ACREAGE TABLE

O.R BOOK 14160, Pg. 565 = 30.861 ACRES

5 TRACTS = 26.465 ACRES
R/W DEDICATED = 4.396 ACRES
TOTAL AREA = 30.861 ACRES

NOTES

- OCCUPATION AS SHOWN
- DATE OF SURVEY = DECEMBER 2020

NO PART OF ANY DRIVEWAY OR DRIVEWAY APPROACH WITHIN THE ROADWAY RIGHT OF WAY SHALL BE INSTALLED CLOSER THAN 5 FEET TO ANY INLET, UTILITY POLE, STREET LIGHT POLE, TRAFFIC CONTROL DEVICE, GUY WIRE ANCHOR OR FIRE HYDRANT.

DEED REFERENCE

PROPERTY OWNED OR ACQUIRED BY OAKLEY YARDS LAND, LLC, BEING ALL OF THE LAND CONVEYED BY A DEED RECORDED IN OFFICIAL RECORD BOOK 14162, PAGE 565 OF THE RECORDER'S OFFICE OF HAMILTON COUNTY, OHIO

THIS RECORD OF PLAT IS RECORDED IN PLAT BOOK 479, PAGE(S) 84 OF THE RECORDER'S OFFICE OF HAMILTON COUNTY, OHIO

REFERENCE DOCUMENTS

-AS SHOWN

NOTES

PRIVATE STREETS/DRIVES ARE NOT REVIEWED, INSPECTED, OR APPROVED BY THE HAMILTON COUNTY ENGINEER.

THE OWNER/SUBDIVIDER HEREBY AGREE TO CLEAN AND MAINTAIN ALL PUBLIC WAYS, SEWERS AND DRAINAGE FACILITIES DURING THE PERIOD PRIOR TO ACCEPTANCE AS A PUBLIC STREET BY THE COUNTY. THIS SHALL INCLUDE THE REMOVAL OF SNOW, ICE, MUD, DEBRIS, TRASH, AND OTHER EXTRANEOUS MATERIAL

THE METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI

THIS PLAT RECOMMENDED FOR APPROVAL

SEWERS CHIEF ENGINEER _____ DATE _____

CITY OF CINCINNATI DEPARTMENT OF TRANSPORTATION AND ENGINEERING

THIS PLAT RECOMMENDED FOR APPROVAL

CITY ENGINEER _____ DATE _____

CITY OF CINCINNATI STORMWATER MANAGEMENT UTILITY

THIS PLAT IS RECOMMENDED FOR APPROVAL.

CHIEF ENGINEER _____ DATE _____

CITY OF CINCINNATI PLANNING COMMISSION

APPROVED BY THE PLANNING COMMISSION OF THE CITY OF CINCINNATI AT THE MEETING HELD THE _____ DAY OF _____, 2021.

APPROVED

BY: _____
KATHERINE KEOUGH-JURS
DIRECTOR, DEPARTMENT OF CITY PLANNING

SURVEYORS CERTIFICATION

I CERTIFY THAT THIS PLAT ACCURATELY REPRESENTS THE SURVEY UPON WHICH IT IS BASED AND THAT BOTH WERE MADE UNDER MY SUPERVISION IN ACCORDANCE WITH OHIO REVISED CODE CHAPTER 711, CHAPTER 4733-37 OF THE OHIO ADMINISTRATIVE CODE AND HAMILTON COUNTY OHIO'S "TRANSFER AND CONVEYANCE STANDARDS", AS IN EFFECT ON THIS DATE. I FURTHER CERTIFY THAT ALL MONUMENTS SHOWN ON THIS PLAT EXIST AND THAT THEIR LOCATION, TYPE AND SIZE ARE CORRECTLY SHOWN AND DESCRIBED.

THOMAS J. MACK P.S. NO. S-7964 _____ DATE _____

INDEX OF SHEETS

- 1 COVER SHEET
- 2 CLOSURE REPORT SHEET
- 3 OVERALL VIEW
- 4-5 LOT VIEWS
- 6-7 EASEMENTS

PROGRESS REVIEW Issue For 1-29-2021 Date:

THREE OAKS SUBDIVISION

COVER SHEET

OAKLEY YARDS LAND, LLC

SITUATE IN
SECTION 28, TOWN 4,
FRACTIONAL RANGE 2

COLUMBIA TOWNSHIP, CITY OF
CINCINNATI, HAMILTON COUNTY, OHIO

Project No.

19102

Pg 1 of 7



CLOSURE REPORT - TRACT A1

North: 426797.8810' East: 1420407.7980'
Course: N83° 56' 12.35"W Length: 276.195' North: 426827.0544' East: 1420133.1481'
Course: N06° 03' 31.24"E Length: 229.299' North: 427055.0726' East: 1420157.3499'
Length: 73.966' Radius: 57.000' Delta: 074.3502 (d) Tangent: 43.226'
Chord: 68.885' Course: N31° 06' 59.07"W
Course: N68° 17' 29.38"W Length: 296.646' North: 427223.7712' East: 1419846.1444'
Length: 192.928' Radius: 973.000' Delta: 011.3607 (d) Tangent: 96.781'
Chord: 192.612' Course: N16° 01' 42.15"E
Course: N21° 42' 31.37"E Length: 83.203' North: 427486.1973' East: 1419930.1029'
Course: S68° 17' 29.11"E Length: 565.747' North: 427276.9355' East: 1420455.7256'
Course: S05° 42' 47.66"W Length: 481.446' North: 426797.8810' East: 1420407.7978'
Perimeter: 2199.432' Area: 229951.17 Sq. Ft.
Error Closure: 0.0002 Course: N82° 15' 39.63"W
Error North: 0.00003 East: -0.00022
Precision 1: 10970165.000

CLOSURE REPORT - TRACT A2

North: 427332.8317' East: 1420461.3180'
Course: N68° 17' 28.63"W Length: 550.268' North: 427536.3692' East: 1419950.0770'
Course: N21° 42' 31.37"E Length: 129.460' North: 427656.6474' East: 1419997.9627'
Course: N21° 42' 31.37"E Length: 25.491' North: 427680.3305' East: 1420007.3916'
Course: S68° 17' 12.34"E Length: 505.861' North: 427493.1815' East: 1420477.3603'
Course: S05° 42' 47.66"W Length: 161.150' North: 427332.8320' East: 1420461.3178'
Perimeter: 1372.230' Area: 81813.15 Sq. Ft.
Error Closure: 0.0004 Course: N29° 48' 59.40"W
Error North: 0.00031 East: -0.00018
Precision 1: 3430575.000

CLOSURE REPORT - TRACT A3

North: 426832.7582' East: 1420079.4500'
Course: N83° 56' 12.34"W Length: 275.998' North: 426861.9108' East: 1419804.9960'
Course: N06° 03' 31.37"E Length: 291.409' North: 427151.6921' East: 1419835.7535'
Length: 17.415' Radius: 973.000' Delta: 001.0255 (d) Tangent: 8.708'
Chord: 17.415' Course: N06° 34' 17.29"E
Course: S68° 17' 29.38"E Length: 284.187' North: 427063.8762' East: 1420101.7783'
Length: 3.893' Radius: 3.000' Delta: 074.3502 (d) Tangent: 2.275'
Chord: 3.626' Course: S31° 06' 59.07"E
Course: S06° 03' 31.24"W Length: 229.295' North: 426832.7577' East: 1420079.4507'
Perimeter: 1102.198' Area: 74577.96 Sq. Ft.
Error Closure: 0.0009 Course: S55° 16' 21.64"E
Error North: -0.00051 East: 0.00073
Precision 1: 1224366.667

CLOSURE REPORT - TRACT B

North: 427244.1229' East: 1419795.0257'
Course: N68° 17' 29.46"W Length: 291.127' North: 427351.8063' East: 1419524.5461'
Course: N21° 41' 55.48"E Length: 458.331' North: 427777.6602' East: 1419694.0031'
Course: N68° 17' 28.63"W Length: 22.500' North: 427785.9827' East: 1419673.0989'
Course: N21° 42' 46.36"E Length: 25.519' North: 427809.6911' East: 1419682.5398'
Course: S68° 17' 12.34"E Length: 349.662' North: 427680.3297' East: 1420007.3923'
Course: S21° 42' 31.37"W Length: 25.491' North: 427656.6466' East: 1419997.9635'
Course: N68° 17' 28.63"W Length: 54.002' North: 427676.6213' East: 1419947.7915'
Course: S21° 42' 30.00"W Length: 266.664' North: 427428.8694' East: 1419849.1573'
Length: 192.797' Radius: 1027.000' Delta: 010.7560 (d) Tangent: 96.682'
Chord: 192.514' Course: S16° 19' 50.55"W
Perimeter: 1686.094' Area: 135247.73 Sq. Ft.
Error Closure: 0.0006 Course: S31° 30' 29.05"E
Error North: -0.00050 East: 0.00031

CLOSURE REPORT - TRACT C

North: 427366.2217' East: 1419477.5231'
Course: N68° 17' 29.38"W Length: 498.793' North: 427550.7176' East: 1419014.1057'
Course: S21° 42' 26.20"W Length: 23.000' North: 427529.3486' East: 1419005.5988'
Course: N54° 56' 32.70"W Length: 122.797' North: 427599.8831' East: 1418905.0802'
Course: N35° 58' 47.66"E Length: 66.569' North: 427653.7523' East: 1418944.1896'
Course: N23° 58' 07.66"E Length: 258.526' North: 427889.9848' East: 1419049.2130'
Course: N28° 13' 00.66"E Length: 140.616' North: 428013.8906' East: 1419115.6976'
Course: S68° 17' 12.34"E Length: 136.946' North: 427963.2259' East: 1419242.9269'
Course: N21° 42' 47.66"E Length: 20.000' North: 427981.8068' East: 1419250.3261'
Course: S68° 17' 12.34"E Length: 465.223' North: 427809.6922' East: 1419682.5402'
Course: S21° 42' 46.36"W Length: 25.519' North: 427785.9838' East: 1419673.0993'
Course: N68° 17' 28.63"W Length: 22.500' North: 427794.3063' East: 1419652.1951'
Course: S21° 42' 31.37"W Length: 453.649' North: 427372.8318' East: 1419484.3957'
Length: 4.683' Radius: 182.500' Delta: 001.4702 (d) Tangent: 2.342'
Chord: 4.683' Course: S20° 58' 25.08"W
Course: N68° 17' 29.38"W Length: 4.000' North: 427369.9386' East: 1419479.0032'
Course: S21° 42' 30.62"W Length: 4.000' North: 427366.2223' East: 1419477.5237'
Perimeter: 2246.820' Area: 290670.82 Sq. Ft.
Error Closure: 0.0008 Course: N42° 38' 03.56"E
Error North: 0.00058 East: 0.00053
Precision 1: 2808526.250

CLOSURE REPORT - TRACT D

North: 426867.6148' East: 1419751.2959'
Course: N83° 56' 12.34"W Length: 276.000' North: 426896.7676' East: 1419476.8399'
Course: N06° 03' 31.37"E Length: 401.288' North: 427295.8141' East: 1419519.1948'
Course: S68° 17' 29.38"E Length: 287.160' North: 427189.5981' East: 1419785.9888'
Length: 32.447' Radius: 1027.000' Delta: 001.8102 (d) Tangent: 16.225'
Chord: 32.446' Course: S06° 57' 49.78"W
Course: S06° 03' 32.68"W Length: 291.405' North: 426867.6143' East: 1419751.2960'
Perimeter: 1288.300' Area: 100094.46 Sq. Ft.
Error Closure: 0.0005 Course: S12° 11' 00.47"E
Error North: -0.00051 East: 0.00011
Precision 1: 2576598.000

CLOSURE REPORT - TRACT E

North: 426902.4714' East: 1419423.1419'
Course: N83° 56' 12.34"W Length: 307.329' North: 426934.9334' East: 1419117.5322'
Course: N06° 03' 31.37"E Length: 191.506' North: 427125.3697' East: 1419137.7452'
Course: N83° 56' 28.63"W Length: 115.111' North: 427137.5194' East: 1419023.2771'
Course: N06° 03' 31.37"E Length: 104.778' North: 427241.7121' East: 1419034.3362'
Course: N83° 56' 28.63"W Length: 85.064' North: 427250.6904' East: 1418949.7473'
Course: N05° 36' 00.42"E Length: 34.442' North: 427284.9680' East: 1418953.1084'
Course: N43° 32' 31.17"W Length: 62.342' North: 427330.1579' East: 1418910.1618'
Course: N83° 56' 28.63"W Length: 90.382' North: 427339.6975' East: 1418820.2847'
Course: N56° 55' 11.34"W Length: 80.621' North: 427383.7014' East: 1418752.7317'
Course: N33° 04' 48.66"E Length: 73.582' North: 427445.3563' East: 1418792.8937'
Course: N35° 58' 47.66"E Length: 190.956' North: 427599.8823' East: 1418905.0806'
Course: S54° 56' 32.70"E Length: 122.797' North: 427529.3478' East: 1419005.5992'
Course: S21° 42' 26.20"W Length: 27.000' North: 427504.2625' East: 1418995.6128'
Course: S68° 17' 29.38"E Length: 507.471' North: 427316.5567' East: 1419467.0928'
Course: S06° 03' 31.37"W Length: 416.412' North: 426902.4707' East: 1419423.1416'
Perimeter: 2409.795' Area: 240394.60 Sq. Ft.
Error Closure: 0.0009 Course: S26° 41' 13.81"W
Error North: -0.00076 East: -0.00038
Precision 1: 2677547.778

