

***** AGENDA *****
CITY PLANNING COMMISSION
CITY HALL
COUNCIL CHAMBERS, ROOM 300
801 PLUM STREET
CINCINNATI, OHIO 45202
VIRTUALLY VIA ZOOM

December 1, 2023
9:00 a.m.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

MINUTES Consider the minutes of October 20, 2023. (p. 2)

DISCUSSION ITEM – LEGISLATIVE

ITEM 1 A report and recommendation on proposed zoning text amendments to modify Title XIV, “Zoning Code of the City of Cincinnati,” of the Cincinnati Municipal Code by amending certain provisions of Chapters 1411, “Downtown Development Districts,” and 1441, “Application, Procedures, Permits and Certificates,” to restrict the development of surface parking lots and implement new design standards for temporary surface parking lots in the DD, “Downtown Development,” zoning district and further recommending the early termination of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District,” as an overlay district. (Dienger) (p. 11)

DISCUSSION ITEM – QUASI-JUDICIAL

Governed by Section 5 F.[G.] of the City Planning Commission Rules: <http://tinyurl.com/CPCprocedures>

ITEM 2 A report and recommendation on a proposed new commercial parking lot at 1005 Gilbert Avenue in the Central Business District and within the boundary of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District.” (Dienger) (p. 228)

OTHER BUSINESS

DIRECTOR’S REPORT

ADJOURN

PROCEEDINGS OF THE CITY PLANNING COMMISSION

October 20, 2023

Regular Meeting

A regular meeting of the Cincinnati City Planning Commission for Friday, October 20, 2023 was held in the Council Chambers of City Hall, 801 Plum Street, Cincinnati, Ohio 45202 and virtually on Zoom.

The manner of remote participation complied with all requirements of the Open Meetings Act. The meeting could be watched in real time on CitiCable or by livestreaming the meeting at www.cincinnati-oh.gov/media. Members of the public were invited to participate in-person or by registering online to receive the Zoom link. Public comments and questions to be shared with the City Planning Commission could be submitted to the Department of City Planning and Engagement in advance of the meeting.

Present: Mr. Byron Stallworth, Chair
Ms. Daniella Beltran, Commissioner
Mr. John Eby, Commissioner
Mr. Jacob Samad, Vice Chair
Ms. Anne Sesler, Commissioner (via Zoom)
Assistant City Manager, Mr. William “Billy” Weber, Commissioner

Excused: Vice Mayor Ms. Jan-Michele Lemon Kearney, Commissioner

Staff Present: Ms. Katherine Keough-Jurs, City Planning & Engagement, Director
Mr. Charles Martinez, Law, Legal Counsel
Ms. Eunique Avery, City Planning & Engagement, Community Engagement Specialist
Ms. Emily Burns, City Planning & Engagement, City Planner
Ms. Gabrielle Couch, City Planning & Engagement, City Planner
Ms. Maria Dienger, City Planning & Engagement, City Planner
Mr. Jeremiyah Hairston, City Planning & Engagement, Community Engagement Specialist
Mr. Andrew Halt, City Planning & Engagement, City Planner
Ms. Stacey Hoffman, City Planning & Engagement, City Planning Division Manager
Ms. Caroline Kellam, City Planning & Engagement, Senior City Planner
Mr. Jesse Urbancsik, City Planning & Engagement, Senior City Planner
Ms. Ashlie Wilkson, City Planning & Engagement, Senior Administrative Specialist
Ms. Sage Morrison, City Planning & Engagement, Planning Intern

Mr. Stallworth called the meeting to order at 9:08 a.m. and asked that everyone join in the Pledge of Allegiance.

Mr. Stallworth made a request to move Item 1 from the Consent Agenda to the Discussion Agenda due to members of the public wishing to speak.

Motion: Mr. Eby
Second: Mr. Samad
Ayes: Ms. Beltran, Mr. Eby, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
Nays: None
Excused: Ms. Kearney

Consent Agenda – Legislative

ITEM 2

A report and recommendation on proposed easements for a new shared path extension at Elstun Road in Mt. Washington. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

APPROVE the proposed easement for a new shared path extension at Elstun Road in Mt. Auburn.

ITEM 3

A report and recommendation on proposed public utility easements in California, Linwood, and Mount Washington. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

APPROVE the proposed public utility easements in California, Linwood, and Mount Washington.

Commission Action:

Moved to approve the staff’s recommendations for Items 2, & 3 on the Legislative Consent Agenda.

Motion: Mr. Samad
Second: Mr. Weber
Ayes: Ms. Beltran, Mr. Eby, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
Nays: None
Excused: Ms. Kearney

Discussion Agenda – Legislative

ITEM 1

A report and recommendation on a proposed lease of City-owned property for John Street in the West End. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

APPROVE the proposed lease of City-owned property for John Street in the West End.

Speakers and Discussion:

The applicants were in attendance to answer any questions from the Commission. There were no questions from the Commission for discussion.

Commission Action:

Moved to approve the staff’s recommendation for Items 1 on the Legislative Discussion Agenda.

- Motion: Mr. Samad
- Second: Mr. Weber
- Ayes: Ms. Beltran, Mr. Eby, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
- Nays: None
- Excused: Ms. Kearney

ITEM 4

Ms. Kellam presented a report and recommendation on a proposed zone change and a Major Amendment to the Concept Plan and Development Program Statement for Planned Development #73 (PD-73), Medpace, in Madisonville to include additional property and revise the Concept Plan and Development Program Statement. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 1) **APPROVE** the proposed change in zoning for the south side of Hetzel Street, 5401 Hetzel Street, Lot 14, from Manufacturing General (MG), to PD-73 finding that the proposal satisfies as outlined in §1429-11 as outlined in the staff report on pages 2-5 and;
- 2) **APPROVE** the Major Amendment to the Concept Plan and Development Program Statement for Planned Development #73, Medpace, as amended and outlined in the staff report and;
- 3) **ADOPT** the Department of City Planning and Engagement Findings as detailed on page 5 of the staff report.

Speakers and Discussion:

The applicants were in attendance to answer any questions from the Commission. There were no questions from the Commission for discussion.

Commission Action:

Moved to approve the staff’s recommendations for Item 4 on the Legislative Discussion Agenda.

- Motion: Mr. Samad
- Second: Mr. Weber
- Ayes: Ms. Beltran, Mr. Eby, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
- Nays: None
- Excused: Ms. Kearney

Discussion Agenda – Quasi-Judicial

ITEM 5

Ms. Kellam presented a report and recommendation on a proposed Final Development Plan for Planned Development #73 (PD-73), Medpace, for two new buildings (Buildings 300 and 600) in Madisonville. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 1) **APPROVE** the Final Development Plan for Planned Development #73 (PD-73), Medpace, Buildings 300 and 600, as per the submitted plans and Development Program Statement in Madisonville as specified on pages 2-5 of the staff report and;
- 2) **ADOPT** the Department of City Planning and Engagement Findings as detailed on page 6 of the staff report.

Mr. Martinez swore the speakers in as Item 5 was a quasi-judicial item.

Speakers and Discussion:

Mr. Joe Dillon, a member of the applicant team, stated he was available for questions.

Mr. Seth Barnhard, a member of the applicant team, stated the overall design would help with traffic flow based on projects on Red Bank, said he believed the additional green space would be a good addition to the campus, and stated the need for more office space. Mr. Stallworth asked about inclusionary goals. Mr. Dillon deferred the question to Ms. Wagner.

Ms. Sonny Wagner, with Skanska and a member of the applicant team, stated they have partnered with The Port Authority to target minority and women-owned development teams and provided specific details on participation goals.

Mr. David Vonderbrink, a member of the applicant team, stated he was available for questions and had no additional information to provide.

Ms. Beltran commended the applicant team on the design of the project and expressed her support for the proposal. Mr. Weber thanked the applicant team for their investment in the City and thanked City staff for their work and efforts.

Commission Action:

Moved to approve the staff’s recommendations for Item 5 on the Quasi-Judicial Discussion Agenda.

Motion: Mr. Samad
Second: Mr. Eby
Ayes: Ms. Beltran, Mr. Eby, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
Nays: None
Excused: Ms. Kearney

ITEM 6

Ms. Hoffman presented a report and recommendation on a proposed Major Amendment to the Final Development Plan for Blocks A1 and A2 of Planned Development #86 (PD-86), The District at Clifton Heights, to amend and establish the signage parameters, in CUF. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 1) **ADOPT** the Department of City Planning and Engagement findings as detailed on page 8 of the staff report, based on the analysis outlined on pages 5-7; and
- 2) **APPROVE** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to Signs identified as A1 Signs A, B, C, D, E, F, and G; A2 Signs A, C, D, F, and I; and A1 and A2 Streetscape Signs F and H;
- 3) **APPROVE** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to Signs identified as A2 Sign H, and A1 and A2 Streetscape Sign G subject to the following conditions and modifications:
 - a. All signs proposed to partially or wholly occupy space in the public right-of-way shall obtain a Revocable Street Privilege (RSP) in accordance with the provisions of Cincinnati Municipal Code Chapters 718 and 723;
 - b. The ground-mounted kiosk identified as Streetscape Sign G proposed for the Straight Street and Stratford Avenue public right-of-way shall not have an electronic display or digital interactive capabilities and shall be sited closer to the parking garage entrance to comply with the provisions of Cincinnati Municipal Code Chapter 723;
 - c. The sign identified as Sign H proposed for Block A2 shall be placed no higher than 20-feet above grade; and
- 4) **DENY** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to the proposed Block A2 identified as Signs B, E, and G and the graphic detail pattern proposed for the Block A2 identified adjacent to Signs C and D.

Mr. Martinez swore the speakers in as Item 6 was a quasi-judicial item.

Speakers and Discussion:

Mr. Charley Schalliol, a member of the applicant team, thanked the Commission for their time and the City staff for their work. Mr. Schalliol stated the importance of the signage for the development and explained that the signage parameters previously established were done so before the developer fully understood their signage needs. Mr. Schalliol stated the most important signs were the façade mounted signage to identify the rooftop bar and the vehicular valet entrance and said the other proposed signage was placed in specific locations that would not impact surrounding

neighbors. Mr. Stallworth asked about the applicant's community engagement efforts. Mr. Schalliol deferred the question to Ms. Hoying.

Ms. Elizabeth Hoying, a member of the applicant team, stated the proposed signage package was discussed and presented at the CUF Neighborhood Association meeting and the CUF Board and said the community supplied a letter of no objections. Ms. Hoying also confirmed that no objections were raised at the public staff conference. Mr. Stallworth asked how many people attended the public staff conference. Ms. Hoying stated that approximately two people attended virtually, and no questions or concerns were raised. Mr. Stallworth asked about pedestrian safety. Mr. Schalliol restated the importance of the proposed signage and said the signage would help people identify where they were going and would serve as visual markers for both pedestrian and vehicular traffic. Mr. Stallworth asked about challenges of the subject site. Mr. Schalliol stated the subject site was unique due to the lack of available frontage where the sidewalk street ends, and the building began. Mr. Stallworth asked about parking facilities management. Ms. Hoying stated the parking garage would be managed by Laz Parking and Mr. Schalliol explained the valet feature of the development and confirmed authorized access would be required. Ms. Beltran asked if a visual analysis was completed from the street view perspective. Mr. Schalliol stated conceptual drawings were completed but confirmed they were not from the street view perspective. Ms. Beltran asked about the linear illumination of the signage facing north of the development and questioned the need for the illumination due to concerns of affecting the surrounding neighbors. Ms. Hoying stated the signage illumination would be the building's activation point and confirmed the applicant would be amenable to adjusting the linear illumination to face Clifton Avenue. Mr. Schalliol reiterated the most important signs were the hotel signage and vehicle entrance. Mr. Weber asked for renderings of the proposed reduced retail signage. Mr. Schalliol confirmed he had renderings of the proposed reduced retail signage that he could provide to the Commission. Mr. Weber asked if the applicant had engaged with the Jewish Student Center regarding the signage lighting on the north side of the development. Mr. Schalliol confirmed the applicant did not have direct conversations with the Jewish Student Center due to the set back of the center and location of signage in question.

Mr. Samad asked Ms. Hoffman to speak to how her recommendations would be adjusted based on the amendments the applicant provided. Ms. Hoffman stated the proposed reduction of the rooftop bar signage could be supported and stated she shared the same concern as Ms. Beltran regarding how much light spill there would be with the linear illumination on the north side of the building. Mr. Samad asked about the mosaics on the decals of the doors. Ms. Hoffman stated the doors were the two main entrance doors to the hotel and were treated as a continuation of the logo.

Mr. Martinez stated the parking pylon sign were identified as a kiosk sign at the corner of Straight Street and Stratford Street and clarified that parking pylon signs were regulated by the Cincinnati Municipal Code under Chapter 723. Mr. Martinez confirmed the Commission did not have the

authority to grant deviations from the size standards and advised the Commission to include the relocation of the sign to private property in the motion.

Mr. Eby stated his concern with the illumination of the rooftop bar signage.

Ms. Katie Peel, a member of the applicant team, stated she did not have any further information to include and was available for questions.

Mr. Mark Becher, with Trinitas and a member of the applicant team, stated he did not have any information to include and thanked the Commission and staff for their time and consideration.

Commission Action:

Moved to approve the staff's recommendations for Item 6 on the Quasi-Judicial Discussion Agenda with the following contingencies:

- 1) **ADOPT** the Department of City Planning and Engagement findings as detailed on page 8 of the staff report, based on the analysis outlined on pages 5-7, subsequent to the changes outlined in 4 below;
- 2) **APPROVE** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to Signs identified as A1 Signs A, B, C, D, E, F, and G; A2 Signs A, C, D, F, and I; and A1 and A2 Streetscape Signs F and H;
- 3) **APPROVE** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to Signs identified as A2 Sign H, and A1 and A2 Streetscape Sign G subject to the following conditions and modifications:
 - a. All signs proposed to partially or wholly occupy space in the public right-of-way shall obtain a Revocable Street Privilege (RSP) in accordance with the provisions of Cincinnati Municipal Code Chapters 718 and 723;
 - b. The ground-mounted kiosk identified as Streetscape Sign G proposed for the Straight Street and Stratford Avenue public right-of-way shall not have an electronic display or digital interactive capabilities and shall be sited closer to the parking garage entrance to comply with the provisions of Cincinnati Municipal Code Chapter 723;
 - c. The sign identified as Sign H proposed for Block A2 shall be placed no higher than 20-feet above grade; and

- 4) Provisionally **APPROVE** the proposed Major Amendment to the Final Development Plan for the master signage plan for Block A of Planned Development #86 (PD-86) The District at Clifton Heights in CUF with respect to the proposed Block A2 identified as Signs B, E, G, and the graphic detail pattern proposed for the Block A2 identified adjacent to Signs C and D subject to the following conditions and modifications:
- a. The sign identified as Sign B proposed for Block A2 will be modified so that the lead line (tail) will wrap to the front façade no lower than the 5th floor;
 - b. The sign identified as Sign G proposed for Block A2 will be modified to permit one sign on the Clifton Avenue façade, and restricted to 75 square feet;
 - c. The graphic detail pattern proposed for the doors on Block A2, identified adjacent to Signs C and D, will be transparent; and
- 5) The applicant shall resubmit a sign package to the Department of City Planning and Engagement staff that reflects these changes.

Motion: Mr. Samad
 Second: Mr. Weber
 Ayes: Ms. Beltran, Mr. Samad, Ms. Sesler, Mr. Stallworth, Mr. Weber
 Nays: None
 Abstained: Mr. Eby
 Excused: Ms. Kearney

Director’s Report

Ms. Keough-Jurs thanked the Commission for their time, Ms. Kellam and Ms. Hoffman for their work on the items discussed and welcomed students in the Master of Community Planning Program from the University of Cincinnati. Ms. Keough-Jurs reminded the Commission of two City Planning Commission meetings scheduled on November 3, 2023 and November 17, 2023.

Ms. Keough-Jurs announced the accessory dwelling units proposal approved by City Council went into effect as of October 2, 2023.

Ms. Keough-Jurs acknowledged Ms. Eunique Avery and Mr. Jeremiyah Hairston for their community engagement work for the City Manager’s Community Engagement Plan draft. She stated that there were still opportunities to provide feedback on the draft at meetings scheduled on October 24, 2023 at the Hirsch Recreation Center in Avondale and November 2, 2023 at McKie Recreation Center in Northside. She also announced the opportunity to attend pop-up engagement sessions that will be held at Cream + Sugar Coffeehouse and Muse Café.

The meeting adjourned at 11:11 a.m.

APPROVAL OF THE PROCEEDINGS OF THE CITY PLANNING COMMISSION

October 20, 2023

The minutes for the October 20, 2023 Regular Meeting are approved as distributed.

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

Byron Stallworth, Chair
City Planning Commission

Date: _____

Date: _____

**Honorable City Planning Commission
Cincinnati, Ohio**

December 1, 2023

SUBJECT: A report and recommendation on proposed zoning text amendments to modify Title XIV, “Zoning Code of the City of Cincinnati,” of the Cincinnati Municipal Code by amending certain provisions of Chapters 1411, “Downtown Development Districts,” and 1441, “Application, Procedures, Permits and Certificates,” to restrict the development of surface parking lots and implement new design standards for temporary surface parking lots in the DD, “Downtown Development,” zoning district and further recommending the early termination of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District,” as an overlay district.

EXHIBITS:

Provided in addition to this report are:

- Exhibit A – Proposed ordinance introduced by Councilmember Mark Jeffreys
- Exhibit B – Location Map
- Exhibit C – Zoning Study Summary
- Exhibit D – DD Parking Subdistricts Map
- Exhibit E – Downtown Cincinnati Commuter Parking Availability Survey
- Exhibit F – Redevelopment Activity Since 1996 Map
- Exhibit G – Environmental Impacts of Surface Parking Lots Report
- Exhibit H – Public Correspondence

BACKGROUND:

September 2022, Councilmember Mark Jeffreys introduced legislation to amend certain zoning code provisions governing the development of surface parking lots in the DD, “Downtown Development,” zoning district. Councilmember Jeffreys proposed ordinance would prohibit the establishment of any new surface parking lot. On September 15, 2022, City Manager Sheryl M. M. Long directed the Department of City Planning and Engagement (DCPE) to conduct a zoning study of the proposed legislation, make recommendations for modifying the legislation, if any, and pursue an Interim Development Control (IDC) Overlay District over the DD, “Downtown Development,” zoning district for the duration of the study. According to Cincinnati Zoning Code (CZC) Section 1431-01, the purpose of the Interim Development Control Overlay District is “to temporarily regulate the establishment of uses, construction of new buildings and demolition or alteration of existing structures in areas where the adoption of amendments to the Cincinnati Zoning Code have been proposed in a comprehensive plan, community plan, urban design plan or urban renewal plan approved by the City Planning Commission.”

The City Planning Commission (CPC) recommended approval of an emergency three-month IDC to Cincinnati City Council on September 16, 2022, and Cincinnati City Council enacted Ordinance No. 300-2022, on September 21, 2022, to establish Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District,” (IDC No. 88). After initial work on the zoning study, the Department of City Planning and Engagement identified the need for a nine-month extension of IDC No. 88 to conduct the full zoning study. The City Planning Commission (CPC) recommended approval of the nine-month extension of IDC No. 88 to Cincinnati City Council on October 21, 2022, and Cincinnati City Council enacted Ordinance No. 345-2022 on November 9, 2022, which extended IDC No. 88 for an additional nine months, up to and including September 20, 2023. DCPE staff conducted existing conditions research, worked to understand the potential effects on the social, economic, and environmental factors of the proposed legislation, reached out to internal stakeholders, and looked at peer city regulations.

To conduct public engagement and finish research and analysis on the study, DCPE staff identified a need to extend IDC No. 88 for an additional six months. CPC recommended approval of a six-month extension of IDC No. 88 to Cincinnati City Council on July 21, 2023, and Cincinnati City Council enacted Ordinance No. 314-2023 on September 13, 2023, to extend IDC No. 88 for an additional six months, up to and including March 21, 2024. Consistent with CZC Section 1431-07, the ordinances enacting and extending IDC No. 88 designated DCPE as the administrative reviewer of the following permit applications to be reviewed by CPC during the pendency of IDC No. 88:

- (a) Building permits for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.
- (b) Certificates of compliance for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.
- (c) Certificates of appropriateness for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.

IDC No. 88 is coextensive with the DD zoning district, encompassing most of Downtown and small portions of the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and West End neighborhoods. Councilmember Jeffreys ordinance as originally proposed impacts new surface parking lots in the DD zoning district only.

ZONING STUDY

DCPE staff conducted a zoning study which looked at the impacts of Councilmember Jeffreys ordinance as originally proposed which would prohibit new surface parking lots in the DD zoning district and its possible effects on the social, environmental, and economic elements. The study consisted of an existing conditions assessment, community and stakeholder engagement, public impacts analysis, and peer city code review (Exhibit C). Study findings led staff to consider alternative recommendations from the original ordinance proposed by Councilmember Jeffreys.

Existing Conditions

The DD zoning district is approximately 572 acres. The district contains approximately 150 surface parking lots totaling 71.47 acres or 13% of the district. Paved surfaces that do not constitute surface parking lots take up almost half of the district at around 47% (267 acres) and buildings take up 42% (185 acres) of the district. The remaining 8% (47 acres) of land consists of parks, lawns, and plazas. The main uses within the DD zoning district are commercial, office, and public institutional uses.

Since 2004, the current parking regulations have been in place. Chapter 1411 “Downtown Development Zoning Districts” of the Cincinnati Municipal Zoning Code governs what type of parking and where parking is allowed. These parking regulations are broken into four Subdistricts which are W, X, Y, and Z. The parking types allowed are accessory surface parking, public surface parking, and parking garages (Exhibit D). As you can see in the table below and in (Exhibit D), parking garages are allowed in all four

Subdistricts. In Subdistrict W, no surface parking is allowed. In Subdistrict X, accessory surface parking is allowed in addition to parking garages. In Subdistricts Y and Z, both accessory and public surface parking are allowed in addition to parking garages.

Parking Subdistrict				
Parking Type	W	X	Y	Z
Accessory Surface Parking	No	Yes	Yes	Yes
Public Surface Parking	No	No	Yes	Yes
Parking Garage	Yes	Yes	Yes	Yes

DCPE staff researched the parking supply and utilization to assess whether there is a need for surface parking in the DD zoning district. According to the Parking Division of the Department of Community and Economic Development, the current on-street supply of public paid parking spaces is 1,980 with a utilization rate of 47%, which is lower than the pre-COVID-19 rate of 51%. The off-street parking supply and utilization was estimated using the February 2023 “Downtown Cincinnati Commuter Parking Availability” survey which reports there are approximately 40,162 commuter parking spaces. Of those, 7,574 are available, which means there is an 81% utilization rate for parking lots and garages (Exhibit E).

DCPE staff conducted an analysis of the redevelopment activity downtown to assess the creation of new parking lots and new buildings. Specifically, staff looked at the creation of new surface parking lots and the construction of new buildings on former surface parking lots. Using aerial photographs throughout the last 26 years, staff found 10 buildings were demolished and turned into new surface parking lots and 13 buildings have been built on former surface parking lots. The new developments include three commercial or entertainment uses, three office buildings, four residential developments, two institutional uses, and one parking garage (Exhibit F).

Community Engagement

An initial public input meeting was held on August 8, 2023. Notice was sent to all property owners within the DD zoning district with 14 members of the public in attendance. The presentation included a review of the proposed text amendment submitted by Council Member Mark Jeffreys and existing conditions research. Participants were also given a series of polls to find out what was important to them to live, work, and play downtown and how parking appears to affect this. They were also given a visual preference survey of various parking lot design elements.

Participants felt the downtown generally achieved the zoning district purpose of being use-balanced, culturally-rich, and pedestrian-oriented, but that it still a work in progress with many dead zones. Users like to spend their time downtown in activated spaces with many amenities that tend to be dense and walkable. Amenities that might make them spend more time downtown include more eateries and retail establishments, better transit, active frontages, pedestrian activity, safe biking and walking, and free parking.

Their main concerns with restricting parking lots were an increased difficulty finding parking, fewer

visitors patronizing downtown businesses, and decreasing development activity, and there not being enough ADA spots. However, participants saw potential benefits of allowing for a higher and better use, especially for much needed housing, to create more vibrant, pedestrian-oriented spaces, more retail uses to meet their everyday needs, and increased tax revenue. They also felt it could increase walkability and vibrancy, and slow down traffic. Users were also asked what their priorities were when parking downtown. In order of most to least important, users prioritized safety getting to and from their destinations, a pleasant walk experience, proximity to their destination, and cost of parking (Exhibit C).

Public Impacts

On December 14, 2022, the City of Cincinnati's Office of Environment and Sustainability produced a report on the environmental impacts of surface parking lots (Exhibit G). This report identified four environmental impacts of surface parking lots—increased stormwater runoff, urban heat island effect, lower air quality, and enabling an automobile-oriented lifestyle choice. Stormwater runoff is created when impermeable materials of surface parking lots prevent water from permeating into the soil and contribute to a higher burden on our sewer system, increase flooding and soil erosion, and can carry pollutants into the Ohio river watershed. Urban Heat Island Effect is created when the high-contrast asphalt surfaces of parking lots create hotter surfaces and air temperatures. This creates hotter temperatures in cities with larger amounts of asphalt than surrounding areas, Cincinnati's urban heat island effect was quantified in the 2021 Climate Equity Indicators Report which showed the highest temperatures in areas with low tree canopy and a high percentage of impermeable surfaces, which is expected to increase in future years. The DD zoning district heat maps show hotter temperatures than other parts of the city. Air quality is impacted when asphalt is exposed to extreme heat and radiation and breaks down and releases aerosols. These aerosols contribute to pollutants that create unhealthy air quality and are hazardous to human health. These pollutants are comparable to vehicle emission levels. Emissions from transportation now account for 30% of greenhouse gas pollution, driven by single-passenger vehicles. Parking availability has been shown to influence transportation decisions and increase car-ownership, driving frequency, and decrease in public transit use.

DCPE staff also looked at pedestrian impacts of surface parking lots. Surface parking lots create expanses of inactivity and emptiness that discourage pedestrians from activating the space. When there are large expanses of surface parking, the effect is a pedestrian and activity dead zone. Some of these negative street-life impacts can be partially mitigated by the design elements of the parking lots by reducing the lot size, having sufficient landscaping and buffering along the street edge and internally throughout the lot, having high quality fencing, and minimizing the length of street frontage between buildings along a block face.

Peer City Code Review

DCPE staff reviewed seven peer city codes to understand how Cincinnati's downtown surface parking regulations compare to other similar cities—Pittsburgh, Cleveland, Lexington, Indianapolis, Louisville, Columbus, and Toledo—and talked with planning and zoning staff from Pittsburgh, Cleveland, Indianapolis, Lexington, and Louisville. DCPE staff found most cities regulate their downtown surface parking differently, several ban commercial parking or limit the size, many require more robust landscaping and buffering requirements, some require bike parking, and a few have design review. Compared to these peer cities, Cincinnati has some of the lowest standards for parking lot landscaping and design.

PUBLIC COMMENT:

As part of the study, there was an initial public input meeting on the zoning study on August 8, 2023. In addition to city staff, there were 15 members of the public in attendance. The presentation included a review of the proposed text amendment submitted by Council Member Mark Jeffreys, existing conditions information, and a survey capturing feedback of the participants (Exhibit C). The feedback was incorporated into the study.

A public staff conference was held on the zoning study recommendations on November 8, 2023, via Zoom. Notice was sent to all property owners of record and community councils. Besides City staff, seven people attended the public staff conference.

The Downtown Residents Council president and several other participants voiced support and agreement with all recommendations and how they would help the downtown to become cooler and more inviting and the fairness of including an interim provision for surface parking lots. A representative from the Cincinnati Center City Development Corporation (3CDC) expressed general support for the recommendation and landscaping and design requirements, but requested flexibility for unique cases of development that may need surface parking lots for financial feasibility purposes. Three attendees were from a large downtown parking lot owner and operator family business, Chavez Properties. Their comments expressed disagreement with any change to the existing regulations citing potential harm to development. A business owner expressed concerns about the impact on businesses but did not specify particular but did not elaborate or identify particular harms to businesses

Staff received 178 letters of support for the prohibition of by-right expansion (Exhibit H). Staff also received six phone calls with questions about IDC No.88 and the zoning study. Many were parking lot owners and did not cite any issues with prohibiting future surface parking lots.

PROPOSED TEXT AMENDMENTS:

The ordinance proposes the following amendments to the Title XIV, “Zoning Code of the City of Cincinnati” of the Cincinnati Municipal Code:

Recommendation A: Expanding the prohibition of all surface parking facilities within the DD Subdistrict W to Subdistricts X, Y, and Z.

Recommendation B: Retain the interim the 2-year interim parking lot provision in Parking Subdistricts W and X and extend the interim parking lot provision to allow interim surface parking lots for a period of 5 years with a possible 2-year extension in Parking Subdistricts Y and Z.

Recommendation C: Impose additional landscaping and buffering standards on the establishment of interim surface parking lots in all DD Parking Subdistricts.

Proposal C1: Increase the tree and buffer requirement in DD Parking Subdistricts W, X, Y, and Z.

Regulation Category	Current Code Requirement	Proposed Changes	Rationale
Trees	1 tree/10 parking spaces	1 tree/4 parking spaces	Form-Based Code alignment
Buffers	3' perimeter buffer	5' buffer along street edge	Peer city research

Proposal C2: Establishment of additional landscaping, design, and buffering requirements for interim surface parking lots within the DD Subdistricts Y and Z.

Regulation Category	Current Code Requirement	Proposed Changes	Rationale
Interior Buffers	None	Must break up parking lot into smaller parking areas with 15' planted landscape areas between them	Form-Based Code alignment
Bike Parking	None	1 bike parking space/20 car parking spaces	Current parking garage code requirement
EV Charging	None	2 % of parking spaces must have EV chargers (1 out of 50 spaces), 5% of parking spaces must be EV charger ready (includes the 2% installed)	Ordinance (89-2017), peer city research
Surfacing and Paving	Asphalt, concrete, interlocking masonry paver, or open honeycomb paving blocks	Must use heat reflective materials or permeable pavers	Public impacts analysis, OES pilot project

CONSISTENCY WITH PLANS:**Plan Cincinnati (2012)**

The proposed text amendments are consistent with Goal Two of the Live Initiative Area of Plan Cincinnati to “Create a more livable community” and the strategy to “become more walkable” (p. 157) and with Goal One of the Sustain Initiative Area to “Become a healthier Cincinnati,” the Strategy to “Create a healthy environment and reduce energy consumption,” and the Action Steps to “improve air quality,” and “improve water quality” (p. 182). They are also consistent with Goal One of the Connect Initiative Area to “develop an efficient multi-modal transportation system that supports neighborhood vitality,” and the Strategy to “expand options for non-automotive travel.” Surface parking lots are poor contributors to neighborhood vitality by taking away valuable urban land for development that sustain a vibrant mix of

uses. DCPE staff recommendations to prohibit new surface parking by-right and increase landscaping and design requirements will help mitigate urban heat island by increasing the surrounding temperatures and release pollutants into the air and watershed. If the staff recommendations for increased landscaping and design are enacted, these adverse impacts to public health and environmental impacts could be mitigated leading to a cooler, healthier, and more inviting space for downtown residents and patrons.

Green Cincinnati Plan (2023)

For similar reasons, the proposed text amendments are consistent with the 2023 Green Cincinnati Plan in several Focus Areas, including the Mobility Focus Area Goal to “build a policy framework that supports the creation of connected communities,” with the Priority Action to “embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots” (p. 120-121), and with the Goal to “increase the use of zero-emission vehicles in the City to 25% by 2030,” with the Priority Action to “Develop policies to ensure that vehicle charging infrastructure is available to all residents including those in multi-family buildings and in homes without driveways” (p. 117). It is also consistent with the Natural Environment Focus Area Goals to “improve air quality so that Air Quality Index “Healthy Days” are increased by 30% by 2028” (p.128), and “increase use of green infrastructure to mitigate the effects of stormwater, sewer overflows, overland flooding, and contaminated stormwater in waterways” (p. 133). Finally, it is consistent with the Resilience and Climate Adaptation Focus Area Strategy to “reduce extreme heat, overland flooding, landslides, and water-pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods,” and the Priority Action to “Use heat reflective materials when appropriate (roads, parking surfaces, roofs, etc.)” (p. 141).

Cincinnati 2000 Plan (1986)

The proposed text amendments are consistent with the goals of the Cincinnati 2000 Plan that states that “pedestrian movement must be preserved” and “measures must be taken to ensure access to and improve mobility within the CBD and takes care to prevent parking needs and street traffic from destroying the ambience of the downtown” (p. 5). The Plan also calls for areas of opportunity to “increase in the downtown living with emphasis on attractive and distinctive residential neighborhoods,” and for “the increased use of trees, sidewalk pavement treatments, lighting and street fixtures to make the downtown area more attractive and interesting” (p. 1). DCPE staff recommendations to increasing landscaping and buffering to break up the visual expanse of a large surface lot into smaller delineated parking areas would help mitigate some of the negative impacts to the ambience of the downtown until a more contributing land use could be established.

ANALYSIS:

Since 2004, there have been restrictions in place that either ban or limit the establishment of surface parking lots in close to half of the DD zoning district. Parking Subdistricts W and X are both largely characterized by many large buildings closer together, though Subdistrict X has several areas with a high concentration of large surface parking lots close together with few buildings to break them up. Parking Subdistricts Y and Z wrap around the eastern and southern edge of the district and are predominantly characterized by large expanses of surface parking lots with few buildings to break them up. The low-density form and configuration of these concentrated surface parking areas in Parking Subdistricts Y, Z and portions of X mean there are few areas for businesses, residents, patrons, workers, and buildings that foster interesting spaces people want to be in, mixed uses to sustain daytime and nighttime activity, and to create a critical mass of activity to draw in pedestrians.

The DD zoning district has an oversupply of parking, with an estimated utilization rate of 81% for

commuter parking and 51% utilization rate for on-street parking. Research suggests as residential density doubles, auto-ownership falls by 32-40 percent. Therefore, even if residential density significantly increases downtown, it is reasonable to expect the parking need would increase at a slower rate.

Of the nearly 150 surface parking lots, most were established before the 2004 regulations were put in place. As the analysis of redevelopment activity demonstrates, those restrictions do not appear to have had a great effect on the creation of new surface parking lots or the development of new buildings into surface parking lots (Exhibit X). This leads staff to conclude that once a parking lot is created, it becomes a generational loss for a higher and better use of the land and that limiting the amount of low-intensity development will help protect and achieve the DD zoning district purpose to “provide a balance of uses and amenities fostering a vital economic and cultural center of the city and enhance its aesthetic qualities,” and “create and enhance pedestrian-oriented streets to preserve retail vitality and improve the quality of life for downtown workers, visitors, and residents. When a low-intensity land use that takes up nearly 40% of the buildable lots of the district and remain entrenched for decades, it is difficult to see how the critical mass of activity can be created in these activity dead zones of the downtown that would support and sustain vibrant areas of activity that residents, patrons, and visitors want to see. For these reasons, restricting the by-right establishment of this low-intensity use could facilitate the achievement of the City’s goals for the vibrancy, economic stability, and housing stability for our entire city.

DCPE staff recognize some potential challenges to certain forms of development that dominate DD Subdistrict Y and Z due to the highway rights-of-way. To address this potential development barrier, DCPE staff are recommending allowing property owners the opportunity to establish an interim surface parking lot for a period of five years with a possible two-year extension as a tool to supplement financial feasibility of projects in these subdistricts. This period was determined through conversations with three development partners that have consistently demonstrated that they have the experience and capacity to successfully complete complex developments downtown at The Port, the Cincinnati Chapter of the Urban Land Institute, and 3CDC.

While staff is recommending to limit surface parking, both in location and duration, staff finds that the programmatic configuration and function should be improved upon to better activate and enhance the downtown streetscape in spite of the surrounding auto-oriented community character. This could be achieved by adding additional landscaping and design elements that increase the street-edge buffer, break up large surface parking lots with landscaped internal buffers, adding trees throughout the parking lots, including infrastructure for greener multi-modal and heat-reflective paving to cool the area for pedestrians walking by, and adding options for multi-modal transportation, all of which would create an auto-oriented use that is designed to activate and enhance the downtown streetscape.

