

City of Cincinnati



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David S. Mann
Councilmember

MOTION

WE MOVE that the City pursue the goal of eliminating charges for Streetcar ridership.

WE FURTHER MOVE that, as a first step, commercial and residential parking requirements in the Downtown and Over-the-Rhine (OTR) neighborhoods be waived for any developer who contributes 40% of what would have been its required parking investment into a "Parking Trust Fund."

WE FURTHER MOVE that the Parking Trust Fund be used to reduce or eliminate all fares to ride the streetcar.



David Mann

STATEMENT

RIDERSHIP CHANGES:

Kansas City and Cincinnati use the same CAF streetcars on roughly the same length route but have vastly different ridership numbers over two million annually in Kansas City and just over 600,000 per year for our system.

The difference—individual fares are not collected in Kansas City. In Cincinnati, we spend \$125,000 to collect fares of \$450,000, a very inefficient way to raise fare revenues. We only need to raise approximately \$325,000 from the new Parking Trust Fund to break even on Streetcar ridership.

Eliminating fares will dramatically increase streetcar ridership and expand options for non-automotive travel to the benefit of sensible OTR development. These changes will support neighborhood vitality and encourage engaging public spaces that increase social interaction among all demographics. They are also consistent with the Green Cincinnati Plan goals of reducing fossil fuel consumption and increasing the use of public transportation. These changes will encourage natives as well as visitors to use the Streetcar to explore downtown and OTR, and we anticipate that more riders will boost the economic activity along the Streetcar route.

PARKING ISSUES:

Downtown and OTR are uniquely dense Cincinnati neighborhoods. The resurging interest in living and opening businesses in these areas has resulted in an increased demand for resident and visitor parking, especially during peak hours. The City has an interest in continuing to promote economic growth and increased density in our urban core, and to do this it is necessary to reduce both the cost of developing parking spaces and the need for so many parking spaces. This motion provides a way for developers to invest less money into parking required by the City's zoning code and simultaneously invest in enhanced alternative transportation infrastructure to reduce parking demand.

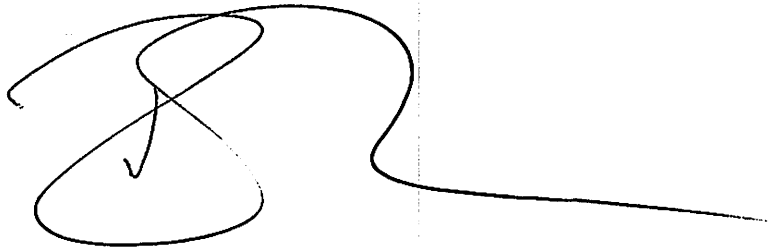
Additionally, relaxed parking requirements would be a means to preserve density and historic buildings, allow more infill projects, and give developers the ability to use more investment capital for quality architecture and affordable housing. Developers would be spared from having to seek as many parking variances. Increased public transportation options will reduce the cost of traveling through the City for residents and visitors who will no longer have to pay parking meters or downtown garage fees; it will increase opportunities for walking and biking and promote public health. People living and visiting downtown and OTR will experience the neighborhoods in ways that they could not from a car. They will also have increased opportunities to interact with one another and discover new shops, businesses, and public spaces that they would not have had they been confined to car.

The zoning code currently prescribes the following parking requirements:

Use	Requirements
Residential	Existing Residential – no parking required New Residential – 1 for every unit
Office	First 2,000 SF are exempted, then 1 parking space for every 400 SF
Retail	First 2,000 SF are exempted, then 1 for every 250 SF
Restaurant	First 2,000 SF are exempted, then 1 for every 150 SF

According to the City administration, the cost per space to build parking structures ranges from \$15,000-\$40,000 per space, depending on the design of the parking structure. Surface lots cost less.

For Council Cal + referral to
BTF.

A large, stylized handwritten mark, possibly a signature or a large scribble, consisting of several overlapping loops and a long horizontal tail extending to the right.