CLOSURE REPORT - THREE OAKS LANE RIGHT-OF-WAY

North: 426827.0544' East: 1420133.1479'
Course: N83° 56' 12.34"W Length: 54.000' North: 426832.7582' East: 1420079.4500'
Course: N06° 03' 31.24"E Length: 229.295' North: 427060.7724' East: 1420103.6514'
Length: 3.893' Radius: 3.000' Delta: 074.3502 (d) Tangent: 2.275'
Chord: 3.626' Course: N31° 06' 59.07"W
Course: N68° 17' 29.38"W Length: 284.187' North: 427168.9932' East: 1419837.7457'
Course: N68° 17' 29.38"W Length: 55.709' North: 427189.5991' East: 1419785.9878'
Course: N68° 17' 29.38"W Length: 287.160' North: 427295.8151' East: 1419519.1938'
Course: N68° 17' 29.38"W Length: 56.079' North: 427316.5579' East: 1419467.0921'
Course: N68° 17' 29.38"W Length: 507.471' North: 427504.2637' East: 1418995.6121'
Course: N21° 42' 26.20"E Length: 27.000' North: 427529.3490' East: 1419005.5984'
Course: N21° 42' 26.20"E Length: 23.000' North: 427550.7179' East: 1419014.1053'
Course: S68° 17' 29.38"E Length: 498.793' North: 427366.2220' East: 1419477.5228'
Course: N21° 42' 30.62"E Length: 4.000' North: 427369.9384' East: 1419479.0023'
Course: S68° 17' 29.38"E Length: 4.000' North: 427368.4588' East: 1419482.7186'
Course: S68° 17' 29.38"E Length: 45.020' North: 427351.8066' East: 1419524.5457'
Course: S68° 17' 29.38"E Length: 346.148' North: 427223.7718' East: 1419846.1441'
Course: S68° 17' 29.38"E Length: 296.646' North: 427114.0470' East: 1420121.7512'
Length: 73.966' Radius: 57.000' Delta: 074.3502 (d) Tangent: 43.226'
Chord: 68.885' Course: S31° 06' 59.07"E
Course: S06° 03' 31.24"W Length: 229.299' North: 426827.0550' East: 1420133.1477'
Perimeter: 3025.666' Area: 76781.81 Sq. Ft.
Error Closure: 0.0006 Course: N17° 55' 49.21"W
Error North: 0.00057 East: -0.00019
Precision 1: 5033863.333

CLOSURE REPORT - 32ND AVENUE (SOUTH) RIGHT-OF-WAY

North: 426861.9108' East: 1419804.9956'
Course: N83° 56' 12.34"W Length: 54.002' North: 426867.6149' East: 1419751.2957'
Course: N06° 03' 32.68"E Length: 291.405' North: 427157.3919' East: 1419782.0547'
Length: 32.447' Radius: 1027.000' Delta: 001.8102 (d) Tangent: 16.225'
Chord: 32.446' Course: N06° 57' 49.78"E
Course: S68° 17' 29.38"E Length: 55.709' North: 427168.9927' East: 1419837.7465'
Length: 17.415' Radius: 973.000' Delta: 001.0255 (d) Tangent: 8.708'
Chord: 17.415' Course: S06° 34' 17.29"W
Course: S06° 03' 31.37"W Length: 291.409' North: 426861.9108' East: 1419804.9960'
Perimeter: 742.387' Area: 17082.75 Sq. Ft.
Error Closure: 0.0003 Course: N89° 40' 08.85"E
Error North: 0.00000 East: 0.00032
Precision 1: 2474620.000

CLOSURE REPORT - 32ND AVENUE (NORTH) RIGHT-OF-WAY

North: 427223.7715' East: 1419846.1443'
Course: N68° 17' 28.96"W Length: 55.021' North: 427244.1230' East: 1419795.0255'
Length: 192.797' Radius: 1027.000' Delta: 010.7560 (d) Tangent: 96.682'
Chord: 192.514' Course: N16° 19' 50.55"E
Course: N21° 42' 30.00"E Length: 266.664' North: 427676.6218' East: 1419947.7910'
Course: S68° 17' 28.63"E Length: 54.002' North: 427656.6471' East: 1419997.9630'
Course: S21° 42' 31.37"W Length: 129.460' North: 427536.3689' East: 1419950.0773'
Course: S21° 42' 31.37"W Length: 54.001' North: 427486.1979' East: 1419930.1030'
Course: S21° 42' 31.37"W Length: 83.203' North: 427408.8959' East: 1419899.3272'
Length: 192.928' Radius: 973.000' Delta: 011.3607 (d) Tangent: 96.781'
Chord: 192.612' Course: S16° 01' 42.15"W
Perimeter: 1028.075' Area: 24814.57 Sq. Ft.
Error Closure: 0.0003 Course: N30° 29' 56.39"E
Error North: 0.00024 East: 0.00014
Precision 1: 3424923.333

CLOSURE REPORT - IRON OAK AVENUE RIGHT-OF-WAY

North: 427276.9358' East: 1420455.7258'
Course: N68° 17' 29.11"W Length: 565.747' North: 427486.1976' East: 1419930.1032'
Course: N21° 42' 31.37"E Length: 54.001' North: 427536.3687' East: 1419950.0775'
Course: S68° 17' 28.63"E Length: 550.268' North: 427332.8311' East: 1420461.3185'
Course: S05° 42' 47.66"W Length: 56.175' North: 427276.9352' East: 1420455.7263'
Perimeter: 1226.191' Area: 30132.78 Sq. Ft.
Error Closure: 0.0008 Course: S36° 16' 37.01"E
Error North: -0.00063 East: 0.00046
Precision 1: 1532738.750

CLOSURE REPORT - 31ST AVENUE (SOUTH) RIGHT-OF-WAY

North: 426896.7676' East: 1419476.8399'
Course: N83° 56' 12.34"W Length: 54.000' North: 426902.4714' East: 1419423.1419'
Course: N06° 03' 31.37"E Length: 416.412' North: 427316.5575' East: 1419467.0932'
Course: S68° 17' 29.38"E Length: 56.079' North: 427295.8147' East: 1419519.1950'
Course: S06° 03' 31.37"W Length: 401.288' North: 426896.7682' East: 1419476.8400'
Perimeter: 927.779' Area: 22077.90 Sq. Ft.
Error Closure: 0.0006 Course: N12° 45' 29.60"E
Error North: 0.00057 East: 0.00013
Precision 1: 1546298.333

CLOSURE REPORT - 31ST AVENUE (NORTH) RIGHT-OF-WAY

North: 427351.8064' East: 1419524.5458'
Course: N68° 17' 29.38"W Length: 45.020' North: 427368.4586' East: 1419482.7187'
Course: N21° 42' 04.33"E Length: 458.332' North: 427794.3062' East: 1419652.1944'
Course: S68° 17' 28.63"E Length: 22.500' North: 427785.9837' East: 1419673.0986'
Course: S68° 17' 28.63"E Length: 22.500' North: 427777.6612' East: 1419694.0028'
Course: S21° 42' 31.37"W Length: 453.649' North: 427356.1867' East: 1419526.2035'
Length: 4.683' Radius: 137.500' Delta: 001.9514 (d) Tangent: 2.342'
Chord: 4.683' Course: S20° 43' 58.85"W
Perimeter: 1006.684' Area: 20611.28 Sq. Ft.
Error Closure: 0.0006 Course: N11° 57' 30.57"W
Error North: 0.00060 East: -0.00013
Precision 1: 1677806.667

THREE OAKS SUBDIVISION

CLOSURE REPORT SHEET
OAKLEY YARDS LAND, LLC

SITUATE IN
SECTION 28, TOWN 4,
FRACTIONAL RANGE 2

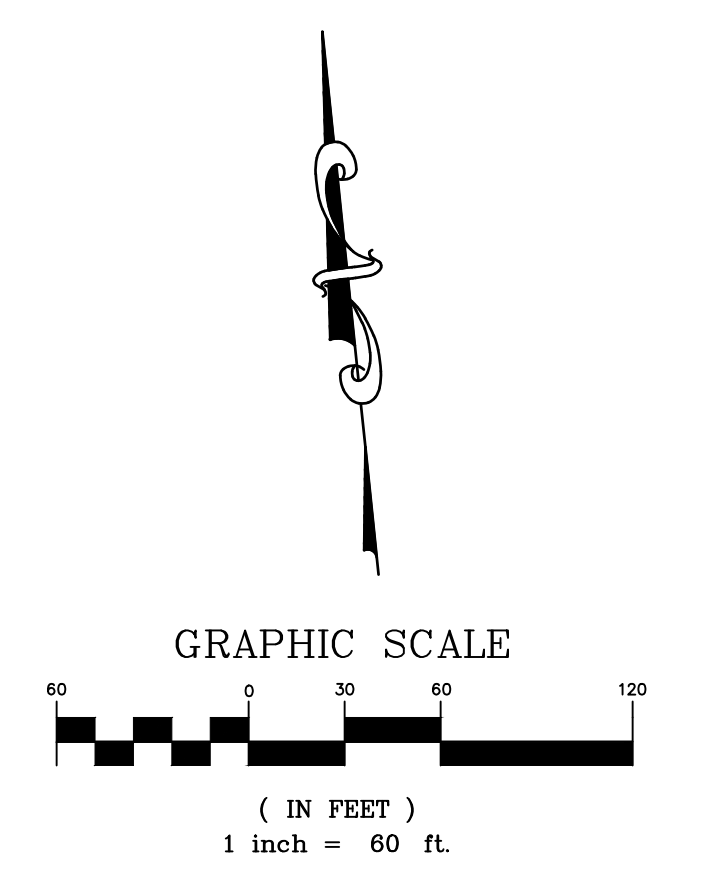
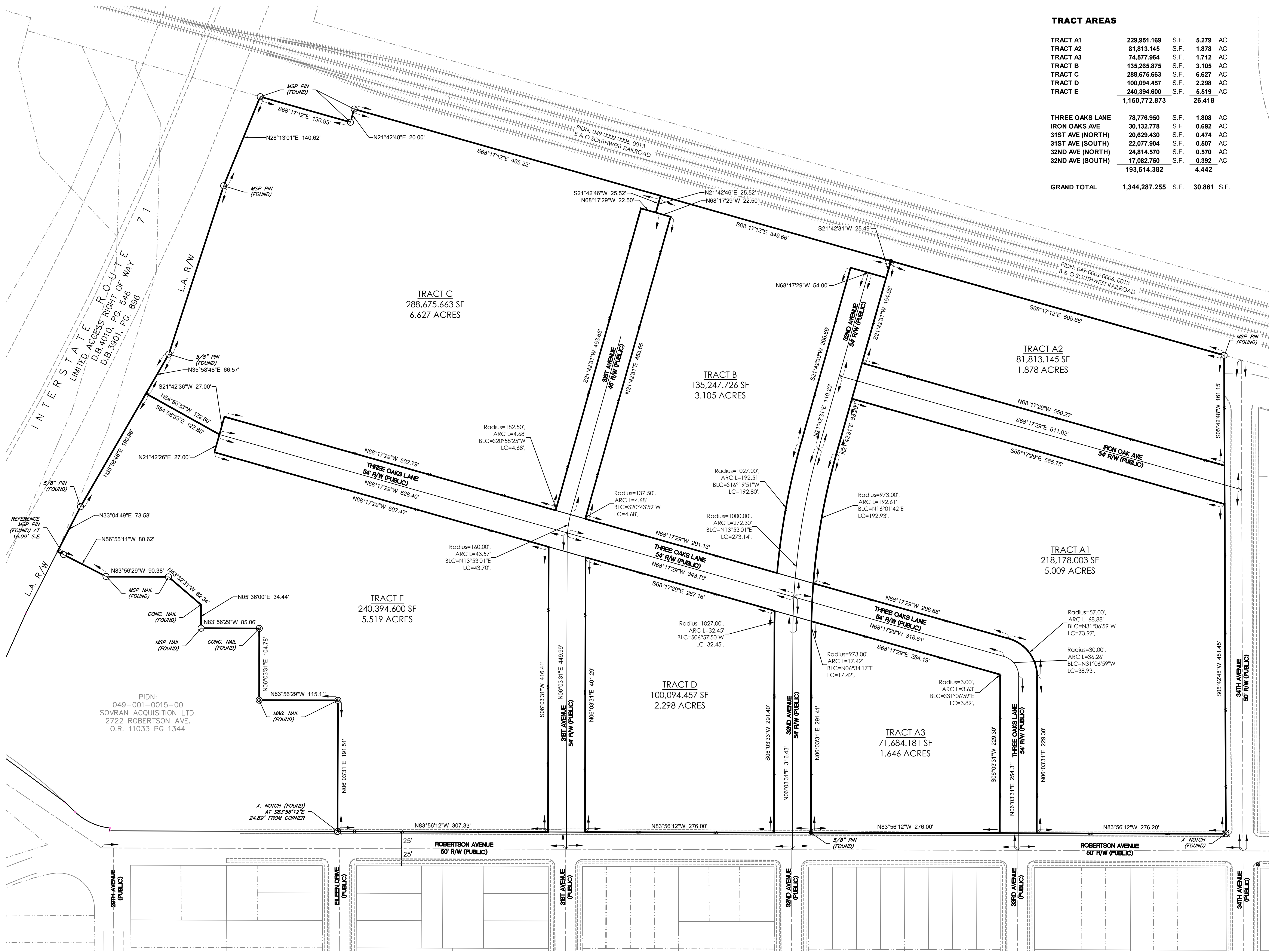
COLUMBIA TOWNSHIP, CITY OF
CINCINNATI, HAMILTON COUNTY, OHIO

TRACT AREAS

TRACT A1	229,951.169	S.F.	5.279	AC
TRACT A2	81,813.145	S.F.	1.878	AC
TRACT A3	74,577.964	S.F.	1.712	AC
TRACT B	135,265.875	S.F.	3.105	AC
TRACT C	288,675.663	S.F.	6.627	AC
TRACT D	100,094.457	S.F.	2.298	AC
TRACT E	240,394.600	S.F.	5.519	AC
TOTAL	1,150,772.873		26.418	

THREE OAKS LANE	78,776.950	S.F.	1.808	AC
IRON OAKS AVE	30,132.778	S.F.	0.692	AC
31ST AVE (NORTH)	20,629.430	S.F.	0.474	AC
31ST AVE (SOUTH)	22,077.904	S.F.	0.507	AC
32ND AVE (NORTH)	24,814.570	S.F.	0.570	AC
32ND AVE (SOUTH)	17,082.750	S.F.	0.392	AC
TOTAL	193,514.382		4.442	

GRAND TOTAL 1,344,287.255 S.F. 30.861 S.F.