Surface parking lots also contribute to adverse environmental impacts, as identified in the Office of Environment and Sustainability’s report in Exhibit G, including increased stormwater runoff, higher temperatures in highly paved areas, lower air quality, and enabling and automobile-oriented lifestyle. With large rain events increasing in frequency in recent years, large amounts of impermeable materials can lead to an overwhelming amount of water entering the combined sewer contributing to combined sewer overflows and increasing the delivery of pollutants from these surfaces into the environment and ultimately the Ohio river watershed. Additionally, the dark impermeable surfacing will contribute to the Urban Heat Island by increasing the surrounding temperatures and will release pollutants into the air and watershed. Lastly, having a large amount of urban land solely dedicated for accommodating an auto-oriented use has been shown to increase car-ownership, driving frequency, and decrease the use of public transit. By limiting the by-right allowance of surface parking lots downtown and increasing landscaping and design requirements, these adverse impacts to public health and environmental impacts could be

mitigated leading to a cooler, healthier, and more inviting space for downtown residents and patrons.

To mitigate some of these negative pedestrian and environmental impacts, DCPE staff are recommending to increase the required trees from one tree per ten parking spaces up to one tree for every four parking spaces, to increase the buffer at the street edge from three feet to five feet, to break up parking areas that are larger than 0.25 acres into smaller parking areas with 15 foot planted landscape buffers, to require bike parking spaces at a rate of one bike space per 20 car spaces, to require 2% of parking spaces to have EV chargers (1 out of 50 spaces) with a total of 5% of parking spaces being EV charger ready, and to use heat reflective materials or permeable pavers.

The tree requirement and delineation through internal buffer standards comes from Cincinnati's existing Form-Based Code requirements. The street edge buffer increase is consistent with what peer cities are doing and would maintain an urban setback while providing a more comfortable pedestrian experience on a city block. The EV charging requirement is consistent with recent reports on standards being passed by other cities and would be built on a 2017 ordinance that requires parking garages that have city funding to provide 1% of parking spaces with a total of 5% EV charger ready spaces. This EV charger requirement could contribute to achieving the City's electrification goals in the 2023 Green Cincinnati Plan and could provide a desired amenity for EV charging that will also contribute to a reduction in greenhouse gases. OES is piloting the application of heat reflective materials at the LeBlond Recreation Center in the East End neighborhood and permeable pavers are being used in some parking lots downtown.

These requirements could have a cooling effect on the neighborhood, decrease the amount of stormwater runoff, improve air quality by decreasing breakdown of asphalt into harmful aerosols, and increase the aesthetic appeal that provides shade for pedestrians. The street edge buffer and additional trees would maintain an urban setback providing a more comfortable pedestrian experience on a city block. Increasing the permeable landscaped buffers and using permeable pavers could allow more stormwater to be diverted and treated on-site, decreasing the parking lot's potential burden the City's sewer system.

Feedback from the community members showed that stakeholders see mostly positive benefits from restricting parking lots in the DD zoning district and few negative outcomes. Participants want downtown to be more vibrant and large expanses of surface parking lots create dead zones. If there were more areas of the DD zoning district that had entertainment, eateries, a pleasant walking experience, and safe multi-modal transportation, more people would want to live, work, and play downtown.

CONCLUSIONS:

In conclusion, by limiting future parking infrastructure to only structured parking, prospective new uses within the urban core would be reserved for more dynamic land uses, while allowing legal non-confirming uses to be preserved and continued. At the same time, increasing landscaping and design requirements could help mitigate some of the negative environmental impacts of surface parking lots. Together, these recommendations are supported by a majority of engaged stakeholders with few negative impacts and will substantially advance City goals in Plan Cincinnati, the Green Cincinnati Plan, and the Cincinnati 2000 Plan to build a more livable, vibrant and sustainable city.

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 analysis and conclusions as outlined on pages 7-9 of this report; and
- 2) **APPROVE** report and recommendation on proposed zoning text amendments to chapters 1411 and 1441 as generally outlined on pages 5 and 6 of this report to restrict the development of surface parking lots and implement new design standards for temporary surface parking lots in the DD, “Downtown Development,” zoning district.
- 3) **APPROVE** the early termination of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District,” as an overlay district.

Respectfully submitted:



Maria Dienger, City Planner
Department of City Planning and Engagement

Approved:



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

202201802
Date: September 1, 2022

To: Councilmember Mark Jeffreys
From: Emily Smart Woerner, Interim City Solicitor *EESW*
Subject: **Ordinance – Modyifing Zoning Code of City of Cincinnati - Surface Parking**

Transmitted herewith is an ordinance captioned as follows:

MODIFYING Title XIV, “Zoning Code of the City of Cincinnati,” of the Cincinnati Municipal Code by AMENDING the provisions of Sections 1411-05, “Land Use Regulations,” and 1411-07, “Development Regulations,” and by REPEALING Sections 1411-25, “Location of Parking,” 1411-27, “Accessory Surface Parking,” and 1411-29, “Off-Site Parking,” to restrict the development of surface parking lots in the DD, “Downtown Development,” zoning district.

EESW/MEH/(lnk)
Attachment
368487



City of Cincinnati

MEH

EESW

An Ordinance No. _____ - 2022

MODIFYING Title XIV, “Zoning Code of the City of Cincinnati,” of the Cincinnati Municipal Code by **AMENDING** the provisions of Sections 1411-05, “Land Use Regulations,” and 1411-07, “Development Regulations,” and by **REPEALING** Sections 1411-25, “Location of Parking,” 1411-27, “Accessory Surface Parking,” and 1411-29, “Off-Site Parking,” to restrict the development of surface parking lots in the DD, “Downtown Development,” zoning district.

WHEREAS, surface parking lots are a minimally productive use of land whose contributions to the City’s economic output and tax base are minor relative to other commercial and industrial land uses; and

WHEREAS, surface parking lots also detract from urban street life by encouraging “car culture,” creating gaps in the street wall, and eliminating opportunities for enlivening sidewalks and driving pedestrian activity; and

WHEREAS, the DD, “Downtown Development,” zoning district, which covers the Central Business District and portions of the central riverfront and Over-the-Rhine, holds the major economic engine for the City and the region; and

WHEREAS, permitting surface parking lots within this zoning district promotes the inefficient and uneconomical use of land within the City’s vital economic core, and further allows for development that threatens the integrity of a cohesive downtown streetscape and pedestrian experience; and

WHEREAS, the Council resolves to amend the provisions of Chapter 1411, “Downtown Development Districts,” to restrict the development of surface parking lots within the DD, “Downtown Development,” zoning district; and

WHEREAS, at its regularly scheduled meeting on _____, 2022, the City Planning Commission reviewed the proposed amendments to the zoning code, and it recommended their approval; and

WHEREAS, a committee of Council held a public hearing on the proposed text amendments following due and proper notice pursuant to Cincinnati Municipal Code Section 111-1 at which it reviewed and considered the proposed text amendments; and

WHEREAS, the text amendments are consistent with *Plan Cincinnati (2012)*, including the “Compete” initiative area that calls for the City to “[b]e the pivotal economic force of the region,” and the “Connect” goal to “[e]xpand options for non-automotive travel” (p. 130); and

WHEREAS, the Council finds the proposed text amendments to be in the best interests of the City and the 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 Section 1411-05, "Land Use Regulations," of the Cincinnati Municipal Code is hereby amended as follows:

§ 1411-05. Land Use Regulations.

Schedule 1411-05 below prescribes the land use regulations for DD Downtown Development Use Subdistricts. Use classifications are defined in Chapter 1401: Definitions. Use classifications not listed in Schedule 1411-05 are prohibited.

- (a) "P" designates permitted uses. These uses may be subject to additional regulations, as indicated.
- (b) "L" designates uses that are permitted, subject to certain limitations. Numeric suffixes refer to limitations listed at the bottom of Schedule 1411-05. Except as otherwise indicated, modifications of a numerical, locational or dimensional limitation requires a variance under Chapter 1445 - Variances, Special Exceptions and Conditional Uses.
- (c) "C" designates uses permitted only after review and approval of the Conditional Use by the Zoning Hearing Examiner. These uses may be subject to additional regulations, as indicated.

Use classifications are defined in Chapter 1401, Definitions.

Schedule 1411-05: Use Regulations-Downtown Development Use Subdistricts

Use Classifications	DD-A	DD-B	DD-C	DD-D	Additional Regulations
Residential Uses					
Bed and breakfast home	P	P	P	P	See § 1419-09
Day care home - Adult	P	P	P	P	
Day care home - Type A	L12	L12	L12	L12	
Day care home - Type B	L12	L12	L12	L12	
Group residential					
Convents and monasteries	L1	L1	L1	L1	
Fraternities and sororities	L1	L1	L1	L1	

Patient family homes	L1	L1	L1	L1	
Rooming houses	L2	L2	L2	L2	
Shared housing for elderly	L1	L1	L1	L1	
Permanent residential					
Single-family dwelling	P	P	P	P	
Attached single-family dwelling	P	P	P	P	
Single-family rowhouse	P	P	P	P	
Multi-family dwelling	P	P	P	P	
Two-family dwelling	P	P	P	P	
Residential care facilities					
Assisted living	—	P	P	—	
Developmental disability dwelling	P	P	P	P	
Nursing home	—	P	P	—	
Special assistance shelter	C	C	C	C	
Transitional housing					
Programs 1—5	P	P	P	P	
Program 6	L11	L11	L11	L11	
Public and Semipublic Uses					
Clubs and lodges	P	P	P	P	
Colleges, public or private	P	P	P	P	
Community service facilities	P	P	P	P	
Cultural institutions	P	P	P	P	
Day care center	P	P	P	P	
Government facilities and offices					

Correctional institutions	—	—	C	—	
Offices	P	P	P	P	
Hospitals	P	P	P	P	
Park and recreation facilities	P	P	P	P	
Public maintenance facility	—	P	P	P	
Public safety facilities	P	P	P	P	
Religious assembly	P	P	P	P	
Schools, public or private	P	P	P	P	See § 1419-12
Commercial Uses					
Animal service facilities	—	C	C	—	See § 1419-05
Banks and financial institutions	L3	L3	L3	L3	
ATM, stand-alone	—	—	C	C	See § 1419-07
Bed and breakfast inns	P	P	P	P	See § 1419-09
Building maintenance services	—	—	P	—	
Business services	P	P	P	P	
Commercial meeting facilities	L4	L4	L4	L4	
Eating and drinking establishments					
Convenience markets	L3	L3	L3	L3	
Drinking establishments	P	P	P	P	
Restaurants, full service	L3	L3	L3	L3	See § 1419-21

Restaurants, limited	L3	L3	L3	L3	See § 1419-21
Food markets	L3	L3	L3	L3	
Food preparation	P	P	P	P	
Funeral and interment services	—	—	P	—	
Hotels and commercial lodging	P	P	P	P	
Laboratories, commercial	L4	—	L4	L4	
Loft dwelling units	P	P	P	P	See § 1419-23
Maintenance and repair services	P	P	P	P	
Medical services and clinics	L4	P	L4	L4	
Offices	L4	P	L4	L4	
Parking facilities	L13	L13	L13	L13	See § 1411-25
Personal instructional services	L5	L5	P	L5	
Personal services	P	L6	P	P	
Recreation and entertainment					
Indoor or small-scale	L5	L5	P	L5	
Outdoor or large-scale	C	—	C	C	
Retail sales	P	L6	P	P	
Vehicle and equipment services					
Vehicle and equipment sales and rental	L7	—	L7	—	
Car wash	L7	L7	L7	L7	See § 1419-11

Vehicle repair	—	—	L8	—	See § 1419-27
Industrial Uses					
Production industry					
Artisan	—	—	P	P	
Limited	—	—	P	—	
Research and development	—	—	C	—	
Warehousing and storage					
Indoor storage	—	—	P	—	
Wholesaling and distribution	—	—	P	—	
Transportation, Communication and Utilities					
Communications facilities	P	—	P	P	
Public utility distribution system	L9	L9	L9	L9	
Public utility maintenance yard	—	—	C	—	
Public utility plant	C	—	C	—	
Transportation facilities					
Heliports	C	—	C	C	
Transportation passenger terminals	C	C	C	C	
Watercraft and riverfront facilities					
Commercial piers and ports	—	—	—	P	
Marinas	—	—	—	P	
Wireless communication antenna	L10	L10	L10	L10	See § 1419-33

Wireless communication tower	C	C	C	—	See § 1419-33
Agriculture and Extractive Uses					
Animal keeping	P	P	P	P	See Chapter 1422
Farms	P	P	P	P	See Chapter 1422
Gardens	P	P	P	P	See Chapter 1422
Accessory Uses					See Chapter 1421
Nonconforming Uses					See Chapter 1447

Specific Limitations

- L1 A separate entrance for access to rooming units must be provided in a mixed-use building.
- L2 Only rooming houses licensed pursuant to Chapter 855, Rooming Houses of the Municipal Code are allowed. A separate entrance for access to rooming units must be provided. The minimum rental is seven days. See § 1421-23.
- L3 Drive-through facilities are not permitted.
- L4 Not permitted as a principal ground floor use in locations indicated on Map 1411-17: Commercial Continuity Overlay.
- L5 Permitted only above the ground floor in a mixed-use building. Modification requires conditional use approval pursuant to Chapter 1445-Variances, Special Exceptions and Conditional Uses.
- L6 Permitted on the ground floor only.
- L7 Permitted as a secondary use located within a parking garage.
- L8 Permitted only if the entire use and storage is within an enclosed structure.
- L9 The facility must be underground, within a building or on the roof within an enclosure.

L10 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may be attached to a multi-family, public and semi-public, public utility, commercial or industrial building or structure.

L11 Programs may not exceed 50 resident occupants.

L12 Fencing must be provided for purposes of securing outdoor play areas which must be located in the rear yard only.

L13 Surface parking lots are not permitted.

~~L13 See 1411-25.~~

Section 2. That existing Section 1411-05, “Land Use Regulations,” of the Cincinnati Municipal Code is hereby repealed.

Section 3. That Section 1411-07, “Development Regulations,” of the Cincinnati Municipal Code is hereby amended as follows:

§ 1411-07. Development Regulations.

Schedule 1411-07 summarizes the development regulations for the DD Downtown Development Districts, including lot area, FAR, height, setback and building coverage. Additional standards are included in Chapter 1419.

Schedule 1411-07: Development Regulations - Downtown Development Districts

Regulations	DD-A	DD-B	DD-C	DD-D	Additional Regulations
Building Scale - Intensity of Use					
Floor Area Ratio (FAR)	See Overlay Map 1411-09				See §§ 1411-09 and 1447-23
Maximum Floor Area Ratio (FAR)	See § 1411-41				
Required Residential Uses	No	Yes	No	Yes	See § 1411-11
Building Form and Location					
Maximum Building Height (ft.)	See Overlay Map 1411-13				See § 1411-13
Minimum Facade Height (ft.)	40	40	40	40	See §1411-15
Minimum Yard (ft.)	See Overlay Map 1411-15				
Pedestrian Orientation					

Commercial Continuity	See Overlay Map 1411-17				See § 1411-17
Ground Floor Transparency (percent)	60	60	60	60	See § 1411-21
Vehicle Accommodation - Parking and Loading					
Required Parking	See Overlay Map 1411-23				See § 1411-23
Location of Parking	Yes	Yes	Yes	Yes	See § 1411-25 1411-27
Lot and Structure Design	Yes	Yes	Yes	Yes	See § 1411-31
Loading	Yes	Yes	Yes	Yes	See § 1411-37
Other Standards					
Buffering Along District Boundaries	Yes	Yes	Yes	Yes	See § 1423-13
Signs	Yes	Yes	Yes	Yes	See § 1411-39
General Site Standards			See Chapter 1421		
Landscaping and Buffer Yards			See Chapter 1423		
Nonconforming Uses and Structures			See Chapter 1447		
Off-Street Parking and Loading			See Chapter 1425		
Additional Development Regulations			See Chapter 1419		

Section 4. That existing Section 1411-07, “Development Regulations,” of the Cincinnati Municipal Code is hereby repealed.

Section 5. That existing Sections 1411-25, “Location of Parking,” 1411-27, “Accessory Surface Parking,” and 1411-29, “Off-Site Parking,” of the Cincinnati Municipal Code are hereby repealed.

Section 6. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2022

Aftab Pureval, Mayor

Attest: _____
Clerk

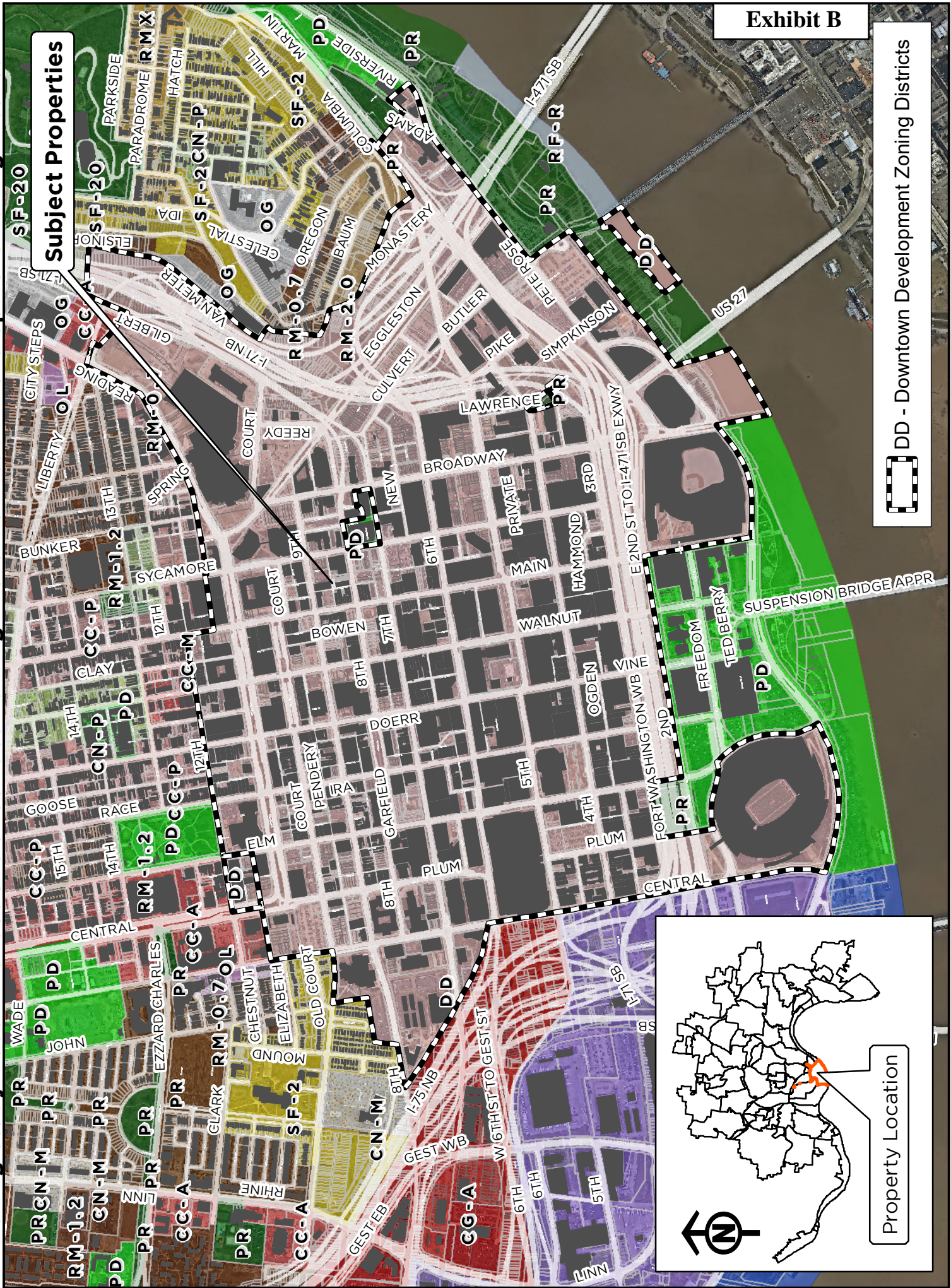
New language underscored. Deleted language indicated by strike through.

Zoning Study Recommendations of Surface Parking in the Downtown Development Zoning District.

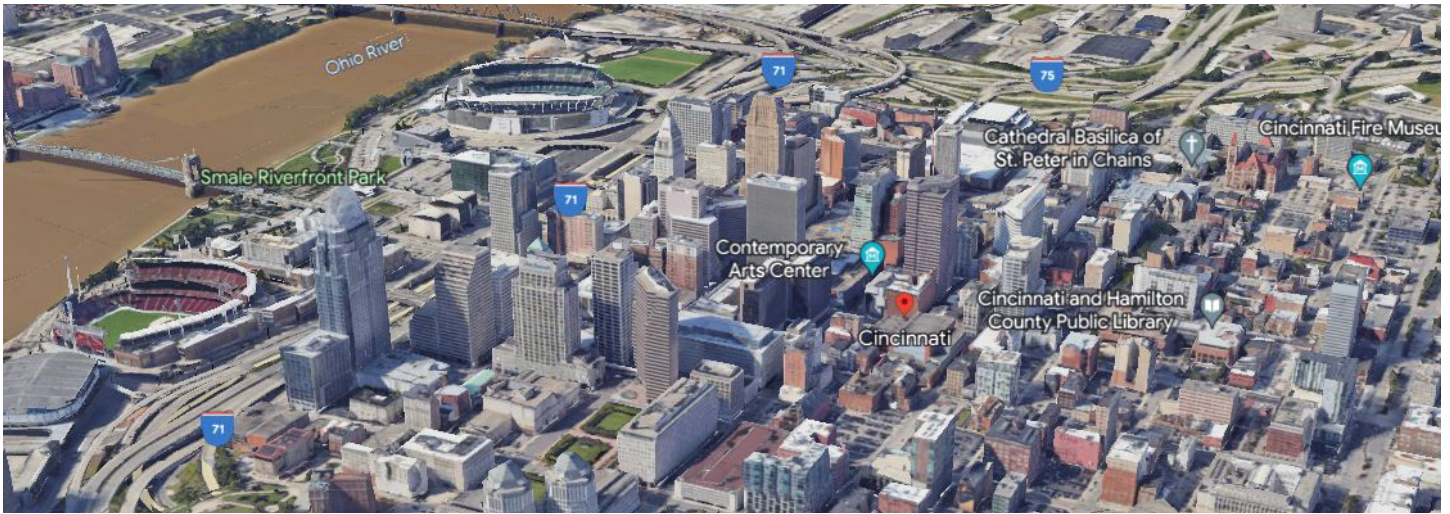
Exhibit B

Subject Properties

DD - Downtown Development Zoning District



Property Location



ZONING STUDY SUMMARY ON SURFACE PARKING IN THE DOWNTOWN DEVELOPMENT ZONING DISTRICT

The purpose of this zoning study is to study the appropriateness of the surface parking use in the Downtown Development (DD) zoning district. The study incorporates an existing conditions assessment, community engagement feedback, public impacts analysis, and peer city code review.



1-EXISTING CONDITIONS

EXISTING SURFACE PARKING REGULATIONS

Surface parking and parking garages regulations already exist for the DD zoning district. As depicted in the Surface Parking Subdistricts map, parking is already regulated by three types:

- Accessory Surface Parking
- Public Surface Parking
- Parking Garage

The DD zoning district has four parking subdistrict which allow one or multiple of these types: W, X, Y, and Z. Surface parking is currently banned in the W (core subdistrict) and only allowed as accessory surface parking surrounding subdistrict X district surrounding subdistrict W. All parking is allowed in the two periphery districts, Y and Z.

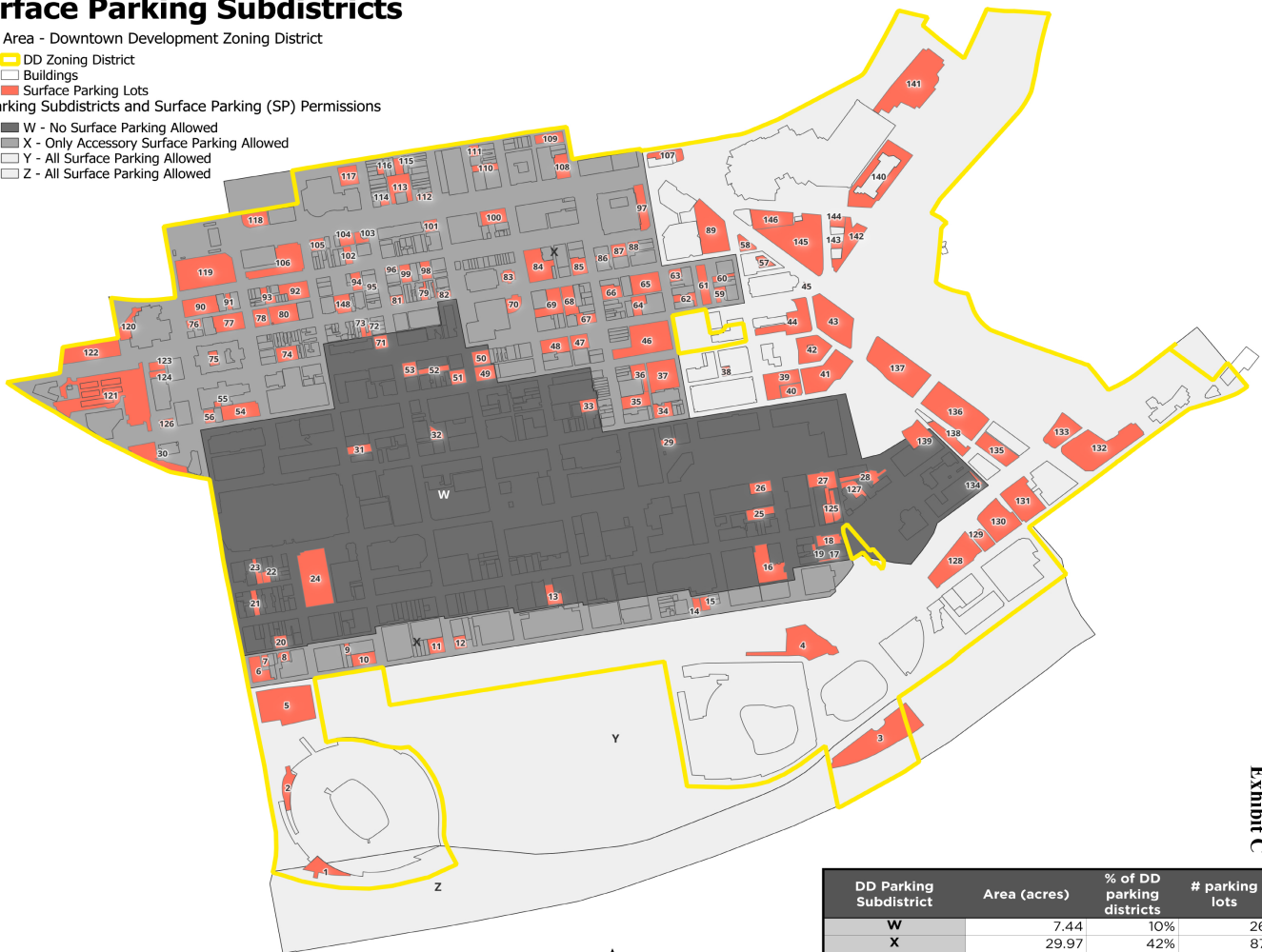
Parking Subdistricts				
Parking Type	W	X	Y	Z
Accessory Surface Parking	no	yes	yes	yes
Public Surface Parking	no	no	yes	yes
Parking Garage	yes	yes	yes	yes

There are around 150 surface parking lots which total approximately 72 acres (13%) of the DD zoning district. A little more than half are in subdistricts W and X and the remaining are in subdistricts Y and Z.

Surface Parking Subdistricts

Study Area - Downtown Development Zoning District

- DD Zoning District
 - Buildings
 - Surface Parking Lots
- DD Parking Subdistricts and Surface Parking (SP) Permissions
- W - No Surface Parking Allowed
 - X - Only Accessory Surface Parking Allowed
 - Y - All Surface Parking Allowed
 - Z - All Surface Parking Allowed



DD Parking Subdistrict	Area (acres)	% of DD parking districts	# parking lots
W	7.44	10%	26
X	29.97	42%	87
Y	31.36	44%	33
Z	2.70	4%	2
Total	71.47		148

PARKING SUPPLY AND UTILIZATION

According to 3CDC's spring 2023 parking report, there are an estimated 40,162 off-street commuter parking spaces in the Central Business District. Of these, around 7,574 spaces are available, which is an 81% utilization rate.

Additionally, the City's 1,980 on-street parking spot utilization rate has remained at about half-capacity, both pre- and post-COVID-19:

- Pre-COVID: 52%
- Post-COVID: 47%

The DD is over-supplied and parking needs decrease as density increases.

"Research shows that each time residential density doubles, auto ownership falls by 32 to 40 percent (Holtzclaw et al. 2002). Higher densities mean that destinations are closer together, and more places can be reached on foot and by bicycle—reducing the need to own a car. Density is also closely associated with other factors that influence car ownership,



such as the presence of good transit service, the community's ability to support stores located in neighborhoods, and even the walkability of neighborhood streets." (Source: EPA Parking Space/Community Places: Finding the Balance through Smart Growth Solutions, 2006)

REDEVELOPMENT ACTIVITY

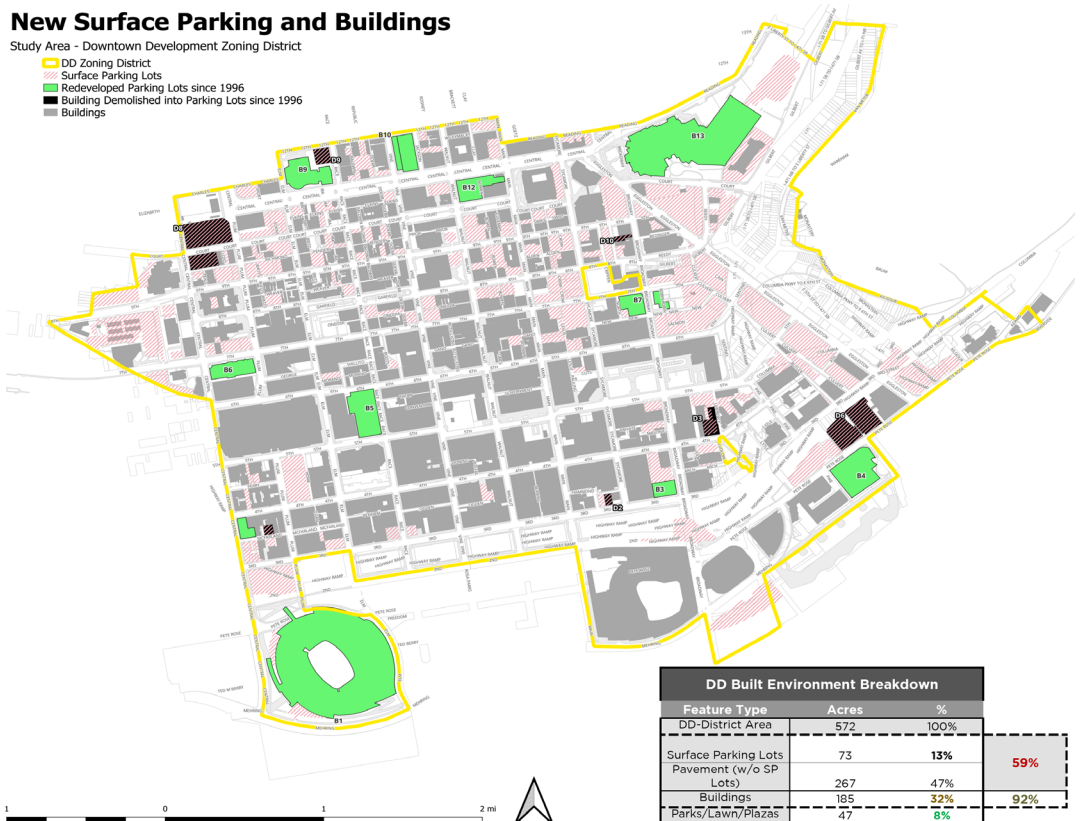
Over the last 26 years, there have been few buildings demolished or surface parking lots redeveloped:

- 10 new surface parking lots (black)
- 13 new buildings (green)

New Surface Parking and Buildings

Study Area - Downtown Development Zoning District

- DD Zoning District
- Surface Parking Lots
- Redeveloped Parking Lots since 1996
- Building Demolished into Parking Lots since 1996
- Buildings



2-COMMUNITY ENGAGEMENT

INITIAL PUBLIC MEETING

An initial public input meeting was held on August 8, 2023. Notice was sent to all property owners within the DD zoning district with 14 members of the public in attendance. The presentation included a review of the proposed text amendment submitted by Council Member Mark Jeffreys, existing conditions information, and a survey capturing feedback of the participants.

Participants were given a series of polls to find out what was important to them to live, work, and play downtown and how parking affects this. They were also given a visual preference survey of various parking lot design elements.

Participants felt the downtown was generally a use-balanced, culturally-rich, and pedestrian-oriented, but that it still had many deadzones.

Users like to spend their time downtown in activated spaces with many amenities that tend to be dense and walkable. When asked what would make them spend more time, they said more amenities, better transit, active frontages, pedestrian activity, safe biking and walking, and free parking.

Participants main concerns with restricting parking lots were it being harder to find parking, fewer visitors patronizing downtown businesses, and reducing development. However, participants saw potential benefits of allowing for a higher and better use, especially for much needed housing, and creating more vibrant, pedestrian-oriented spaces.

What are user concerns with restricting surface parking lots?

- Several had no concerns
- harder to find parking
- less patronage to from downtown visitors
- could be harmful to development
- still need ADA spots

What are the benefits of restricting surface parking lots?

- Most users felt it could allow for a higher and better use, especially for much needed housing, retail, tax revenue, and beautiful public spaces
- Better walkability, vibrancy, and slower traffic

What are users' preferred design and landscaping elements?



What are user priorities when parking downtown?

1. Safety getting to and from destination
2. Pleasant walk
3. Proximity
4. Cost

Most participants walked, rode public transit, or drove. A majority of participants polled would walk an average of 10 minutes from parking.

3-PUBLIC IMPACTS

ENVIRONMENTAL IMPACTS

The Office of Environment and Sustainability produced a report on December 14, 2022 on the Environmental Impacts of Surface Parking Lots, which found four negative impacts:

Stormwater Runoff

The impermeable materials of surface parking lots prevent water from permeating into the soil and contribute to a higher burden on our sewer system, increase flooding and soil erosion, and carry pollutants into the Ohio river watershed.

Urban Heat Island Effect

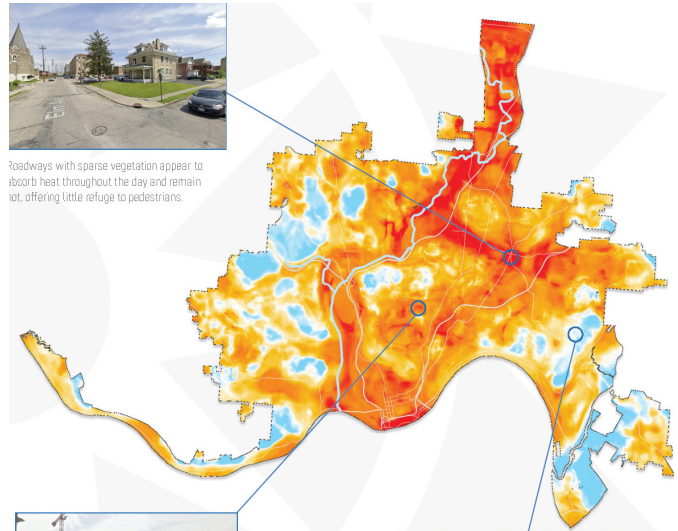
The high-contrast asphalt surfaces of parking lots creates hotter surface and air temperatures. Cincinnati's urban heat island effect was quantified in the 2021 Climate Equity Indicators Report which showed the highest temperatures in areas with low tree canopy and high percentage of impermeable surfaces, which is expected to increase in future years. The DD zoning district heat maps show hotter temperatures than other parts of the city.

Air Quality Issues

Asphalt breakdown and releases aerosols when exposed to extreme heat and radiation. These aerosols contribute to pollutants that create unhealthy air quality and are hazardous to human health. These pollutants are comparable to vehicle emission levels.