LEGEND

FOUND SET	CROSS NOTCH
MAG SPIKE	MAG SPIKE
5/8" IRON PIN & CAP	5/8" IRON PIN & CAP
MAG NAIL OR P.K. NAIL	MAG NAIL OR P.K. NAIL

PROGRESS REVIEW Issue For 1-29-2021 Date:

**THREE OAKS
SUBDIVISION**
OVERALL SHEET
OAKLEY YARDS LAND, LLC
SITUATE IN
SECTION 28, TOWN 4,
FRACTIONAL RANGE 2
COLUMBIA TOWNSHIP, CITY OF
CINCINNATI, HAMILTON COUNTY, OHIO

Project No. 19102 Pg 3 of 7



COVER SHEET

SHEET: 1 OF 7

TORQUE CAR CONDOS
HAMILTON COUNTY
CINCINNATI, OH

PROPOSED



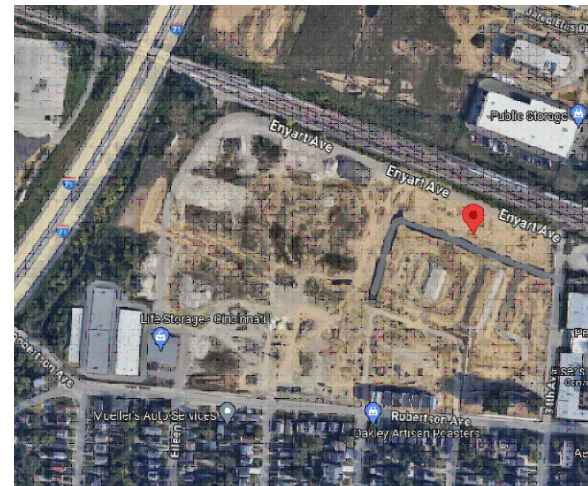
ISSUE DATES
12/29/23 ZONING

TORQUE CAR CONDOS

TRACT A2 OF THREE OAKS SUBDIVISION

(81,813.145 SF)
1.878 ACRES

SITE INFORMATION	
SUBJECT PROPERTY: THREE OAKS SUBDIVISION IRON OAK & 34TH AVE	PREPARED BY: SABO DESIGN ASSOCIATES 550 WARDS CORNER ROAD LOVELAND, OHIO, 45140 (513) 683-1236
ZONING REQUIREMENTS: ZONING: PD-88 SUBJECT LAND AREA: 81,813 S.F. PROPOSED UNITS: 31 UNITS	OWNER: 2135 DANA AVE SUITE 200 CINCINNATI, OH 45201 (513) 563-1555
PROPOSED: 5 BUILDINGS SEPARATED INTO 31 STORAGE UNITS	

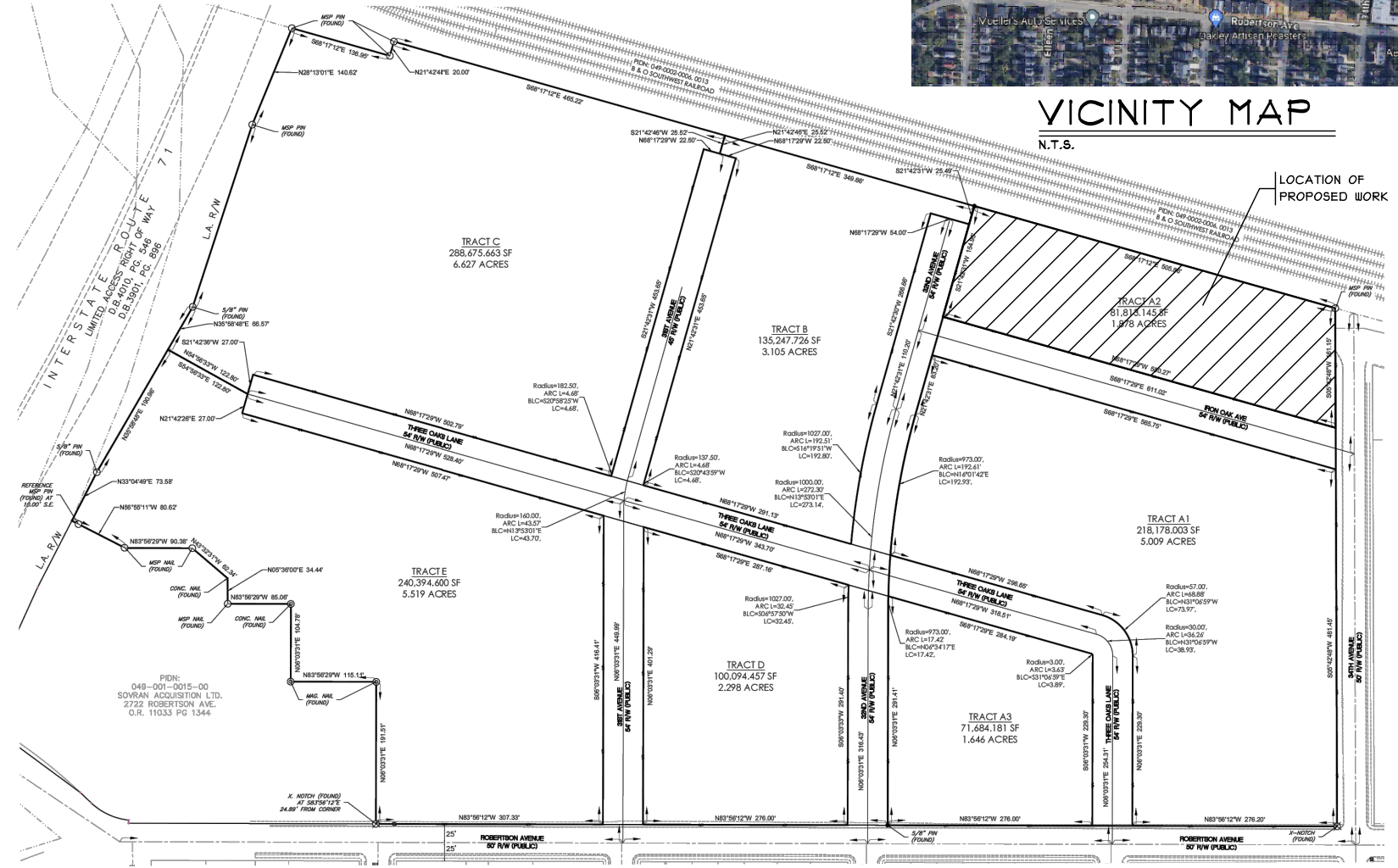


VICINITY MAP
N.T.S.

LOCATION OF PROPOSED WORK



SOUTHEAST RENDERING
N.T.S.



SUBDIVISION MAP
N.T.S.

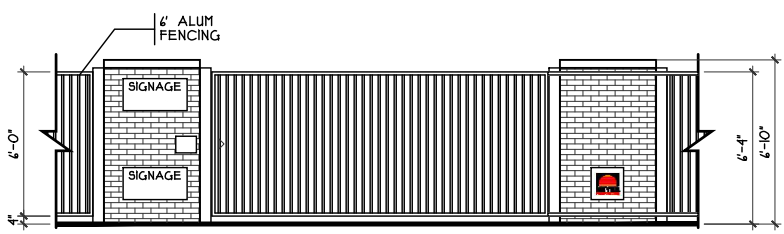
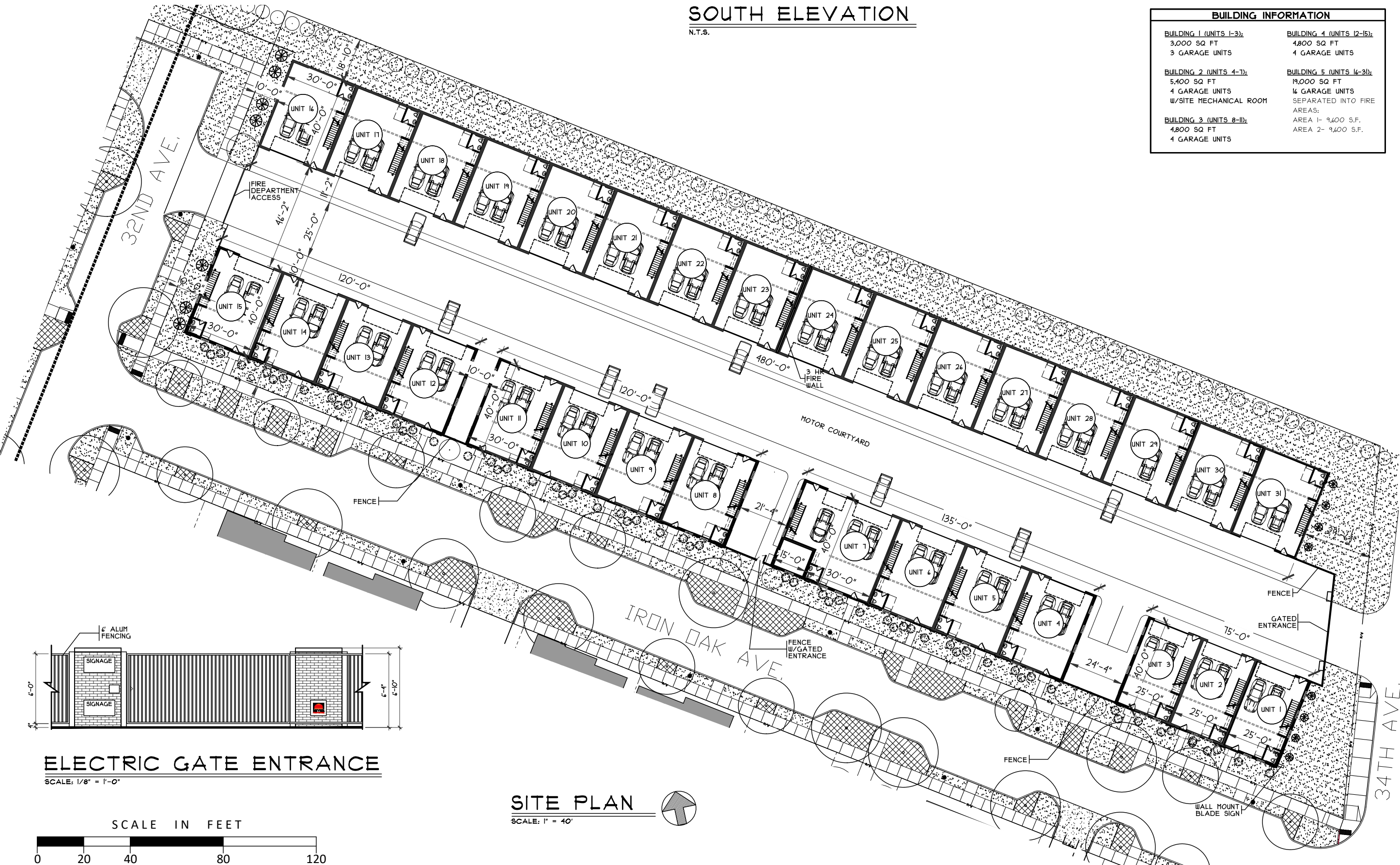
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SOUTH ELEVATION

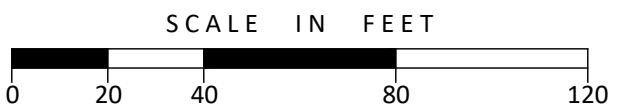
N.T.S.

BUILDING INFORMATION	
BUILDING 1 (UNITS 1-3): 3,000 SQ FT 3 GARAGE UNITS	BUILDING 4 (UNITS 12-15): 4,800 SQ FT 4 GARAGE UNITS
BUILDING 2 (UNITS 4-7): 5,400 SQ FT 4 GARAGE UNITS W/SITE MECHANICAL ROOM	BUILDING 5 (UNITS 16-31): 19,000 SQ FT 16 GARAGE UNITS SEPARATED INTO FIRE AREAS:
BUILDING 3 (UNITS 8-11): 4,800 SQ FT 4 GARAGE UNITS	AREA 1- 9,400 S.F. AREA 2- 9,600 S.F.



ELECTRIC GATE ENTRANCE
SCALE: 1/8" = 1'-0"

SITE PLAN
SCALE: 1" = 40'



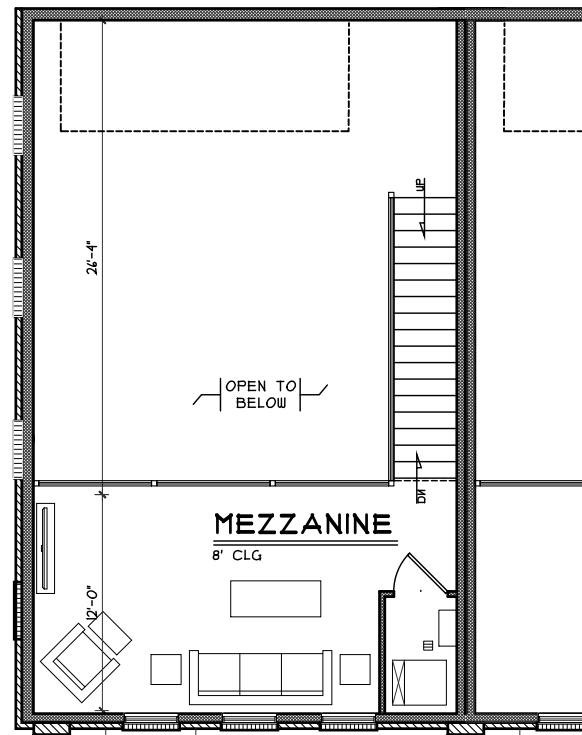
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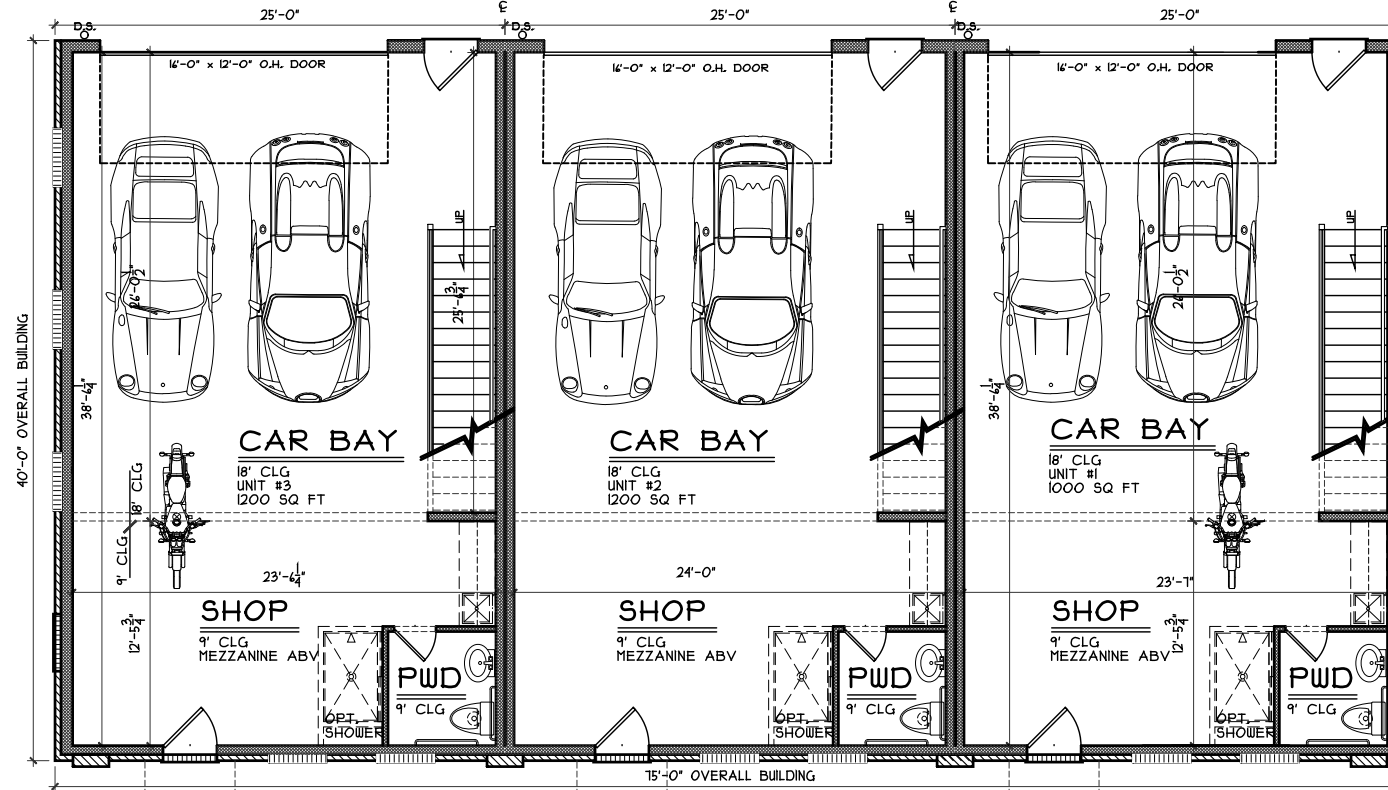
NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '1'



TYPICAL MEZZANINE' PLAN

SCALE: 3/32" = 1'-0" 300 SQ FT



BUILDING '1' PLAN

SCALE: 3/32" = 1'-0" 3000 SQ FT



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '1'



ELEVATIONS
BUILDING 1

SHEET: 3 OF 7

PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY



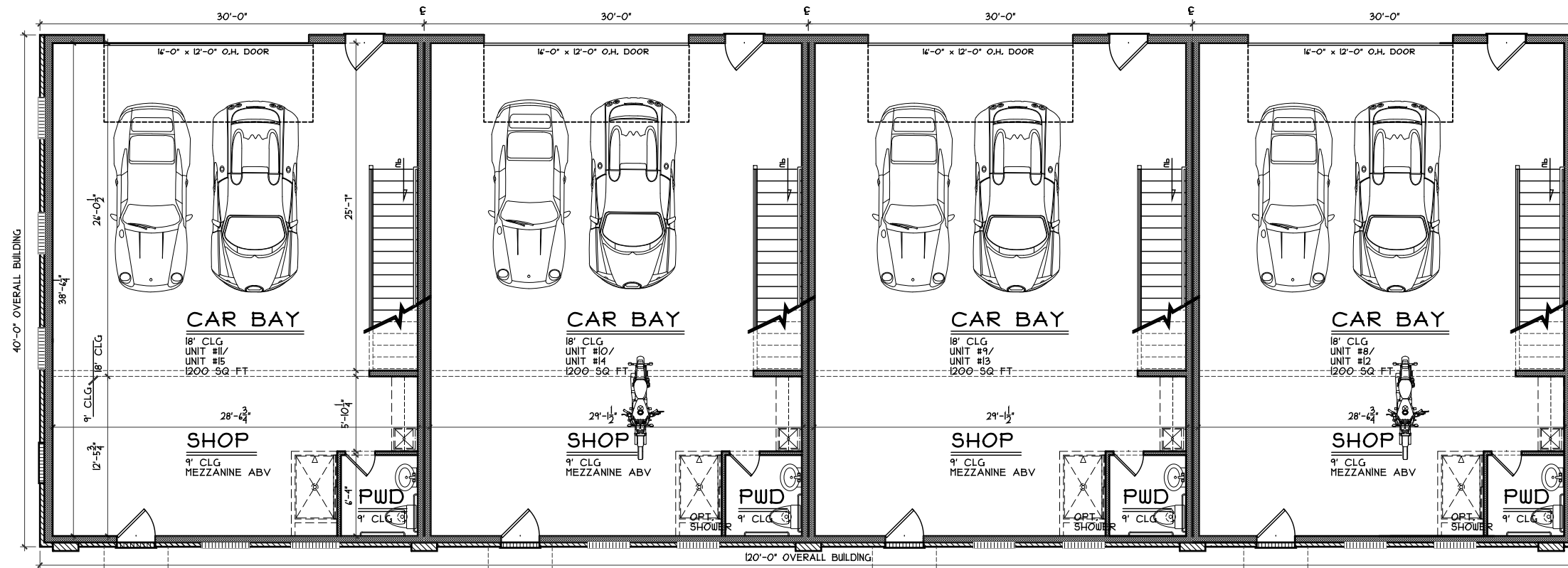
ISSUE DATES
12/29/23 ZONING

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NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '3 & 4'



BUILDING '3 & 4' PLAN

SCALE: 3/32" = 1'-0" 4,800 SQ. FT.



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '3 & 4'



ELEVATIONS
BUILDING 3&4

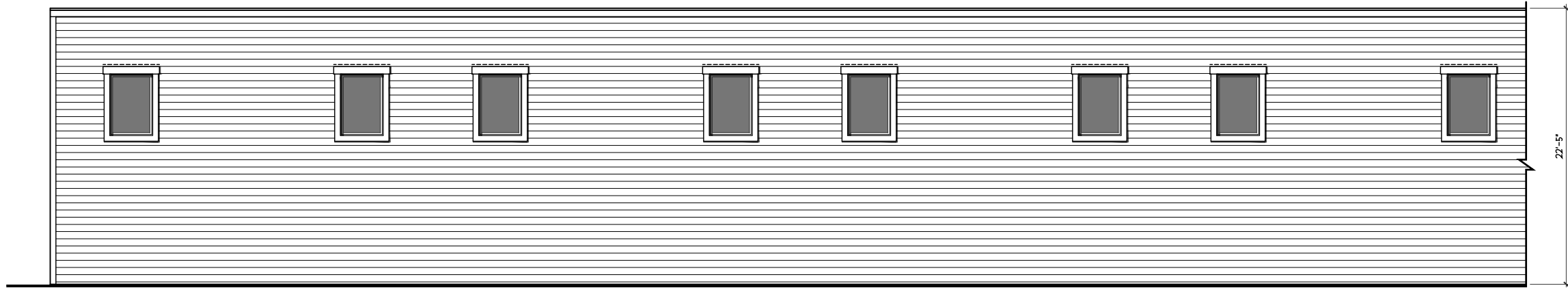
SHEET: 4 OF 7

PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY



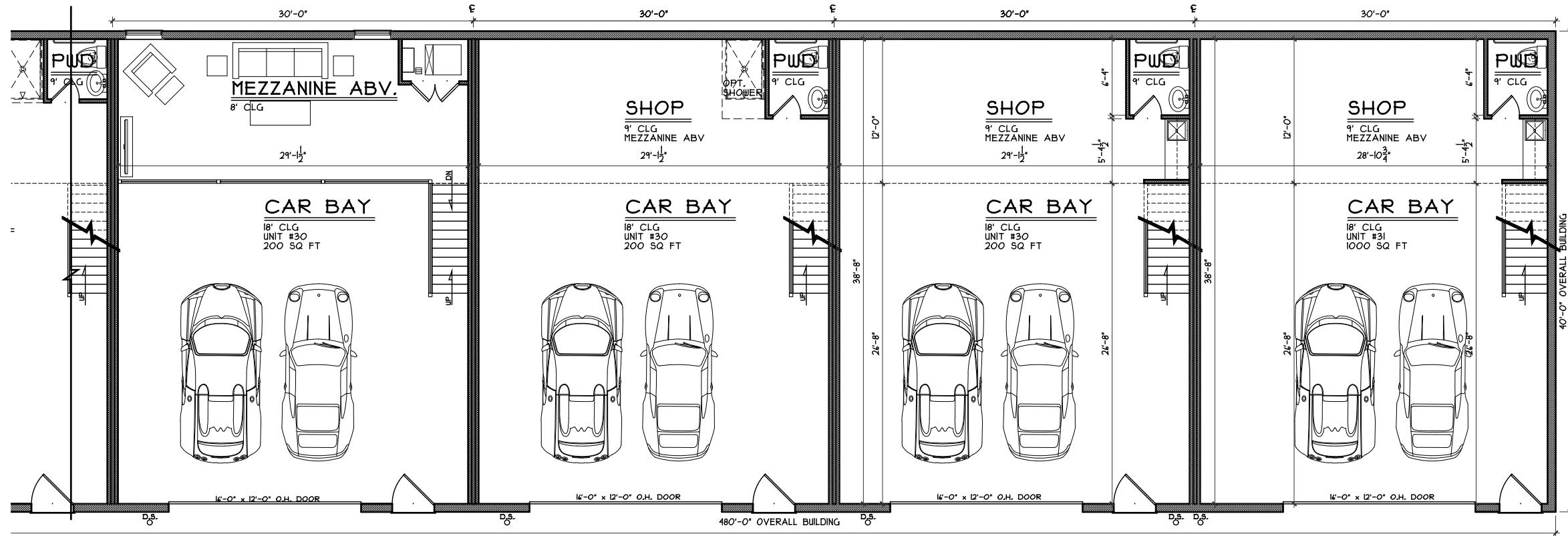
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12/29/23 ZONING

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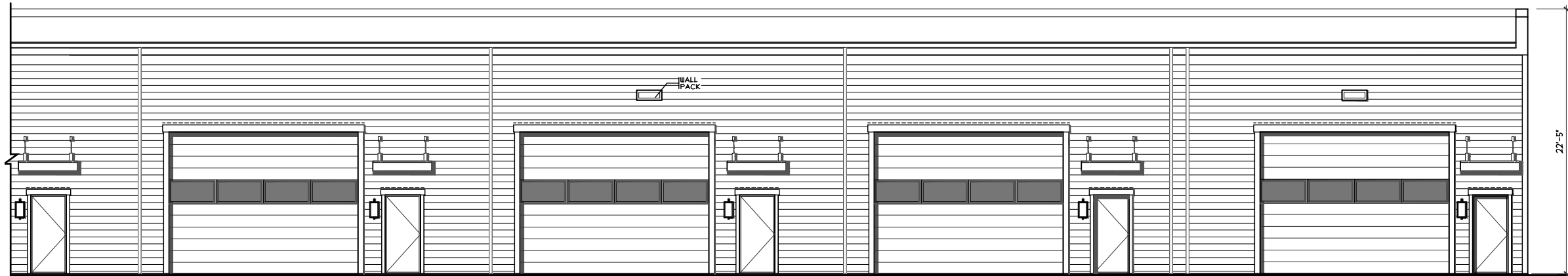
NORTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '5'



BUILDING '5' PLAN

SCALE: 3/32" = 1'-0" 19,000 SQ. FT.