PEDESTRIAN IMPACTS

Surface parking lots create expanses of inactivity and emptiness that discourage pedestrians from activating the space. When there are large expanses of surface parking the effect is a pedestrian and activity dead zone.

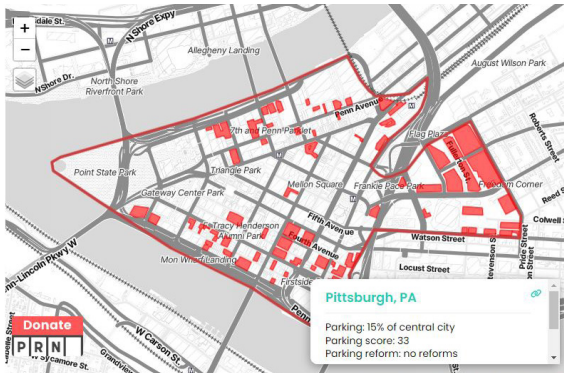


Enabling Automobile-Oriented Lifestyle Choices

Emissions from transportation now account for 30% of greenhouse gas pollution, driven by single-passenger vehicles. Parking availability has been shown to influence transportation decisions and increase car-ownership, driving frequency, and decrease in public transit use.



4-PEER CITY CODE REVIEW



Pittsburgh, PA | 2.3 million MSA population

Surface Parking Regulations

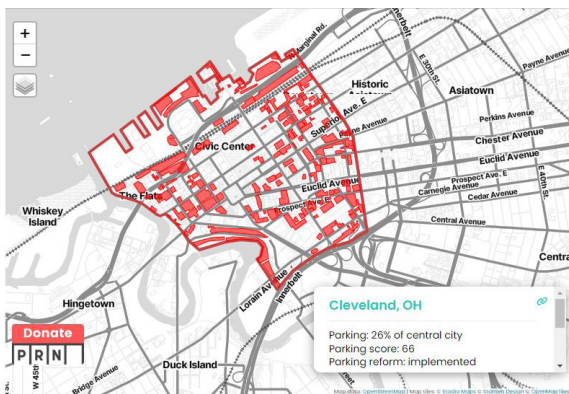
- Commercial parking banned (since 1998)
- Accessory parking allowed

Design and Landscaping Standards

- More robust bike parking spaces

Staff Assessment and Comments

- Haven't seen a negative impact on development. Noted development will almost always need subsidy regardless.



Cleveland, OH | 2.08 million MSA population

Surface Parking Regulations:

- No new surface parking allowed by-right;
- 1 year for temporary approval, only with approved building plans
- one-year renewal application, otherwise converted to open space
- Accessory parking allowed, limited to 120% current use standards.

Design and Landscaping Standards

- no standards.



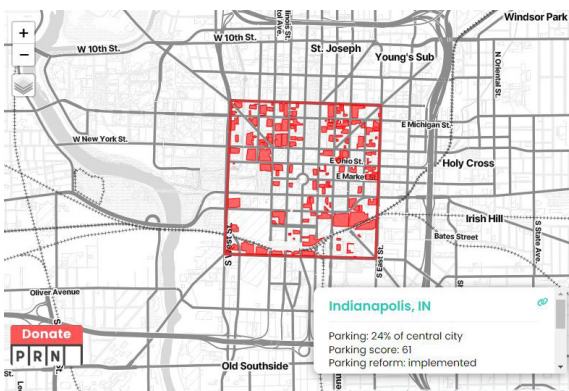
Lexington, KY | 0.52 million MSA population

Surface Parking Regulations

- Primary use permitted in small core area, accessory allowed surrounding core

Design and Landscaping Standards

- 8' plant buffer, 10% area for interior landscaping, 30% tree canopy
- max distance between islands, required at end of rows, every other row continuous interior landscaped area, min. top soil depth
- Bike parking required where parking provided (1:10 bike:car spaces)



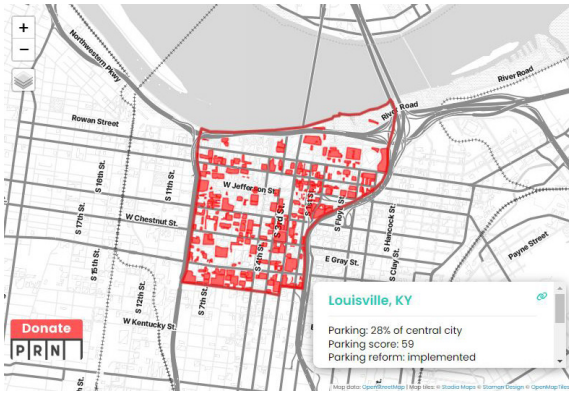
Indianapolis, IN | 2.08 million MSA population

Surface Parking Regulations

- prohibited in two small core areas, otherwise, limited to 2 acres
- Entrances located at least 75' from nearest intersection
- Accessory lots must be within 500ft of property

Landscaping requirements:

- 6' buffer, 1 tree + 3 shrubs/25-35' street frontage
- For 15+ spaces:
 - 6-9% of internal vehicle area, dispersed throughout
 - 1 tree/180sq. ft. internal landscaped area
 - reductions in space for more environmentally friendly landscaping methods



Louisville, KY | 1.4 million MSA population

Surface Parking Regulations

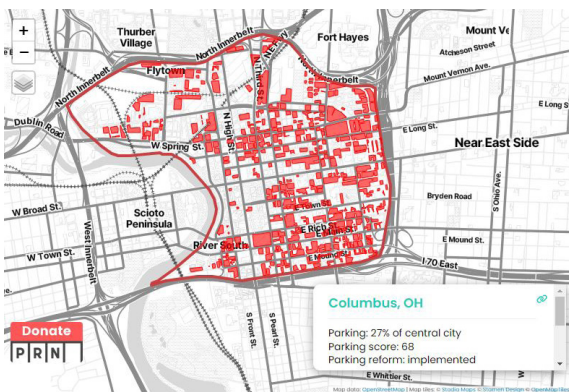
- Parking lots allowed.
- Downtown Development Overlay District (DDOD), with design review committee

Design and Landscaping Standards

- Encourage a strong street wall through plant buffering or screening
- 3 feet high, encourage public art
- Outside of Overlay
 - Up to 15% of spots can be compact cars spots
 - Option to substitute 5% of spaces for bike parking
 - Street trees required along all streets
 - Required landscaped/spaces: 10-19 : 2.5% | 20-99: 5% | 100+: 7%
 - 8'x8' minimum island area | 20' maximum distance between islands

Staff Assessment and Comments

- Development still happening



Columbus, OH | 2.15 million MSA population

Surface Parking Regulations

- Central Core subdistrict:
 - garages and accessory allowed within 1,320 ft
- Periphery Areas subdistrict:
 - All other forms of parking allowed

Design and Landscaping Standards

- Interior landscaping required if 10+ spaces
- 1 tree/10 parking spaces in landscaped islands or peninsulas dispersed throughout interior
- 4' heavily landscaped and screened residential buffer required

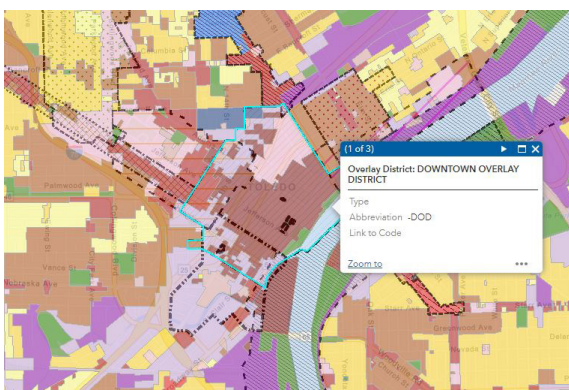
Toledo, OH | 0.65 million MSA population

Surface Parking Regulations

- Created very robust design guidelines, however lack of enforcement.
- Existing lots must comply within 1 year or use permit is denied

Design and Landscaping Standards

- High quality fencing guidelines
- Lighting and landscaping encouraged



5-PLAN CONSISTENCY

PLAN CINCINNATI (2012)

Live Goal 2: Create a more livable community.

The physical space of a community should help us live healthy, engaged, and positive lives. Driving is becoming more expensive and less desirable, and individuals and families want walkable neighborhoods that encourage interaction. We will adapt our neighborhoods to respond to these growing trends.

Our Strategies

Become more walkable.

Support and stabilize our neighborhoods.



Walkable public places allow social interactions

Sustain Goal 1: Become a healthier Cincinnati.

The good physical health of our residents encourages future growth by creating relationships and developing a greater quality of life. Cincinnati seeks to develop a culture of health embodied by thriving residents, not merely by absence of disease.

Our Strategies

Create a healthy environment and reduce energy consumption.

Decrease mortality and chronic and acute diseases.



Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability.

Linking people and places, true connectivity provides people with multiple transportation options. Multi-modal transportation options are vital to link people to employment, goods, services, and recreation. The design of the transportation system will complement and support both the built environment and its users.

Our Strategies

Expand options for non-automotive travel.

Plan, design and implement a safe and sustainable transportation system.



SORTA andTANK provide comprehensive bus services throughout the region

GREEN CINCINNATI PLAN (2023)

Mobility Focus Area

- Embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots. (p. 120-121)
- Increase the use of zero-emission vehicles in the City to 25% by 2030. (p. 117)

Natural Environment Focus Area

- Improve air quality so that Air Quality Index “Healthy Days” are increased by 30% by 2028 (p. 128)
- Increase use of green infrastructure to mitigate the effects of stormwater, sewer overflows, overland flooding, and contaminated stormwater in waterways (p. 133)

Resilience and Climate Adaptation Focus Area

- Reduce extreme heat, overland flooding, landslides, and water-pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods. (p. 141)
 - Use heat reflective materials when appropriate (roads, parking surfaces, roofs, etc.) (p. 141)



Green Cincinnati Plan  2023



CINCINNATI 2000 PLAN (1986)

- “pedestrian movement must be preserved” and “measures must be taken to ensure access to and improve mobility within the CBD and takes care to prevent parking needs and street traffic from destroying the ambience of the downtown” (p. 5)
- “increase in the downtown living with emphasis on attractive and distinctive residential neighborhoods,” and for “the increased use of trees, sidewalk pavement treatments, lighting and street fixtures to make the downtown area more attractive and interesting” (p. 1)

6-RECOMMENDATIONS

RECOMMENDATION #1: PROHIBIT NEW SURFACE PARKING LOTS IN ALL PARKING SUBDISTRICTS

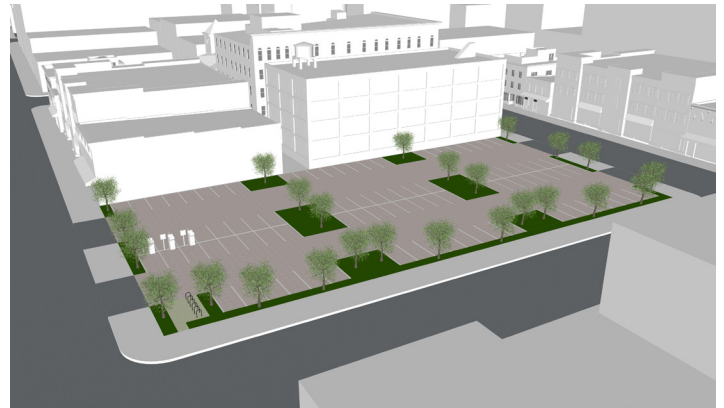
RECOMMENDATION #2: ALLOW TEMPORARY SURFACE PARKING IN PARKING SUBDISTRICTS Y AND Z FOR UP TO 5 YEARS, WITH POSSIBLE 2-YEAR EXTENSION.

RECOMMENDATION # 3: ADD LANDSCAPING AND DESIGN REQUIREMENTS FOR INTERIM LOTS.

Current Code



Proposed Code Changes

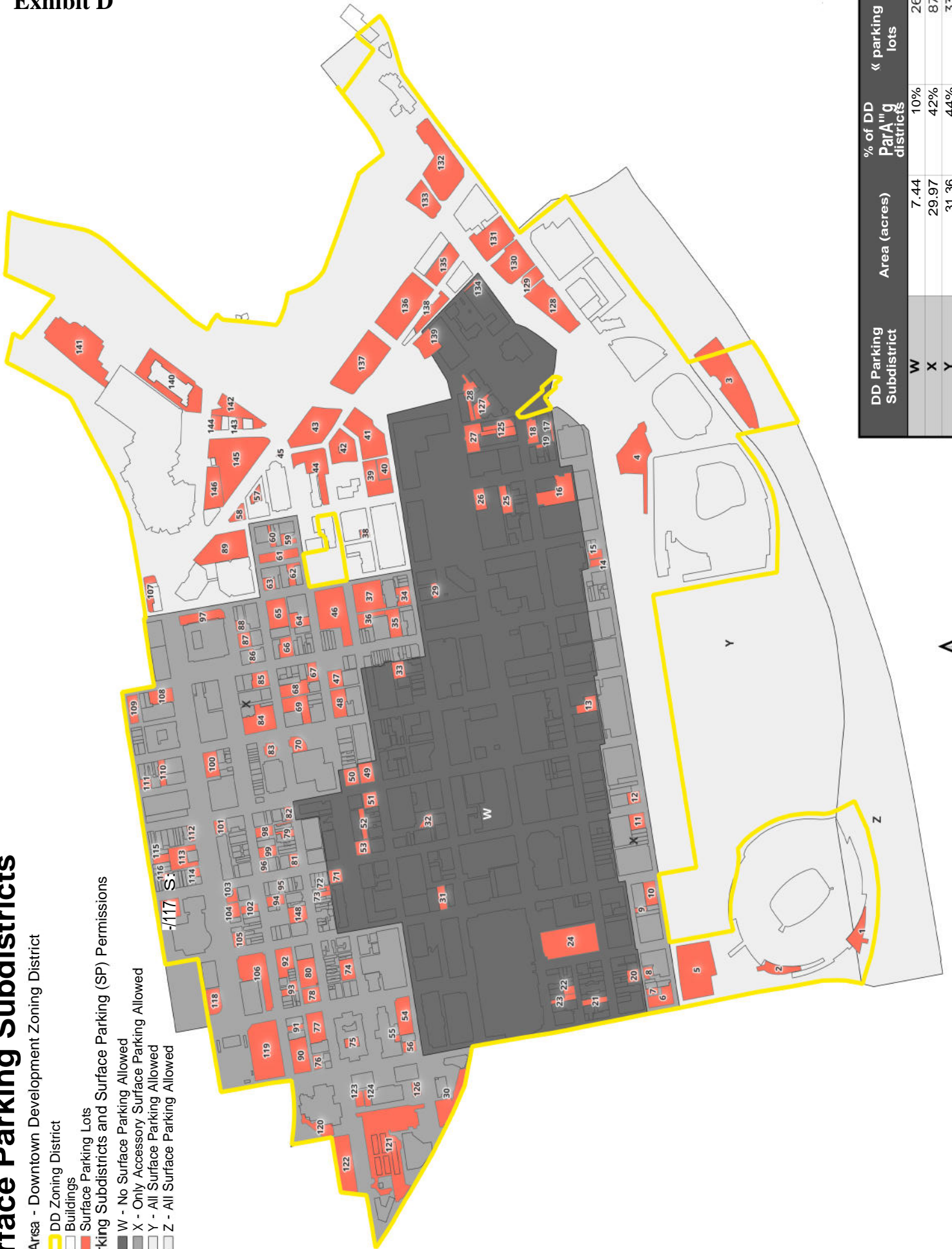


Regulation Category	Current Code	Proposed Change	Rationale
TREES	1 tree/10 parking spaces	1 tree/4 parking spaces	City Form-Based Code alignment
BUFFERS	3' perimeter buffer	5' buffer along street edge	peer city research
IF LARGER THAN 0.25 ACRES:			
INTERIOR BUFFERS	None	must be broken down into smaller parking areas with 15' planted landscape areas between them	Form-Based Code alignment
BIKE PARKING	None	1 bike parking spot/20 car spaces	current parking garage code requirement
EV CHARGING	None	2 percent requirement (1 out of 50 spaces), 5 percent of spaces are EV charger ready (including installed EV spaces)	City Ordinance (89-2017), peer city research
SURFACING/PAVING	Asphalt, concrete, interlocking masonry paver, or open honeycomb paving blocks	Heat reflective materials OR permeable pavers required	public impacts analysis, OES pilot at LeBlonde Rec

Surface Parking Subdistricts

Study Area - Downtown Development Zoning District

- DD Zoning District
- Buildings
- Surface Parking Lots
- DD Parking Subdistricts and Surface Parking (SP) Permissions**
- W - No Surface Parking Allowed
- X - Only Accessory Surface Parking Allowed
- Y - All Surface Parking Allowed
- Z - All Surface Parking Allowed



DD Parking Subdistrict	Area (acres)	% of DD ParA ^{DD} g districts	« parking lots
W	7.44	10%	26
X	29.97	42%	87
Y	31.36	44%	33
Z	2.70	4%	2
Total			



Downtown Cincinnati Commuter Parking Availability

Updated 02/15/2023 - INFORMATION SUBJECT TO CHANGE

Lot/ Garage	Address	Total No. Spaces	Available Spaces	Monthly Price	Daily Parking	Company	Phone number
110 W 3rd St	110 W 3rd Street	40	0	\$165.00	yes	SP+ Parking	(513) 345-4452
125 Court St Garage	124 E 9th St.	162	50	\$130.00	yes	LAZ Parking	(513) 381-0767
12th & Vine Lot	1201 Vine Street	56	0	N/A	yes	3CDC	(513) 621-4400
1400 Vine Lot	1400 Vine St.	95	0	\$115.00	yes	3CDC	(513) 621-4400
309 Vine Street Garage (#759)	18 West 3rd Street	350	25	\$190.00	yes	Allpro Parking	(513) 621-0799
312 Elm Street Garage	312 Elm Street	980	100	\$150.00	yes	LAZ Parking	(513) 570-6290
318 East 8th Street	318 East Eighth Street	20	0	\$160.00	no	East 8th Parking LLC	(513) 399-7950
321 Race Street Garage	321 Race Street	380	200	\$135.00	yes	SP+ Parking	(513) 381-3648
326 East 8th Street	326 E. Eighth Street	14	0	\$160.00	no	East 8th Parking LLC	(513) 399-7950
3rd & Main	150 E. Third St.	200	0	\$240.00	yes	LAZ Parking	(513) 381-0767
444 West Third Street (Lot 777)	444 W. Third St.	135	25	\$85.00	yes	Allpro Parking	(513) 621-0799
4th & Race Garage	NW Corner of Fourth & Race Streets	584	80	\$165.00	yes	3CDC	(513) 621-4400
537 Lot	537 E. Pete Rose Way	188	10	\$60.00	game days only	Tri State Parking	(859) 291-7275
5th and Race Garage (84.51')	NW corner Fifth and Race Streets	1100	0	\$195.00	yes	3CDC	(513) 621-4400
655 Plum Street (Pure Romance) Garage	655 Plum Street	615	150	\$95.00	no		
705 Sycamore St Lot	705 Sycamore St.	221	50	\$175.00	yes	LAZ Parking	(513) 381-0767
8th & Sycamore Garage	Sycamore between Seventh & Eighth St.	500	50	\$165.00	yes	3CDC	(513) 621-4400
925 Sycamore St Lot	925 Sycamore St.	64	0	\$165.00	yes	LAZ Parking	(513) 381-0767
9th Street Lot (See Note 3)	314 East Ninth Street	29	1	\$160.00	no	East 8th Parking LLC	(513) 399-7950
A & D Parkhaus Garage	1123 Sycamore	690	50	\$125.00	yes		
Ann Lot	123 East 9th Street	69	0	\$175.00	yes	SP+ Parking	(513) 518-8911
Blue Chip Parking	109-120 West Court	60	1	\$85.00	yes	Blue Chip Parking	(513) 769-2700
Blue Chip Parking Lower	20 W. Court Street	30	1	\$125.00	no	Blue Chip Parking	(513) 769-2700
Broadway Lot	295 Broadway Street	127	0	-	yes	SP+ Parking	(513) 946-8102
CAS Lot (#765)	830 Main Street	54	3	\$150.00	yes	Allpro Parking	(513) 621-0799
Center at 600 Vine	600 Vine Street	448	0	\$185.00	yes	SP+ Parking	(513) 345-4452
Columbia Plaza Garage (250 E. Fifth St.)	250 E. Fifth Street	494	0	\$185.00	yes	SP+ Parking	(513) 345-4452
Convention Center Garage	605 Plum Street	890	600	\$115.00	yes	SP+ Parking	(513) 357-4460
Court and Walnut Garage	119 E. Central Parkway	560	100	\$150.00	yes	3CDC	(513) 621-4400
Durry Lot (771)	NE Corner of 3rd and Race St.	25	0	\$150.00	yes	Allpro Parking	(513) 621-0799
East Garage	443 E. Pete Rose Way	1185	150	\$110.00	yes	SP+ Parking	(513) 946-8102
Eggleston Garage	Fourth & Eggleston	235	150	\$85.00	yes	Eggleston Garage	(513) 421-1115
Eggleston Lot SE	Eggleston, between 4th & 5th	184	150	\$80.00	yes	Tri State Parking	(859) 291-7275
Enquirer Building	312 Elm Street	1,000	60	\$150.00	yes	LAZ Parking	(513) 369-0880
Fountain Place (under Macy's Building)	505 Race Street	169	5	\$220.00	yes	3CDC	(513) 621-4400
Fountain Square North	under Fountain Square	604	60	\$220.00	yes	3CDC	(513) 621-4400
Fountain Square South	416 Vine under Westin Hotel Cincinnati	408	0	\$205.00	yes	SP+ Parking	(513) 381-3648
Fourth and Main Garage	430 Main Street	1236	0	\$210.00	yes	ABM Parking Services	(513) 381-6840
Garfield Garage	Ninth & Garfield Streets	549	0	\$120.00	yes	Allpro Parking	(513) 621-0799
Gramercy Garage (767)	710 Elm Street	412	10	\$120.00	yes	Allpro Parking	(513) 621-0799
Groton Lot (778)	35 W. Garfield Place	30	0	\$120.00	yes	Allpro Parking	(513) 621-0799
Hard Rock Casino Garage	1000 Broadway St.	300	0	\$50.00	yes	Hard Rock Casino	(513) 250-3108
Hard Rock Casino Lot	1000 Broadway St.	318	0	\$40.00	no	Hard Rock Casino	(513) 250-3108
John Street (Lot 775)	325 John Street	208	120	\$40.00	yes	Allpro Parking	(513) 621-0799
Keene's Olympic Garage (See Note 2)	7th b/t Main & Walnut Streets	400	150	\$170.00	yes	Keen Investment Inc.	(859) 486-7220
Kenton Co. Park & Ride	220 Madison Avenue	1600	500	\$75.00	yes	ABM Parking Services	(513) 929-9200
L&N Loop (Lot #753)	East Pete Rose Way across from Purple P	164	25	\$90.00	yes	Allpro Parking	(513) 621-0799
Legal Aid	215 E. Ninth Street	63	0	\$145.00	yes	Allpro Parking	(513) 621-0799
Liberty Street Lot	Race & Liberty St.	50	0	\$75.00	yes	3CDC	(513) 621-4400
Longworth Hall	700 W. Pete Rose Way	1000	300	\$30.00	no	Longworth Hall	(513) 721-6000
Lot #1623	121 E. Eighth Street	54	0	\$170.00	yes	ABM Parking Services	(513) 929-9200
Lot #1634	209 E. Seventh Street	30	0	\$170.00	yes	ABM Parking Services	(513) 929-9200
Lot #1639	9th Street and Race	26	9	\$95.00	yes	Broadway Parking	(513) 241-6748
Lot #1645	209 E. Court Street	44	0	\$125.00	yes		
Lot #1647	Court and Walnut	61	0	Call for Rates	yes	Park Cincy	(513) 872-2018
Lot #1648 - 580 Building	580 Walnut Street	450	0	\$220.00	yes	SP+ Parking	(513) 721-5528
Lot #1649	8th & Walnut	84	Call for Availability	Call for Rates	yes	Park Cincy	(513) 872-2018
Lot #1650	NW Corner Race & Garfield	28	5	Call for Rates	yes	Park Cincy	(513) 872-2018
Lot #1656	9th & Walnut (NE Corner)	78	Call for Availability	Call for Rates	yes	Park Cincy	(513) 872-2018
Lot #1815	224 W. Ninth Street	100	5	\$75.00	yes		
Lot A	Third and Plum Street	237	100	\$100.00	no	SP+ Parking	(513) 946-8102
Lot B	Pete Rose Way	364	100	\$110.00	yes	SP+ Parking	(513) 946-8102
Lot BH	601 East Pete Rose Way	225	0	\$60.00	game days only	Tri State Parking	(859) 291-7275
Lot D	Between Suspension Bridge & PBS	160	100	\$100.00	yes	SP+ Parking	(513) 946-8102
Lot E	Mehring Way @ PBS	391	100	\$60.00	yes	SP+ Parking	(513) 946-8102
Mabley Place	42 West Fourth Street	680	Call for Availability	\$200.00	yes	SP+ Parking	(513) 721-5528
Macy's Garage #1 (Corporate)	7 W. Seventh Street	785	300	\$185.00	yes	Park Place Parking	(513) 381-2179
Macy's Garage #2	222 W. Seventh Street	1525	500	\$100.00	yes	Park Place Parking	(513) 381-2179
Mercer Commons	5 Mercer Street	340	5	\$120.00	yes	3CDC	(513) 621-4400
Music Hall	1239 Elm Street	106	5	\$175.00	yes	SP+ Parking	(513) 518-8911
Parkway Lot	Central Parkway & Main	47	5	\$175.00	yes	SP+ Parking	(513) 518-8911
Paul Brown - Paycor	Paycor Stadium	238	100	\$120.00	no	SP+ Parking	(513) 946-8102
PCA Lot #1	219 West Court St.	97	0	\$80.00	yes	Park Place Parking	(513) 381-2179

PCA Lot #10	419 East Court Street	335	50	\$110.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #16	7th & Plum Street	97	0	\$90.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #19	908 Plum Street	44	0	\$80.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #2	NW Corner Ninth & Main	55	0	\$135.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #20	327 West Court Street	89	45	\$80.00	no	Park Place Parking	(513) 381-2179
PCA Lot #21	1001 Plum St.	278	0	\$80.00	no	Park Place Parking	(513) 381-2179
PCA Lot #22	Central Parkway & Charles	66	0	\$80.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #3	1014 Elm Street	31	0	\$80.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #31	5th & Eggleston	226	0	\$100.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #33 (Knock Lot #33)	659 West Third St.	268	200	\$30.00	yes	Park Place Parking	(513) 381-2179
PCA Lot #35	325 John St.	50	20	\$40.00	yes	Park Place Parking	(513) 381-2179
Queen City Square Garage	340 Sycamore Street	2292	500	\$230.00	yes	ABM Parking Services	(513) 361-4019
Sawyer Point/Bicentennial Commons	801 E. Pete Rose Way	400	125	\$55.00	yes	Cincinnati Park Board	(513) 352-6182
Scripps Center Garage	312 Walnut St.	590	25	\$175.00	yes	LAZ Parking	(513) 381-0767
Sixth & Elm Garage	609 Elm Street	680	480	\$120.00	yes	SP+ Parking	(513) 357-4460
St. Xavier - PCA Lot #04	7th & Sycamore	150	0	\$155.00	yes	Park Place Parking	(513) 381-2179
T-Bone	8th & Vine	39	0	\$175.00	yes	SP+ Parking	(513) 518-8911
The Banks Garage	99 E. Second Street	4097	400	\$155.00	yes	SP+ Parking	(513) 946-8102
The Broadway at 7th Garage	351 E. Seventh Street	623	25	\$155.00	yes	Allpro Parking	(513) 621-0799
The Dock Parking	603 West Pete Rose Way & Smith	80	79	\$45.00	game days only	J & N Parking	(513) 919-0494
Third & Eggleston Lot	Third & Eggleston	94	60	\$55.00	game days only	Tri State Parking	(859) 291-7275
Third and Central (Lot 770)	321 Central Ave.	903	250	\$65.00	yes	Allpro Parking	(513) 621-0799
Town Center Garage	1251 Central Parkway	689	0	\$60.00	yes	Allpro Parking	(513) 621-0799
URS Garage	36 E. Seventh Street	738	185	\$185.00	yes	LAZ Parking	(513) 381-0767
Walnut Lot	1107 Walnut Street	36	0	\$165.00	yes	SP+ Parking	(513) 518-8911
Washington Park Garage	1230 Elm Street	450	40	\$125.00	yes	3CDC	(513) 621-4400
Wessel Lot	616 Main	43	0	\$170.00	yes	SP+ Parking	(513) 518-8911
West Central/McFarland	300 Central Ave.	71	10	\$85.00	yes	Allpro Parking	(513) 621-0799
Whex Garage	212 West Fourth Street	753	500	\$145.00	yes	SP+ Parking	(513) 357-4460
Ziegler Park Garage	1322 Sycamore St.	450	70	\$120.00	yes	3CDC	(513) 621-4400

TOTAL: **40,162.00** **7,574.00**

AVERAGE PRICE PER SPACE BASED ON ALL SPACES: \$126.63

Note 1: Lots with zero available spaces may have a waiting list, contact the lot operator for more information.

Note 2: Keene's Olympic Garage offers vehical storage for \$125 per month.

Note 3: 9th Street Lot has no overnight/event parking available.






Downtown Parking Shuttles:

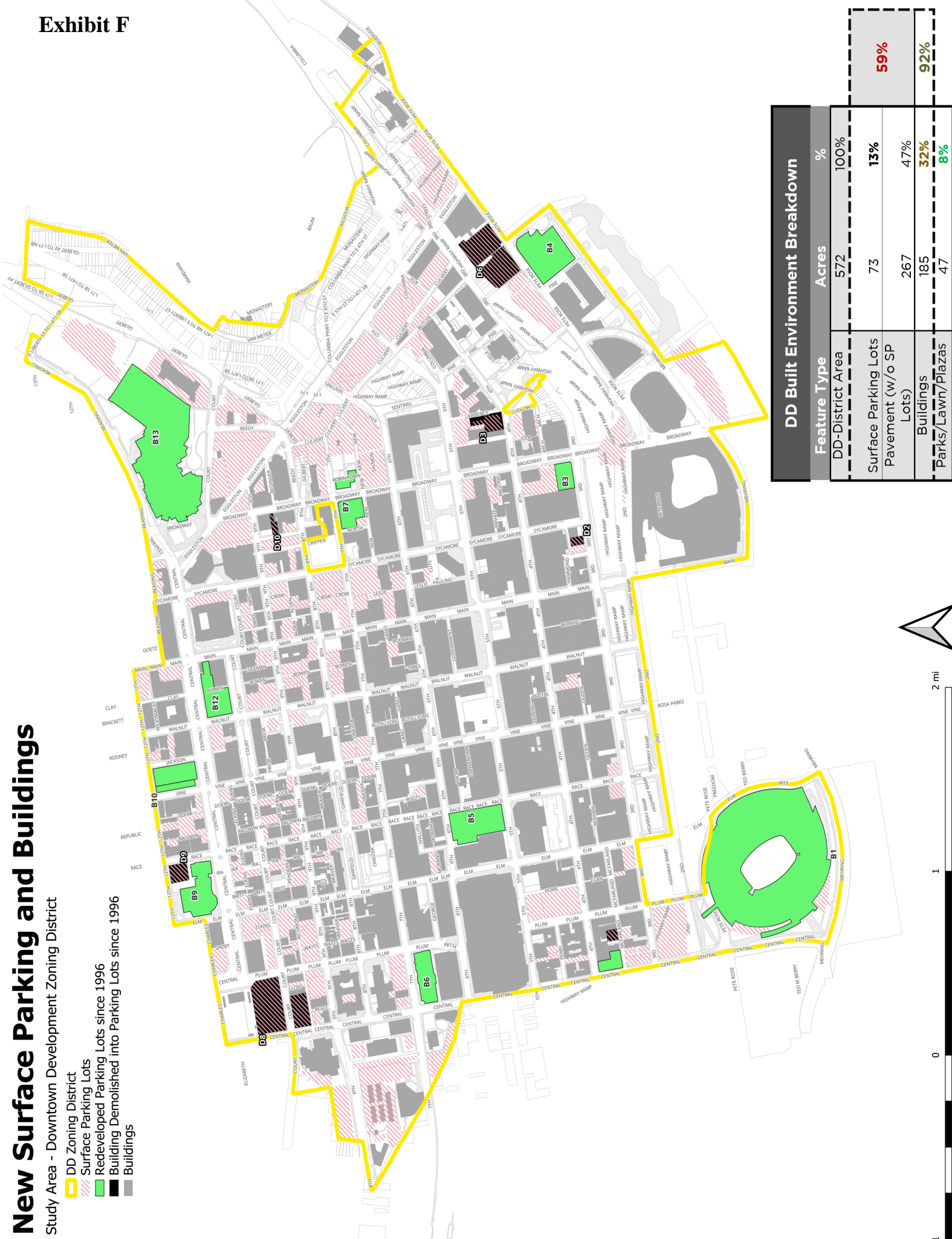
Riverfront Parking Shuttle (#85): Operated by Metro, Monday-Friday, 5:45am - 7:45pm. Serving Broadway, Central Ave., Fourth Street, Mehring Way, Pete Rose Way, and Rose Street Fare is \$0.50. (513) 621-4455 or <http://www.go-metro.com/riverfront.html>

Southbank Shuttle Trolley: Operated by Tank Bus, Monday-Friday. Check listing for times. Serving major destinations in Cincinnati, Newport and Covington. (859) 331-8265 or www.tankbus.org.

New Surface Parking and Buildings

Study Area - Downtown Development Zoning District

-  DD Zoning District
-  Surface Parking Lots
-  Redeveloped Parking Lots since 1996
-  Building Demolished into Parking Lots since 1996
-  Buildings



2 mi

1

0

DD Built Environment Breakdown

Feature Type	Acres	%
DD-District Area	572	100%
Surface Parking Lots	73	13%
Pavement (w/o SP Lots)	267	47%
Buildings	185	32%
Parks/Lawn/Plazas	47	8%

59%

92%

December 14, 2022

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202202205

Subject: Environmental Impacts of Surface Parking Lots

Reference Document #202201801

The City Council, at its session on September 21, 2022, referred to the following item for review and report:

MOTION, submitted by Councilmembers Jeffreys and Owens, WE MOVE that, the Administration report back to Council within sixty (60) days on the environmental impacts of surface parking lots, which may include but is not limited to; their relation to urban heat islands, stormwater management, materials/construction, and vehicle emissions. Administration may consider soliciting feedback from the Office of Environment and Sustainability, Greater Cincinnati Water Works, the Department of Transportation and Engineering, and any other agency with relevant expertise

Summary

Surface parking lots can create a variety of environmental impacts including effects to (1) stormwater management, (2) increased urban heat island effect, (3) increased air pollution, and (4) enabling automobile-oriented lifestyle choices. The paved materials used for surface parking lots are generally comprised of black asphalt which is a high-contrast impermeable surface shown to decompose into complex mixtures of organic compounds when exposed to extreme heat and solar radiation.¹ These paved areas are a contrast to permeable surfaces such as gravel lots, greenspaces, or forested areas.

I. Stormwater Runoff

The impermeable materials of surface parking lots prevent permeation of water into the soil and groundwater supply during rain events. This can cause an overwhelming amount of water to collect on streets, streams, and ultimately enter the combined sewer leading to damaging floods and combined sewer overflows.² The high volume and velocity of water on these impermeable surfaces can also contribute to overland flooding, soil erosion, and landslides on hillsides. The movement of surface water also increases the delivery of pollutants from these surfaces into the environment - and ultimately the Ohio river watershed - through storm sewers and combined sewer overflows.³ These effects on stormwater management are exacerbated by large rain events, increasing in frequency in recent years.⁴

¹ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

² <https://www.epa.gov/caddis-vol2/urbanization-stormwater-runoff>

³ <https://www.epa.gov/caddis-vol2/urbanization-stormwater-runoff>

⁴ [https://www.cincinnati-oh.gov/sites/oes/assets/File/2018%20Green%20Cincinnati%20Plan\(1\).pdf](https://www.cincinnati-oh.gov/sites/oes/assets/File/2018%20Green%20Cincinnati%20Plan(1).pdf)

II. Urban Heat Island Effect

The high-contrast asphalt surfaces of surface parking lots can increase the urban heat island by absorbing heat and radiating, creating hotter surfaces and air temperatures.⁵ The urban heat island effect was quantified across city neighborhoods in the 2021 Climate Equity Indicators Report which shows the highest effects are in areas with low tree canopy coverage and high percentage of impermeable surfaces - including paved surface parking lots. Neighborhoods with high percentages of paved surfaces were 12 degrees F hotter than in neighborhoods with lower percentages of paved surfaces.⁶ The urban heat island effect contributes to increased heat-related injuries and deaths, increased energy costs, and increased air pollution levels.⁷ Heat waves are increasing in frequency and duration across the United States.⁸ This trend suggests that the urban heat island effect will increase in areas with large percentages of impermeable surfaces in future years.