SOUTH ELEVATION

SCALE: 3/32" = 1'-0" BUILDING '5'



ELEVATIONS
BUILDING 5

SHEET: 5 OF 7

TORQUE CAR CONDOS
HAMILTON COUNTY

PROPOSED

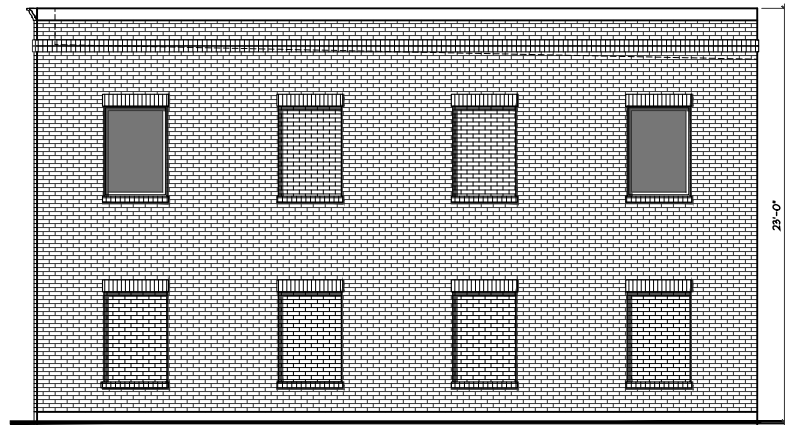
CINCINNATI, OH



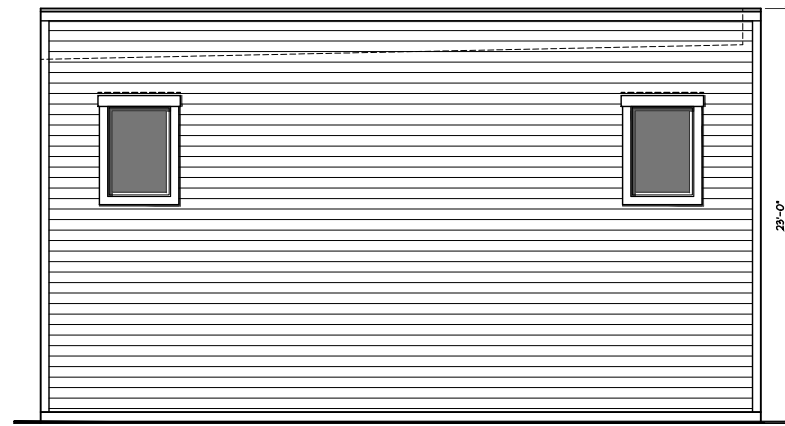
SDA
SABO DESIGN ASSOCIATES
550 Wards Corner Road
Suite 201
Loveland, Ohio 45140
(513) 683-1236
sabodesignassociates.com

ISSUE DATES
12/29/23 ZONING

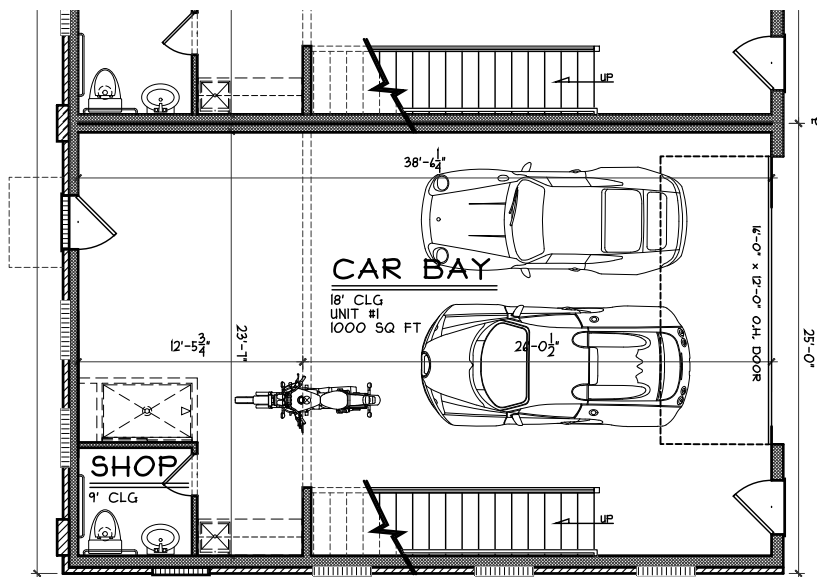
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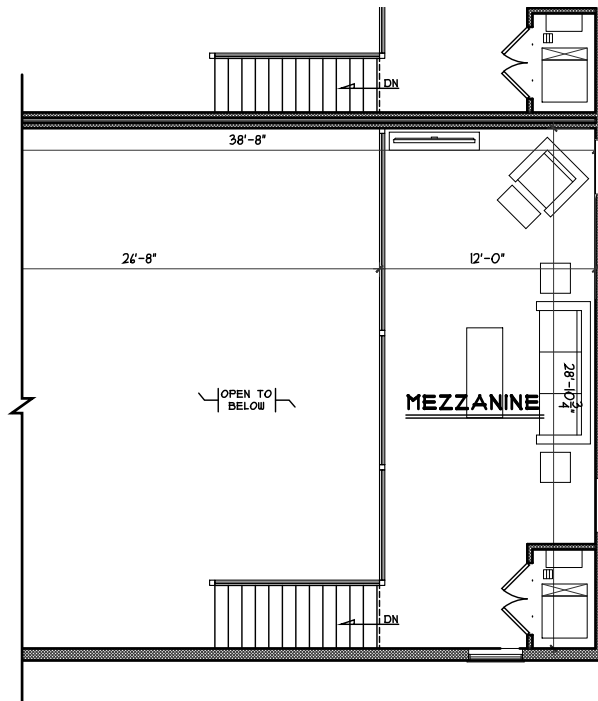
WEST ELEVATION
SCALE: 3/32" = 1'-0" BUILDING '1'



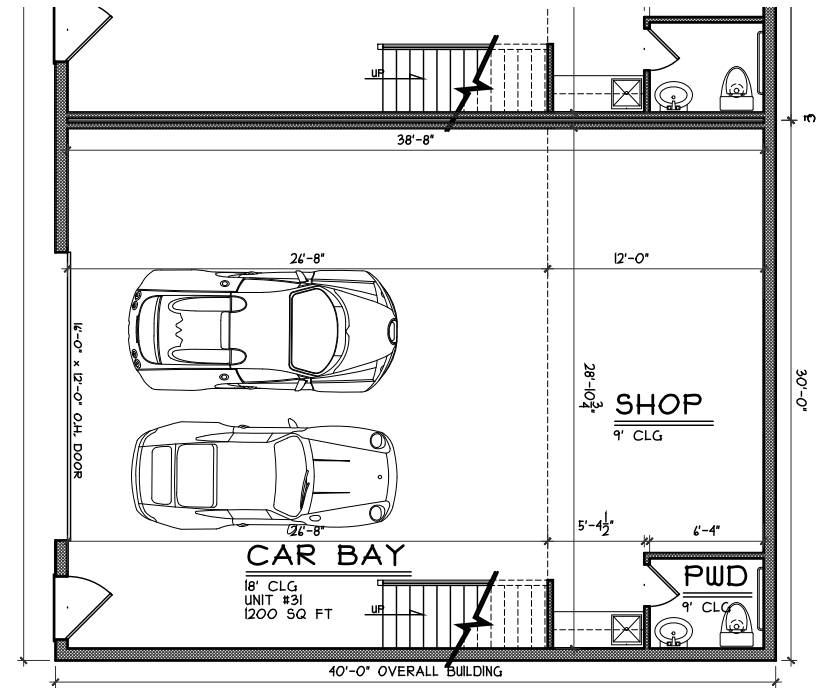
WEST ELEVATION
SCALE: 1/16" = 1'-0" BUILDING '31'



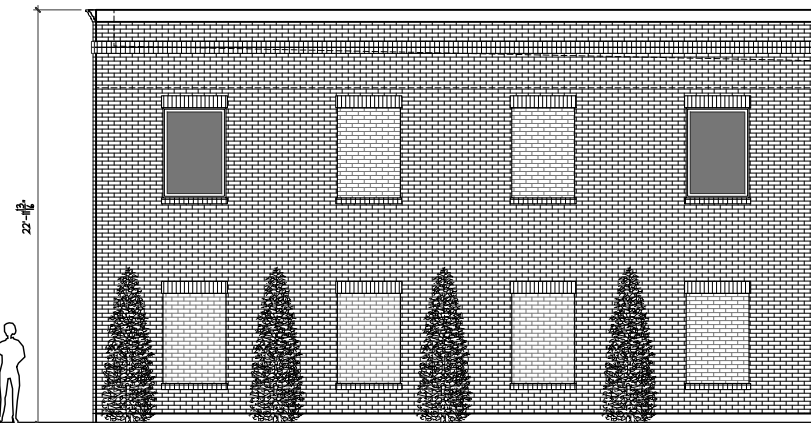
BUILDING '1' END UNIT
SCALE: 3/32" = 1'-0"



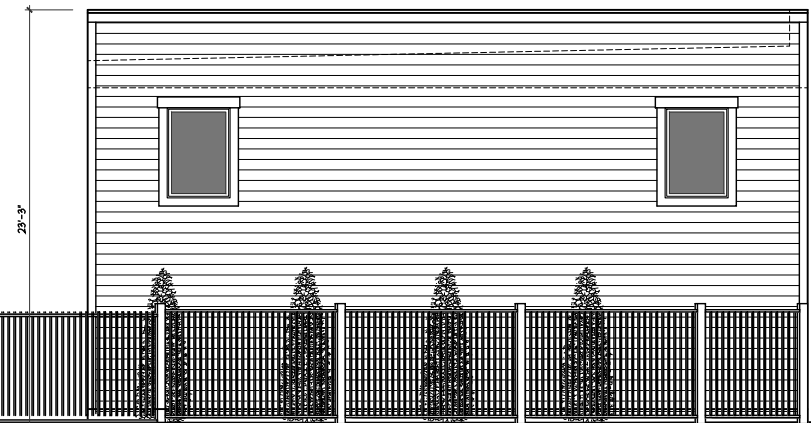
MEZZANINE @ UNIT #31
SCALE: 3/32" = 1'-0" 300 SQ. FT.



BUILDING '5' END UNIT
SCALE: 3/32" = 1'-0"



EAST ELEVATION
SCALE: 3/32" = 1'-0"



ELEVATIONS

SHEET: 6 OF 7

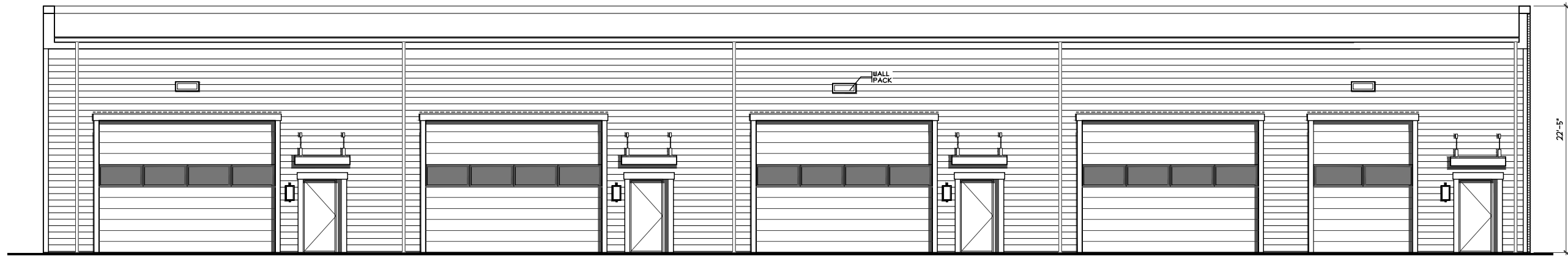
PROPOSED
TORQUE CAR CONDOS
CINCINNATI, OH
HAMILTON COUNTY



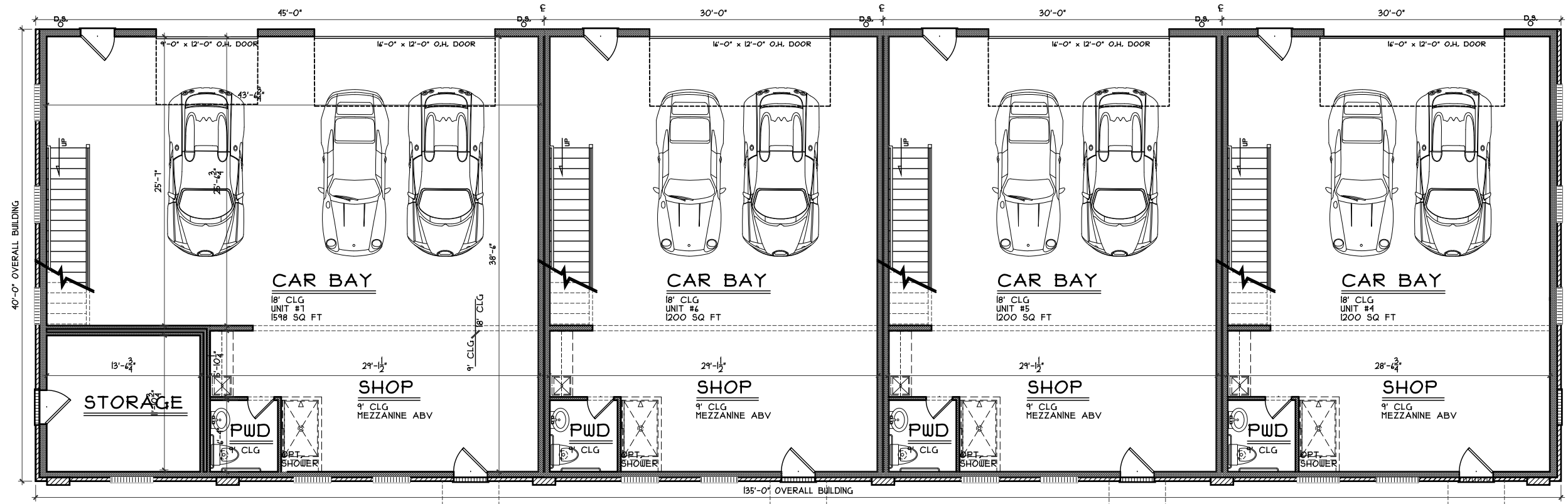
550 Wards Corner Road
Suite 201
Loveland, Ohio 45140
(513) 683-1236
sabodesignassociates.com

ISSUE DATES
12/29/23 ZONING

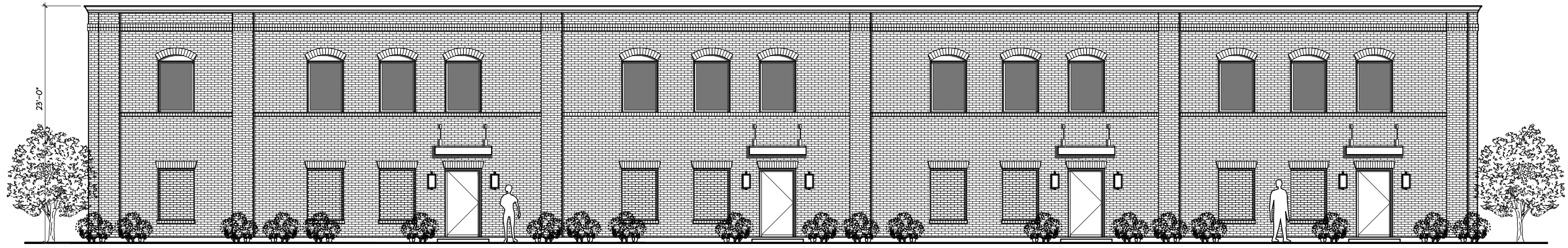
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NORTH ELEVATION
SCALE: 3/32" = 1'-0" BUILDING '2'



BUILDING '2' PLAN
SCALE: 3/32" = 1'-0" 5,400 SQ. FT.