III. Air Quality Issues

The exposure of asphalt to extreme heat and solar radiation has shown a decomposition of the material into complex mixtures of organic materials including secondary organic aerosols. These materials contribute to PM2.5 air pollutants and are hazardous to human health and contribute to unhealthy air quality.⁹ Hot temperatures and sunlight in areas with high percentages of asphalt, such as paved surface lots, can contribute to poor air quality. The potential secondary organic aerosols formed from the decomposition of asphalt is comparable to the level from vehicle emissions and is an important non-combustion source of emissions.¹⁰

IV. Enabling Automobile-Oriented Lifestyle Choices

In Cincinnati, emissions from transportation now account for more than 30% of greenhouse gas pollution, driven by use of single-passenger vehicles. The use of urban land for surface parking contributes to car-oriented culture, lifestyle, and urban design. Parking availability has been shown to influence transportation decisions. Increases in parking options have led to increases in car-ownership, increases in driving frequency, and decreases in public transit use.¹¹

cc: Oliver Kroner, Director of the Office of Environment and Sustainability

⁵ https://www.cincinnati-oh.gov/sites/oes/assets/File/Summary_Report_Heat_Watch_Cincinnati.pdf

⁶ https://www.cincinnati-oh.gov/sites/oes/assets/File/Climate%20Equity%20Indicators%20Report_2021.pdf

⁷ <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect>

⁸ <https://www.epa.gov/climate-indicators/climate-change-indicators-heat-waves>

⁹ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

¹⁰ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

¹¹ https://people.ucsc.edu/~jwest1/articles/MillardBall_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf

McKenzie Kugler

9214 Deercross Parkway, Apt 1B

Blue Ash, OH 45236
United States

(513) 607-2606

mckenzie.kugler@gmail.com

Date of Submission: Fri, 06/02/2023 - 06:11

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

tim crank

27 e court st apt 2

cincinnati, OH 45202
United States

(513) 426-6748

tmcrank@hotmail.com

Date of Submission: Thu, 06/01/2023 - 21:41

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
2. **Maintain the Ban on New Surface Parking:** I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

CHELSEA DAVIS

51 E Clifton Ave

Cincinnati, OH 45202
United States

(513) 237-6173

chelseadanielledavis@gmail.com

Date of Submission: Thu, 06/01/2023 - 14:50

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Ashley Herbert

6333 Gallaher Court

Loveland, OH 45140
United States

(513) 646-3592

arbrock90@gmail.com

Date of Submission: Thu, 06/01/2023 - 11:57

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Penelope Orr

8306 Mayfair St

Cincinnati, OH 45216-1023

United States

(513) 602-9093

penelope.a.orr@gmail.com

Date of Submission: Wed, 05/31/2023 - 15:06

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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2. Maintain the Ban on New Surface Parking: I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Michael Warden

1516 Ambrose Avenue

Cincinnati, OH 45224

United States

(513) 633-8949

mr.mike.warden@gmail.com

Date of Submission: Wed, 05/31/2023 - 13:41

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Matthew Corbett

917 Rogers Place

Cincinnati, OH 45206
United States

(512) 673-7861

mattcorb419@gmail.com

Date of Submission: Wed, 05/31/2023 - 11:44

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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KIMBERLY BRYAN

4258 Carlin Street

Cincinnati, OH 45223

United States

(513) 332-6860

KIMBERLYVBRYAN@GMAIL.COM

Date of Submission: Wed, 05/31/2023 - 10:54

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Deanna Hillard

6723 Lebanon Street

Cincinnati, OH 45216
United States

(513) 372-4980

deannahillard@gmail.com

Date of Submission: Wed, 05/31/2023 - 09:28

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Andrew Bernier

3354 Orion Avenue

Cincinnati, OH 45213
United States

(607) 229-0269

andrew.n.bernier@gmail.com

Date of Submission: Wed, 05/31/2023 - 08:36

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Jess Link

6306 Edwood Avenue

Cincinnati, OH 45224
United States

(740) 590-5583

jkylelink@gmail.com

Date of Submission: Wed, 05/31/2023 - 08:22

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Michael Rice

624 Carolina St

San Francisco, CA 94107
United States

(847) 302-3919

mrice97@yahoo.com

Date of Submission: Tue, 05/30/2023 - 09:18

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

I lived in Cincinnati for years completely car-free and saw the benefits of downtown's transformation with transport additions such as the streetcar and improved buses run by the University of Cincinnati connecting students with OTR

and downtown business districts. Public transportation connects the community in a visceral way, whereas personally owned vehicles hide people from the public, create congestion, animosity between drivers. I can almost guarantee there are more fights between car drivers than between bus passengers. Public transit is a beautiful equalizer that brings people together, and promoting the use of a personally owned car is simply a backslide. At the core of downtown & OTR's revitalization is transit. Ultimately, public transit is the future.

Audrey Crago

1330 Bursal Ave

Cincinnati, OH 45230

United States

(513) 319-0074

audrey.crago@gmail.com

Date of Submission: Mon, 05/29/2023 - 20:06

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

David Sherman

819 Dayton St.

Cincinnati, OH 45214
United States

(813) 270-8400

dcs3939@gmail.com

Date of Submission: Mon, 05/29/2023 - 12:33

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Brenda Newberry

45 Burkey Circle

Cincinnati, OH 46218
United States

(513) 200-9848

bnewtoday@gmsil.com

Date of Submission: Mon, 05/29/2023 - 07:07

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Seth Hershey

4373 Dane Ave

Cincinnati, OH 45223-1852

United States

(513) 535-5073

seth.hershey@gmail.com

Date of Submission: Mon, 05/29/2023 - 01:27

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Algirdas Aukstuolis

3150 Auten Avenue

Cincinnati, OH 45213

United States

(513) 609-0067

aukstuolisaj@gmail.com

Date of Submission: Sun, 05/28/2023 - 07:49

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Alan Wagner

783 Delta Ave. Apt. 9

Cincinnati, OH 45226
United States

(513) 673-4969

awagner@usavingsbank.com

Date of Submission: Sun, 05/28/2023 - 05:24

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Emily Underwood

7838 Harrison Avenue

Cincinnati, OH 45231

United States

(765) 541-1580

emily.underwood@artacademy.edu

Date of Submission: Sat, 05/27/2023 - 21:10

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the same process as everyone else

Alex Faeth

2116 Ravine St, Apt. 3

Cincinnati, OH 45214
United States

(513) 509-3239

alex.faeth@icloud.com

Date of Submission: Sat, 05/27/2023 - 20:44

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Kevin Zalac

4127 Lakeman St

Cincinnati, OH 45223
United States

(859) 757-8100

zalack1@nku.edu

Date of Submission: Sat, 05/27/2023 - 20:14

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Colin McQuinn

3009 Clifton Avenue

Cincinnati, OH 45220

United States

(513) 331-0782

mcquinca@mail.uc.edu

Date of Submission: Sat, 05/27/2023 - 18:52

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Barbara Didrichsen

6231 Cortelyou Ave

Cincinnati, OH 45213-1307

United States

(513) 235-5471

barbdid@gmail.com

Date of Submission: Sat, 05/27/2023 - 18:51

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Henry Brown

1754 Jester Street

Cincinnati, OH 45223
United States

(202) 674-2102

henryb94@gmail.com

Date of Submission: Sat, 05/27/2023 - 18:19

Submission Letter:

As a concerned property owner in Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Gary Dangel

656 E McMillan

Cincinnati, OH 45206
United States

(513) 751-7100

gary@walnuthillsrf.org

Date of Submission: Sat, 05/27/2023 - 17:52

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Dan Klco

6441 Ridge Avenue

Cincinnati, OH 45213
United States

(937) 231-3050

Daniel.klco@gmail.com

Date of Submission: Sat, 05/27/2023 - 17:41

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Christian Weishaupt

329 Plum Street

Cincinnati, OH 45202
United States

(509) 919-8973

coolg0092002@gmail.com

Date of Submission: Sat, 05/27/2023 - 16:54

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Eileen Crowe

3608 Duluth Avenue

Cincinnati, OH 45220

United States

(513) 526-6197

ecrowe374@yahoo.com

Date of Submission: Sat, 05/27/2023 - 16:34

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
2. **Maintain the Ban on New Surface Parking:** I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Corinne Clark

5544 Hickory Ridge Lane

Cincinnati, OH 45239

United States

(513) 939-7651

clclementinene@gmail.com

Date of Submission: Sat, 05/27/2023 - 16:32

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Get a 2 year temporary lot built

Go through the same process as everyone else

John Liechty

512 Reading Rd. , 203

Cincinnati, OH 45202
United States

(941) 685-7840

Stagescincinnati@gmail.com

Date of Submission: Sat, 05/27/2023 - 16:31

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Michael Fry

1626 Harbeson Avenue

Cincinnati, OH 45224

United States

(513) 201-5790

michael.fry@gmail.com

Date of Submission: Sat, 05/27/2023 - 16:05

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
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Alexis Begnoche

15 Villagrande Boulevard

Fort Thomas, KY 41075
United States

(859) 468-2112

alexis.begnoche@gmail.com

Date of Submission: Sat, 05/27/2023 - 13:07

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

David Moore

10940 Appaloosa Drive

Walton, KY 41094

United States

(859) 640-6128

djm.moore@live.com

Date of Submission: Sat, 05/27/2023 - 12:08

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. Extend the Interim Development Control District (IDC): I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.

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Bray Templeton

26 Carolina Avenue

Fort Thomas, KY 41075

United States

(859) 803-2551

braydentempleton1@gmail.com

Date of Submission: Sat, 05/27/2023 - 12:03

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Jacob Schofield

4338 Watterson Street

Cincinnati, OH 45227
United States

(740) 525-8195

jake.scho.91@gmail.com

Date of Submission: Sat, 05/27/2023 - 11:05

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process

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Go through the same process as everyone else

Celeste Williamz

428 Riddle Rd, Apt 3

Cincinnati, OH 45220

United States

(216) 544-5781

bonuses-0-wipes@icloud.com

Date of Submission: Sat, 05/27/2023 - 11:00

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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No more surface lots downtown! Let's keep downtown vibrant!

Karen Hughes

1826 Elm Street

Cincinnati, OH 45202

United States

(513) 505-2314

karenhughes1@me.com

Date of Submission: Sat, 05/27/2023 - 09:41

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

David Dawson

1340 Custer Ave

Cincinnati, OH 45208
United States

(513) 236-1891

ddawson@sibcycle.com

Date of Submission: Sat, 05/27/2023 - 08:04

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.

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Mitch Radakovich

34 E 14th St #101

Cincinnati, OH 45202

United States

(513) 889-8023

mitch@radakovichfamily.com

Date of Submission: Sat, 05/27/2023 - 07:54

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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William M. Weber

3033 Ononta ave

Cincinnati, OH 45226

United States

(513) 403-2091

wombatmike@aol.com

Date of Submission: Sat, 05/27/2023 - 07:48

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Ted Kruessel

1739 Tuxworth Avenue

Cincinnati, OH 45238
United States

(513) 498-0944

tkruessel@gmail.com

Date of Submission: Sat, 05/27/2023 - 07:00

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Chico Converse

2816 Observatory Avenue

Cincinnati, OH 45208

United States

(513) 260-1345

chicoconverse@gmail.com

Date of Submission: Sat, 05/27/2023 - 07:00

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Rebecca Hammer

5723 Lester Road

Cincinnati, OH 45213

United States

(513) 827-0257

beckie.hammer@gmail.com

Date of Submission: Sat, 05/27/2023 - 06:12

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Max Chasteen

2818, Glenway Ave

Cincinnati, OH 45204

United States

(513) 203-5255

maxchasn7@gmail.com

Date of Submission: Sat, 05/27/2023 - 00:49

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Cincinnati has beautiful urban fabric unlike most other cities within this country. The ways we construct and preserve our city is vital to its growth and prosperity. Cincinnati is a city that should be known for its history and should be a shining example of urbanism and sustainability. Cincinnati is always said to be 9 years behind...well let's get ahead of all this! Cincinnati shouldn't be a landscape of parking lots, it should be a beautiful exemplar of how to build and preserve great American cities.

Tom Zehnder

1556 Pullan Ave

Cincinnati, OH 45223

United States

(513) 498-4524

tomzehnder@gmail.com

Date of Submission: Sat, 05/27/2023 - 00:20

Submission Letter:

Surface parking lots suck. They are a waste of space and add little value to our city. We're better than this. As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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David Bushong

576 Delta Ave

Cincinnati, OH 45226
United States

(419) 989-2876

davidlbushong@gmail.com

Date of Submission: Sat, 05/27/2023 - 00:13

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight, trapping heat, creates dead zones between attractions and undermine the vibrancy of our city.

Request for Action: I request you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Samuel Gray

1406 ELM ST

Cincinnati, OH 45202

United States

(513) 497-7663

ayellowshoe@gmail.com

Date of Submission: Fri, 05/26/2023 - 23:00

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Felicia Eschenlohr

1732 West North bend rd

Cincinnati, OH 45224

United States

(513) 316-5520

felicia.eschenlohr@gmail.com

Date of Submission: Fri, 05/26/2023 - 22:44

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Andrew Guthrie

5520 Wolfpen Pleasant Hill Road

Milford, OH 45150

United States

(513) 999-7375

andrewguthrie717@gmail.com

Date of Submission: Fri, 05/26/2023 - 21:57

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Robert McMahon

20 W 12th Street

Cincinnati, OH 45202

United States

(513) 410-2116

mcmahorj@outlook.com

Date of Submission: Fri, 05/26/2023 - 21:37

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Richard Woessner

1346 Broadway, #3

Cincinnati, OH 45202

United States

(440) 488-1715

richardwoesiii@gmail.com

Date of Submission: Fri, 05/26/2023 - 21:30

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Cincinnati is for people not cars

matthew doktor

4010 burwood ave

Cincinnati, OH 45212
United States

(908) 591-1268

aptsearchmatt@gmail.com

Date of Submission: Fri, 05/26/2023 - 21:12

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Chassity Lynch

6128 Hamilton Avenue Apt 11

Cincinnati, OH 45224

United States

(513) 808-8222

chassitylynch@gmail.com

Date of Submission: Fri, 05/26/2023 - 21:01

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
2. **Maintain the Ban on New Surface Parking:** I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Samir Chandiwala

3360 Lamarque Dr

Cincinnati, OH 45236

United States

(513) 593-4345

samirfc@gmail.com

Date of Submission: Fri, 05/26/2023 - 20:14

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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John Carmichael

1639 Sycamore St.

Cincinnati, OH 45202-6534

United States

(513) 723-0522

ruasculpin@gmail.com

Date of Submission: Fri, 05/26/2023 - 19:24

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Christopher Retzler

4248 Langland St

Cincinnati, OH 45223

United States

(541) 206-2071

chris.retzler@gmail.com

Date of Submission: Fri, 05/26/2023 - 18:51

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Charles Schwartz

2896 Victoria Avenue

Cincinnati, OH 45208

United States

(419) 377-9181

c.schwartz.1983@gmail.com

Date of Submission: Fri, 05/26/2023 - 18:47

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Jessica Flowers

1229 Deliquia Dr

Cincinnati, OH 45230

United States

(859) 412-6928

douglasflowers95@yahoo.com

Date of Submission: Fri, 05/26/2023 - 18:37

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Yann Kemper

3810 Spring House Lane

Cincinnati, OH 45217

United States

(513) 208-7250

yannkemper@icloud.com

Date of Submission: Fri, 05/26/2023 - 18:33

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Tyler Scull-McWilliams

1639 Sycamore Street

Cincinnati, OH 45202

United States

(513) 344-7592

tscull@gmail.com

Date of Submission: Fri, 05/26/2023 - 18:26

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Mason Ping

5527 Dry Run Rd.

cincinnati, OH 45150

United States

(513) 600-4185

masonping@gmail.com

Date of Submission: Fri, 05/26/2023 - 18:05

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Michael Burriola

309 Vine St

Cincinnati, OH 45202
United States

(419) 290-6303

burriolam@gmail.com

Date of Submission: Fri, 05/26/2023 - 17:42

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Scott Mays

2715 turpinknoll ct

Cincinnati, OH 45244
United States

(513) 315-0317

skmays10@gmail.com

Date of Submission: Fri, 05/26/2023 - 17:22

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Joshua-1 Nagle

413 Volkert Pl, Unit 2

Cincinnati, OH 45219
United States

(518) 338-2191

joshuanagle923@gmail.com

Date of Submission: Fri, 05/26/2023 - 17:03

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Maggie Patterson

3397 Erie Avenue

Cincinnati, OH 45208

United States

(561) 312-0920

Margaretpatterson95@gmail.com

Date of Submission: Fri, 05/26/2023 - 16:49

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Craig Schoenberger

556 McAlpin Avenue

Cincinnati, OH 45220

United States

(513) 549-2075

schoenberger.c@outlook.com

Date of Submission: Fri, 05/26/2023 - 16:33

Submission Letter:

Below is the templated text.

I would also like to add I fully support a LAND VALUE TAX in the city to discourage surface lots entirely. It is a waste of prime real estate where we could be building actual useful things for our city (even if they are multi-story garages before more public transit is built.)

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Cass Rittenhouse

331 Bryant Avenue

Cincinnati, OH 45220

United States

(614) 937-9329

empireofdasun209@gmail.com

Date of Submission: Fri, 05/26/2023 - 16:18

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Neely Stewart

417 Vine street, 203

Cincinnati, OH 45202
United States

(859) 835-2550

neely.stewart@email.com

Date of Submission: Fri, 05/26/2023 - 15:32

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Julie Brown

1444 Marlowe Avenue

Cincinnati, OH 45224
United States

(513) 601-6958

dtownjbrown6262@yahoo.com

Date of Submission: Fri, 05/26/2023 - 15:16

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Kyle Breitenstein

4280 Defender Drive

Cincinnati, OH 45252
United States

(513) 545-9915

oky13o@gmail.com

Date of Submission: Fri, 05/26/2023 - 14:45

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Andrew Hungerford

104 W Clifton Ave

Cincinnati, OH 45202

United States

(586) 549-2244

andrew.j.hungerford@gmail.com

Date of Submission: Fri, 05/26/2023 - 14:29

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the same process as everyone else

Alex Duncan

3421 Middleton Ave

Cincinnati, OH 45220
United States

(513) 520-8015

alex.nicole.duncan@gmail.com

Date of Submission: Fri, 05/26/2023 - 14:25

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Kevin Talbot

2843 Losantiville Terrace

Cincinnati, OH 45213

United States

(513) 562-0225

talbotkm@yahoo.com

Date of Submission: Fri, 05/26/2023 - 14:23

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

I want to travel downtown and visit our beautiful museums, stadiums, restaurants, and parks. I want to walk between establishments, or take a bus/trolley. I would love to live in a vibrant metropolitan neighborhood near our amazing riverfront. Parking lots accomplish none of this.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

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John Towers

3411 Cardiff Avenue

Cincinnati, OH 45209

United States

(513) 399-7669

john.michael.towers@gmail.com

Date of Submission: Fri, 05/26/2023 - 14:13

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Corry Vonderhaar

4253 Hamilton Avenue

Cincinnati, OH 45223

United States

(513) 237-2702

c_vonderhaar@yahoo.com

Date of Submission: Fri, 05/26/2023 - 14:12

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Kyle Martin

4523 Butterfield Pl

Cincinnati, OH 45227

United States

(513) 490-6014

amartinkyle@gmail.com

Date of Submission: Fri, 05/26/2023 - 13:45

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

William Sloneker

1309 Walnut Street

Cincinnati, OH 45202
United States

(513) 722-5025

wmsloneker@gmail.com

Date of Submission: Fri, 05/26/2023 - 13:24

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Carter Podmore

330 W 4th St

Cincinnati, OH 45202

United States

(330) 310-0911

carterminator3@gmail.com

Date of Submission: Fri, 05/26/2023 - 12:59

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Hawken Rives

1010 Walnut St. , Apt. 1717

Cincinnati, OH 45202

United States

(918) 934-1335

cornrow-pokes.0d@icloud.com

Date of Submission: Fri, 05/26/2023 - 12:42

Submission Letter:

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Danny McKelvey

1653 Marlowe Avenue

Cincinnati, OH 45224
United States

(937) 405-5857

mckelveydt@gmail.com

Date of Submission: Fri, 05/26/2023 - 12:11

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Chris McCormick

1124 Belvedere Street

Cincinnati, OH 45202
United States

(513) 315-7174

chrisleemccormick@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:56

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Cody Sheets

121 Wellington Place

Cincinnati, OH 45219
United States

(317) 496-9862

csheets722@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:51

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Greg Hollon

545 Ringgold ave

Cincinnati, OH 45202

United States

(513) 310-4405

Greg.Hollon@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:51

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Aaron Leonard

6128 Hamilton Avenue #11

Cincinnati, OH 45224
United States

(513) 578-4655

aaronmileonard@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:46

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Noah Cable

1404 East McMillan Street

Cincinnati, OH 45206

United States

(304) 546-6455

noahdcable@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:35

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Alexander Haney

2839 Lower Grandin Road

Cincinnati, OH 45208

United States

(513) 535-0877

alexh0096@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:21

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. Extend the Interim Development Control District (IDC): I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.

2. Maintain the Ban on New Surface Parking: I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Michael Lizama

4049 Saint Williams Avenue

Cincinnati, OH 45205

United States

(718) 541-8194

miklizama@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:15

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Andrea Ray

2752 McKinley Ave

Cincinnati, IL 45211

United States

(513) 573-0162

rayandrea99@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:13

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Andy Walsh

224 E 8th St

Cincinnati, OH 45202

United States

(682) 777-1245

andykeeper1@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:10

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Jason Napora

25 Oliver Road

Cincinnati, OH 45215
United States

(513) 884-1969

jasonnapora@gmail.com

Date of Submission: Fri, 05/26/2023 - 11:08

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Chris Anderson

2041 Burnet Avenue

Cincinnati, OH 45219

United States

(440) 315-1152

chrisanderson219@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:40

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Anthony Hale

704 Race Street

Cincinnati, OH 45202
United States

(513) 805-2270

arhale17@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:28

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process
Get a 2 year temporary lot built
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Joe Bredestege

1162 Rulison Avenue

Cincinnati, OH 45238

United States

(513) 373-9531

joe.bredestege@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:26

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
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Chris Hais

1328 Cryer Avenue

Cincinnati, OH 45208

United States

(513) 207-4676

hais.chris@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:26

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Grant Wagner

1632 Central Parkway

Cincinnati, OH 45202

United States

(614) 947-9843

pickledpiewagner@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:19

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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PAIGE Owen

704 race street

Cincinnati, OH 45202
United States

(440) 622-2767

powennos@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:17

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Steven Lagenour

8911 Pembroke St.

Cincinnati, OH 45039

United States

(812) 787-1008

lagenour@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:12

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Stuart Hemmert

1543 Spring Lawn Ave.

Cincinnati, OH 45223

United States

(937) 658-1463

stuart.hemmert@gmail.com

Date of Submission: Fri, 05/26/2023 - 10:07

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Seth Moore

219 Pleasant St

Covington, KY 41011
United States

(859) 250-4410

seth@moore.guru

Date of Submission: Fri, 05/26/2023 - 09:44

Submission Letter:

As a concerned citizen of the Greater Cincinnati region, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Andrew Kranjec

2897 Marshall Ave

Cincinnati, OH 45220
United States

(419) 356-4180

andrewkranjec@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:44

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Adam Henkel

120 Garfield Place

Cincinnati, OH 45202
United States

(217) 390-5886

ahenkel@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:39

Submission Letter:

I have lived downtown for more than three years and found it to be a warm, vibrant, community-minded place where people can live, work and gather. Its beauty is diminished by one thing: ugly, flat, concrete parking lots. There's already too many! These lifeless stretches of pavement destroy a city's charm, functionality and connectivity. For too long, Cincinnati (and most American cities) have prioritized cars instead of people. It's time we put the emphasis back on the people who call this city home instead of the vehicles that drive through it.

That said, I fully support Council member Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
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jason peters

120 e freedom way

cincinnati, OH 45202
United States

(937) 388-5637

jp.no.spam0001@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:29

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Jared Kick

131 E 3rd St.

Dayton, OH 45402
United States

(330) 600-2223

jaredkick@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:23

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Mitchell Mustain

1705 Pleasant Street

Cincinnati, OH 45202

United States

(567) 674-0588

mitchell_mustain@yahoo.com

Date of Submission: Fri, 05/26/2023 - 09:22

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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John Tran

2217 Kenilworth Ave

Cincinnati, OH 45212
United States

(513) 365-1017

john.khoa.tran@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:15

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Paul Backscheider

3228 Observatory Avenue

Cincinnati, OH 45208

United States

(513) 725-5061

pback@gmail.com

Date of Submission: Fri, 05/26/2023 - 09:11

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Jason Strunk

1807 elm

45202, Cincinnati, OH, OH 45202
United States

(513) 545-8519

strunk.jd@gmail.com

Date of Submission: Fri, 05/26/2023 - 08:51

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Derek Eltzroth

114 E 14th St

Cincinnati, OH 45202
United States

(937) 725-4623

derekeltzroth@gmail.com

Date of Submission: Fri, 05/26/2023 - 08:50

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Doug Collins

4833 Bradford Chase

Mason, OH 45040

United States

(513) 236-8564

doug_collins@me.com

Date of Submission: Fri, 05/26/2023 - 08:14

Submission Letter:

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

“Parking requirements helped trigger an extinction-level event for bite-sized, infill apartment buildings like row houses, brownstones, and triple-deckers.” https://www.amazon.com/Paved-Paradise-Parking-Explains-World/dp/1984881132/ref=sr_1_1

Keith Barker

4346 Pitts Ave

Cincinnati, OH 45223
United States

(317) 640-2751

kbarker65@gmail.com

Date of Submission: Fri, 05/26/2023 - 07:20

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Michael Moore

1679 Pullan Ave

Cincinnati, OH 45223

United States

(859) 913-4817

to.mike@gmail.com

Date of Submission: Fri, 05/26/2023 - 07:18

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Kyle Miller

563 West Galbraith Road

Cincinnati, OH 45215

United States

(937) 470-4506

miller327@gmail.com

Date of Submission: Fri, 05/26/2023 - 02:55

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
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Rachel Warm

10507 Butterworth Rd

loveland, OH 45140

United States

(513) 375-6693

rachelwarmdeutsch@gmail.com

Date of Submission: Fri, 05/26/2023 - 01:26

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Danielle Cain

8322 Roland Ave.

Cincinnati, OH 45216

United States

(937) 681-8336

dcainhorn@gmail.com

Date of Submission: Fri, 05/26/2023 - 00:21

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

James Forbes

56 Tower Hill Road

Fort Thomas, KY 41075
United States

(859) 489-2434

midnightlost@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:59

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Jude Bender

10096 Sonya Lane

Cincinnati, OH 45241

United States

(513) 939-7807

judebender02@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:36

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Tom Parrish

2152 Gilbert Avenue #6

Cincinnati, OH 45206
United States

(513) 907-5889

khrushchev42@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:31

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Go through the variance process
Get a 2 year temporary lot built
Go through the same process as everyone else

Alex Browne

1606 Main Street

Cincinnati, OH 45202

United States

(513) 225-1864

alexbrowne1996@yahoo.com

Date of Submission: Thu, 05/25/2023 - 23:25

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Aspen Dameron

730 Red Bud Avenue

Cincinnati, OH 45229

United States

(513) 401-0427

dinoteeth5672@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:23

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Margy Waller

219 Magnolia Street

Cinti, OH 45202

United States

(513) 405-2426

margywaller@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:23

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. **THIS IS THE ACTION A FUTURE CITY WOULD TAKE!**

I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.
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Fran McCoy

1412 Republic St. Apt. 201

Cincinnati, OH 45202
United States

(513) 461-9250

francismccoy@gmail.com

Date of Submission: Thu, 05/25/2023 - 23:22

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Elizabeth Fisher-Smith

412 Liberty Hill #4C

Cincinnati, OH 45202

United States

(513) 258-9766

efishsmith@hotmail.com

Date of Submission: Thu, 05/25/2023 - 23:12

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Tony Grethel

3405 Telford St, Apt 103

Cincinnati, OH 45220

United States

(513) 404-2173

agadg0013@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:54

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Christian Power

1527 Fairmount Avenue 2F

Philadelphia, PA 19130
United States

(330) 321-8201

powerchristian@ymail.com

Date of Submission: Thu, 05/25/2023 - 22:53

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Kerry Devery

6600 Buckingham Place

Cincinnati, OH 45227

United States

(614) 506-6372

kerry.devery@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:35

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Ilona Nielsen

1851 Walker Street

Cincinnati, OH 45202

United States

(347) 416-3771

bottleupthesea@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:31

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Kelly Markle

1481 Hoffner St

Cincinnati, OH 45231

United States

(904) 200-9336

kemarkle123@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:28

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Ariel Gamm

7248 Crinstead Ct.

Cincinnati, OH 45243

United States

(513) 378-5750

arielespiegel@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:28

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Lindsay Luebbering

2535 Ranchvale Drive

CINCINNATI, OH 45230

United States

(513) 319-3211

lindsay.luebbering@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:21

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Sarah Thomas

1546 KNOWLTON ST, UNIT 201

Cincinnati, OH 45223

United States

(513) 253-3480

sthomas5191@gmail.com

Date of Submission: Thu, 05/25/2023 - 22:00

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Matt Gastright

221 West 12th Street

Newport, KY 41071

United States

(859) 663-7430

mgastright@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:50

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Cynthia Duval

678 RIDDLE RD

CINCINNATI, OH 45220

United States

(513) 477-4584

cynthia_lough@hotmail.com

Date of Submission: Thu, 05/25/2023 - 21:43

Submission Letter:

Please consider that while these heat islands and visual blights are spattered across the city, Cincinnati Parks is developing greenspaces in synthetic turf and concrete equivalencies to surface parking lots. Why not green up these gray surface lot spaces as new park amenities instead of graying down our carbon-fenestrating, climate cooling greenspaces.

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Kevin Long

4840 Grand Haven Ct.

Cincinnati, OH 45248

United States

(859) 474-8832

kevin.long.021@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:35

Submission Letter:

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5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Brandon Nguyen

7101 Wolflin Ave, 1116

Amarillo, TX 79106

United States

(513) 738-1399

BranNguyen15@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:31

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
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Jake Romano

1330 Bursal Avenue

Cincinnati, OH 45230

United States

(513) 518-6995

jaromano046@icloud.com

Date of Submission: Thu, 05/25/2023 - 21:25

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Patrick LaPrade

2635 Stanton Avenue

Cincinnati, OH 45206
United States

(937) 716-8200

laprade97@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:23

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

JOEL BARTLETT

1326 Yarmouth Avenue

Cincinnati, OH 45237

United States

(513) 460-2430

JoelThomasBartlett@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:22

Submission Letter:

As a resident, and tax payer, the city of Cincinnati is important to me as a place where I can live and enjoy, and we need to make sure we maintain it's beauty, and provide equitable opportunities for all.

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. Extend the Interim Development Control District (IDC): I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.

2. Maintain the Ban on New Surface Parking: I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Jacob Breazeale

5041 Signal Hill Ln

Cincinnati, OH 45244
United States

(513) 903-0144

breazealejak@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:22

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Larry Lauger

6501 Crestridge Circle

Cincinnati, OH 45213

United States

(419) 889-8940

larrylauger3@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:09

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Jacob Sheridan

534 Liberty Hill

Cincinnati, OH 45202
United States

(513) 550-4301

jwaynesheridan@gmail.com

Date of Submission: Thu, 05/25/2023 - 21:06

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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James Glenn

3910 Wess Park Drive

Cincinnati, OH 45217
United States

(513) 608-7882

apuducin@icloud.com

Date of Submission: Thu, 05/25/2023 - 20:48

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Andrew Kerman

1517 Reid Avenue

Cincinnati, OH 45224
United States

(859) 609-1869

andykerman1@gmail.com

Date of Submission: Thu, 05/25/2023 - 20:46

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Connor Napier

359 Ludlow Ave, Apt #7

Cincinnati, OH 45220

United States

(513) 328-2476

connick99@yahoo.com

Date of Submission: Thu, 05/25/2023 - 20:43

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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TJ Haselman

2425 Fairview Ave

Cincinnati, OH 45219

United States

(419) 764-9873

haselmant@gmail.com

Date of Submission: Thu, 05/25/2023 - 20:38

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Logan Price

607 Arrowhead Trail

Loveland, OH 45140
United States

(330) 749-2265

price.logan.scott@gmail.com

Date of Submission: Thu, 05/25/2023 - 20:37

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:

Go through the variance process

Get a 2 year temporary lot built

Go through the same process as everyone else

Deborah Moll

420 Old Court St

Cincinnati, OH 45203

United States

(513) 501-1499

debbie.moll@gmail.com

Date of Submission: Thu, 05/25/2023 - 20:24

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Angel Wuellner

1636 Philomena Ave

Cincinnati, OH 45223

United States

(513) 276-6429

awuellner@yahoo.com

Date of Submission: Thu, 05/25/2023 - 20:21

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Mackenzie Green

4209 33rd Ave

Cincinnati, OH 45209

United States

(513) 218-7142

mackenzie.green17@gmail.com

Date of Submission: Thu, 05/25/2023 - 20:03

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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August Schweitzer

649 West McMicken Avenue

Cincinnati, OH 45214

United States

(513) 600-0302

augusts3298@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:57

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Daniel Mahoney

4321 Ashland Ave

Cincinnati, OH 45212

United States

(904) 343-6999

danielmahoney4@yahoo.com

Date of Submission: Thu, 05/25/2023 - 19:52

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Eddy Gilfilen

655 Eden Park Dr, , Apt 622

Cincinnati, OH 45202

United States

(513) 722-6065

Egilfilenjr@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:46

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Rebekah Sadler

1734 Grandle Court

Cincinnati, OH 45230
United States

(513) 307-4090

sadler.rm@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:45

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Aaron Earlywine

341 Cassatt S

Cincinnati, OH 45219

United States

(541) 868-7344

ajearlywine@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:44

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Emily Herrmann

410 Ludlow Ave

Cincinnati, OH 45220

United States

(513) 504-3990

emilyherrmann3@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:39

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

James McDermott

2301 Auburn Avenue

Cincinnati, OH 45219
United States

(929) 334-8574

mcdermje@mail.uc.edu

Date of Submission: Thu, 05/25/2023 - 19:39

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Deborah Littrell

2121 Alpine Pl Apt 801

Cincinnati, OH 45206

United States

(512) 289-8214

deborah.littrell@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:38

Submission Letter:

I oppose strongly allowing any more surface parking lots. They destroy the fabric of the city. We need to look to the future of cities/urban development. Surface parking lots, in addition to the above, do not contribute much in revenue to the city. The lots represent missed opportunities for housing, businesses, hotels and other productive uses.

We need a vibrant downtown!

Please support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

John Wettengel

2517 8 Mile Road

Cincinnati, OH 45244
United States

(513) 504-7552

johnwettengel@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:31

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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We should make sure that we focus on building a liveable walkable city not a parking lot with some buildings.

Ryan Crane

1 Annwood Lane

Cincinnati, OH 45206
United States

(715) 577-7388

racranemd@gmail.com

Date of Submission: Thu, 05/25/2023 - 19:07

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Ryan Minnich

1863 Chase Avenue

Cincinnati, OH 45223

United States

(513) 276-6868

minnicrs@mail.uc.edu

Date of Submission: Thu, 05/25/2023 - 19:05

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Noah Emery

434 Elizabeth Street

Cincinnati, OH 45203
United States

(513) 203-1637

noahe513@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:58

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

1. More parking promotes more car usage, leading to increased traffic congestion and environmental degradation.
2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
3. Every parcel of land dedicated to surface parking is a missed opportunity for housing, hotels, industry, and other productive land uses.
4. Adopting a holistic approach to downtown development is crucial, focusing on mixed-use developments and transit-oriented infrastructure.
5. Downtown Cincinnati stands as the most accessible neighborhood by transit, presenting an opportunity to leverage this advantage for sustainable growth.
6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Lauren Herrmann

3627 Hillside Ave

Cincinnati, OH 45204
United States

(513) 375-3601

herrmannlauren@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:53

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

We should not make a carve out for a specific property owner or a small portion of property.

All property owners downtown should be treated equally.

If someone wants to build a surface parking lot, they can:
Go through the variance process
Get a 2 year temporary lot built
Go through the same process as everyone else

Mitch Deck

3120 Lookout Circle

Cincinnati, OH 45208
United States

(513) 568-6288

mitchcdeck@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:49

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Maxwell Gaston

111 Garfield Place

Cincinnati, OH 45202

United States

(937) 760-1887

maxwellagaston@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:46

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

1. **Extend the Interim Development Control District (IDC):** I call upon the City Council to approve the extension of the IDC for another six months beyond the current expiration date of September 20. This extension will provide adequate time for the planning staff to conduct a comprehensive study and develop a permanent ban on new surface parking lots.

2. **Maintain the Ban on New Surface Parking:** I demand the continuation of the ban on new surface parking lots in downtown Cincinnati, the East End, Mount Adams, Mount Auburn, Pendleton, Over-the-Rhine, and the West End, without the explicit approval of the Cincinnati Planning Commission. This ban is crucial for protecting our valuable urban real estate from inefficient and environmentally unfriendly land use practices.

Gregory Sturgeon

2415 Maplewood Avenue

Cincinnati, OH 45219

United States

(513) 252-8489

gregsturgeon1@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:38

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Colin Reusch

4227 Chambers Street

Cincinnati, OH 45223

United States

(202) 486-7230

reusch.colin@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:37

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Demi Schoenherr

1447 Walnut Street

Cincinnati, OH 45202

United States

(248) 631-9625

demis9876@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:33

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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6. Surface parking lots are the worst use of downtown land, contributing to visual blight and undermining the vibrancy of our city.

Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

Jordan Kohler

8518 Plainfield Rd

Cincinnati, OH 45236
United States

(330) 604-0898

jwilsonkohler@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:23

Submission Letter:

The last thing Cincinnati needs is more surface lots. Expand public transit and save our beautiful city!

-

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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throughout the entirety of the downtown development zoning district.

Dylan Dagenback

1919 Delaware Avenue

Cincinnati, OH 45212

United States

(513) 410-6369

ddagen7@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:20

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Shad Beard

730 Washington St Apt 132

Covington, KY 41011
United States

(937) 554-9268

dahs1981@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:19

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Keith Neundorfer

130 Dixie Place

Fort Thomas, KY 41075

United States

(513) 319-3516

keithneun@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:19

Submission Letter:

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Request for Action: I want you to support both the extension of the IDC and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

While I reside in Northern Kentucky, I have worked in downtown Cincinnati since 1997, and am part owner of a business that includes a commercial building downtown.

Mitch Mohan

621 East Mehring Way

Cincinnati, OH 45202

United States

(513) 502-6057

mittchell.mohan@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:12

Submission Letter:

I fully support Councilmember Mark Jeffreys' resolution to extend the interim development control district (IDC) and continue the ban on new surface parking lots in downtown and other urban core neighborhoods. I believe that this measure is crucial for fostering a sustainable, vibrant, and economically prosperous city. I urge the City Council to prioritize the extension of the ban and further study a permanent solution to this issue.

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Julia Key

5141 Highview Drive

Cincinnati, OH 45238
United States

(513) 886-6274

juliakey513@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:06

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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John Riffle

1508 Race Street, # 5R

Cincinnati, OH 45202
United States

(603) 801-5386

mealier_revenue.0r@icloud.com

Date of Submission: Thu, 05/25/2023 - 18:06

Submission Letter:

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Bob Schwartz

353 W 4th St

Cincinnati, OH 45202
United States

(513) 324-9686

5chw4r7z@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:04

Submission Letter:

I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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David Hoffman

2756 Willard Avenue

Cincinnati, OH 45209
United States

(513) 884-0111

jhoff1525@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:04

Submission Letter:

As a concerned citizen of Cincinnati, I recognize the importance of thoughtful planning and responsible land use in shaping our city's future. Therefore, I urge the City Council to demonstrate their commitment to a vibrant and thriving downtown by supporting both the extension of the Interim Development Control District (IDC) and the text amendment that would prohibit the by-right expansion of surface parking throughout the entirety of the downtown development zoning district.

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Connor Brand

906 Main St

Cincinnati, OH 45202
United States

(440) 623-5214

connorbrnd@gmail.com

Date of Submission: Thu, 05/25/2023 - 18:00

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Dominic Mottola

1222 Republic St, 5

Cincinnati, OH 45202
United States

(567) 208-8968

dominicmottola@gmail.com

Date of Submission: Thu, 05/25/2023 - 17:28

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I am writing to express my deep concern regarding surface parking in downtown Cincinnati and its negative impacts on our city's development, sustainability, and economic growth. As an advocate for responsible urban planning, I urge you to take immediate action on this pressing issue.

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Honorable City Planning Commission
Cincinnati, Ohio

December 1, 2023

SUBJECT: A report and recommendation on a proposed new commercial parking lot at 1005 Gilbert Avenue in the Central Business District and within the boundary of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District.”

GENERAL INFORMATION (REVISED):

Location: 1005 Gilbert Avenue in the Central Business District (Exhibit A)

Applicant: Martin Chavez II on behalf of CP 1005 Gilbert Avenue, LLC
250 W Court Street,
Cincinnati, OH 45202

Owner: CP 1005 Gilbert Avenue LLC (Chavez Properties)
250 W Court Street,
Cincinnati, OH 45202

EXHIBITS (REVISED):

Provided in addition to this report are:

- Exhibit A – Location Map
- Exhibit B – IDC No. 88 Review Criteria
- Exhibit C – Permit Application (REVISED)
- Exhibit D – Environmental Impacts of Surface Parking Lots Report
- Exhibit E – 2020 Cincinnati Heat Watch Report
- Exhibit F – Example Depictions of Delineated Parking Areas with Buffers

IDC No. 88 LEGISLATIVE BACKGROUND:

In September 2022, Councilmember Mark Jeffreys introduced legislation to amend certain zoning code provisions governing the development of surface parking lots in the DD, “Downtown Development,” zoning district. On September 15, 2022, City Manager Sheryl M. M. Long directed the Department of City Planning and Engagement (DCPE) to conduct a zoning study of the proposed legislation, make recommendations for modifying the legislation, if any, and pursue an Interim Development Control (IDC) Overlay District over the DD, “Downtown Development,” zoning district for the duration of the study. According to Cincinnati Zoning Code (CZC) Section 1431-01, the purpose of the Interim Development Control Overlay District is “to temporarily regulate the establishment of uses, construction of new buildings and demolition or alteration of existing structures in areas where the adoption of amendments to the Cincinnati Zoning Code have been proposed in a comprehensive plan, community plan, urban design plan or urban renewal plan approved by the City Planning Commission.”

The City Planning Commission (CPC) recommended approval of an emergency three-month IDC to Cincinnati City Council on September 16, 2022, and Cincinnati City Council enacted Ordinance No. 300-2022, on September 21, 2022, to establish Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District,” (IDC No. 88). After initial work on the zoning study, the Department of City Planning and Engagement identified the need for a nine-month extension of IDC No. 88 to conduct the full zoning study. The City Planning Commission (CPC) recommended approval of

the nine-month extension of IDC No. 88 to Cincinnati City Council on October 21, 2022, and Cincinnati City Council enacted Ordinance No. 345-2022 on November 9, 2022, which extended IDC No. 88 for an additional nine months, up to and including September 20, 2023. DCPE staff conducted existing conditions research, worked to understand the potential affects on the social, economic, and environmental factors of the proposed legislation, reached out to internal stakeholders, and looked at peer city regulations.

To conduct public engagement and finish research and analysis on the study, DCPE staff identified a need to extend IDC No. 88 for an additional six months. CPC recommended approval of a six-month extension of IDC No. 88 to Cincinnati City Council on July 21, 2023, and Cincinnati City Council enacted Ordinance No. 314-2023 on September 13, 2023, to extend IDC No. 88 for an additional six months, up to and including March 21, 2024. Consistent with CZC Section 1431-07, the ordinances enacting and extending IDC No. 88 designated DCPE as the administrative reviewer of the following permit applications to be reviewed by CPC during the pendency of IDC No. 88:

- (a) Building permits for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.
- (b) Certificates of compliance for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.
- (c) Certificates of appropriateness for:
 - i. new construction of surface parking facilities;
 - ii. alteration, modification, or expansion of surface parking facilities;
 - iii. changes in use to a surface parking facility use; and
 - iv. site improvements associated with surface parking facilities.

APPLICATION BACKGROUND (REVISED)

The proposed new commercial surface parking lot is a 2.4 acre site located on the former Greyhound Bus Station site at 1005 Gilbert Avenue, which is now vacant. The site sits along the eastern edge of the DD zoning district, adjacent to a high-traffic thoroughfare near an entrance ramp to Interstate-71. The surface parking lot is proposed to be commercial parking and will create approximately 270 new surface parking spaces. The applicant initially submitted the application on September 1, 2023, and following a complete zoning review DCPE staff sent the applicant an adjudication letter on September 18, 2023, identifying required plan revisions for the application to conform to existing zoning code provisions and standards. The applicant submitted a revised application on October 6, 2023, to bring the plans into conformity with existing zoning code requirements. DCPE staff reviewed the permit application for completeness and notified the applicant that the revised application submittal from October 16, 2023 constituted a complete application and that DCPE would begin drafting an advisory report on the application. A public hearing on the permit application was held by the City Planning Commission on November 17, 2023. Upon consideration of the DCPE staff report, presentation, and recommendations, it was the determination of commission members to continue the hearing until the December 1, 2023 City Planning Commission meeting in order to obtain additional substantive facts related to the item.

ANALYSIS:

Ordinance No. 300-2022 establishing IDC No. 88, states that the purpose of the overlay is “to ensure that any development during the pendency of the City’s land use study is appropriate and will not detrimentally or adversely impact the implementation of the Proposed Legislation and any potential modifications that may result from the City’s zoning study.” Similarly, Ordinance Nos. 345-2022 and 324-2023, state that extensions of IDC No. 88 are warranted “to ensure that the potential zoning text amendments resulting from the Proposed Legislation and the study of it are not frustrated before their completion and implementation.” Consistent with the expressed intent of the ordinances enacting and extending IDC No. 88, CZC Section 1431-17 provides that CPC may approve an application if the proposal is in compliance with the adopted Application Review Guidelines (Exhibit B) for IDC District No. 88. and upon making certain findings under that zoning code section. Consistent with CZC Section 1431-17 and the Application Review Guidelines, DCPE’s analysis first addresses whether the application conforms to all applicable laws, ordinances, and regulations and is in the public interest, with the public interest determination based upon the applicable criteria set forth in the Application Review Guidelines below.

- (a) **Community Character.** The proposal has a density, scale, size, location, programmatic configuration or function, and use that is compatible with, and designed to activate and enhance, the downtown streetscape.

The proposed surface parking lot is consistent with the prevailing land use, building, and structure patterns in the Parking Subdistrict Y, in which the proposed parking lot is located, and which encompasses several blocks of the zoning district along the eastern and southern edges surrounding the subject property. This district’s edge is characterized by large expanses of surface parking lots with few buildings to break them up. However, such a low-density form and configuration around predominantly auto-centric uses mean there are few areas for businesses, residents, patrons, workers, and buildings that foster interesting spaces people want to be in, mixed uses to sustain 24-hour activity, and to create a critical mass of activity to draw pedestrians. There are some potential challenges to certain forms of development due to the highway Right-of-Way; nevertheless staff finds that the programmatic configuration and function could be improved upon to better activate and enhance the downtown streetscape in spite of the surrounding auto-oriented community character by adding additional landscaping and design elements that increase the street-edge buffer, by breaking up the large continuous surface parking lot with landscaped internal buffers, by adding trees throughout and heat-reflective paving to cool the area for pedestrians walking by, and adding options for multi-modal transportation, all of which would create an auto-oriented use that is designed to activate and enhance the downtown streetscape.

- (b) **Placement.** The proposed siting, setbacks, and orientation is designed to maximize multi-modal mobility that emphasizes pedestrian safety, participation, circulation, and connectivity.

The proposal is designed to maximize vehicular mobility and does little to foster multi-modal transportation for non-vehicular users, such as pedestrians and bike-riders. Without infrastructure to support other forms of transportation, non-vehicular users will struggle to use this site. To improve the multi-modal mobility of the space, the site could incorporate multi-modal forms of infrastructure, such as bike-racks adjacent to the street and sidewalk. Additionally, maintaining the existing street-edge buffer and breaking up the parking lot with landscaped buffers throughout the lot could enhance pedestrian safety by slowing vehicle access to, from, and throughout the lot.

- (c) **Integration.** The proposal is designed to provide seamless transitions and connections, promoting interconnectivity between adjoining and abutting land uses to avoid disharmonious development patterns.

The proposal is currently designed to be integrated into the existing built environment, which include the casino parking garage and lot and Interstate 71. However, the proposal could improve upon multi-modal transition and connection points.

- (d) **Accessibility.** The proposal is designed to promote public and private interactions and accessibility through multi-modal connections to existing or planned street grids or pedestrian-oriented pathways.

The proposed commercial surface parking lot is not designed to promote public and private interactions and accessibility through multi-modal connections to the existing street grid because the sole use of the site is for auto-oriented modes of transportation. The design could be improved to provide for additional modes of transportation, such as including bike racks.

- (e) **Stormwater Management (REVISED).** The proposal is designed to address and minimize potential adverse effects relating to off-site stormwater runoff owing to any relative increase in impervious surface area or decrease in vegetative land cover related to the proposed development.

The existing site has one existing building in the center of the site surrounded by parking around the edges of the site. The proposed parking lot drawings propose an on-site detention system where the existing building stands, which will be reviewed by the appropriate staff through the permitting process. DCPE staff consulted with staff of the Departments of Stormwater Management and Utility, the Department of Transportation and Engineering, and the Metropolitan Sewer District to determine the adequacy of existing the stormwater detention regulations, which the proposed detention system is designed to meet. The proposed infrastructure should handle stormwater runoff from the proposed lot to be carried to the City's stormwater treatment facility. However, with large rain events increasing in frequency in recent years, large amounts of impermeable materials can still lead to an overwhelming amount of water entering the combined sewer contributing to combined sewer overflows and increasing the delivery of pollutants from these surfaces into the environment and ultimately the Ohio river watershed due to the speed of the water.

The proposed underground detention should adequately contain and carry stormwater into the combined sewer system. However, anything that slows down the water is a big benefit to help prevent combined sewer overflow. Therefore, the staff condition to break up the large expanse of impermeable asphalt with strips of permeable landscaped buffers could help slow down stormwater. If the site is suitable for natural stormwater management through the percolation and infiltration of stormwater, staff recommend the installation and continued maintenance of a permeable paver system to further slowdown the stormwater. If one or both of these conditions are adopted, the proposed parking lot could decrease the parking lot's potential burden the sewer system.

- (f) **Zoning.** The proposal conforms to the underlying zone district regulations and is in harmony with the general purposes and intent of the zoning code.

The underlying zoning is Downtown Development (DD). The subject property is located in the DD Parking Subdistrict Y. Accessory Surface Parking and Public Surface Parking are permitted uses in Parking Subdistrict Y. The proposed parking lot is classified as Public Surface Parking, as the primary use will be for paid parking on the entire site. The proposed parking lot is compliant with the DD regulations for Lot and Structure Design, 1411-31. The subject property is also located

in a downtown development use subdistrict section 1411-03(c), "Subdistrict C-Downtown Support," which permits commercial, public, and semi-public uses essential for the livelihood of businesses and neighborhoods and approving this parking lot aligns with this purpose.

- (g) **Guidelines.** The proposal conforms to any guidelines adopted or approved by Council for the district in which the proposed work is located.

N/A.

- (h) **Plans.** The proposal conforms to a comprehensive plan, any applicable urban design or other plan officially adopted by Council, and any applicable community plan approved by the City Planning Commission.

The proposal as submitted is inconsistent with the goals of the Cincinnati 2000 Plan that states that "pedestrian movement must be preserved" and "measures must be taken to ensure access to and improve mobility within the CBD and takes care to prevent parking needs and street traffic from destroying the ambience of the downtown (p. 5)." The Plan also calls for areas of opportunity to "increase in the downtown living with emphasis on attractive and distinctive residential neighborhoods," and for "the increased use of trees, sidewalk pavement treatments, lighting and street fixtures to make the downtown area more attractive and interesting (p. 1)." The proposed parking lot provides very well for vehicular mobility, but could improve upon non-vehicular mobility, such as for cyclists. The approval of the parking lot with DCPE staff recommendations to increase landscaping and buffering to break up the visual expanse of a large surface lot into smaller delineated parking areas would address the Cincinnati 2000 Plan's goal to make the downtown area more attractive and interesting.

The proposed parking lot is inconsistent with Goal Two of the Live Initiative Area of Plan Cincinnati (2012) to "Create a more livable community" and the strategy to "become more walkable" (p. 157) and inconsistent with Goal One of the Sustain Initiative Area to "Become a healthier Cincinnati," and the Strategy to "Create a healthy environment and reduce energy consumption," and the Action Steps to "improve air quality," and "improve water quality" (p. 182). It is also inconsistent with Goal One of the Connect Initiative Area to "develop an efficient multi-modal transportation system that supports neighborhood vitality," and the Strategy to "expand options for non-automotive travel."

Similarly, the proposed parking lot is inconsistent with the 2023 Green Cincinnati Plan in several Focus Areas, including the Mobility Focus Area Goal to "build a policy framework that supports the creation of connected communities," with the Priority Action to "embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots (p. 120-121)," and with the Goal to "increase the use of zero-emission vehicles in the City to 25% by 2030," with the Priority Action to "Develop policies to ensure that vehicle charging infrastructure is available to all residents including those in multi-family buildings and in homes without driveways (p. 117)." It is also inconsistent with the Natural Environment Focus Area Goals to "improve air quality so that Air Quality Index "Healthy Days" are increased by 30% by 2028" (p.128), and "increase use of green infrastructure to mitigate the effects of stormwater, sewer overflows, overland flooding, and contaminated stormwater in waterways" (p. 133). Finally, it is consistent with the Resilience and Climate Adaptation Focus Area Strategy to "reduce extreme heat, overland flooding, landslides, and water-pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods," and the Priority Action to "Use heat reflective materials when appropriate

(roads, parking surfaces, roofs, etc.)” (p. 141).

This proposal would expand a large site of inactive, auto-centric use with no proposed infrastructure to support multi-modal transportation. The dark impermeable surfacing will contribute to the Urban Heat Island by increasing the surrounding temperatures and will release pollutants into the air and watershed. If the landscaping and design conditions are required, these adverse impacts to public health and environmental impacts could be mitigated leading to a cooler, healthier, and more inviting space for downtown residents and patrons.

(i) **Proposed Zoning Amendments.** The proposed work is consistent with any proposed amendment to the zoning code then under consideration by the City Planning Commission or Council.

The text amendments proposed by Councilmember Jeffreys on September 1, 2022 would prohibit the creation of new surface parking lots entirely in the Downtown Development zoning district. DCPE staff conducted a year-long study which included research and analysis of surface parking as it relates to public interest, peer-city and best-practice research, and community engagement. DCPE staff are proposing zoning text amendments based on study findings which will be brought forward at a future City Planning Commission meeting for consideration.

Findings from the zoning study show that there is an oversupply of parking with an estimated 81% utilization rate or around 7,500 unused parking spaces. The land area taken up by surface parking is approximately 71.47 acres or 13% of the DD zoning district and the land area taken up by existing buildings is approximately 185 acres or 32% of the DD zoning district. This means that surface parking takes up around 40% of the land area that is taken up by buildings in the DD zoning district. Most of these surface parking lots have been established for decades with only 13 buildings built in the DD zoning district since 1996, and a net building gain of 3 buildings as 8 buildings were also demolished. Once a parking lot is created, it becomes a generational loss for development and vibrancy in the city center. By limiting future parking infrastructure to only structured parking, prospective new uses within the urban core would be reserved for more dynamic land uses, while allowing legal non-confirming uses to be preserved and continued.

Surface parking is an inefficient use for our densest commercial uses and cultural center of the city and is a poor contributor to the social, environmental, and fiscal elements of our downtown. Peer cities that restricted surface parking have seen that development continues despite enacting prohibitions on the establishment of new surface parking lots and have observed one city that allowed interim surface parking lots in areas of their downtown recently saw temporary parking become a permanent surface parking.

DCPE staff reviewed seven peer city codes to understand how Cincinnati’s downtown surface parking regulations compare to other similar cities—Pittsburgh, Cleveland, Lexington, Indianapolis, Louisville, Columbus, and Toledo—and talked with planning and zoning staff from Pittsburgh, Cleveland, Indianapolis, Lexington, and Louisville. DCPE staff found most cities regulate their downtown surface parking differently, several ban commercial parking or limit the size, many require more robust landscaping and buffering requirements, some require bike parking, and a few have design review. Compared to these peer cities, Cincinnati has some of the lowest standards for parking lot landscaping and design. We also heard a strong desire from a public engagement meeting survey to require more interior trees and landscaping, maintain high quality fencing requirements, and to limit the size of surface parking.

DCPE staff also conducted a public impact analysis on the pedestrian and environmental impacts of surface parking lots. Large expanses of surface lots create dead zones for pedestrian and business activity, especially when there are few landscaping and design elements to break up the size of large parking lots. Additionally, a report by the City's Office of Environment and Sustainability (OES) identified four negative environmental impacts of surface parking lots-- increased stormwater runoff, urban heat island effect, lower air quality, and enabling an automobile-oriented lifestyle choice (Exhibit D). Stormwater runoff is created when impermeable materials of surface parking lots prevent water from permeating into the soil and contribute to a higher burden on our sewer system, increase flooding and soil erosion, and carry pollutants into the Ohio river watershed. Urban Heat Island Effect is created when the high-contrast asphalt surfaces of parking lots create hotter surfaces and air temperatures. This creates hotter temperatures in cities with larger amounts of asphalt than surrounding areas, Cincinnati's urban heat island effect was quantified in the 2021 Climate Equity Indicators Report which showed the highest temperatures in areas with low tree canopy and a high percentage of impermeable surfaces, which is expected to increase in future years. The DD zoning district heat maps show hotter temperatures than other parts of the city. Air quality is impacted when asphalt is exposed to extreme heat and radiation and breaks down and releases aerosols. These aerosols contribute to pollutants that create unhealthy air quality and are hazardous to human health. These pollutants are comparable to vehicle emission levels. Emissions from transportation now account for 30% of greenhouse gas pollution, driven by single-passenger vehicles. Parking availability has been shown to influence transportation decisions and increase car-ownership, driving frequency, and decrease in public transit use.

To mitigate some of these negative pedestrian and environmental impacts, DCPE staff will be recommending to increase the required trees from one tree per ten parking spaces up to one tree for every four parking spaces, breaking up parking lots that are larger than 0.25 acres into smaller parking areas with 15 foot planted landscape buffers, and to use heat reflective materials or permeable pavers. These requirements could have a cooling effect on the neighborhood, decrease the amount of stormwater runoff, improve air quality by reducing the breakdown of asphalt into harmful aerosols, and increase the aesthetic appeal while also providing shade for pedestrians. The tree requirement and delineation through internal buffer standards comes from Cincinnati's existing Form-Based Code requirements for parking lots. Permeable pavers are already being used in some parking lots downtown and OES is piloting the application of heat reflective materials at the LeBlond Recreation Center in the East End neighborhood.

The remaining requirements that are being proposed are to increase the buffer at the street edge from three feet to five feet, requiring bike parking spaces at a rate of one bike space per 20 car spaces, and lastly to require 2% of parking spaces must have EV chargers (1 out of 50 spaces) with 5% of parking spaces being EV charger ready, including the installed chargers. The street edge buffer increase is consistent with what peer cities are doing and would maintain an urban setback while providing a more comfortable pedestrian experience on a city block. The EV charging requirement is consistent with recent reports on standards being passed by other cities and would be building on a 2017 ordinance that requires parking garages that have city funding to provide 1% of parking spaces with a total of 5% EV charger ready spaces. This EV charger requirement could contribute to achieving the City's electrification goals in the 2023 Green Cincinnati Plan and could provide a desired amenity for EV charging that will also contribute to a reduction in greenhouse gases.

In summary, the proposed new commercial parking lot is inconsistent with the proposed zoning code text amendments DCPE staff will be proposing. The staff conditions are consistent with the landscaping and buffering study recommendations outlined above.

- (j) **Adverse Effects.** Whether the proposal is likely to impose any adverse effect on the access to the property by fire, police, or other public services; traffic conditions; or the development, usefulness or value of neighboring land and buildings.

The proposed commercial parking lot is not likely to impose any adverse effect on the access to the property by fire, police, other public services, or to traffic conditions and will be reviewed by the applicable City Departments through the permitting process. The proposal will have adverse affects to traffic conditions by maintaining and increasing infrastructure for additional car usage downtown and will add to the already large amount of dark, impermeable surfacing downtown. This will increase the stormwater generated from impervious surfaces and which could lead to combined sewer overflows and may ultimately entering our local watersheds. The increase in high-contrast asphalt surfaces can increase the urban heat island by absorbing heat and radiating, creating hotter surfaces and air temperatures, especially for neighboring land and buildings, and in an area of downtown that already has the highest concentration of surface parking that has been shown to be one of the hottest areas throughout the day (Exhibit E). These adverse effects could be mitigated with additional trees and landscaping throughout the parking lot that would break up the parking lot with cooler, permeable divisions, while also increasing its aesthetic appeal by screen vehicles and attracting users to a more pleasant space.

DCPE's analysis next addresses CPC's review standards under CZC Section 1431-17. DCPE's findings are as follows:

- (a) **Proposed Work Permitted by Current and Proposed Zoning.** The proposed work is permitted or conditionally permitted in the base district, conforms to all standards and performance criteria of the Cincinnati Zoning Code and does not conflict with any proposed amendment to the Cincinnati Zoning Code then under consideration by the City Planning Commission or Council.

As demonstrated in the Application Review Guidelines paragraph f of the public interest standards, the proposed parking lot is compliant with the existing zoning standards for Lot and Structure Design, 1411-31. However, paragraph i of the public interest standards demonstrates that the proposal is inconsistent with DCPE's proposed zoning text amendments to provide one tree for every four parking spaces, a five-foot plant buffer along the street edge, parking areas are broken into smaller parking areas with planted landscape areas that are 15 feet minimum depth, provide one bike parking space for every 20 car spaces, include minimum of two percent of automobile parking spaces with EV Chargers and a total of five percent of automobile parking spaces made to be EV Charger ready, and incorporate the use of either heat reflective materials on the pavement of the surface parking lot or the installation of permeable pavers throughout the entirety of the parking area.

- (b) **Proposed Work Compatibility.** The proposed work is compatible with the predominant or prevailing land use, building and structure patterns in the surrounding neighborhood and community.

As demonstrated in the Application Review Guidelines paragraphs a, b, c, and d of the public interest standards, the proposed work is compatible with the predominant built environment characteristics of the surrounding area of large expanses of surface parking and transportation infrastructure. However, conditions for increased landscaping and design features of the proposal should be added to improve the compatibility with the surrounding neighborhood and community.

- (c) **No Detrimental Effect to the Public.** The proposed work is not detrimental to the public peace, health, safety or general welfare.

As demonstrated in the Application Review Guidelines paragraph j of the public interest standards, studies analyzing the environmental effect of surface parking lots have found that they tend to increase temperatures, lower air quality, and aggravate stormwater runoff. Such negative impacts could be mitigated somewhat through improved design standards requiring increased vegetation, permeable pavers, or heat use of technological innovations to deflect or absorb sunlight, such as CoolSeal which is a heat reflective coating that can decrease typical asphalt surface temperatures by up to 10-20°F.

- (d) **No Adverse Effect on Adjoining Properties.** The proposed work has no adverse effect on the access to the property for fire and police protection and adequate public facilities and services, access to light and air from adjoining properties, traffic conditions, transportation requirements and facilities or development and use of adjacent land, structures and buildings.

As demonstrated in the Application Review Guidelines paragraph j of the public interest standards, the proposed parking lot would not have adverse effects on access to public services. However, conditions for providing multi-modal infrastructure could enhance pedestrian safety.

CONSISTENCY WITH PLANS:

Plan Cincinnati (2012)

The proposed parking lot is inconsistent with Goal Two of the Live Initiative Area of Plan Cincinnati to “Create a more livable community” and the strategy to “become more walkable” (p. 157) and with Goal One of the Sustain Initiative Area to “Become a healthier Cincinnati,” the Strategy to “Create a healthy environment and reduce energy consumption,” and the Action Steps to “improve air quality,” and “improve water quality” (p. 182). It is also inconsistent with Goal One of the Connect Initiative Area to “develop an efficient multi-modal transportation system that supports neighborhood vitality,” and the Strategy to “expand options for non-automotive travel.” This proposal would expand a large inactive, auto-centric use with no proposed infrastructure to support multi-modal transportation. The dark impermeable surfacing will contribute to the Urban Heat Island by increasing the surrounding temperatures and will release pollutants into the air and watershed. If the landscaping and design conditions are required, these adverse impacts to public health and environmental impacts could be mitigated leading to a cooler, healthier, and more inviting space for downtown residents and patrons.

Green Cincinnati Plan (2023)

For similar reasons, the proposed parking lot is inconsistent with the 2023 Green Cincinnati Plan in several Focus Areas, including the Mobility Focus Area Goal to “build a policy framework that supports the creation of connected communities,” with the Priority Action to “embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots” (p. 120-121), and with the Goal to “increase the use of zero-emission vehicles in the City to 25% by 2030,” with the Priority Action to “Develop policies to ensure that vehicle charging infrastructure is available to all residents including those in multi-family buildings and in homes without

driveways” (p. 117). It is also consistent with the Natural Environment Focus Area Goals to “improve air quality so that Air Quality Index “Healthy Days” are increased by 30% by 2028” (p.128), and “increase use of green infrastructure to mitigate the effects of stormwater, sewer overflows, overland flooding, and contaminated stormwater in waterways” (p. 133). Finally, it is consistent with the Resilience and Climate Adaptation Focus Area Strategy to “reduce extreme heat, overland flooding, landslides, and water-pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods,” and the Priority Action to “Use heat reflective materials when appropriate (roads, parking surfaces, roofs, etc.)” (p. 141).

Cincinnati 2000 Plan (1986)

The proposal as submitted is inconsistent with the goals of the Cincinnati 2000 Plan that states that “pedestrian movement must be preserved” and “measures must be taken to ensure access to and improve mobility within the CBD and takes care to prevent parking needs and street traffic from destroying the ambience of the downtown” (p. 5). The Plan also calls for areas of opportunity to “increase in the downtown living with emphasis on attractive and distinctive residential neighborhoods,” and for “the increased use of trees, sidewalk pavement treatments, lighting and street fixtures to make the downtown area more attractive and interesting” (p. 1). The proposed parking lot provides very well for vehicular mobility, but does not improve non-vehicular mobility, such as for bikes. The approval of the parking lot with DCPE staff recommendations to increase landscaping and buffering to break up the visual expanse of a large surface lot into smaller delineated parking areas would help mitigate some of the negative impacts to the ambience of the downtown. With the additional conditions, the proposal could achieve some of these plan goals until a higher and better contributing use could be established.

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 staff findings as outlined on pages 1-9 of this report; and
- 2) **CONDITIONALLY APPROVE** the permit application, as shown in Exhibit C attached hereto and incorporated herein by reference for a new commercial surface parking lot located at 1005 Gilbert Avenue in the Central Business District and within the boundary of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development District” subject to the following conditions:
 - a. The applicant shall revise its development plan to provide one tree, two inches or more in caliper, for every four parking spaces within landscaped buffers.
 - b. The applicant shall maintain the existing landscape buffer along Gilbert Avenue and extend it along Court Street to create a minimum five-foot continuous landscape plant buffer, excluding curb cuts necessary for site access, running along the existing boundary adjacent to the Gilbert Avenue and Court Street public rights-of-way.
 - c. The applicant shall revise its development plan so that the parking areas are broken into smaller parking areas with planted landscape areas (15 feet min. depth), as generally depicted on Exhibit F.
 - d. The applicant shall revise its development plan to provide bicycle parking at the ratio of one bike parking space per 20 automobile parking spaces.

- e. The applicant shall revise its development plan to include a minimum of two percent of automobile parking spaces with EV Chargers and a total of five percent of automobile parking spaces made to be EV Charger ready. The installed EV Chargers will count towards the five percent total EV Charger ready requirement. Chargers must be Type 2 or Type 3.
- f. The applicant shall revise its development plan to incorporate the use of either heat reflective materials on the pavement of the surface parking lot or the installation of permeable pavers throughout the entirety of the parking area.
- g. The applicant shall submit the revised plans consistent with this decision to be reviewed and approved by the Department of City Planning and Engagement.