SOUTH ELEVATION
SCALE: 3/32" = 1'-0" BUILDING '2'

H:\JOBS IN PROGRESS\LACIE\XXX23214_3_OAKS_CAR_CONDOS\PRELIM-PLANNING\DWG Monday, March 18, 2024 4:40:49 PM

© COPYRIGHT 2023 SABO DESIGN ASSOCIATES



Three Oaks - Car Condos
Final Development Plan- Phase Schedule

Break Ground on Mass Excavation, Public Utility and Roadway Construction.....	Complete
Overall project infrastructure substantially complete.....	Complete
Break ground on car condos.....	08/01/2024
Car condos substantially complete.....	09/01/2025

March 24, 2024

Mr. Adam Rockel
Three Oaks Single Family, LLC
2135 Dana Avenue, Suite 200
Cincinnati, Ohio 45207

Re: 2910 Iron Oak Avenue | Three Oaks Development Garage Area (D) – **(CPRE240016)** Final Recommendations

Dear Mr. Rockel,

This letter is to inform you that our CSR Advisory-TEAM and CSPRO Committee has reviewed your proposed construction of 5 buildings comprising 31 condos. The car condos have customizable interiors and will be for car enthusiasts to store their cars and socialize with other condo owners. The units are generally 30 feet wide and 40 feet long and are 22 feet tall to provide for mezzanines and / or car lifts for additional car storage. The car condos are not for car repairs. The information provided is the recommendations of the City of Cincinnati and must be followed as you move forward with your project. As a reminder, we will have a **Microsoft Teams conference call meeting** with you on **March 26, 2024 @ 10 am** to discuss this information. Please see the feedback listed below. Thank you for developing within the City of Cincinnati.

City Planning & Engagement – Planning Division

Immediate Requirements to move the project forward:

1. This will require a Major Amendment to the PD Concept Plan due to a change in use.
 - o Work with City Planning Staff to submit a revised Concept Plan and Program Statement. For a Major Amendment to a PD, a \$3,000 fee is also required.

Requirements to obtain permits:

1. Additional review and approval of the final development plan by City Planning Commission will be required.
2. If the units end up being on separate lots, a Major Subdivision will be required.

Recommendations:

1. It is highly recommended to reach out and share these plans with the adjacent property owners and the Oakley Community Council.

Contact:

- **Emily Burns** | City Planning | 513-352-4855 | emily.burns@cincinnati-oh.gov

City Planning & Engagement – Zoning Division

Immediate Requirements to move the project forward:

1. Since this site is zoned PD, zoning staff does not have any specific comments because the City Planning staff handles the specific zoning/design review for use, height limits,

setbacks, density, landscaping, and parking etc. If the site was also zoned hillside or historic, then zoning staff would have more comments.

Requirements to obtain permits:

1. Work with City Planning on site design, massing, and other site design parameters.

Recommendations:

- None

Contact:

- **Wes Munzel** | ZPE | 513-352-2442 | weston.munzel@cincinnati-oh.gov

Metropolitan Sewer District (MSD)

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

1. Tap permits will be required for each connection.
2. An updated Request for Availability will be required.

Recommendations

- None

Contact:

- **Rob Kern** | MSD | 513-244-5588 | rob.kern@cincinnati-oh.gov

Stormwater Management Utility (SMU)

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

1. Submit following documents - storm water calculations for removal and additions to storm system.
2. Utility Plan
 - Verify existing SMU structures.
 - Label all pipes materials.
 - In the public R/W, pipes to be DIP or RCP.
 - Show Top & Invert elevations for all Appurtenances.
 - Show slopes for all pipes.
3. Grading Plan
 - Grading must show existing and proposed contours.
 - Impervious surfaces are NOT permitted to drain towards adjacent properties.
 - Contours changes are NOT allowed to push more runoff towards adjacent properties (as compared to pre-development conditions).
 - Runoff from all pavements must be captured and conveyed to the stormwater system. Only 800 sf of pavement may sheet flow to the public R/W.
4. Erosion & Sediment Control Plan is required. Refer to link: <https://cincinnati-oh.gov/stormwater/construction-and-design/standards/sediment-and-erosion-control/>.

5. SMU Standards Plans Notes is required. Refer to link: <https://www.cincinnati-oh.gov/stormwater/construction-and-design/standards/smu-standard-plan-notes-april-2022/>
6. SMU will require an As-Built survey at the end of construction. The survey should include the following information:
 - State Plane Coordinates (N,E) for all MH's and Catch Basins.
 - Inverts and Top elevations for all MHs and Catch Basins.
 - Slopes, sizes, and materials for all storm lines.

Recommendation:

- None

Contact:

- **Kevin Gold** | SMU | 513-222-3643 | kevin.gold@cincinnati-oh.gov

Water Works

Immediate Requirements to move the project forward:

1. A public water main abandonment will be required to abandon the public water main infrastructure valving and all abandoned appurtenances on English Oak Court and Smokey Oak Lane. These water mains will need to be abandoned by sleeving out the connections at Iron Oak Court and 34th Avenue.
2. Due to the gate and the fences surrounding the Condo area, you will not be able tap the water main on Smokey Oak as shown for the three condo buildings. The three taps will need to be moved outside of the fence line.
3. A quit claim will need to be processed for the existing public water main easements.
4. The owner/developer is responsible for the abandonment of the public water mains, appurtenances, and a quit claims for the existing public water main easements. The owner/developer will need to submit for the proposed GCWW Miscellaneous job. This will include plans, submittals, bond, and letter of intent. All work must be completed to GCWW satisfaction prior to any building permit approval or water service branches are sold. Coordinate with Phil Young at Phillip.Young@gcww.cincinnati-oh.gov

Requirements to obtain permits:

1. Each building will need its own water service branch.
2. The assumption is that this development is contained within one parcel, if any changes to that, will result in additional requirements for the branches.
3. The subject development property has the following 3/4" curb-only water service branches:
 - a. H-316350 thru H-316352, H-316354 thru H-316372
4. If the curb-only water service branches are not to remain they will need to physically be disconnected from the public water main in Iron Oak Avenue.
5. If the existing curb-only water service branch(es) for this project are not to be used for this development, they must be disconnected at the owner's / developer's expense. The discontinued branch(es) will require a drawing showing the branch(es) and branch number(s) that is to be physically disconnected from the main. Submit to Phil Young at Phillip.Young@gcww.cincinnati-oh.gov. This could be part of the water main abandonment plans.
6. All new domestic water service branches can be connected to the existing 8-inch public water main in Iron Oak Avenue.

Recommendations:

1. The Owner(s)/Developer(s) will need to hire a Greater Cincinnati Water Works certified licensed and bonded fire protection company and plumber to perform the private water service branch design work and installation.
2. The Owner(s)/Developer(s) must have a licensed fire protection company and plumber that is bonded and certified with GCWW and fill out the Online Branch application <https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/> for water service.

Contact:

- **Rick Roell** | WaterWorks | 513-591-7858 | richard.roell@gcww.cincinnati-oh.gov

Fire Department

Immediate Requirements to move the project forward:

1. A site plan is needed showing 2 readily **accessible** Fire Hydrants within 400 feet of all sides of your project.
2. The minimum fire flow requirements for Commercial structures: 2,000 gallons/per/minutes (GPM) @ 20 pressure/per/square inch (psi) (138Kpa).
3. The Site Plan needs to show the location of the FDC and the distance in feet from the closest Fire Hydrant. FDC's are to be located within **50 feet** of a Fire Hydrant.
4. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet.
5. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.

Requirements to obtain Permits:

- None

Recommendations:

- None

Contact:

- **Elton Britton** | Fire Dept. | 513-357-7596 | elton.britton@cincinnati-oh.gov

Office of Environment and Sustainability (OES)

Immediate Requirements to move forward with project:

1. **The proposed use of the site as car condos is not reflected in the environmental agreements for the site. The impact of this change on the environmental agreements and plan must be determined. This may need to be resolved before the project can proceed to planning commission. Please contact the Planning Department point of contact for further guidance.**

Requirements to obtain permits:

1. Commercial waste, including construction and demolition debris, generated during this development project must utilize a City franchised commercial waste collection service per Cincinnati Municipal Code Chapter 730. Additional information can be found at <https://www.cincinnati-oh.gov/oes/commercial-waste-hauler-program/>.
2. If offsite sourced fill is to be placed onsite, then it must receive OES environmental approval when it exceeds 1000 cubic yards as per City Municipal Code Chapters 1101 and 1031. A current Phase I ESA performed to the ASTM Standard E1527-21 of the proposed offsite borrow source property must be submitted for review. Stockpiled soils

that will be used as fill material from an offsite borrow source require environmental sampling and analysis and the results be submitted for review. Please contact OES for a recommended sampling plan.

Recommendations:

1. The following recommendations are based on adopted City of Cincinnati environmental and sustainability policies:
 - a. The development goal should be to earn at a minimum the LEED Certified rating level.
 - b. Rooftop solar should be considered in the design as a renewable energy source.
 - c. Site parking should be wired for electric vehicle charging.
 - d. The use of pervious surfaces should be maximized to the extent practical in the design. The use of trees in the landscape design should be included to enhance urban forestry.
 - e. Landscape design should consider the use of native species.
 - f. The use of heat reflective surfaces in paved parking areas should be considered to reduce the heat-island effect.

Contact:

- **Amanda Testerman** | OES | 513-352-5310 | amanda.testerman@cincinnati-oh.gov

Parks Department (Urban Forestry)

Immediate Requirements to move the project forward:

1. Urban Forestry has no issues or concerns.

Requirements to obtain permits:

- None

Recommendations:

- None

Contact:

- **Marianne Prue** | Urban Forestry | 513-861-9070 | marianne.prue@cincinnati-oh.gov

Department of Transportation & Engineering (DOTE)

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

1. The driveway on 32nd Ave is new to the project. The proposed driveway shows the removal of half the turnaround at the end of 32nd Ave. This needs to be addressed. There needs to be a turnaround that meets the City's standards.
2. All driveway aprons are to meet City standards.
3. Driveway width is to be 20' maximum.
4. If any gates are proposed, they must be located at least 20' from the right of way line.
5. All work in the public right-of-way will require a separate DOTE permit/subdivision permit.
6. Before applying for permits, contact DTEaddress@cincinnati-oh.gov to have addresses assigned for each car condominium.

Recommendations:

- None

Contact:

- **Morgan Kolks** | DOTE | 513-335-7322 | morgan.kolks@cincinnati-oh.gov

Buildings & Inspections – Buildings

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

1. Why does one space on (sheet 6 of 7) have “Shop” on the label if these spaces will not be for auto repair.
2. Need to know if every unit will have a sink and toilet.
3. The project will need a geo-technical report at time of submission.

Recommendations:

- None

Contact:

- **Art Dahlberg** | B&I Plans Exam | 513-352-2424 | art.dahlberg@cincinnati-oh.gov

Law Department

Immediate Requirements to move the project forward:

1. No comment at this time.

Requirements to obtain permits:

- None

Recommendations:

- None

Contact:

- **Charles Martinez** | Law | 513-352-3359 | charles.martinez@cincinnati-oh.gov

Department of Community & Economic Development (DCED)

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

- None

Recommendations:

1. The developer should meet with DCED to discuss amendments to the Development Agreement, including but not limited to additional incentive asks.

Contact:

- **Justin Halter** | DCED | 513-352-6241 | justin.halter@cincinnati-oh.gov

Health Department

Immediate Requirements to move the project forward:

- None

Requirements to obtain permits:

- No Need for Health to review project as proposed.

Recommendations:

- None

Contact:

- **Trisha Blake** | Health Dept. | 513-352-2447 | trisha.blake@cincinnati-oh.gov

Police Department

Immediate Requirements to move the project forward:

- None currently.

Requirements to obtain permits:

- No comments.