Respectfully submitted:



Maria Dienger, City Planner
Department of City Planning and Engagement

Approved:



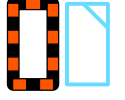
Katherine Keough-Jurs, FAICP, Director
Department of City Planning and Engagement

IDC No. 88 Review of Proposed Parking Lot at 1005 Gilbert Ave in the Central Business District

Exhibit A

Subject Property

IDC No. 88 Boundary



PD

DD

**Subject Property:
1005 Gilbert Avenue**

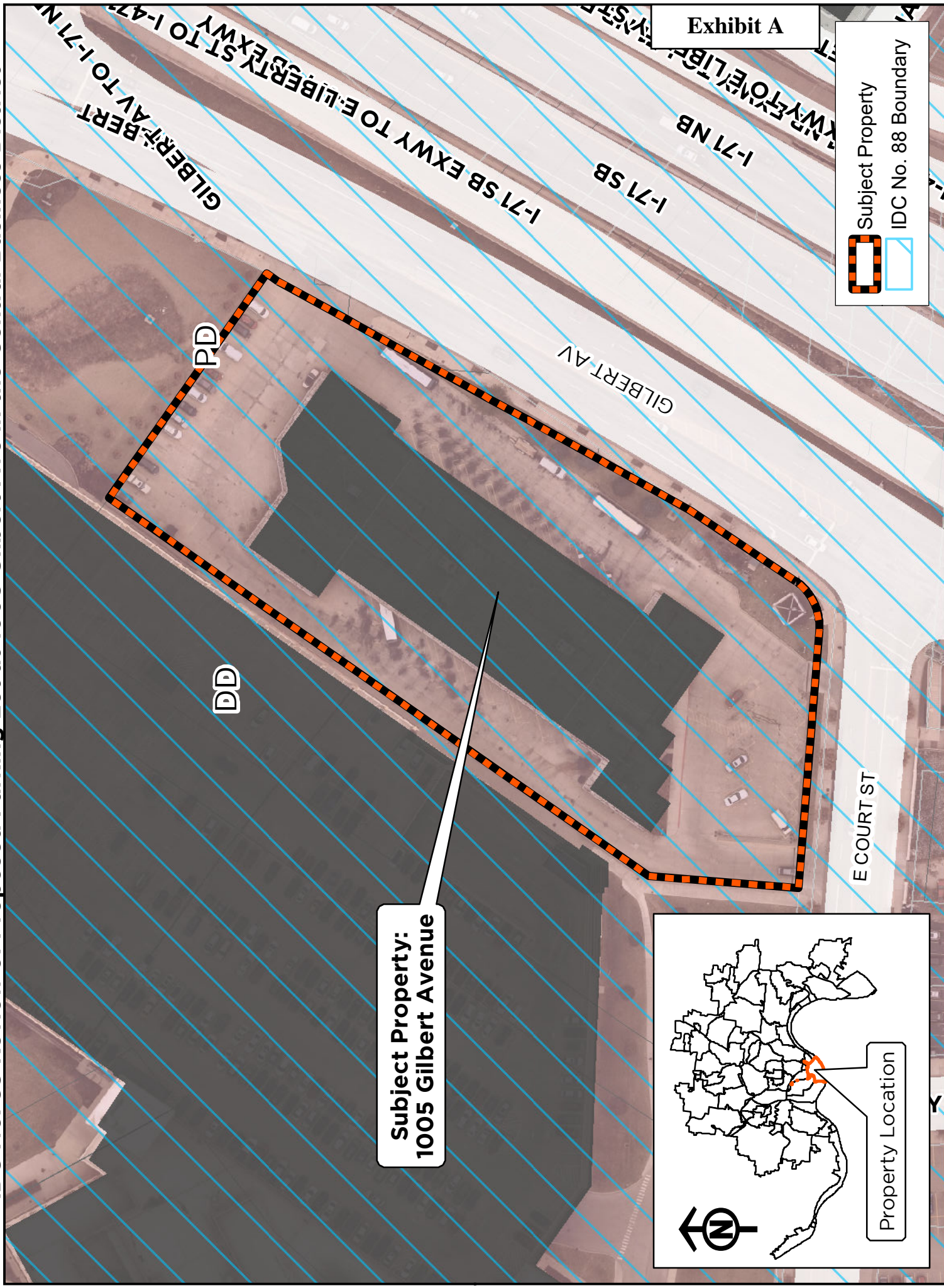
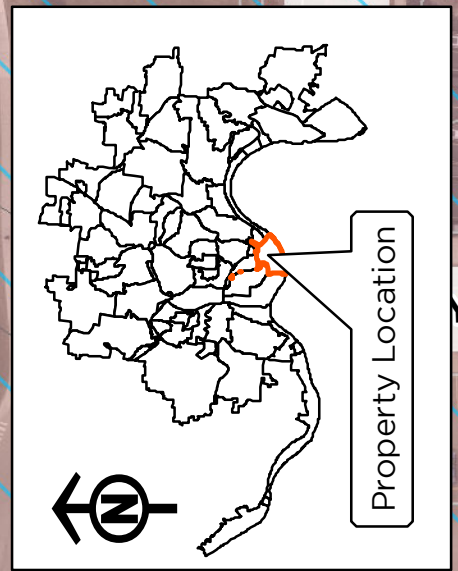


EXHIBIT B

**Regulations and Application Review Guidelines for
Interim Development Control Overlay District No. 88,
“Surface Parking in the Downtown Development Zoning District,” and
Designation of Administrative Reviewer**

Section I. Applications Subject to Review:

The following applications shall be reviewed by the City Planning Commission during the pendency of Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development Zoning District”:

(a) Building permits for:

- i. new construction of surface parking facilities;
- ii. alteration, modification, or expansion of surface parking facilities;
- iii. changes in use to a surface parking facility use; and
- iv. site improvements associated with surface parking facilities.

(b) Certificates of compliance for:

- i. new construction of surface parking facilities;
- ii. alteration, modification, or expansion of surface parking facilities;
- iii. changes in use to a surface parking facility use; and
- iv. site improvements associated with surface parking facilities.

(c) Certificates of appropriateness for:

- i. new construction of surface parking facilities;
- ii. alteration, modification, or expansion of surface parking facilities;
- iii. changes in use to a surface parking facility use; and
- iv. site improvements associated with surface parking facilities.

Notwithstanding the foregoing subsections (a), (b), and (c), applications for building permits, certificates of compliance, and certificates of appropriateness to make the following alterations, modifications, or improvements to existing surface parking facilities shall not be subject to review by the City Planning Commission:

- i. Resurfacing that does not increase or expand the existing surface area;
- ii. Restriping;
- iii. New lighting;
- iv. New fencing; and
- v. New landscaping.

Section II. Designated Administrative Reviewer:

Council designates the Department of City Planning and Engagement as the staff reviewing authority for Interim Development Control Overlay District No. 88, “Surface Parking in the Downtown Development Zoning District.”

Section III. Application Review Guidelines:

In addition to any other necessary reviews and approvals as required by the Cincinnati Municipal Code and any other applicable laws, any application subject to review in Section I above shall be reviewed by the City Planning Commission to determine whether the application conforms to all applicable laws, ordinances, and regulations and is in the public interest.

In determining whether the application is in the public interest, the City Planning Commission shall consider those factors listed below that are relevant to the application. The application’s failure to conform to any single factor is not necessarily a sufficient basis for denial.

- a) *Community Character.* The proposal has a density, scale, size, location, programmatic configuration or function, and use that is compatible with, and designed to activate and enhance, the downtown streetscape.
- b) *Placement.* The proposed siting, setbacks, and orientation is designed to maximize multi-modal mobility that emphasizes pedestrian safety, participation, circulation, and connectivity.
- c) *Integration.* The proposal is designed to provide seamless transitions and connections, promoting interconnectivity between adjoining and abutting land uses to avoid disharmonious development patterns.
- d) *Accessibility.* The proposal is designed to promote public and private interactions and accessibility through multi-modal connections to existing or planned street grids or pedestrian-oriented pathways.
- e) *Stormwater Management.* The proposal is designed to address and minimize potential adverse effects relating to off-site stormwater runoff owing to any relative increase in impervious surface area or decrease in vegetative land cover related to the proposed development.
- f) *Zoning.* The proposal conforms to the underlying zone district regulations and is in harmony with the general purposes and intent of the zoning code.
- g) *Guidelines.* The proposal conforms to any guidelines adopted or approved by Council for the district in which the proposed work is located.

- h) *Plans.* The proposal conforms to a comprehensive plan, any applicable urban design or other plan officially adopted by Council, and any applicable community plan approved by the City Planning Commission.
- i) *Proposed Zoning Amendments.* The proposal is consistent with any proposed amendment to the zoning code then under consideration by the City Planning Commission or Council.
- j) *Adverse Effects.* Whether the proposal is likely to impose any adverse effect on the access to the property by fire, police, or other public services; traffic conditions; or the development, usefulness or value of neighboring land and buildings.



BUILDING PERMIT APPLICATION

For Office Use Only <input type="checkbox"/> Digital <input type="checkbox"/>	Building Permit No: _____
-------------------------------------------------------------------------------	---------------------------

Part A - Identification

Project Address 1005 Gilbert Avenue, Cincinnati, OH 45202		Tenant/Floor/Suite/Unit/Lot _____
Owner Information as Listed with HC Auditor	Contractor Information (REQUIRED)	Cont. Reg#/Exp. Date
Name CP 1005 GILBERT AVENUE LLC	Name TBD	
Address 250 W Court St, Cincinnati, OH 45202	Address _____	
Contact Phone _____	Contact Phone _____	
Primary Contact on Project (REQUIRED)		
Name Matthew Wispe	Contact Phone 513-576-1000	Contact Fax _____
Address 602 Lila Avenue, Milford, OH 45150	Email Address mwispe@vioxinc.com	

Part B - Primary Use of the Main Building on Property (Select from the following Uses only) (See Use Guide for Details)

Current Use	Use Group	# Dwell Units	ASSEMBLY	BUSINESS	EDUCATION	FACTORY
Vacant			A-1 A-2 A-3 A-4 A-5	B	E	F-1 F-2
Proposed Use			H-1 H-2 H-3 H-4 H-5	INSTITUTIONAL		MERCANTILE
Vacant			RESIDENTIAL	STORAGE	UTILITY	VACANT LAND
			123 Fam R-1 R-2 R-3 R-4	S-1 S-2	U	VAC

Part C - Description or Scope of Work & Costs:

Describe the proposed work in detail: Construction of a new parking lot, including an underground storm water detention system. Building Demolition under separate permit.				Fair Market Value of Labor & Materials for this Application (Do not include cost of electrical or any work covered by a separate application) \$ _____			
Building	New Building <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Repair <input type="checkbox"/> Deck/Porch <input type="checkbox"/> Fence <input type="checkbox"/> Tent <input type="checkbox"/> Certificate of Occupancy/Use <input type="checkbox"/>	Square Footage of the building or area of work? _____	Is it a Change of Use? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Is it a Historic Bldg? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> If Temporary Structure Start Date _____ End Date _____				
	Fire Protection Alarm <input type="checkbox"/> Sprinkler/Suppression <input type="checkbox"/>		New <input type="checkbox"/> Modify Existing <input type="checkbox"/>	Square Footage of work area? _____	Associated Building Permit# _____		
	Excavation Fill		Quantity of Excavation 400 C.Y. Disposal Site Miamitown Fill, 8073 Furlong Dr, Cleves, OH 451	Quantity of Fill 0 C.Y. Borrow Site _____			
Retaining Wall	Length _____ Avg Height _____ Max Height _____	Sign	Type of Illumination? _____	Ground Sign Yes <input type="checkbox"/> No <input type="checkbox"/>	Does copy pertain to business conducted on property? Yes <input type="checkbox"/> No <input type="checkbox"/>		
Wrecking	Length _____ Width _____ # of Stories _____	Depth of Basement _____	Other	Please describe type of permit <h2 style="text-align: center;">Parking Lot</h2>			
Vacant Building Maintenance License <input type="checkbox"/>	Certificate of Inspection <input type="checkbox"/>	Total # of Sheets in one set of drawings (Including Specifications) 14	Is there a Notice of Violation or Adjudication Order? Yes <input type="checkbox"/> No <input type="checkbox"/> Violation Number: _____				

Part D - Authorizations

The owner or agent of this building and the undersigned do hereby certify that the information and statements given on this application, drawings and inspections are true and correct to the best of their knowledge. The undersigned further certifies their authorization to grant consent and does hereby grant consent to the inspection of the described premises at any time when work on those premises is ongoing by employees of the City of Cincinnati.

Applicant's Signature Matthew Wispe Digitally signed by Matthew Wispe DN: cn=Cincinnati, email=mwispe@vioxinc.com, ou="Viox & Viox, Inc.", cn=Matthew Wispe Date: 2023.10.06 09:36:04-07
Date 10-6-2023

FOR OFFICE USE ONLY	Inspector's Notes	Application Exp Date	Permit Exp Date
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SUBJECT: Plan No.: 2023P07909
Request: Commercial
Zoning District: DD

Location: 1005 GILBERT AV
Downtown Development

MATTHEW WISPE
602 LILA AVENUE,
MILFORD, OH 45150

Dear MATTHEW WISPE

I have received and reviewed the subject project for compliance with the Zoning Code of the City of Cincinnati, and it is being delayed for the following reason(s):

This is an adjudication letter. Since the proposed use is a change of use, compliance with the parking lot landscaping requirement (including the 3' landscape strip on the perimeter of the parking lot - all sides) is required and conformance with the exterior lighting limits as per section 1421-39 with 20' maximum height poles and embedded fixtures as noted in that section of the zoning code. Please revise the plans to show conformance or apply for zoning relief with the Law Dept.

The Zoning Code is Title XIV of the Cincinnati Municipal Code. The Municipal Code can be accessed through a link on the City website at <https://www.cincinnati-oh.gov/council/references-resources/municipal-code>.

You may obtain a Zoning Hearing Application Form with instructions on the City website at <http://www.cincinnati-oh.gov/buildings/hearings-appeals/zoning-hearing-examiner/>. If you have any questions with regards to the submission of your Zoning Hearing application and documentation, please contact me.

Please submit your clarifications and/or corrections utilizing the same format as the initial submission.

- * **If submitted via paper, you must submit four (4) sets of revised paper plans, at Buildings and Inspections 805 Central Avenue, Suite 500**
- * **If submitted digitally, you must submit a disc containing the revisions and two (2) sets of revised paper plans, at Buildings and Inspections 805 Central Avenue, Suite 500**
- * **If submitted electronically, you must send an email to ccpbpermitcenter@cincinnati-oh.gov requesting a link to upload revised plans**

I will be happy to assist you with any Zoning questions or concerns you may have. Please call me at (513) 352-2442 with questions or to make an appointment.

Sincerely,

A handwritten signature in black ink that reads "Weston Munzel".

Wes Munzel
Zoning Plans Examiner
(513) 352-2442

***Check the status of your permit via the web by using the following link:**
<http://cagis.hamilton-co.org/opal/apd.aspx?QSPerm=2023P07909>

GILBERT AVENUE PARKING LOT SITE PLAN

CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

SITE DATA

Project: 2019-001
 Total Area of Site: 2.84 ACRES
 Current Use: Bus Station
 Proposed Use: Parking lot
 Existing Impervious Area: 2.38 ACRES
 Proposed Impervious Area: 2.56 ACRES
 Proposed Area: 2.84 ACRES
 Soil Types: U1

PARKING SUMMARY

TOTAL SPACES PROVIDED = 270 SPACES

SITE ZONING DATA

Current Zone: D0 - Downtown Development

FLOOD ZONE DATA

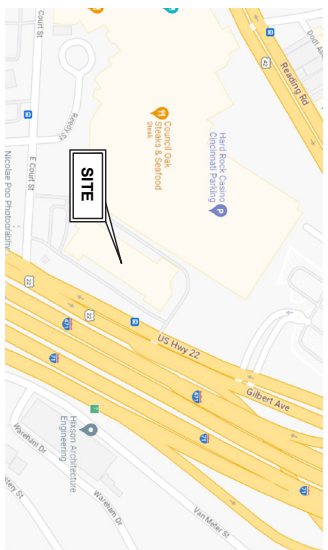
Main Number: 3006022126
 Community Number: 300620
 Flood Hazard Category: 100, 500
 Zone: X
 Panel: 0229E

UTILITY PROVIDERS

Sanitary: Metropolitan Sewer District of Greater Cincinnati (MSD)
 Water: Cincinnati Water Service of Greater Cincinnati (MSD)
 Electric: Duke Energy

ENGINEER

Company: Viox & Viox, Inc.
 Project Engineer: Adam Hester, PE
 Contract No: 19-001
 www.vioxinc.com



VICINITY MAP
SCALE: N.T.S.



Locations of utilities and structures, both surface and subsurface, are shown as they exist. The engineer has not necessarily completed a field investigation. During construction the contractor shall be responsible for the repair or replacement of any utilities and structures shown on the site plan. If damage is incurred, the contractor shall be responsible for the repair or replacement of same to the satisfaction of the engineer or appropriate authority.

RIGHT TO ANY DEVIATION FOR UNDERGROUND UTILITIES:
 CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DEPTH, AND CHARACTERISTICS OF ALL UTILITIES AND STRUCTURES SHOWN ON THE SITE PLAN. ANY DEVIATION FROM THE SHOWN UTILITIES AND STRUCTURES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER AND THE PROPERTY OWNER'S REPRESENTATIVE.

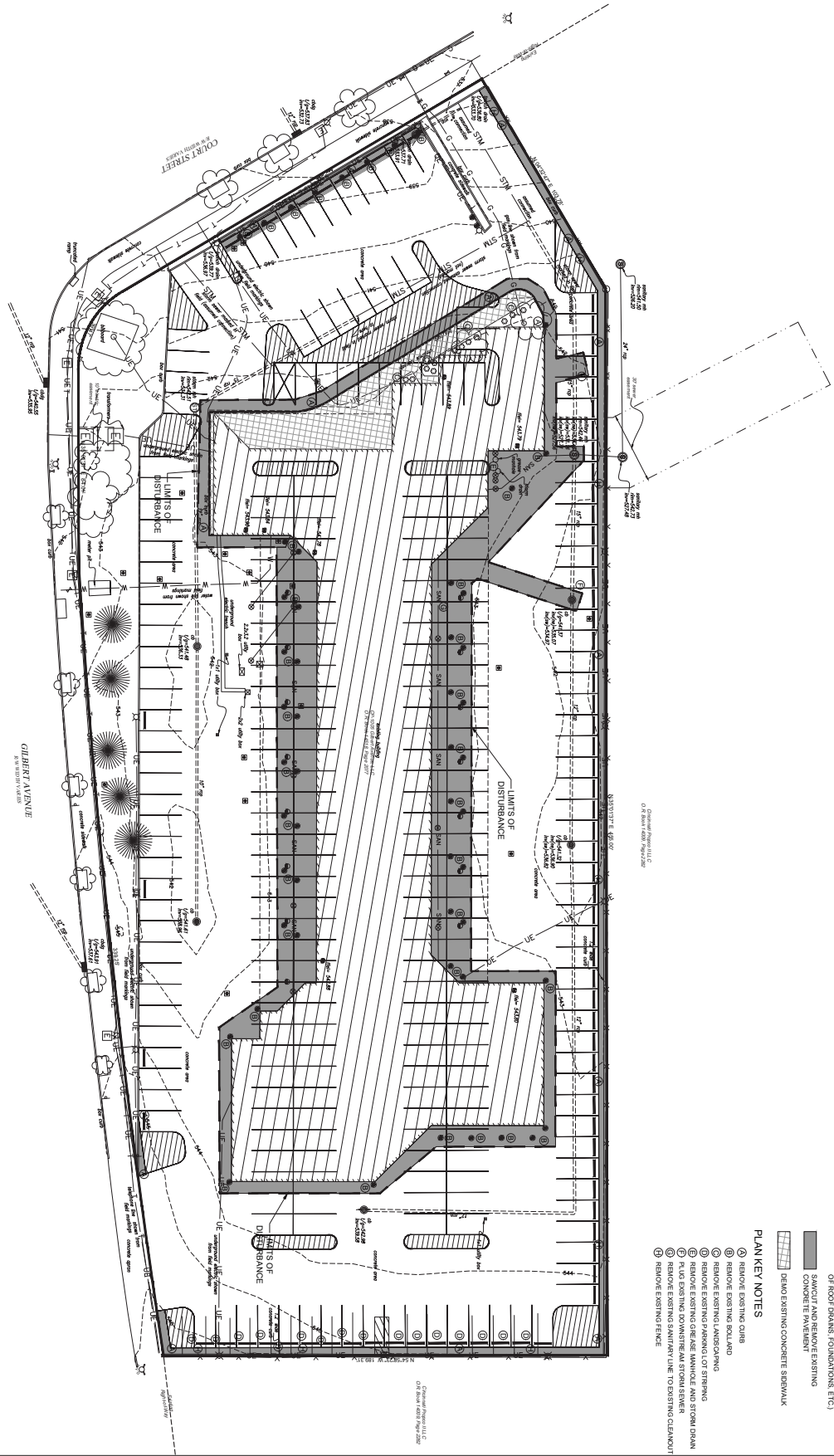
SHEET INDEX	
SHEET NO.	DRAWING TITLE
COVER	COVER
C001	GENERAL NOTES
C100	EXISTING CONDITIONS & DEMO PLAN
C200	LAYOUT PLAN
C300	GRADING PLAN
C400	EROSION CONTROL PLAN
C500	UTILITY PLAN
C600	DETAILS
L100	LANDSCAPE PLAN

**GILBERT AVENUE PARKING LOT
SITE PLAN**
 CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
 COVER

VIOX & VIOX
 Civil Engineers, Surveyors, and Landscape Architects
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 602 Lila Avenue • Milford, Ohio 45150
 Ph Erlanger (859)727-3293 • Ph Milford (513)576-1000
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Item	Revision	Date	By	CHK.

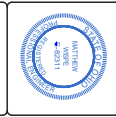


- HATCH TYPES**
- DEMO BUILDING INCLUDING DISCONNECTION OF ALL UTILITIES, REMOVAL OF ROOF DRAINS, FOUNDATIONS, ETC.
 - SAWCUT AND REMOVE EXISTING CONCRETE FINISHES
 - DEMO EXISTING CONCRETE SIDEWALK
- PLAN KEY NOTES**
- 1 REMOVE EXISTING CURB
 - 2 REMOVE EXISTING SOLID
 - 3 REMOVE EXISTING LANDSCAPING
 - 4 REMOVE EXISTING PARKING LOT STRIPING
 - 5 REMOVE EXISTING GRADE MANHOLE AND STORM DRAIN
 - 6 PLUS EXISTING DOWNSTREAM STORM SEWER
 - 7 REMOVE EXISTING SANITARY LINE TO EXISTING CLEANOUT
 - 8 REMOVE EXISTING FENCE

GILBERT AVENUE PARKING LOT SITE PLAN
 CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
EXISTING CONDITIONS & DEMO PLAN

DATE: 08/27/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]

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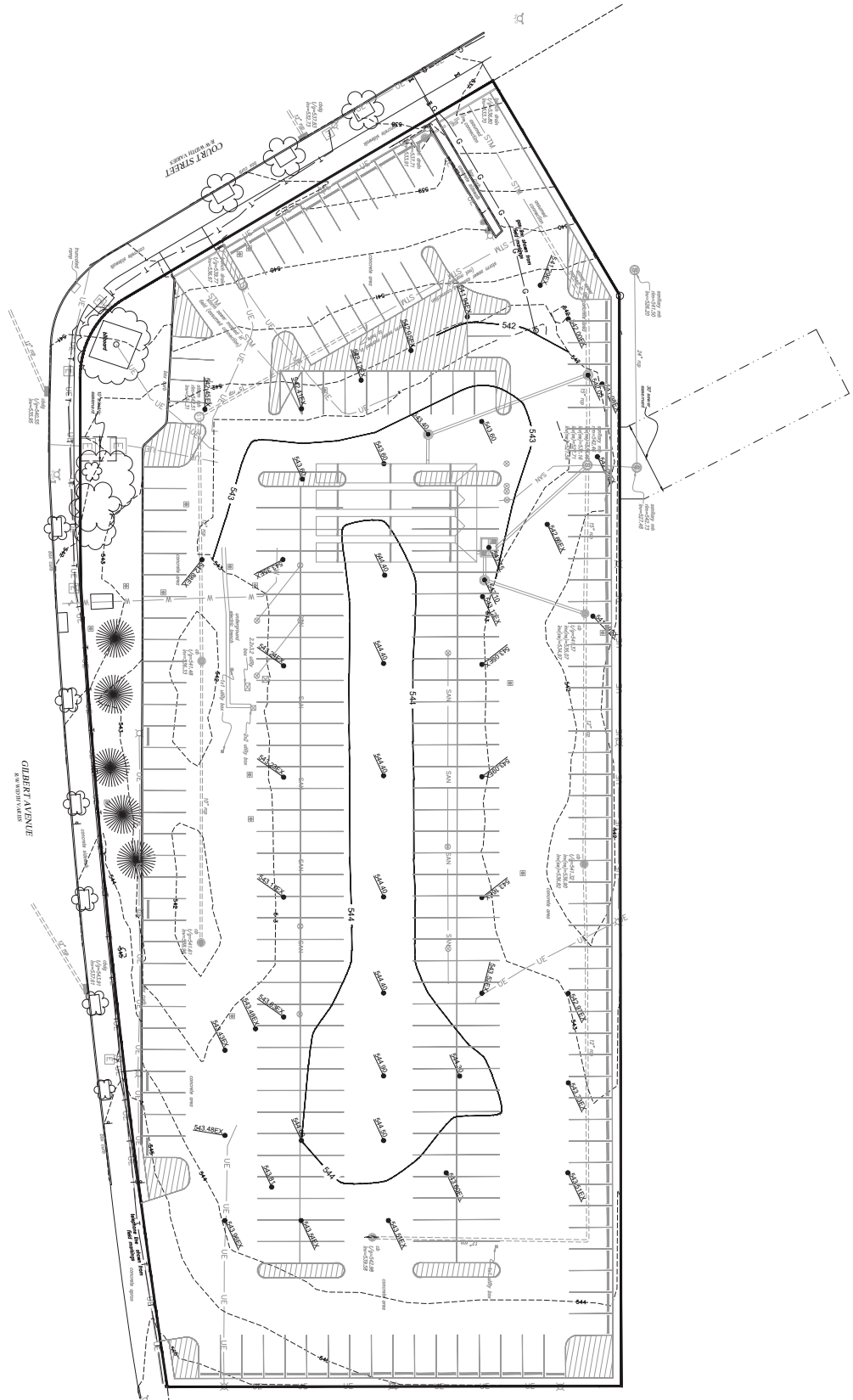
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SCALE: 1" = 20'-0"

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C100



C300

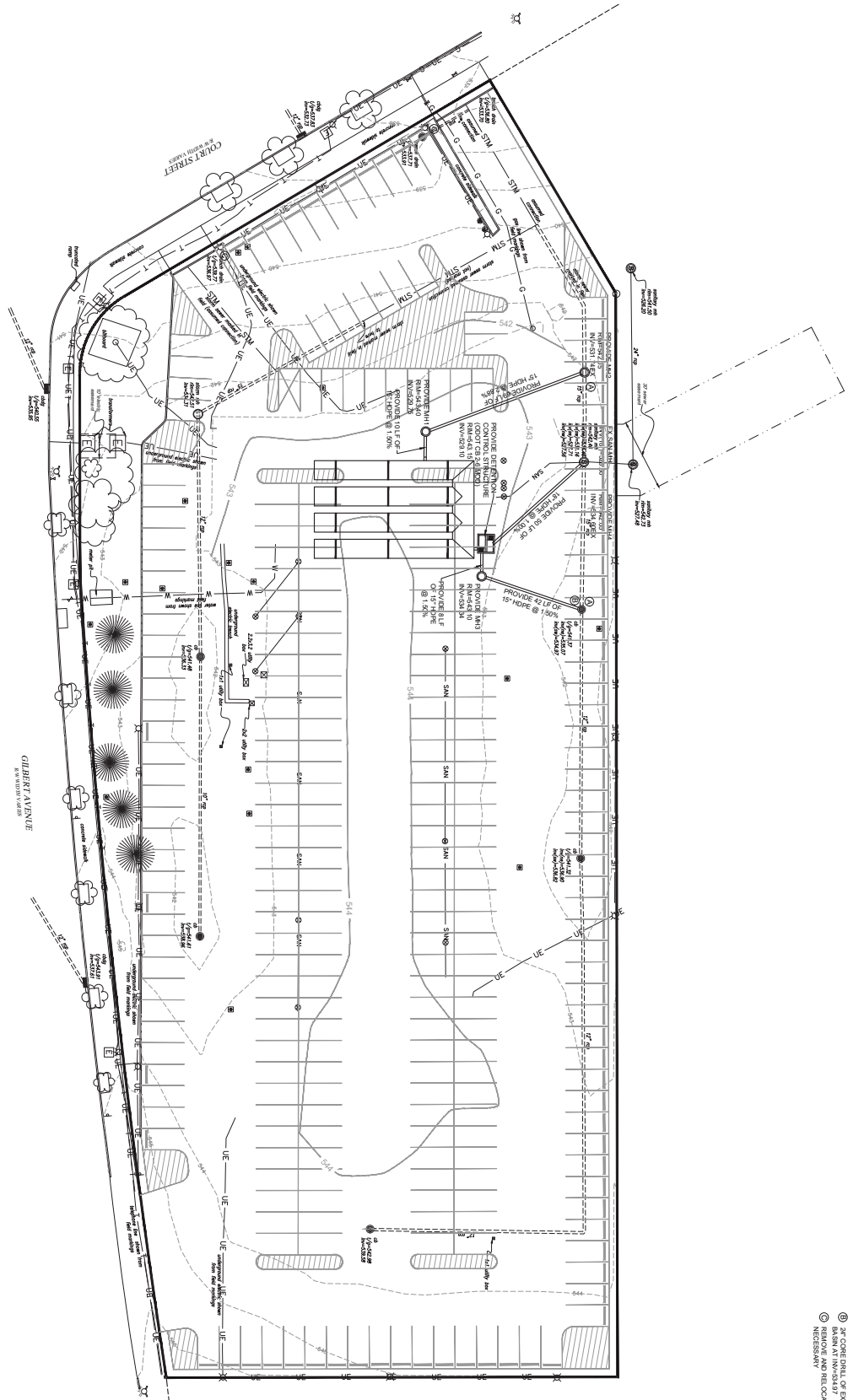
GILBERT AVENUE PARKING LOT SITE PLAN
 CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
 GRADING PLAN

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Item	Revision	Date	By	CHK

Scale: 1" = 20'-0"



- PLAN KEY NOTES**
- ① ALSO EXISTING STORM SEWER
 - ② DOWNSTREAM OF PROPOSED MANHOLE
 - ③ AT DOWN END OF EXISTING CATCH
 - ④ REMOVE AND RELOCATE LIGHT POLE AS NECESSARY

GILBERT AVENUE PARKING LOT SITE PLAN
 CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
UTILITY PLAN

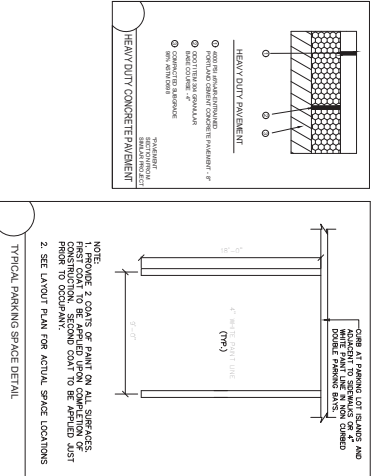
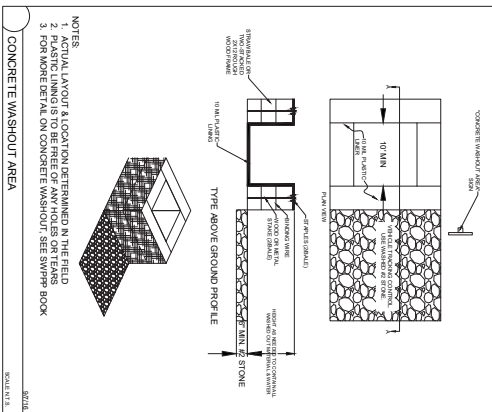
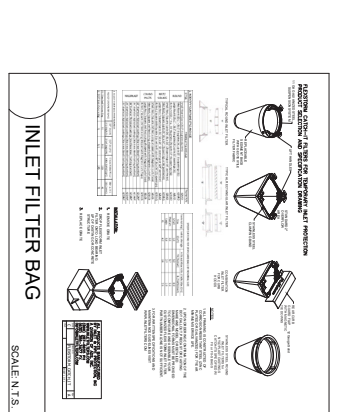
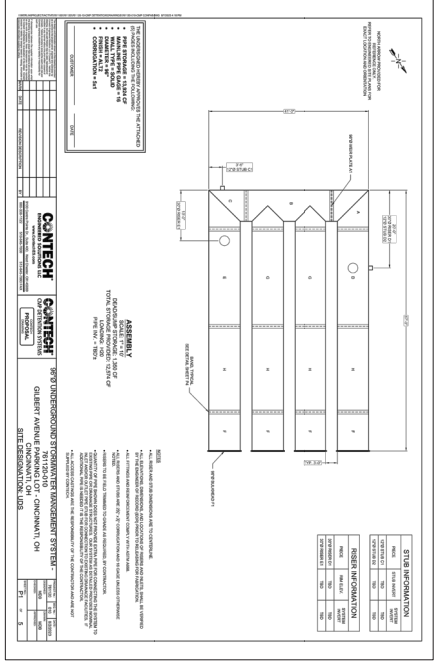
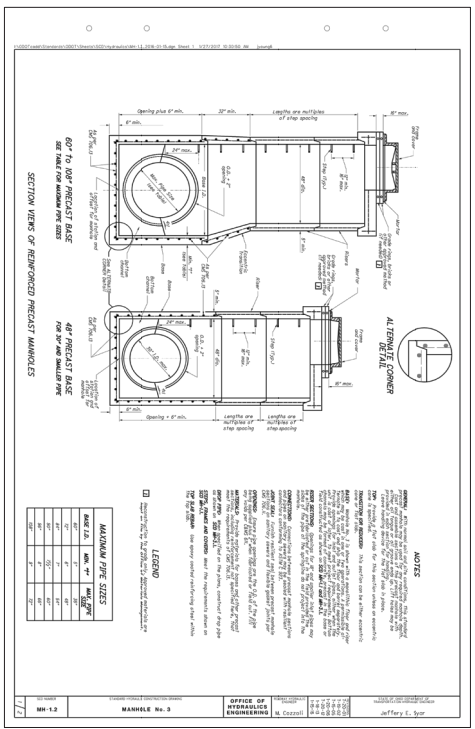
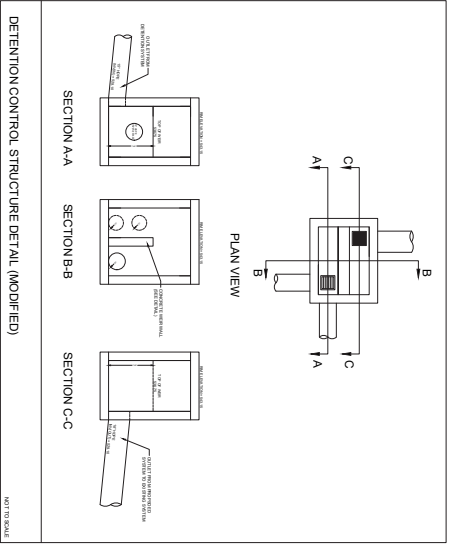
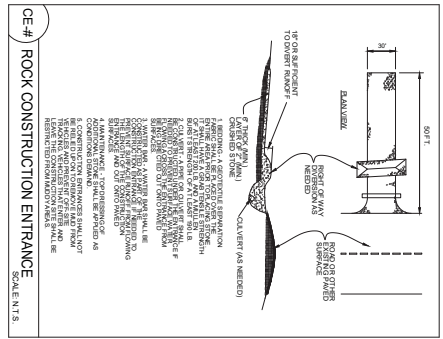
C500

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Item	Revision	Date	By	CHK.

SCALE: 1" = 20'-0"



GILBERT AVENUE PARKING LOT SITE PLAN
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
DETAILS

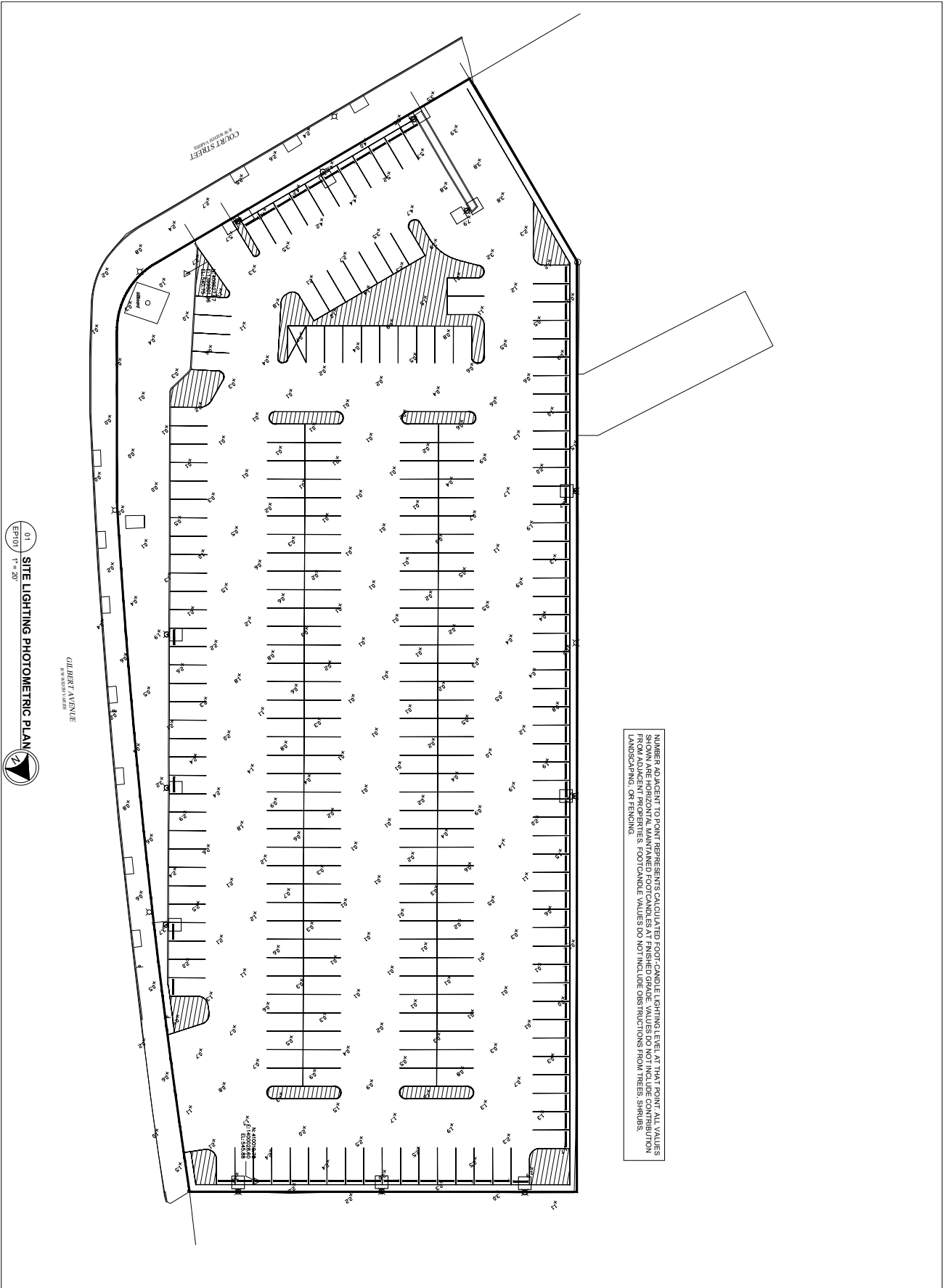
NO.	DATE	BY	CHK.	REVISION

PROJECT NO: C600
DATE: 08/20/2014
SCALE: AS SHOWN

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Professional Engineer Seal for Matthew J. Viox, No. 10000, State of Kentucky.

Professional Engineer Seal for Jeffrey L. Spier, No. 10000, State of Kentucky.



NUMBER ADJACENT TO POINT REPRESENTS CALCULATED FOOT-CANDLE LIGHTING LEVEL AT THAT POINT. ALL VALUES FROM ADJACENT PROPERTIES. FOOT-CANDLE VALUES DO NOT INCLUDE OBSTRUCTIONS FROM TREES, SHRUBS, LANDSCAPING, OR FENCING.

01 SITE LIGHTING PHOTOMETRIC PLAN
 EP101 1" = 20'



10-02-2023 FINAL CIVIL REVISIONS

DRAWING NUMBER: EP101 3

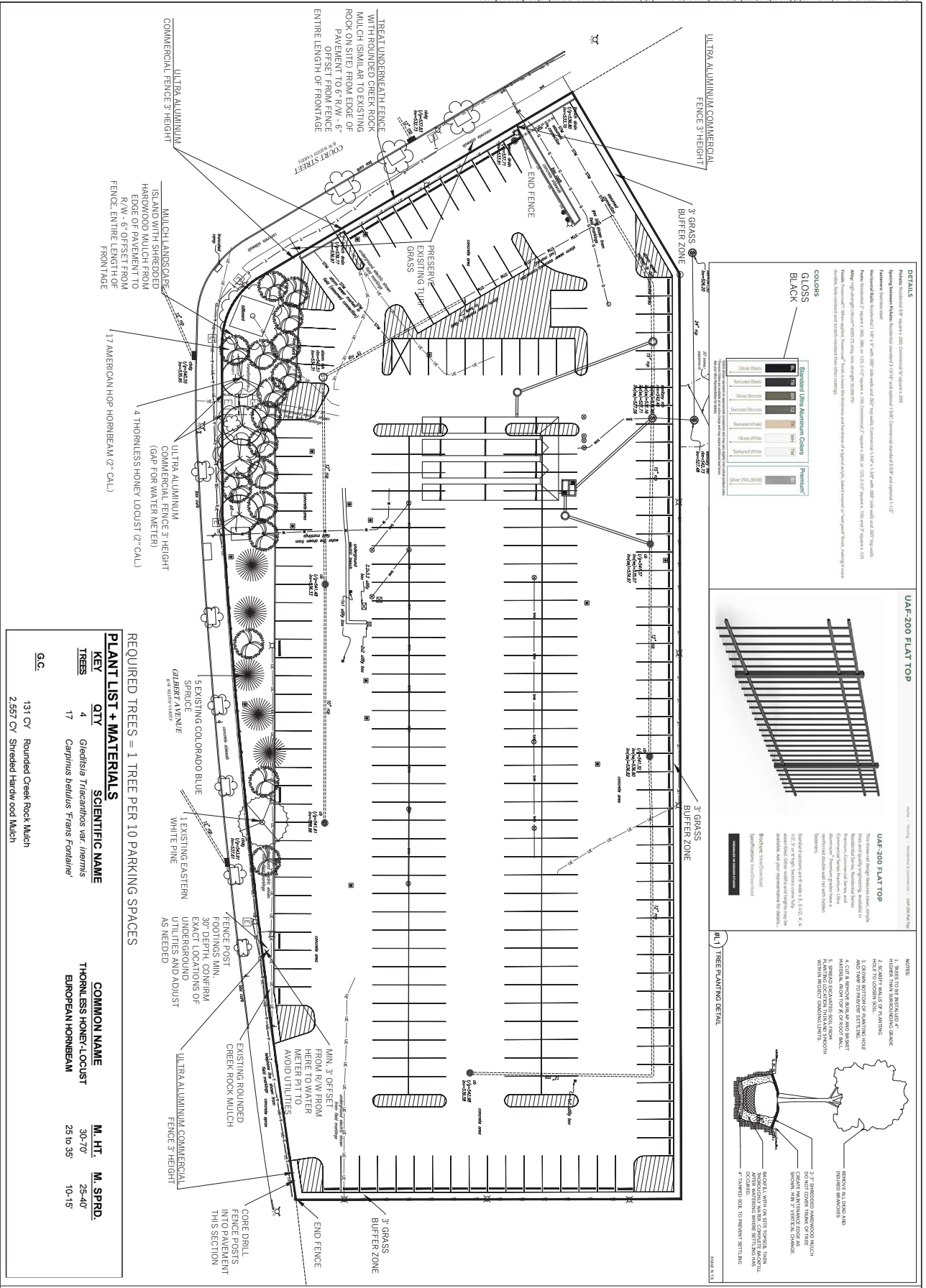
SITE LIGHTING PHOTOMETRIC PLAN

DESIGNER: COMMANO
 DRAWN BY: S.M.
 CHECKED: PAVITRIZ
 STEWART
 STEWART
 STEWART

KZF DESIGN
 KZF DESIGN INC.
 700 Broadway Street
 Cincinnati, OH 45202
 Phone: 513.821.6271
 kzf.com

GILBERT AVENUE PARKING LOT
 1005 Gilbert Ave.
 Cincinnati, OH 45202

NO.	DATE	DESCRIPTION
1	08-28-2023	PERMIT ISSUE
2	09-19-2023	ZONING REVIEW COMMENTS
3	10-02-2023	FINAL CIVIL REVISIONS



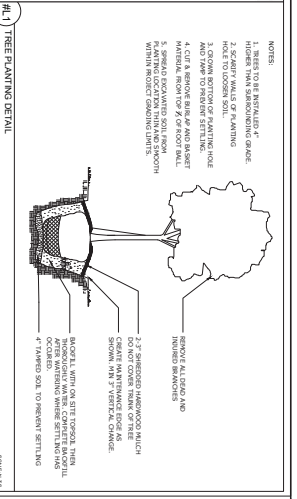
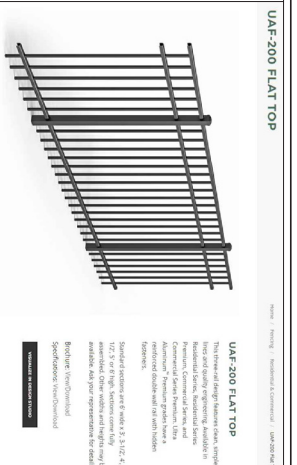
DETAILS

Product: Aluminum 3" x 3" x .015" Commercial Aluminum Fence
 Finish: Powder Coat
 Color: Gloss Black
 Material: 304 Stainless Steel
 Post: 3" x 3" x .015" Commercial Aluminum Post
 Rail: 3" x 3" x .015" Commercial Aluminum Rail
 Spacing: 4" on center
 Height: 3'±

COLOURS

GLOSS BLACK

Standard Ultra Aluminum Colors	Primer
Black	Black
White	White
Grey	Grey
Blue	Blue
Green	Green
Yellow	Yellow
Orange	Orange
Red	Red
Purple	Purple
Pink	Pink
Light Blue	Light Blue
Light Green	Light Green
Light Yellow	Light Yellow
Light Orange	Light Orange
Light Red	Light Red
Light Purple	Light Purple
Light Pink	Light Pink
Light Grey	Light Grey
Light Blue-Grey	Light Blue-Grey
Light Green-Grey	Light Green-Grey
Light Yellow-Grey	Light Yellow-Grey
Light Orange-Grey	Light Orange-Grey
Light Red-Grey	Light Red-Grey
Light Purple-Grey	Light Purple-Grey
Light Pink-Grey	Light Pink-Grey
Light Grey-Grey	Light Grey-Grey
Light Blue-Grey-Grey	Light Blue-Grey-Grey
Light Green-Grey-Grey	Light Green-Grey-Grey
Light Yellow-Grey-Grey	Light Yellow-Grey-Grey
Light Orange-Grey-Grey	Light Orange-Grey-Grey
Light Red-Grey-Grey	Light Red-Grey-Grey
Light Purple-Grey-Grey	Light Purple-Grey-Grey
Light Pink-Grey-Grey	Light Pink-Grey-Grey
Light Grey-Grey-Grey	Light Grey-Grey-Grey



REQUIRED TREES = 1 TREE PER 10 PARKING SPACES

KEY	QTY	SCIENTIFIC NAME	COMMON NAME	M. HT.	M. SPRD.
TREES	4	<i>Gleditsia Tricantropis</i> var. <i>Inermis</i>	THORNLESS HONEY-LOCUST	30-70'	25-40'
	17	<i>Carpinus betulus</i> 'Frans Fontaine'	EUROPEAN HORNBEAM	25 to 35'	10-15'

G.C.
131 CY Rounded Creek Rock Mulch
2,567 CY Shredded Hardwood Mulch

PLANT LIST + MATERIALS

KEY	QTY	SCIENTIFIC NAME	COMMON NAME	M. HT.	M. SPRD.
TREES	4	<i>Gleditsia Tricantropis</i> var. <i>Inermis</i>	THORNLESS HONEY-LOCUST	30-70'	25-40'
	17	<i>Carpinus betulus</i> 'Frans Fontaine'	EUROPEAN HORNBEAM	25 to 35'	10-15'

GILBERT AVENUE PARKING LOT SITE PLAN

CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

LANDSCAPE PLAN

1100

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602 Lila Avenue • Milford, Ohio 45150
Ph Erlanger (859)727-3293 • Ph Milford (513)576-1000
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Rev	Revision	Date	By	CHK
1	PERMIT SUBMITTAL	10/22/23	BMM	BMM
2	PERMIT RESUBMITTAL			

Scale: 1" = 20'-0"

Storm Water Management Report For
Gilbert Avenue Parking Lot
Site Plan
Cincinnati, Hamilton County, OH



Date: August 10, 2023

Developer:
Park Place Operations
250 West Court Street, Suite 200E
Cincinnati, OH 45202



VIOX & VIOX

Civil Engineers, Surveyors, and Landscape Architects

466 Erlanger Road • Erlanger, Kentucky 41018

Ph (859) 727-3293 • Fax (859) 727-8452 • www.vioxinc.com

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Storm Sewer Design	3
Detention Facility Design	4
Appendix A – Pre-Development Drainage Areas	
Appendix B – Post-Development Drainage Areas	
Appendix C – Control Structure Weir Wall Detail	
Appendix D – Underground Detention System Detail	
Appendix E – HydroCAD Storm Water Detention Report	

Project Summary

Description

The following storm report is for the proposed Gilbert Avenue Parking Lot project. The development will consist of the demolition of an existing building and pavement for the construction of a parking lot.

Storm water runoff from this development will be treated through the use of an underground detention system. This underground system will treat the development for Water quality according to the guidelines laid out in the OEPA General Permit. Water quality will be treated using a weir plate with a 1” orifice inside the detention system. All post development flow rates out of the detention system are less than pre-development or existing conditions. The existing site currently drains to a series of catch basins and trench drains on-site. From there, the drainage is routed through the site and to a combined sanitary manhole. From the manhole, the drainage exits the site and flows through MSD combined sewer.

The property to be developed is a parcel that is owned by CP 1005 Gilbert Avenue LLC. The property encompasses approximately 2.44 acres and is bounded to the north by an existing detention basin, the east by Gilbert Avenue, the south by Court Street, and the west by Hard Rock Casino. The storm sewer for the site will be made up of mostly existing structures and existing storm sewer that runs around the site. The existing storm sewer will be rerouted into the underground detention system by placing proposed manholes on the existing storm sewer and directing the drainage through proposed storm sewer and into the detention system.

The predominant soil type on this site is Ur. The soil on this site is predominately in hydrologic soil class C. This project will use HDPE pipe to route the drainage into the underground detention system.

Storm Sewer Design

The storm water collection system was designed using the Rational Method and was sized for a 10-year storm event. The runoff coefficients used were derived from the “Hamilton County, Ohio Stormwater Management and Sediment Control Regulations.” The post-development drainage areas are identified in the Appendix. The proposed pipe sizes and all other pertinent sizing information can be found in the Storm Sewer Pipe Information Table on this page. Storm sewers were designed to operate under open- channel conditions for the 10-year design storm event.

Up-stream Structure	Down-stream Structure	Weighted C	Incremental Area (acres)	Cumulative Area (acres)	Intensity (in/hr)	Q (ft ³ /sec)	Slope (ft/ft)	Pipe Type	Manning's N	Use Pipe Size (in)	Min Slope	Pipe Capacity (ft ³ /sec)	Pipe Velocity (ft/sec)
MH1	DETENTION SYSTEM	0.95	0.00	1.14	6.5	7.04	0.0150	HDPE	0.012	15	0.0101	8.66	4.93
MH2	MH1	0.95	1.14	1.14	6.5	7.04	0.0288	HDPE	0.012	15	0.0101	12.00	4.75
MH3	DETENTION SYSTEM	0.95	0.00	1.12	6.5	6.92	0.0150	HDPE	0.012	15	0.0097	8.66	4.67
EXCB	MH3	0.95	1.12	1.12	6.5	6.92	0.0150	HDPE	0.012	15	0.0097	8.66	4.54

Detention Facility Design

The Pre-Development and Post-Development drainage maps are attached to this report (See Appendix A & B). The detention basin that will be constructed on this site are designed to detain the post-development 1, 2, 5, 10, 25, 50, and 100-year storm events to below pre-development peak flow rates at the specific point of discharge where the flow exits the property. The detention system will also detain the post-development 25-year storm event to below the 10-year pre-development storm event per MSD requirements.

Data

Required Storage for Detention

Per Section 303 of the MSD Rules and Regulations, the minimum storage for the detention facility shall be calculated as follows:

$$S \text{ (Required Storage Volume)} = V * (1 - Q1/Q2) * 1.15$$

Q1 = Pre-Development peak flow for a 10-year storm event

Q2 = Post-Development peak flow for a 25-year storm event

$$V = Q2 * 3600$$

$$Q1 = C * I * A = 0.45 * 2.03 * 2.26 = 2.07 \text{ cu ft/sec}$$

C = 0.45 (Re-development runoff coefficient)

I = 2.03 in/hr (Section 303, Paragraph D)

A = 2.26 acres

$$Q2 = C * I * A = 0.95 * 2.42 * 2.26 = 5.20 \text{ cu ft/sec}$$

C = 0.95

I = 2.42 in/hr (Section 303, Paragraph D)

A = 2.26 acres

$$S = Q2 * 3600 * (1 - Q1/Q2) * 1.15 = 5.20 * 3600 * (1 - 2.07/5.20) * 1.15 = 12,959 \text{ CF required}$$

The detail for the underground detention system is shown in Appendix D. The total storage for the detention system is 13,924 CF, which is greater than the storage required.

Outlet Control Structure

The top of dam elevation is 536.75. The outlet control structure for the dry underground detention system consists of an ODOT 2-6 catch basin with a weir wall containing a 6" orifice at 529.10, (1) 15"x6" window at 533.50, and (1) 36"x6" window at 535.00. See Appendix C in this report for a detail of the weir wall for the outlet control structure.

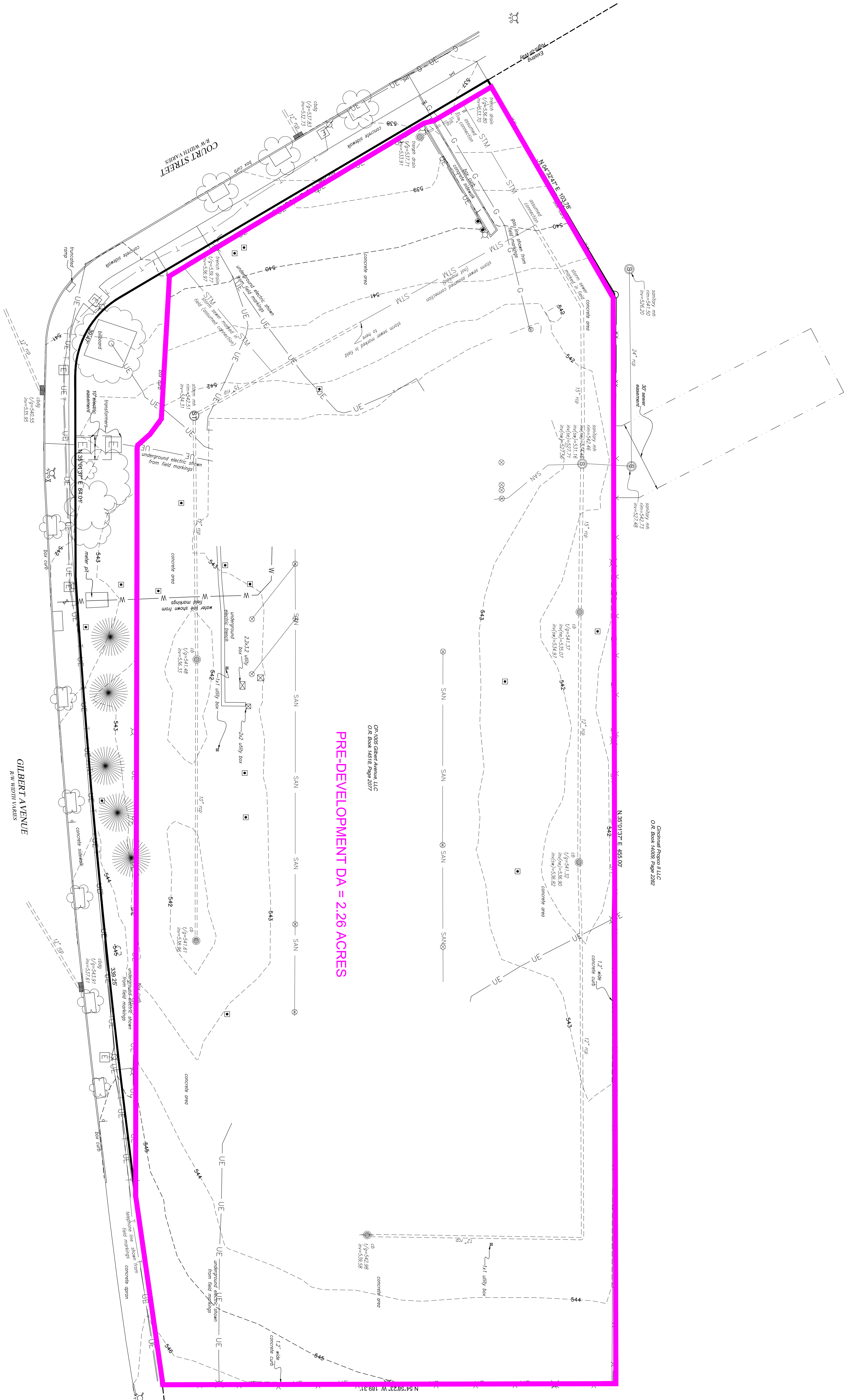
Detention Results for Underground Detention System Outlet

STORM EVENT	Pre-Development Peak Flow Rate (CFS)		Post-Development Peak Flow Rate (CFS)	Max Basin Water Surface Elevation (FT)	Peak Flow Reduction (%)
1 YEAR	2.18	>	1.65	532.40	24%
2 YEAR	3.36	>	1.81	533.03	46%
5 YEAR	5.12	>	2.73	533.82	47%
10 YEAR	6.57	>	4.27	534.28	35%
25 YEAR	8.65	>	5.58	534.98	35%
50 YEAR	10.35	>	8.75	535.41	15%
100 YEAR	12.12	>	11.66	535.74	4%

As the results above show, the detention basin outlet flow rates meets the regulations for detention design. With a Top of Dam = 536.75, the detention basin has 1.01 feet of freeboard remaining at the 100-year storm. The 25-year post development peak flow rate is also below the 10-year pre-development peak flow rate, as required by MSD.

APPENDIX A

Pre-Development Drainage Areas



PRE-DEVELOPMENT DA = 2.26 ACRES

OP-1005 Gilbert Avenue, LLC
O.R. Book 14516 Page 2077

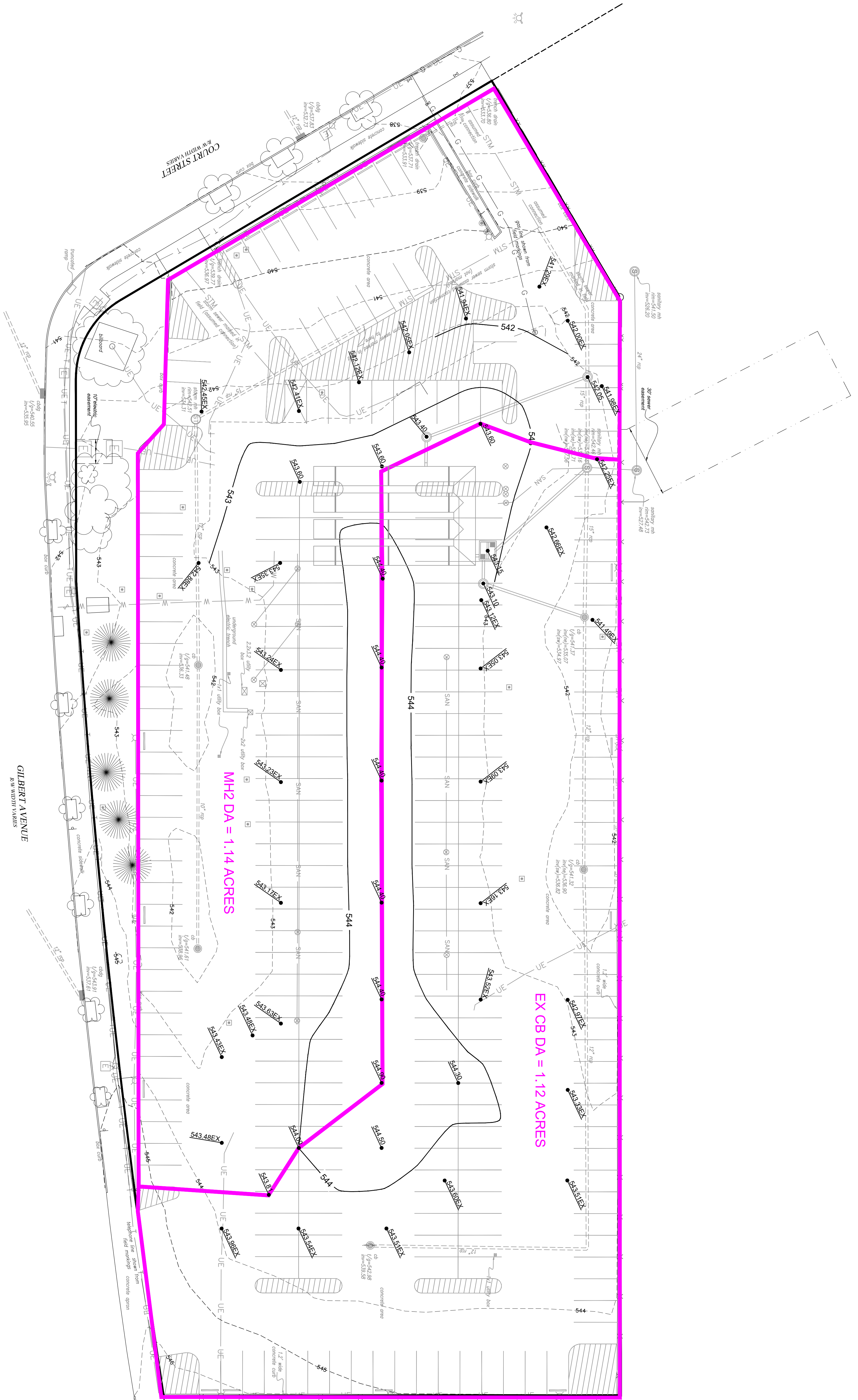
Original Property LLC
O.R. Book 14008 Page 2282

Original Property LLC
O.R. Book 14008 Page 2282

PRE DA	<h2 style="margin: 0;">GILBERT AVENUE PARKING LOT SITE PLAN</h2> <p style="margin: 0;">CITY OF CINCINNATI, HAMILTON COUNTY, OHIO</p> <p style="margin: 0;">PRE-DEVELOPMENT DRAINAGE AREA</p>	<h3 style="margin: 0;">VIOX & VIOX</h3> <p style="margin: 0; font-size: 0.8em;">Civil Engineers, Surveyors, and Landscape Architects 466 Erlanger Road • Erlanger, Kentucky 41018 602 Lila Avenue • Milford, Ohio 45150 Ph Erlanger (859)727-3293 • Ph Milford (513)576-1000 www.vioxinc.com</p>	<p style="margin: 0; font-size: 0.7em;">SCALE: 1" = 20'</p>	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 0.7em;"> <thead> <tr> <th style="width: 5%;">Item</th> <th style="width: 10%;">Revision</th> <th style="width: 10%;">Date</th> <th style="width: 10%;">By</th> <th style="width: 10%;">Chk.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	Item	Revision	Date	By	Chk.																																																		
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APPENDIX B

Post-Development Drainage Areas



POST-DA

**GILBERT AVENUE PARKING LOT
SITE PLAN**

CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

POST-DEVELOPMENT DRAINAGE AREAS

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Item	Revision	Date	By	Chk.

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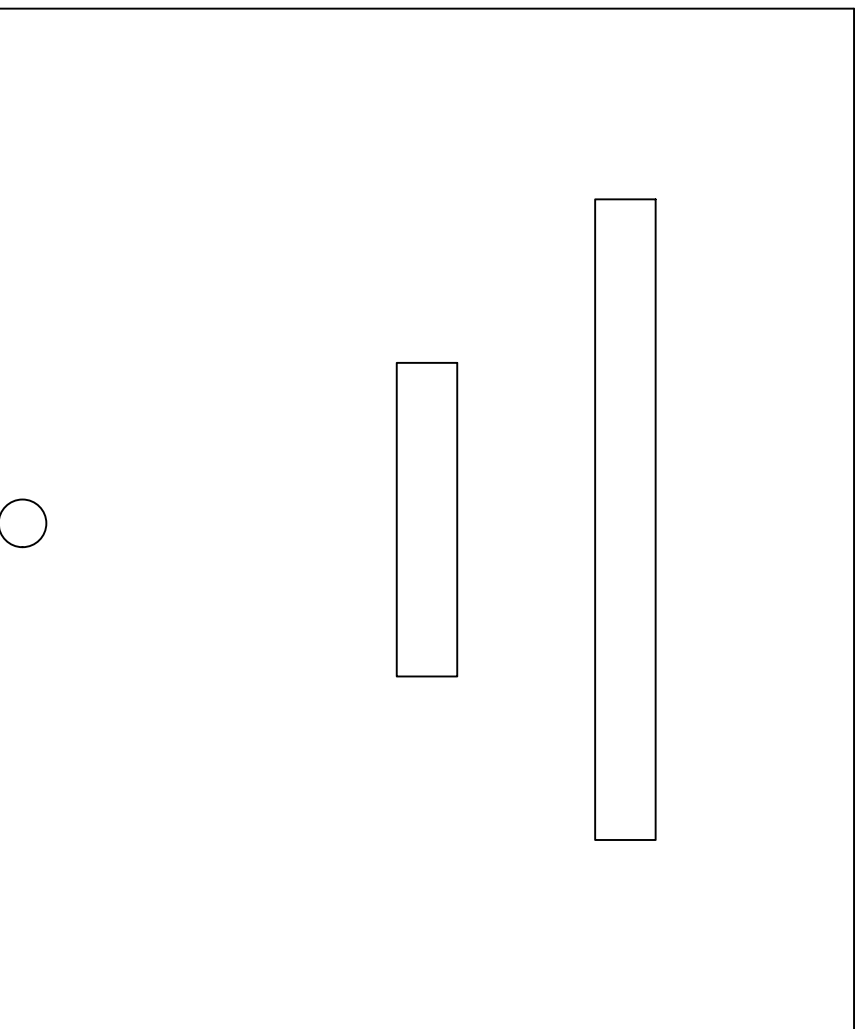
SCALE: 1" = 20'

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APPENDIX C

Control Structure Weir Wall Detail

CONTROL STRUCTURE WEIR WALL DETAIL



----- TOP OF DAM=536.75

----- (1) 36"X6" WINDOW @ 535.00

----- (1) 15"X6" WINDOW @ 533.50

6" DIAMETER
ORIFICE @ 529.10

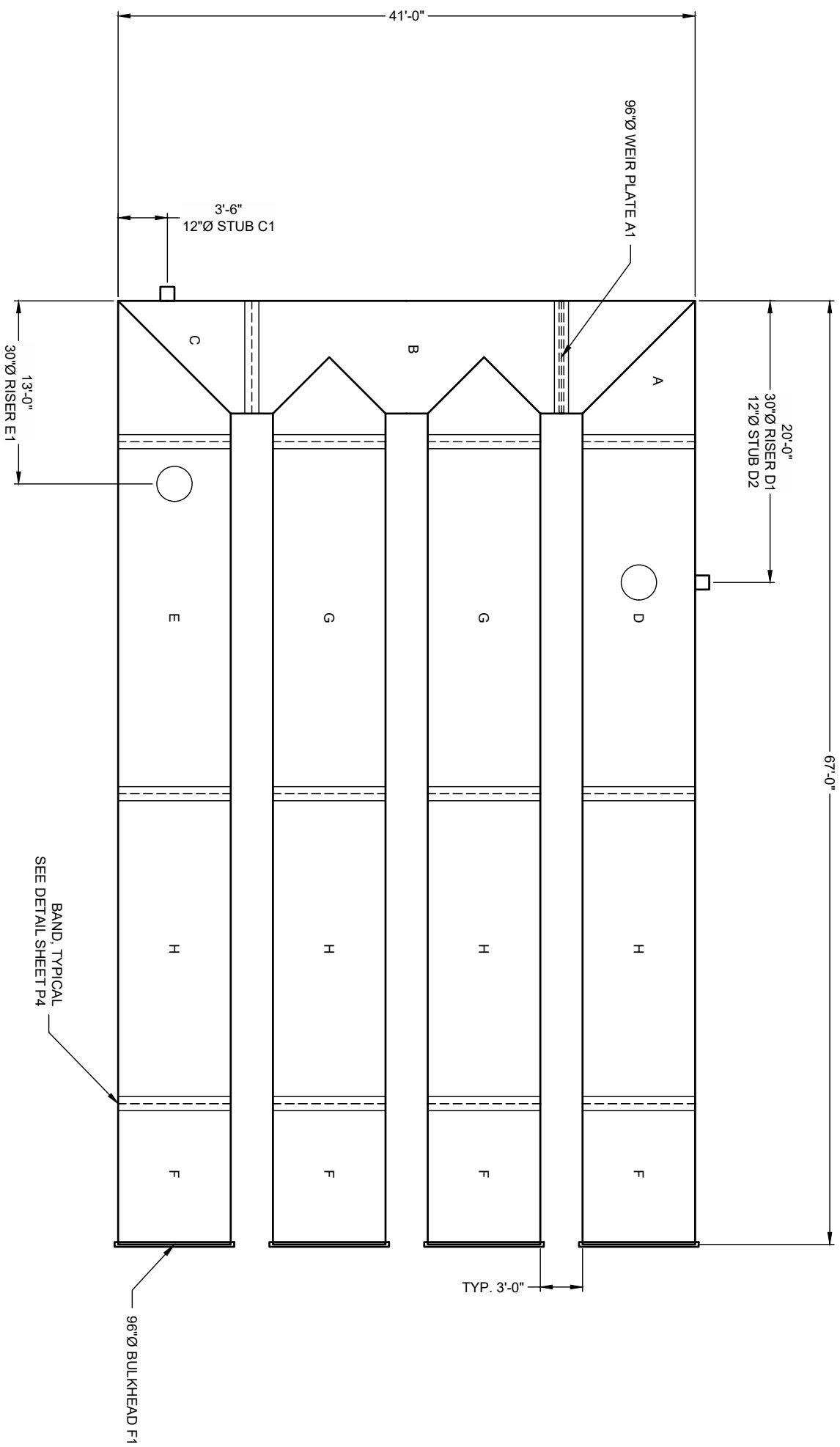
NOT TO SCALE

APPENDIX D

Underground Detention System Detail



NORTH ARROW PROVIDED FOR
REFERENCE ONLY.
REFER TO ENGINEERED SITE PLANS FOR
EXACT LOCATION AND ORIENTATION



STUB INFORMATION			
PIECE	STUB INVERT	SYSTEM INVERT	
12"Ø STUB C1	TBD	TBD	
12"Ø STUB D2	TBD	TBD	

RISER INFORMATION			
PIECE	RIM ELEV.	SYSTEM INVERT	
30"Ø RISER D1	TBD	TBD	
30"Ø RISER E1	TBD	TBD	

THE UNDERSIGNED HEREBY APPROVES THE ATTACHED
(5) PAGES INCLUDING THE FOLLOWING:

- PIPE STORAGE = 13,924 CF
- MAINLINE PIPE GAGE = 16
- WALL TYPE = SOLID
- DIAMETER = 96"
- FINISH = ALT2
- CORRUGATION = 5x1

CUSTOMER _____

DATE _____

- ASSEMBLY**
SCALE: 1" = 10'
DEAD/SUMP STORAGE: 1,350 CF
TOTAL STORAGE PROVIDED: 12,574 CF
LOADING: H20
PIPE INV. = TBD±
- NOTES**
- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE.
 - ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD (EOR) PRIOR TO RELEASING FOR FABRICATION.
 - ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
 - ALL RISERS AND STUBS ARE 2½" x ½" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
 - RISERS TO BE FIELD TRIMMED TO GRADE AS REQUIRED, BY CONTRACTOR.
 - QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
 - ALL ACCESS CASTINGS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE NOT SUPPLIED BY CONTECH.