Recommendations:

- None

Contact:

- **Katalin Howard** | Police Dept. | 513-352-3298 | katalin.howard@cincinnati-oh.gov
- **Brandon Kyle** | Police Dept. | 513-564-1870 | brandon.kyle@cincinnati-oh.gov

FINAL ACTION: The CSR Advisory-TEAM and CSPRO Committee recommends that the proposed project plan move forward to City Planning Commission. However, there are still some concerns from the Office of Environmental and Sustainability regarding the “**environmental agreements for the site.**” **With this being the case, the City Planning and Engagement Department reserves the right to delay the Planning Commission meeting until environmental agreements have been addressed. This project must also follow the conditions listed below.**

- **The subject development must follow the requirements listed above to ensure that the development meets the requirements of all agencies as they apply for all permits.**

Sincerely,



Art Dahlberg,
Director of Buildings and Inspections Department
& CSPRO Committee Chair



Rodney D. Ringer,
Development Manager

AD:RDR:hs

EXHIBIT F



June, 11th, 2024

Ms. Emily Ahouse Zoning Administrator
Department Zoning Administration City of Cincinnati
Two Centennial Plaza
805 Central Avenue, Suite 500
Cincinnati, Ohio 45202
Emily.ahouse@cincinnati-oh.gov

RE: Three Oaks Car Condos-Neyer Properties

Dear Ms. Ahouse:

At the April 2nd, 2024 meeting of the Oakley Community Council, representatives of Neyer Properties were present to request a letter of support for changes to their Three Oaks Development.

A motion to support the changes was made at the April 2nd, 2024 OCC meeting:

That the Oakley Community Council approves a letter of support for Neyer's request for a major amendment to the concept plan and development program statement of PD-88 to allow for the use of car condos in a lot adjacent to the railroad tracks, provided that they meet the conditions mentioned in the Consolidated Site Review

As reflected in our meeting minutes, the motion passed with eight yes votes with Colleen abstaining.

Thank you for your cooperation and assistance. If you need any further information or have any questions, I can be reached at troy.mcandrews@oakleynow.com

Sincerely,

Troy McAndrews

Troy McAndrews
Zoning Committee Chair
OCC Trustee

CC: OCC File

PO Box 9244
Cincinnati OH 45209
oakleynow.com

Burns, Emily

From: Robert E. Dochterman <redoc44@live.com>
Sent: Tuesday, May 21, 2024 10:28 AM
To: Burns, Emily
Subject: [External Email] Oakley Three Oaks plus

You don't often get email from redoc44@live.com. [Learn why this is important](#)

External Email Communication

As a resident of thirty-second Ave., I am totally against any changes in the project. I was opposed to the original plan & time has proved I was correct. This project has been going on nearly two years & has not gone anywhere. Plans have already changed without input. The developers cannot be trusted. It would appear they are running out of money to complete the original plan. This appears to be just a ploy to get above water. It also leaves itself open to all kinds of crime, being tucked away in a dark corner.

Oakley and this neighborhood are already overcrowded, with the worst yet to come. We have put up with the dust & dirt long enough. It's time for some common sense, something the city is very short of. There only vision is \$\$, not a very good way to take care of the citizens.

Robert E. Dochterman
4315 32ND Ave
Cincinnati, Ohio 45209-1624

Burns, Emily

From: steven Ruth <stevenlruth@yahoo.com>
Sent: Monday, May 20, 2024 9:50 AM
To: Burns, Emily
Cc: Steven Ruth
Subject: [External Email] A proposed Major Amendment and Final Development Plant for Planned Development #88 (PD-88), Three Oaks, in Oakley

You don't often get email from stevenlruth@yahoo.com. [Learn why this is important](#)

External Email Communication

I live in Oakley on 32nd Avenue and received a notice regarding the above subject. I am opposed to the proposed major amendment that would allow the property to be used for the construction of "Car Condos". Please feel free to contact me if you have any question.

Thank you.

October 22, 2024

Cincinnati City Council
Council Chambers, City Hall
Cincinnati, Ohio 45202

Dear Members of Council:

We are transmitting herewith an Ordinance captioned as follows:

APPROVING a major amendment to the concept plan and development program statement governing a portion of Planned Development District No. 88, “Three Oaks,” to change the uses permitted within the planned development to facilitate the construction of car condominiums in the area generally bound by a railroad right-of-way to the north, 34th Avenue to the east, 32nd Avenue to the west, and Iron Oak Avenue to the south in the Oakley neighborhood.

Summary:

The petitioner, Neyer Properties, has requested a Major Amendment to the Concept Plan and Development Program Statement of Planned Development District No. 88, “Three Oaks,” to add car condos, which are for-sale luxury garages primarily targeted at collectors, as a permitted use. If approved, PD-88 would allow car condos in Tract A2, a 1.88-acre area in the northeast corner of the site abutting the railroad tracks, which was previously approved for 27 single-family homes. The applicant is instead proposing to build 31 car condos along a gated private drive accessed from 34th Avenue, with an emergency access gate on 32nd Avenue. Single-family homes are still being built to the south of the proposed car condo site.

The City Planning Commission recommended the following on September 20, 2024 to City Council:

ADOPT the Department of City Planning and Engagement Findings as detailed in this report; and

APPROVE the Major Amendment to the Concept Plan and Development Program Statement for Planned Development #88, Three Oaks, as amended and specified in this report.

Motion to Approve: Mr. Samad
Seconded: Mr. Weber

Ayes: Ms. Beltran
Mr. Eby
Ms. Kearney
Ms. Sesler
Mr. Stallworth

THE CITY PLANNING COMMISSION

A handwritten signature in black ink that reads "Katherine Keough-Jurs". The signature is written in a cursive style with a large initial "K".

Katherine Keough-Jurs, FAICP, Director
Department of City Planning & Engagement

October 22, 2024

To: Members of the Equitable Growth and Housing Committee

From: Sheryl M. M. Long, City Manager

202402217

Subject: OTR North Special Permit Parking Area

Attached is DCED's presentation regarding the OTR North Special Permit Parking Area.

OTR North

Special Permit Parking Area

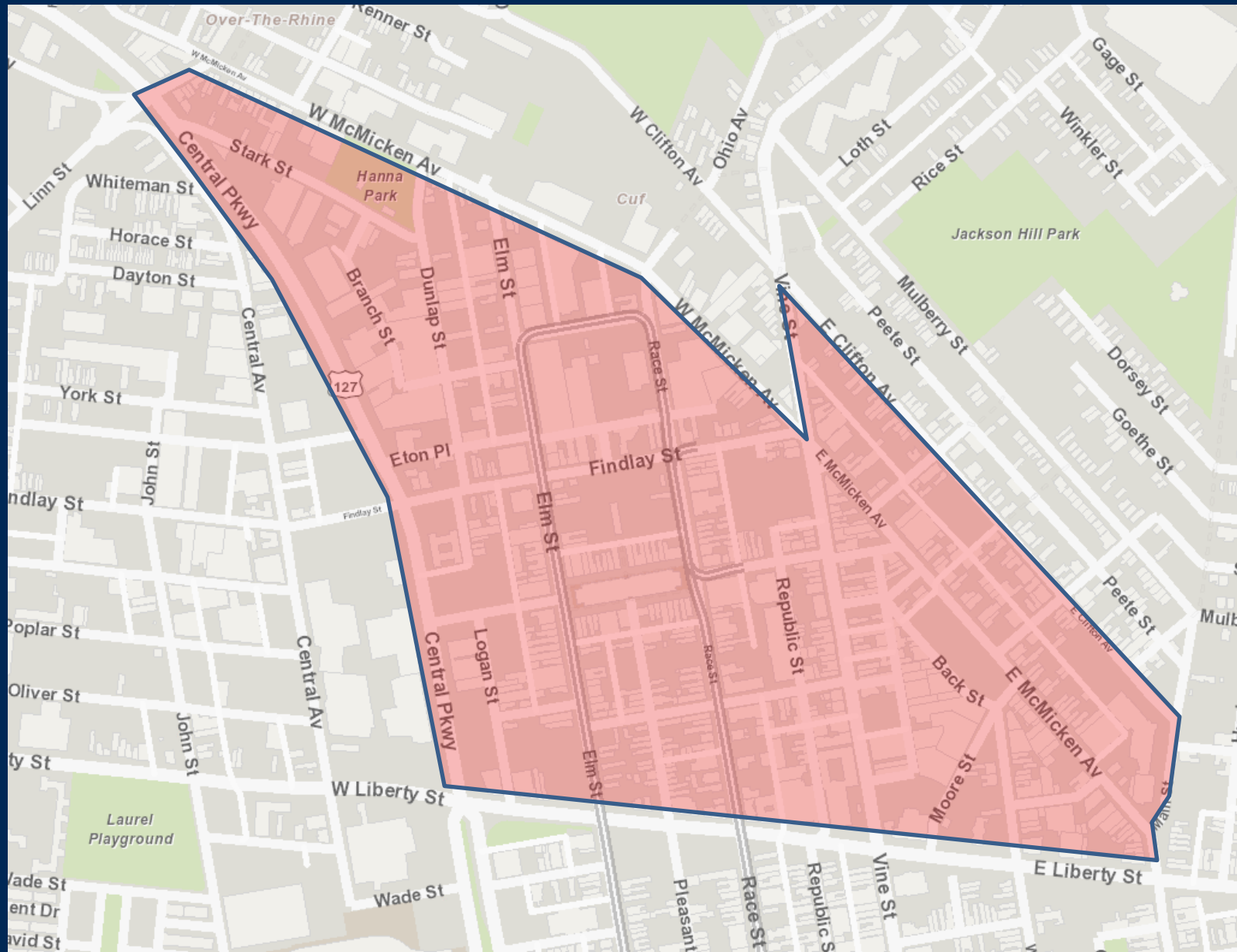
Update following Council direction at EG&H Committee on September 24, 2024

EQUITABLE GROWTH AND HOUSING COMMITTEE MEETING

October 22, 2024

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

What Was The Boundary Of The SPPA?



The Proposed Boundaries:

- 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 Was The Proposed 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: Using this map, we sought additional feedback after the 9/24 EG&H Meeting.



What Were The Goals Of The Four-week Hold?

1. For the Administration to *attend a meeting of OTR North stakeholders* and identify areas of alignment on potential changes to the street parking designations on implementation map (paid, flex, residential).
2. For the Administration to *make updates to the map* following this meeting.
3. For the Administration to *provide further information to City Council* regarding parking garage arrangements for Findlay Market and other North OTR business employees specifically along the streetcar route.
4. For the Administration to *report back on wayfinding signage* for off-street parking within the area of Findlay Market.

Summary of Feedback & Changes



Changes From 9/24 - 10/22 Implementation Map

- Remove proposed parking restrictions north of Findlay Street except Pleasant St – Removed six street restrictions including 14 residential and 113 flex spaces to create 127 unrestricted spaces.
- Pleasant and Green between Race and Elm – Converted block (32 spaces) flex to residential.
- Republic between Findlay and Green – Converted block (30 spaces) paid to flex.

Summary of Feedback & Changes



Changes From 9/24 - 10/22 Implementation Map

- Vine Street from Liberty St to Elder St – Converted two blocks (43 spaces) from paid to flex.
- Logan Street south of Findlay St (12 spaces) unrestricted to residential.

All of these changes were supported by Findlay Market, Over-The-Rhine Community Council representatives, and business stakeholders north of Findlay Street. These groups met with City representatives present on 9/30 and 10/14, as well as *without* City representatives on 10/4 to work through areas of compromise.

Implementation of Feedback & Changes



Changes From 9/24 - 10/22 Implementation Map

See how changes are integrated to the left.

The B Version Ordinance



The Business stakeholders North of Findlay Street have *sought removal of this area* from the OTRSPPA. This change would not allow addition of any residential parking zones or flex parking zones in this area as it would be excluded from the OTR North SPPA.

Future legislative action would be necessary to consider addition of residential or flex parking north of Findlay Street and Eton Place.

This removal is supported by Findlay Market and Over the Rhine Community Council representatives.



Parking Arrangements for North OTR Workers

- With the proposed changes to the OTR North Special Permit Parking Area, there would be 176 unrestricted parking spaces north of Findlay Street.
- *Discussion with businesses North of Findlay and Findlay Market indicate that this parking remains the most desired parking for employees as it is unrestricted and within close proximity to the places of employment.*
- This parking is limited and will be first come first serve for early arriving workers, residents or visitors.

Parking Arrangements for North OTR Workers



Parking Access on Streetcar Route

- There are nine parking garages along the streetcar route within one block of streetcar stops comprising over 5,000 spaces.
- Parking rates for these facilities vary from \$90 to \$220 per month depending on location.
- Two additional garages within walking distance by not on the streetcar line range from \$70-\$100

Off-Street Parking – Wayfinding Signage



The Administration is drafting a wayfinding signage plan inclusive of overhead directional signage, pole mounted signage and lot ID signage at each existing lot. The exact locations and signage specifics are still being refined. Anticipated finalization and installation along with the signage for the SPPA is Q1 of 2025.

OTR North – Implementation Plan



All Components

1. Finalize map
2. Wayfinding Signage
3. Meter Rate Review
4. County Garage Utilization
5. Signage and Payment Equipment Installation
6. Enforcement



OTR North – Implementation Plan

Next Steps Upon Approval

1. Order Materials
2. Finalize Wayfinding Signage
3. Finalize Meter Rates & Hours
4. Signage and Payment Equipment Installation
5. Communication on Implementation
6. Enforcement
7. Review between six months and 12 months after implementation



OTR North – Implementation Plan

Next Steps Upon Approval

1. Order Materials
2. Finalize Wayfinding Signage
3. **Finalize Meter Rates & Hours**
4. **Signage And Payment Equipment Installation**
5. **Communication On Implementation**
6. **Enforcement**
7. **Review Between Six Months And 12 Months After Implementation**

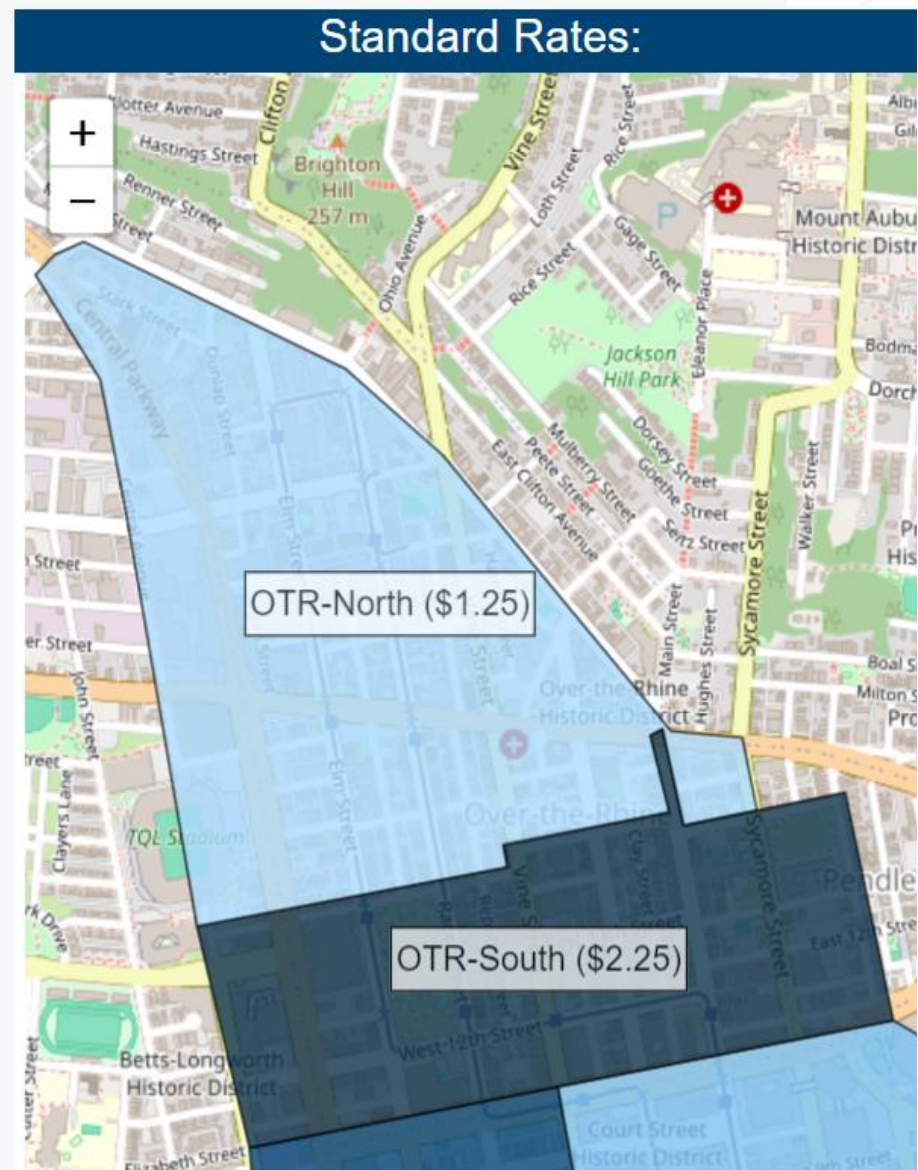
**DETAILS ON
FOLLOWING
SLIDES**



OTR North – Implementation Plan

Downtown and Over-The-Rhine Parking:

Location	Hours	Rate
CBD-East	M-F 8a-9p, Sat 9a-9p, Sun 2p-9p	\$2.75
CBD-NW	M-F 8a-9p, Sat 9a-9p, Sun 2p-9p	\$2.00
CBD-SW	M-F 8a-9p, Sat 9a-9p, Sun 2p-9p	\$2.50
OTR-North	M-F 8a-9p, Sat 9a-9p, Sun 2p-9p	\$1.25
OTR-South	M-W 8a-9p, Thur-Fri, 8a-11p, Sat 9a-11p, Sun 2p-9p	\$2.25



Finalize Meter Rates & Hours

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.



OTR North – Implementation Plan

Signage And Payment Equipment Installation

Plan out signage and payment equipment installation with internal City Departments (Parking, DOTE, Public Services), including *1) Lead time required for signage fabrication and installation, 2) Equipment ordering for multi-space pay stations, 3) Availability of installation crews.*

Communication On Implementation

Update stakeholders on timing of installation, what changes to expect first and when application for expanded residential permit program will open. Communicate on residential parking permit application platform as more residents will have access to residential parking permits.



OTR North – Implementation Plan

Enforcement (*ensure parking enforcement of all newly created residential and flex areas*).

A 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.

Review Between Six Months And 12 Months After Implementation

Measure occupancy of the on-street parking areas 6-12 months after implementation and utilization of off-street parking assets like the County garage. Following measurement, the Administration makes tweaks to initial plan as needed to better meet demand.

Thank You.

EQUITABLE GROWTH AND HOUSING COMMITTEE MEETING

October 22, 2024

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

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.

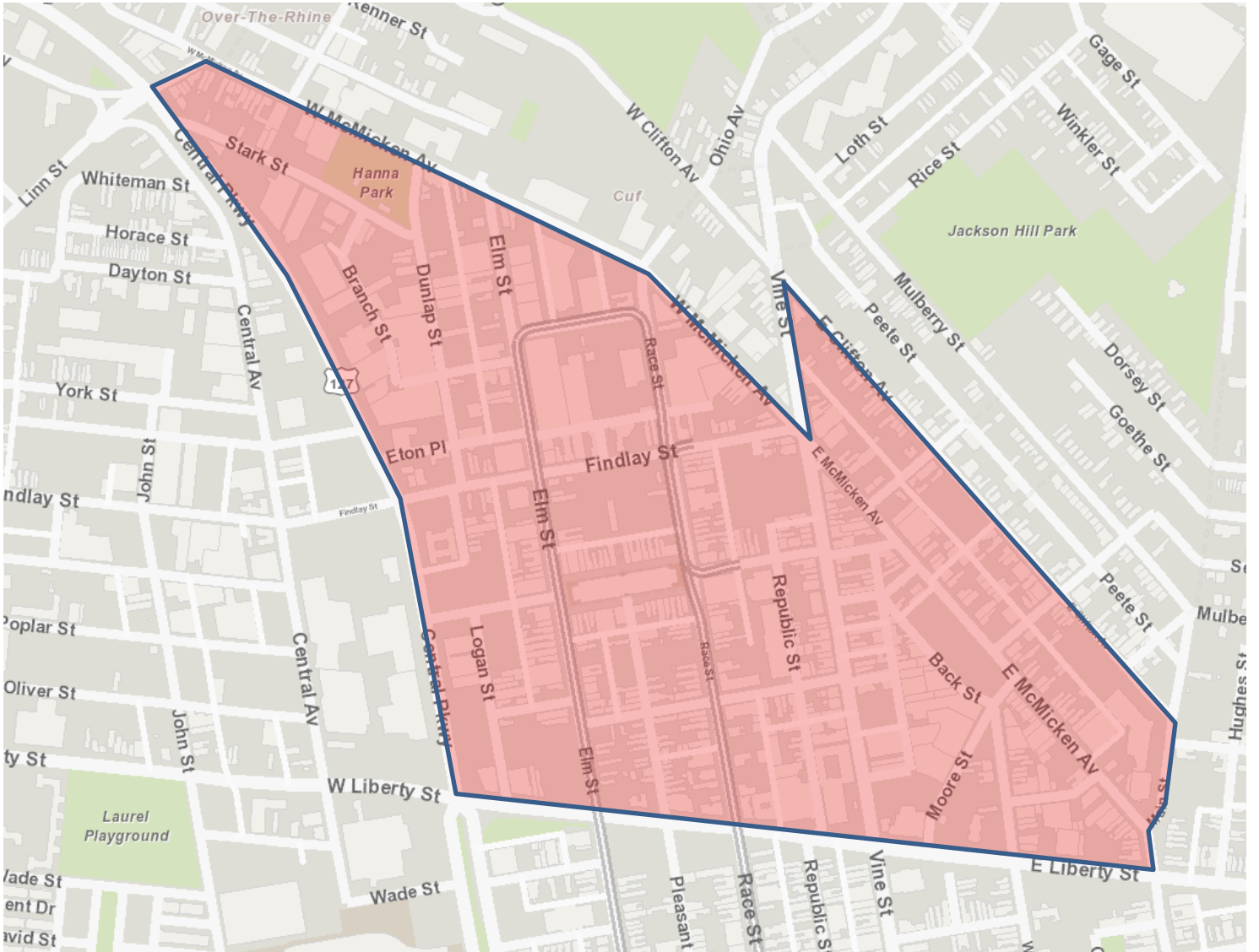
Passed: _____, 2024

Aftab Pureval, Mayor

Attest: _____
Clerk

Attachment A:

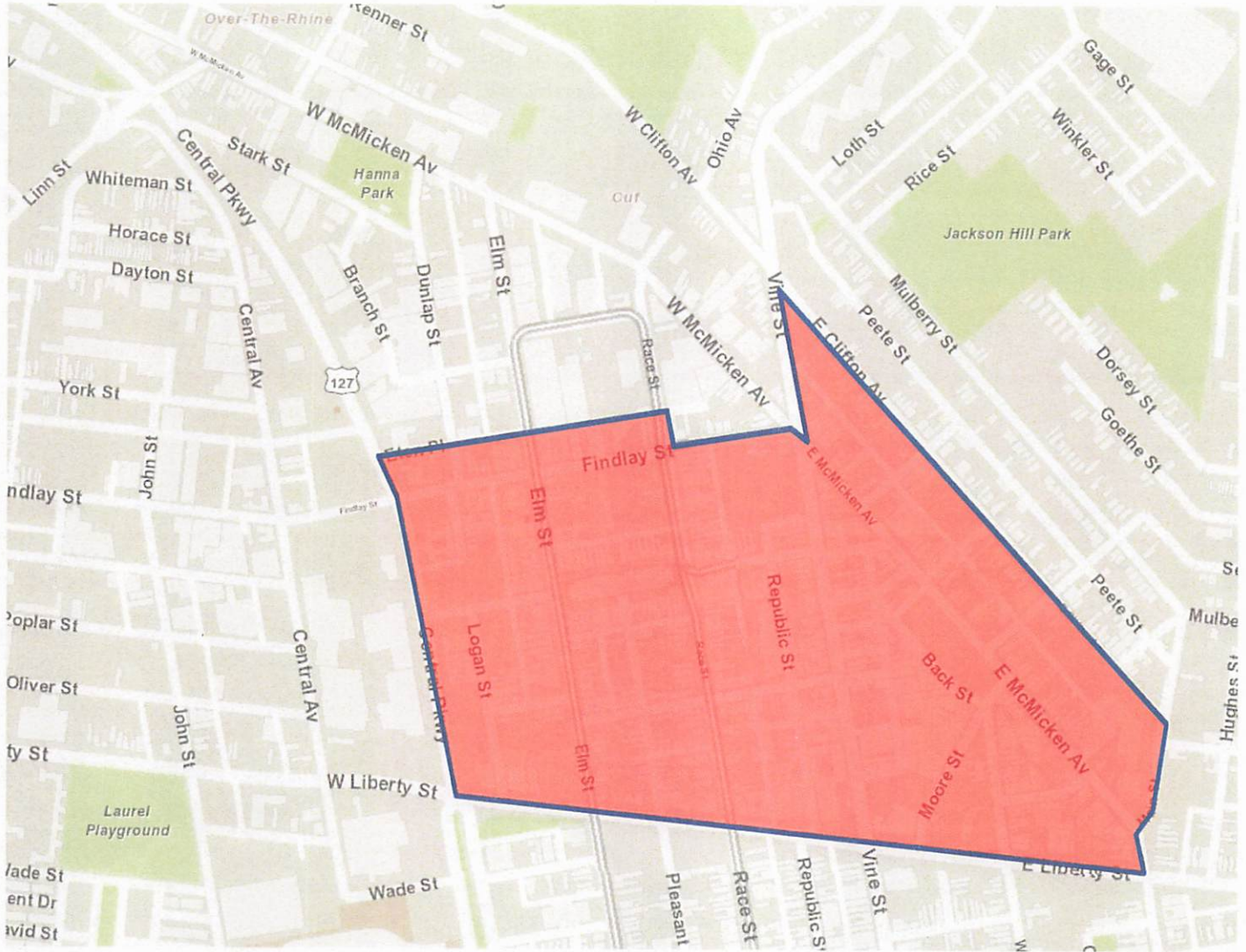
OTR North Special Parking Permit Area (SPPA)



ATTACHMENT A

Attachment A:

OTR North Special Parking Permit Area (SPPA)



City of Cincinnati

JRS/B

An Ordinance No. _____

- 2024

EESW

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 Eton Place, the southside of Eton Place from Central Parkway to Race Street, the south east side of Race Street (southbound) from Eton Place to Findlay Street, the north side of Findlay Street from Race Street to Vine Street, the east side of Vine Street (northbound) from Findlay Street 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.

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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 ("DOTe"), 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 Eton Place, the southside of Eton Place from Central Parkway to Race Street, the south east side of Race Street (southbound) from Eton Place to Findlay Street, the north side of Findlay Street from Race Street to Vine Street, the east side of Vine Street (northbound) from Findlay Street 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

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

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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

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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.

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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

Date: October 23, 2024

To: Vice Mayor Jan-Michele Lemon Kearney
From: Emily Smart Woerner, City Solicitor *EESW*
Subject: **Ordinance – OTR North Parking Plan/B VERSION**

Transmitted herewith is an ordinance captioned as follows:

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 Eton Place, the southside of Eton Place from Central Parkway to Race Street, the south east side of Race Street (southbound) from Eton Place to Findlay Street, the north side of Findlay Street from Race Street to Vine Street, the east side of Vine Street (northbound) from Findlay Street 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.

EESW/CNS(dmm)
Attachment
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