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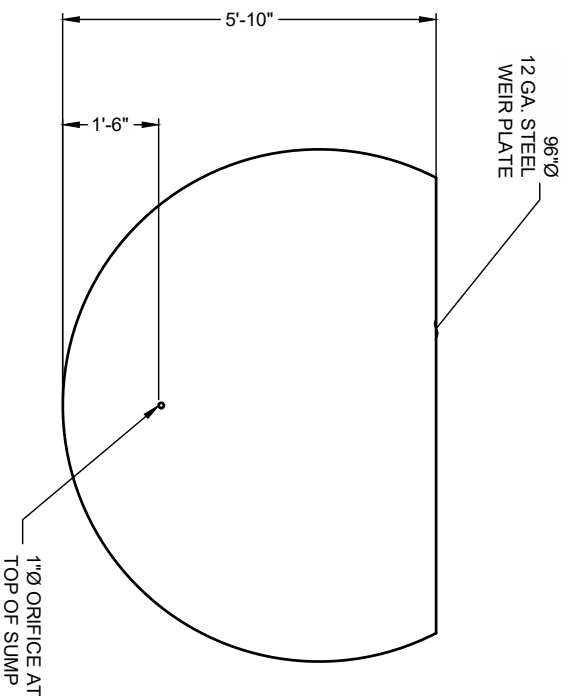
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CONTECH CMP DETENTION SYSTEMS PROPOSAL DRAWING

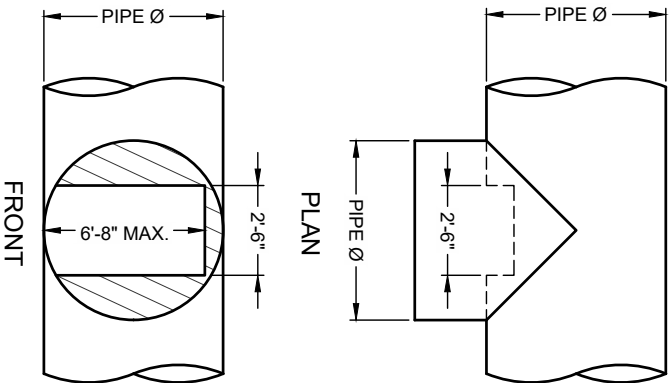
96"Ø UNDERGROUND STORMWATER MANAGEMENT SYSTEM -
761120-010
GILBERT AVENUE PARKING LOT - CINCINNATI, OH
CINCINNATI, OH
SITE DESIGNATION: UDS

PROJECT NO.: 761120	SEQ. NO.: 010	DATE: 8/2/2023
DESIGNED: MDB	DRAWN: MDB	
CHECKED: MDB	APPROVED: MDB	
SHEET NO. P1	OF 5	



WEIR PLATE DETAIL

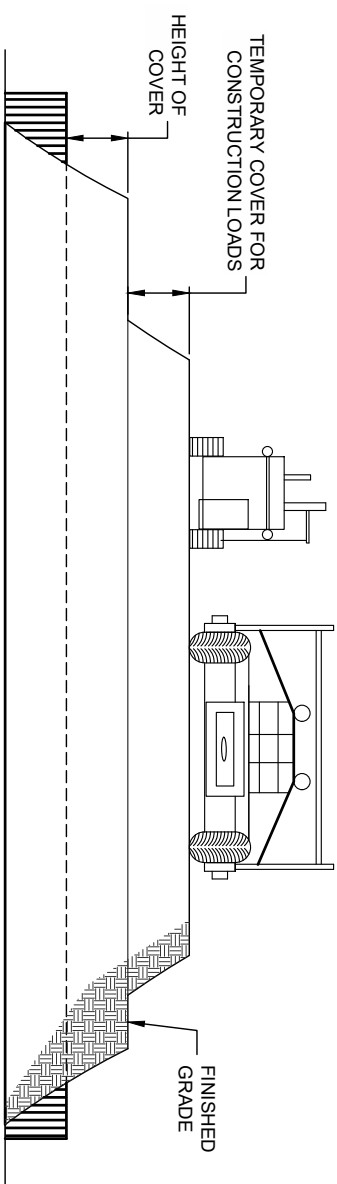
NOT TO SCALE
PART A1



TYPICAL MANWAY DETAIL

NOT TO SCALE

96"Ø to 144"Ø FITTING REINFORCEMENT MAY BE REQUIRED BASED ON HEIGHT OF COVER AND LIVE LOAD CONDITION



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM

NOT TO SCALE

SPECIFICATION FOR CORRUGATED STEEL PIPE-ALUMINIZED TYPE 2 STEEL

SCOPE

THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE CORRUGATED STEEL PIPE (CSP) DETAILED IN THE PROJECT PLANS.

MATERIAL

THE ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M274 OR ASTM A929.

PIPE

THE CSP SHALL BE MANUFACTURED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF AASHTO M36 OR ASTM A760. THE PIPE SIZES, GAGES AND CORRUGATIONS SHALL BE AS SHOWN ON THE PROJECT PLANS.

ALL FABRICATION OF THE PRODUCT SHALL OCCUR WITHIN THE UNITED STATES.

HANDLING AND ASSEMBLY

SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS OF THE NATIONAL CORRUGATED STEEL PIPE ASSOCIATION (NCSIPA)

INSTALLATION

SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II OR ASTM A798 AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.

ANTI-FLOTATION PROVISIONS DUE TO HIGH GROUNDWATER OR OTHER FLOTATION CONCERNS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.

MATERIAL SPECIFICATION

NOT TO SCALE

96"Ø UNDERGROUND STORMWATER MANGEMENT SYSTEM -

761120-010

GILBERT AVENUE PARKING LOT - CINCINNATI, OH

CINCINNATI, OH

SITE DESIGNATION: UDS

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If discrepancies between the supplied information upon which this drawing was prepared and the actual conditions are discovered as the work progresses, these discrepancies must be reported to Contech immediately for re-evaluation of the design. Contech accepts no liability for design based on missing, incomplete or incorrect information supplied by others.

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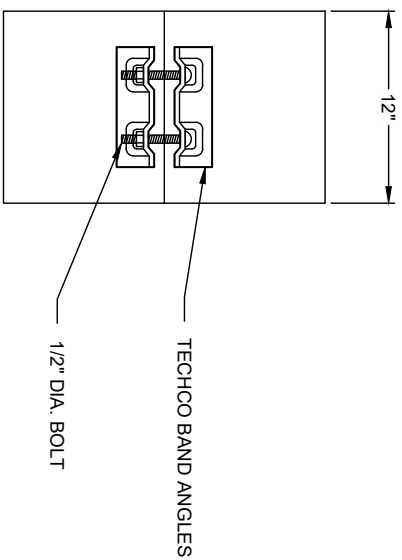
CONTECH CMP DETENTION SYSTEMS PROPOSAL DRAWING

PROJECT No.: 761120 SEQ. No.: 010 DATE: 8/2/2023

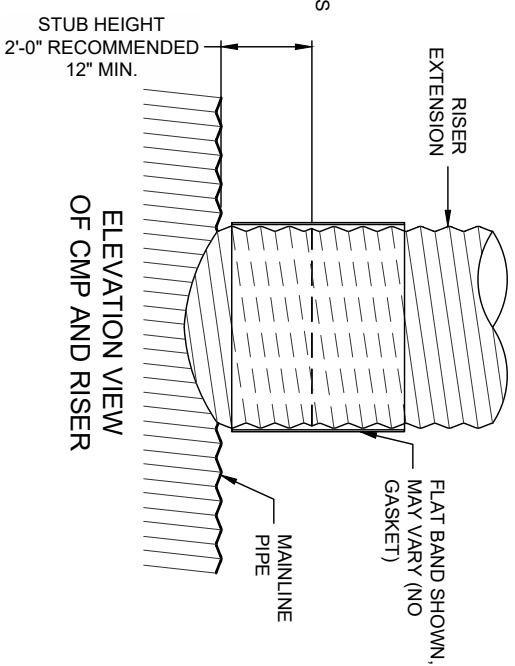
DESIGNED: MDB DRAWN: MDB

CHECKED: MDB APPROVED: MDB

SHEET NO. P2 OF 5



CONNECTION DETAIL
7 1/2" TECHCO SHOWN - MAY VARY



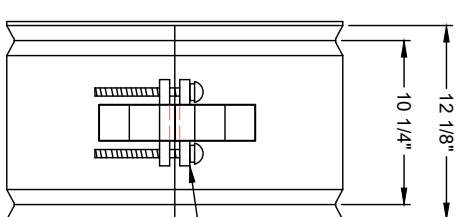
PLAIN END CMP RISER PIPE

GENERAL NOTES:

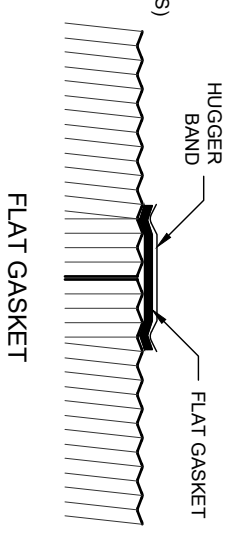
1. **DELIVERED BAND STYLE AND FASTENER TYPE MAY VARY BY FABRICATION PLANT.**
2. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
3. BAND MATERIAL AND GAGE TO BE SAME AS RISER MATERIAL.
4. IF RISER HAS A HEIGHT OF COVER OF 10' OR MORE, USE A SLIP JOINT.
5. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
 - 12" THRU 48" 1-PIECE
 - 54" 2-PIECES
6. ALL RISER JOINT COMPONENTS WILL BE FIELD ASSEMBLED.
7. MANHOLE RISERS IN APPLICATIONS WHERE TRAFFIC LOADS ARE IMPOSED REQUIRE SPECIAL DESIGN CONSIDERATIONS.
8. DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES.

12" RISER BAND DETAIL

NOT TO SCALE



CONNECTION DETAIL
(SBBS)



2 2/3"x1/2" RE-ROLLED END HEL-COR PIPE

GENERAL NOTES:

1. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
2. BAND MATERIALS AND/OR COATING CAN VARY BY LOCATION. CONTACT YOUR CONTECH REPRESENTATIVE FOR AVAILABILITY.
3. BANDS ARE SHAPED TO MATCH THE PIPE-ARCH WHEN APPLICABLE.
4. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
 - 12" THRU 48" 1-PIECE
 - 54" THRU 96" 2-PIECES
 - 102" THRU 144" 3-PIECES
5. BAND FASTENERS ARE ATTACHED WITH SPOT WELDS, RIVETS OR HAND WELDS.
6. ALL CMP IS REROLLED TO HAVE ANNULAR END CORRUGATIONS OF 2 2/3"x1/2"
7. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
8. ORDER SHALL DESIGNATE GASKET OPTION, IF REQUIRED (SEE DETAILS ABOVE).

H-12 HUGGER BAND DETAIL

NOT TO SCALE

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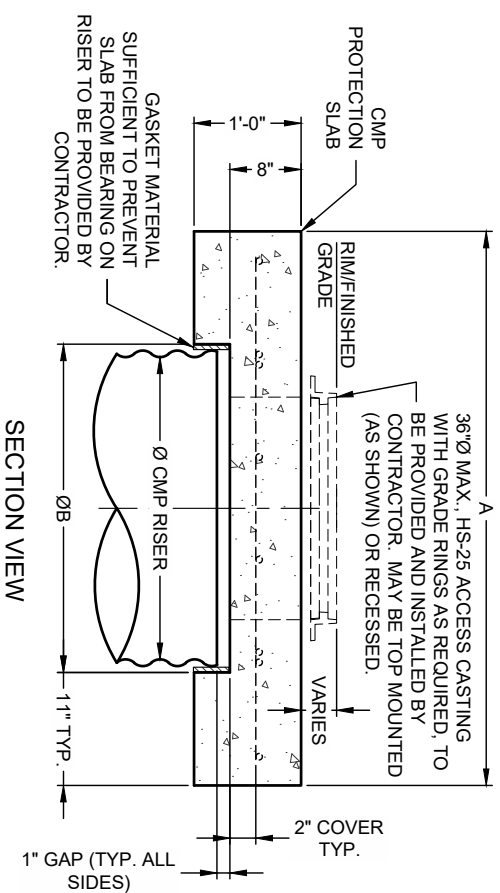
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CONTECH
CMP DETENTION SYSTEMS
PROPOSAL
CONTECH
DRAWING

96"Ø UNDERGROUND STORMWATER MANAGEMENT SYSTEM -
761120-010
GILBERT AVENUE PARKING LOT - CINCINNATI, OH
CINCINNATI, OH
SITE DESIGNATION: UDS

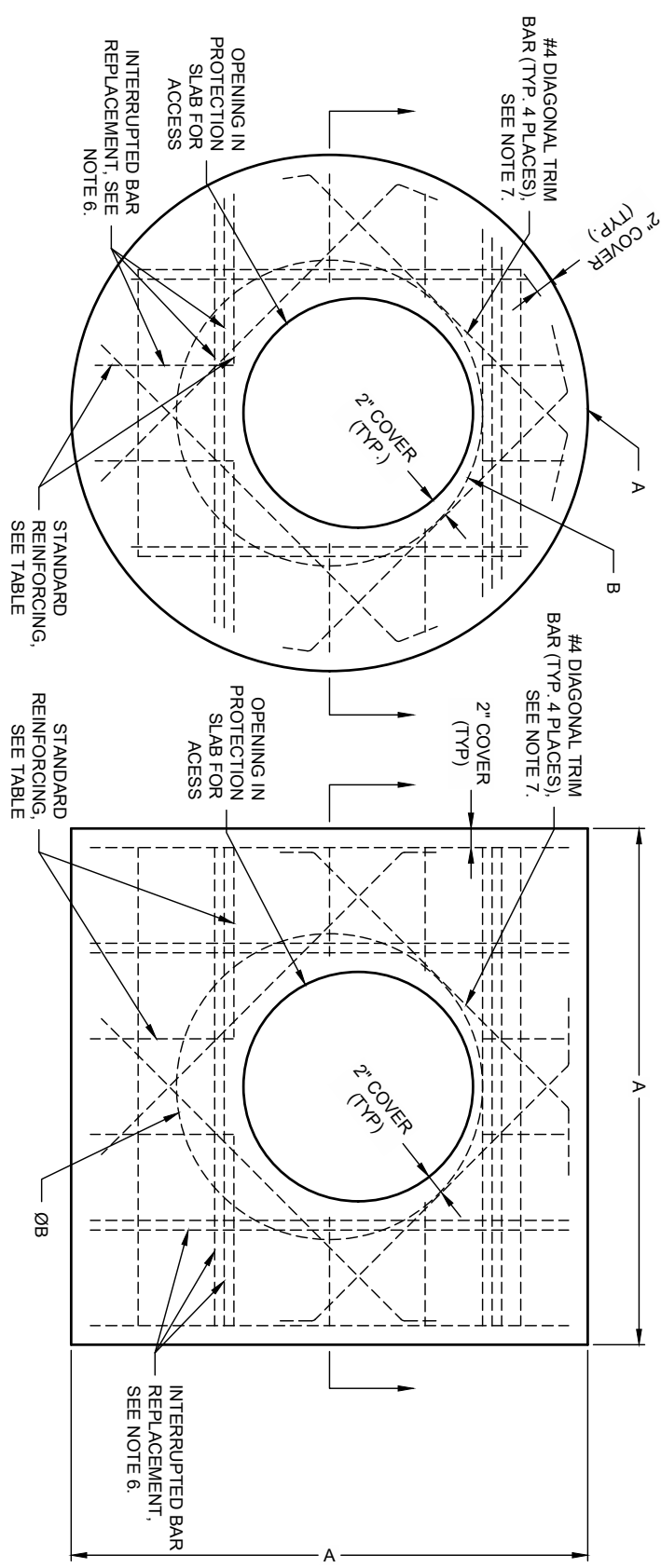
PROJECT NO.:	761120	SEQ. NO.:	010	DATE:	8/2/2023
DESIGNED:	MDB	DRAWN:	MDB	APPROVED:	MDB
CHECKED:	MDB	APPROVED:			
SHEET NO.:	P4	OF	5		



REINFORCING TABLE			
Ø CMP RISER	A	B Ø	**BEARING PRESSURE (PSF)
24"	4'0" 4'x4'	26"	#5 @ 10" OCEW 2,540 1,900
30"	4'-6"Ø 4'-6" x 4'-6"	32"	#5 @ 10" OCEW 2,260 1,670
36"	5'0" 5' x 5'	38"	#5 @ 9" OCEW 2,060 1,500
42"	5'-6"Ø 5'-6" x 5'-6"	44"	#5 @ 8" OCEW 1,490 1,370
48"	6'0" 6' x 6'	50"	#5 @ 7" OCEW 1,210 1,270

** ASSUMED SOIL BEARING CAPACITY

ACCESS CASTING NOT SUPPLIED BY CONTECH



ROUND OPTION PLAN VIEW

SQUARE OPTION PLAN VIEW

NOTES:

- DESIGN IN ACCORDANCE WITH AASHTO, 17TH EDITION AND ACI 350.
- DESIGN LOAD HS25.
- EARTH COVER = 1' MAX.
- CONCRETE STRENGTH = 4,000 psi
- REINFORCING STEEL = ASTM A615, GRADE 60.
- PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
- TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING. BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
- PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
- DETAIL DESIGN BY DELTA ENGINEERS, ARCHITECTS AND LAND SURVEYORS, ENDWELL, NY.

MANHOLE CAP DETAIL

NOT TO SCALE

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CONTECH CMP DETENTION SYSTEMS PROPOSAL DRAWING

96"Ø UNDERGROUND STORMWATER MANGEMENT SYSTEM - GILBERT AVENUE PARKING LOT - CINCINNATI, OH
761120-010
CINCINNATI, OH
SITE DESIGNATION: UDS

PROJECT NO.: 761120	SEQ. NO.: 010	DATE: 8/2/2023
DESIGNED: MDB	DRAWN: MDB	
CHECKED: MDB	APPROVED: MDB	
SHEET NO.: P5	OF 5	

APPENDIX E

HydroCAD Storm Water Detention Report



Pre - Development Area
Detained



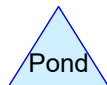
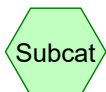
Post - Development
Area - Detained



Underground Detention
System



Outlet



Routing Diagram for Gilbert Avenue Parking Lot Detention System

Prepared by Hewlett-Packard Company, Printed 8/10/2023

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Gilbert Avenue Parking Lot Detention System

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
2.260	98	Paved parking, HSG C (37S)
2.260	75	Re-Development (36S)
4.520	87	TOTAL AREA

Gilbert Avenue Parking Lot Detention System

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Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Diam/Width (inches)	Height (inches)	Inside-Fill (inches)
1	45P	529.10	528.60	50.0	0.0100	0.013	18.0	0.0	0.0

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 1-Year Rainfall=2.35"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=0.56"
Tc=6.0 min CN=75 Runoff=2.18 cfs 0.106 af

Subcatchment 37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=2.12"
Tc=6.0 min CN=98 Runoff=7.44 cfs 0.400 af

Pond 45P: Underground Detention System Peak Elev=532.40' Storage=0.124 af Inflow=7.44 cfs 0.400 af
Outflow=1.65 cfs 0.400 af

Link 42L: Outlet Inflow=1.65 cfs 0.400 af
Primary=1.65 cfs 0.400 af

Total Runoff Area = 4.520 ac Runoff Volume = 0.506 af Average Runoff Depth = 1.34"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 1-Year Rainfall=2.35"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 2.18 cfs @ 11.98 hrs, Volume= 0.106 af, Depth= 0.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-Year Rainfall=2.35"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 7.44 cfs @ 11.97 hrs, Volume= 0.400 af, Depth= 2.12"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 1-Year Rainfall=2.35"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 2.12" for 1-Year event
 Inflow = 7.44 cfs @ 11.97 hrs, Volume= 0.400 af
 Outflow = 1.65 cfs @ 12.12 hrs, Volume= 0.400 af, Atten= 78%, Lag= 9.1 min
 Primary = 1.65 cfs @ 12.12 hrs, Volume= 0.400 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 532.40' @ 12.12 hrs Surf.Area= 0.050 ac Storage= 0.124 af

Plug-Flow detention time= 27.7 min calculated for 0.400 af (100% of inflow)
Center-of-Mass det. time= 27.7 min (787.3 - 759.6)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 1-Year Rainfall=2.35"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 ' ' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=1.65 cfs @ 12.12 hrs HW=532.40' (Free Discharge)

- 1=Culvert (Passes 1.65 cfs of 10.73 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 1.65 cfs @ 8.41 fps)
- 3=Orifice/Grate (Controls 0.00 cfs)
- 4=Orifice/Grate (Controls 0.00 cfs)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 2.12" for 1-Year event
Inflow = 1.65 cfs @ 12.12 hrs, Volume= 0.400 af
Primary = 1.65 cfs @ 12.12 hrs, Volume= 0.400 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 2-Year Rainfall=2.82"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=0.85"
Tc=6.0 min CN=75 Runoff=3.36 cfs 0.159 af

Subcatchment 37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=2.59"
Tc=6.0 min CN=98 Runoff=8.98 cfs 0.488 af

Pond 45P: Underground Detention System Peak Elev=533.03' Storage=0.156 af Inflow=8.98 cfs 0.488 af
Outflow=1.81 cfs 0.488 af

Link 42L: Outlet Inflow=1.81 cfs 0.488 af
Primary=1.81 cfs 0.488 af

Total Runoff Area = 4.520 ac Runoff Volume = 0.647 af Average Runoff Depth = 1.72"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 2-Year Rainfall=2.82"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 3.36 cfs @ 11.98 hrs, Volume= 0.159 af, Depth= 0.85"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Year Rainfall=2.82"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 8.98 cfs @ 11.97 hrs, Volume= 0.488 af, Depth= 2.59"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Year Rainfall=2.82"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 2.59" for 2-Year event
Inflow = 8.98 cfs @ 11.97 hrs, Volume= 0.488 af
Outflow = 1.81 cfs @ 12.13 hrs, Volume= 0.488 af, Atten= 80%, Lag= 9.7 min
Primary = 1.81 cfs @ 12.13 hrs, Volume= 0.488 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 533.03' @ 12.13 hrs Surf.Area= 0.051 ac Storage= 0.156 af

Plug-Flow detention time= 31.0 min calculated for 0.488 af (100% of inflow)
Center-of-Mass det. time= 31.0 min (786.3 - 755.3)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 2-Year Rainfall=2.82"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 '/' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=1.81 cfs @ 12.13 hrs HW=533.03' (Free Discharge)

- 1=Culvert (Passes 1.81 cfs of 11.98 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 1.81 cfs @ 9.24 fps)
- 3=Orifice/Grate (Controls 0.00 cfs)
- 4=Orifice/Grate (Controls 0.00 cfs)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 2.59" for 2-Year event
Inflow = 1.81 cfs @ 12.13 hrs, Volume= 0.488 af
Primary = 1.81 cfs @ 12.13 hrs, Volume= 0.488 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 5-Year Rainfall=3.45"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=1.27"
Tc=6.0 min CN=75 Runoff=5.12 cfs 0.239 af

Subcatchment 37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=3.22"
Tc=6.0 min CN=98 Runoff=11.04 cfs 0.606 af

Pond 45P: Underground Detention System Peak Elev=533.82' Storage=0.196 af Inflow=11.04 cfs 0.606 af
Outflow=2.73 cfs 0.606 af

Link 42L: Outlet Inflow=2.73 cfs 0.606 af
Primary=2.73 cfs 0.606 af

Total Runoff Area = 4.520 ac Runoff Volume = 0.844 af Average Runoff Depth = 2.24"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 5-Year Rainfall=3.45"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 5.12 cfs @ 11.98 hrs, Volume= 0.239 af, Depth= 1.27"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 5-Year Rainfall=3.45"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 11.04 cfs @ 11.97 hrs, Volume= 0.606 af, Depth= 3.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 5-Year Rainfall=3.45"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 3.22" for 5-Year event
 Inflow = 11.04 cfs @ 11.97 hrs, Volume= 0.606 af
 Outflow = 2.73 cfs @ 12.11 hrs, Volume= 0.606 af, Atten= 75%, Lag= 8.5 min
 Primary = 2.73 cfs @ 12.11 hrs, Volume= 0.606 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 533.82' @ 12.11 hrs Surf.Area= 0.050 ac Storage= 0.196 af

Plug-Flow detention time= 33.8 min calculated for 0.606 af (100% of inflow)
Center-of-Mass det. time= 33.8 min (784.7 - 750.9)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 5-Year Rainfall=3.45"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 '/' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=2.73 cfs @ 12.11 hrs HW=533.82' (Free Discharge)

- 1=Culvert (Passes 2.73 cfs of 13.39 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 2.00 cfs @ 10.18 fps)
- 3=Orifice/Grate (Orifice Controls 0.73 cfs @ 1.82 fps)
- 4=Orifice/Grate (Controls 0.00 cfs)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 3.22" for 5-Year event
Inflow = 2.73 cfs @ 12.11 hrs, Volume= 0.606 af
Primary = 2.73 cfs @ 12.11 hrs, Volume= 0.606 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 10-Year Rainfall=3.94"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=1.62"
Tc=6.0 min CN=75 Runoff=6.57 cfs 0.305 af

Subcatchment 37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=3.71"
Tc=6.0 min CN=98 Runoff=12.64 cfs 0.698 af

Pond 45P: Underground Detention System Peak Elev=534.28' Storage=0.219 af Inflow=12.64 cfs 0.698 af
Outflow=4.27 cfs 0.698 af

Link 42L: Outlet Inflow=4.27 cfs 0.698 af
Primary=4.27 cfs 0.698 af

Total Runoff Area = 4.520 ac Runoff Volume = 1.003 af Average Runoff Depth = 2.66"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 10-Year Rainfall=3.94"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 6.57 cfs @ 11.98 hrs, Volume= 0.305 af, Depth= 1.62"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.94"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 12.64 cfs @ 11.97 hrs, Volume= 0.698 af, Depth= 3.71"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.94"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 3.71" for 10-Year event
 Inflow = 12.64 cfs @ 11.97 hrs, Volume= 0.698 af
 Outflow = 4.27 cfs @ 12.08 hrs, Volume= 0.698 af, Atten= 66%, Lag= 7.0 min
 Primary = 4.27 cfs @ 12.08 hrs, Volume= 0.698 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 534.28' @ 12.08 hrs Surf.Area= 0.049 ac Storage= 0.219 af

Plug-Flow detention time= 32.9 min calculated for 0.698 af (100% of inflow)
Center-of-Mass det. time= 32.9 min (781.1 - 748.2)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 10-Year Rainfall=3.94"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 ' /' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=4.27 cfs @ 12.08 hrs HW=534.28' (Free Discharge)

- 1=Culvert (Passes 4.27 cfs of 14.14 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 2.10 cfs @ 10.69 fps)
- 3=Orifice/Grate (Orifice Controls 2.17 cfs @ 3.47 fps)
- 4=Orifice/Grate (Controls 0.00 cfs)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 3.71" for 10-Year event
Inflow = 4.27 cfs @ 12.08 hrs, Volume= 0.698 af
Primary = 4.27 cfs @ 12.08 hrs, Volume= 0.698 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 25-Year Rainfall=4.61"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=2.14"
Tc=6.0 min CN=75 Runoff=8.65 cfs 0.402 af

Subcatchment37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=4.37"
Tc=6.0 min CN=98 Runoff=14.82 cfs 0.824 af

Pond 45P: Underground Detention System Peak Elev=534.98' Storage=0.252 af Inflow=14.82 cfs 0.824 af
Outflow=5.58 cfs 0.824 af

Link 42L: Outlet Inflow=5.58 cfs 0.824 af
Primary=5.58 cfs 0.824 af

Total Runoff Area = 4.520 ac Runoff Volume = 1.226 af Average Runoff Depth = 3.26"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 25-Year Rainfall=4.61"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 8.65 cfs @ 11.98 hrs, Volume= 0.402 af, Depth= 2.14"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=4.61"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 14.82 cfs @ 11.97 hrs, Volume= 0.824 af, Depth= 4.37"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=4.61"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 4.37" for 25-Year event
 Inflow = 14.82 cfs @ 11.97 hrs, Volume= 0.824 af
 Outflow = 5.58 cfs @ 12.08 hrs, Volume= 0.824 af, Atten= 62%, Lag= 6.6 min
 Primary = 5.58 cfs @ 12.08 hrs, Volume= 0.824 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 534.98' @ 12.08 hrs Surf.Area= 0.045 ac Storage= 0.252 af

Plug-Flow detention time= 31.9 min calculated for 0.824 af (100% of inflow)
Center-of-Mass det. time= 31.9 min (777.2 - 745.3)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 25-Year Rainfall=4.61"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 ' ' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=5.57 cfs @ 12.08 hrs HW=534.98' (Free Discharge)

- 1=Culvert (Passes 5.57 cfs of 15.21 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 2.24 cfs @ 11.42 fps)
- 3=Orifice/Grate (Orifice Controls 3.33 cfs @ 5.33 fps)
- 4=Orifice/Grate (Controls 0.00 cfs)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 4.37" for 25-Year event
Inflow = 5.58 cfs @ 12.08 hrs, Volume= 0.824 af
Primary = 5.58 cfs @ 12.08 hrs, Volume= 0.824 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 50-Year Rainfall=5.14"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=2.56"
Tc=6.0 min CN=75 Runoff=10.35 cfs 0.483 af

Subcatchment 37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=4.90"
Tc=6.0 min CN=98 Runoff=16.54 cfs 0.923 af

Pond 45P: Underground Detention System Peak Elev=535.41' Storage=0.271 af Inflow=16.54 cfs 0.923 af
Outflow=8.75 cfs 0.923 af

Link 42L: Outlet Inflow=8.75 cfs 0.923 af
Primary=8.75 cfs 0.923 af

Total Runoff Area = 4.520 ac Runoff Volume = 1.406 af Average Runoff Depth = 3.73"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

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Type II 24-hr 50-Year Rainfall=5.14"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 10.35 cfs @ 11.97 hrs, Volume= 0.483 af, Depth= 2.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 50-Year Rainfall=5.14"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 16.54 cfs @ 11.97 hrs, Volume= 0.923 af, Depth= 4.90"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 50-Year Rainfall=5.14"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 4.90" for 50-Year event
 Inflow = 16.54 cfs @ 11.97 hrs, Volume= 0.923 af
 Outflow = 8.75 cfs @ 12.05 hrs, Volume= 0.923 af, Atten= 47%, Lag= 5.2 min
 Primary = 8.75 cfs @ 12.05 hrs, Volume= 0.923 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 535.41' @ 12.05 hrs Surf.Area= 0.042 ac Storage= 0.271 af

Plug-Flow detention time= 30.9 min calculated for 0.923 af (100% of inflow)
Center-of-Mass det. time= 30.9 min (774.3 - 743.5)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 50-Year Rainfall=5.14"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 '/' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=8.72 cfs @ 12.05 hrs HW=535.41' (Free Discharge)

- 1=Culvert (Passes 8.72 cfs of 15.84 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 2.33 cfs @ 11.85 fps)
- 3=Orifice/Grate (Orifice Controls 3.87 cfs @ 6.20 fps)
- 4=Orifice/Grate (Orifice Controls 2.52 cfs @ 2.05 fps)

Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 4.90" for 50-Year event
Inflow = 8.75 cfs @ 12.05 hrs, Volume= 0.923 af
Primary = 8.75 cfs @ 12.05 hrs, Volume= 0.923 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 100-Year Rainfall=5.68"

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Time span=0.00-220.00 hrs, dt=0.01 hrs, 22001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment36S: Pre - Development Area Runoff Area=2.260 ac 0.00% Impervious Runoff Depth=3.01"
Tc=6.0 min CN=75 Runoff=12.12 cfs 0.567 af

Subcatchment37S: Post - Development Runoff Area=2.260 ac 100.00% Impervious Runoff Depth=5.44"
Tc=6.0 min CN=98 Runoff=18.29 cfs 1.025 af

Pond 45P: Underground Detention System Peak Elev=535.74' Storage=0.284 af Inflow=18.29 cfs 1.025 af
Outflow=11.66 cfs 1.025 af

Link 42L: Outlet Inflow=11.66 cfs 1.025 af
Primary=11.66 cfs 1.025 af

Total Runoff Area = 4.520 ac Runoff Volume = 1.592 af Average Runoff Depth = 4.23"
50.00% Pervious = 2.260 ac 50.00% Impervious = 2.260 ac

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 100-Year Rainfall=5.68"

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Summary for Subcatchment 36S: Pre - Development Area Detained

Runoff = 12.12 cfs @ 11.97 hrs, Volume= 0.567 af, Depth= 3.01"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-Year Rainfall=5.68"

Area (ac)	CN	Description
* 2.260	75	Re-Development
2.260		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment 37S: Post - Development Area - Detained

Runoff = 18.29 cfs @ 11.97 hrs, Volume= 1.025 af, Depth= 5.44"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Type II 24-hr 100-Year Rainfall=5.68"

Area (ac)	CN	Description
2.260	98	Paved parking, HSG C
2.260		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 45P: Underground Detention System

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 5.44" for 100-Year event
 Inflow = 18.29 cfs @ 11.97 hrs, Volume= 1.025 af
 Outflow = 11.66 cfs @ 12.04 hrs, Volume= 1.025 af, Atten= 36%, Lag= 4.3 min
 Primary = 11.66 cfs @ 12.04 hrs, Volume= 1.025 af

Routing by Stor-Ind method, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs
Peak Elev= 535.74' @ 12.04 hrs Surf.Area= 0.038 ac Storage= 0.284 af

Plug-Flow detention time= 29.9 min calculated for 1.025 af (100% of inflow)
Center-of-Mass det. time= 29.9 min (771.7 - 741.8)

Volume	Invert	Avail.Storage	Storage Description
#1	529.10'	0.320 af	96.0" Round Pipe Storage L= 277.0'

Gilbert Avenue Parking Lot Detention System

Type II 24-hr 100-Year Rainfall=5.68"

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Device	Routing	Invert	Outlet Devices
#1	Primary	529.10'	18.0" Round Culvert L= 50.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 529.10' / 528.60' S= 0.0100 ' / ' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf
#2	Device 1	529.10'	6.0" Vert. Orifice/Grate C= 0.600
#3	Device 1	533.50'	15.0" W x 6.0" H Vert. Orifice/Grate C= 0.600
#4	Device 1	535.00'	36.0" W x 6.0" H Vert. Orifice/Grate C= 0.600

Primary OutFlow Max=11.65 cfs @ 12.04 hrs HW=535.74' (Free Discharge)

- 1=Culvert (Passes 11.65 cfs of 16.31 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 2.39 cfs @ 12.17 fps)
- 3=Orifice/Grate (Orifice Controls 4.25 cfs @ 6.79 fps)
- 4=Orifice/Grate (Orifice Controls 5.01 cfs @ 3.34 fps)

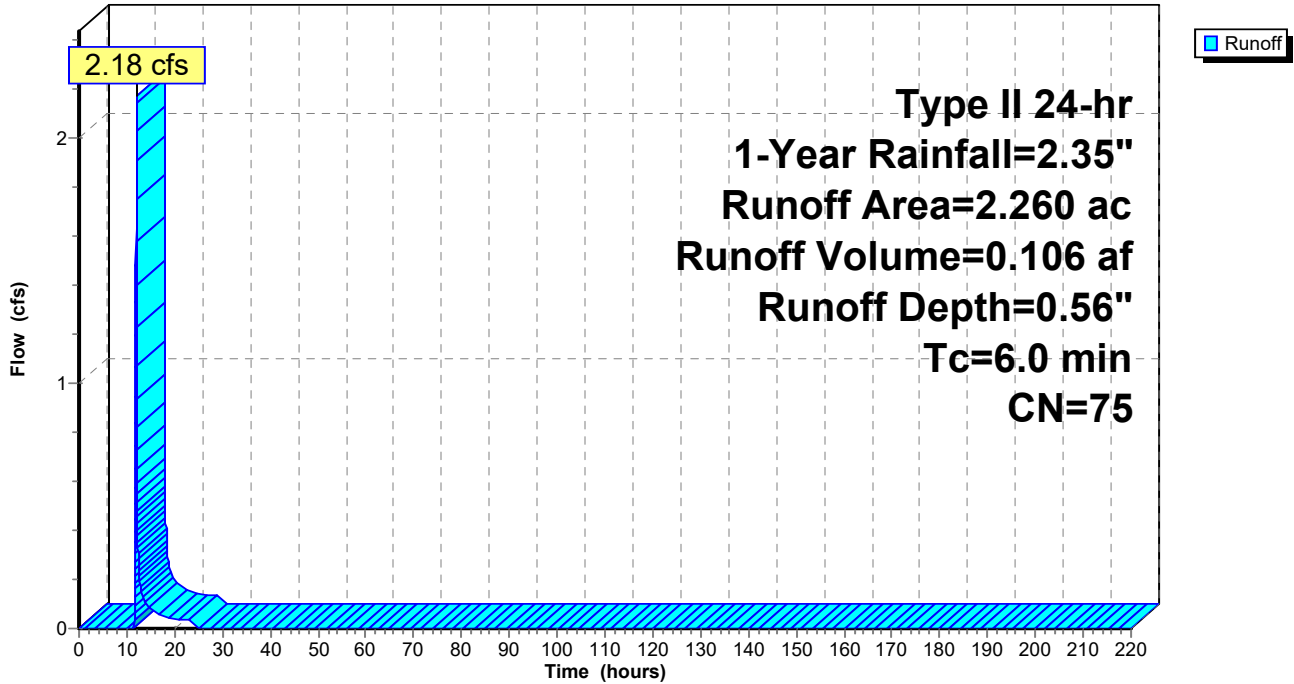
Summary for Link 42L: Outlet

Inflow Area = 2.260 ac, 100.00% Impervious, Inflow Depth = 5.44" for 100-Year event
Inflow = 11.66 cfs @ 12.04 hrs, Volume= 1.025 af
Primary = 11.66 cfs @ 12.04 hrs, Volume= 1.025 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-220.00 hrs, dt= 0.01 hrs

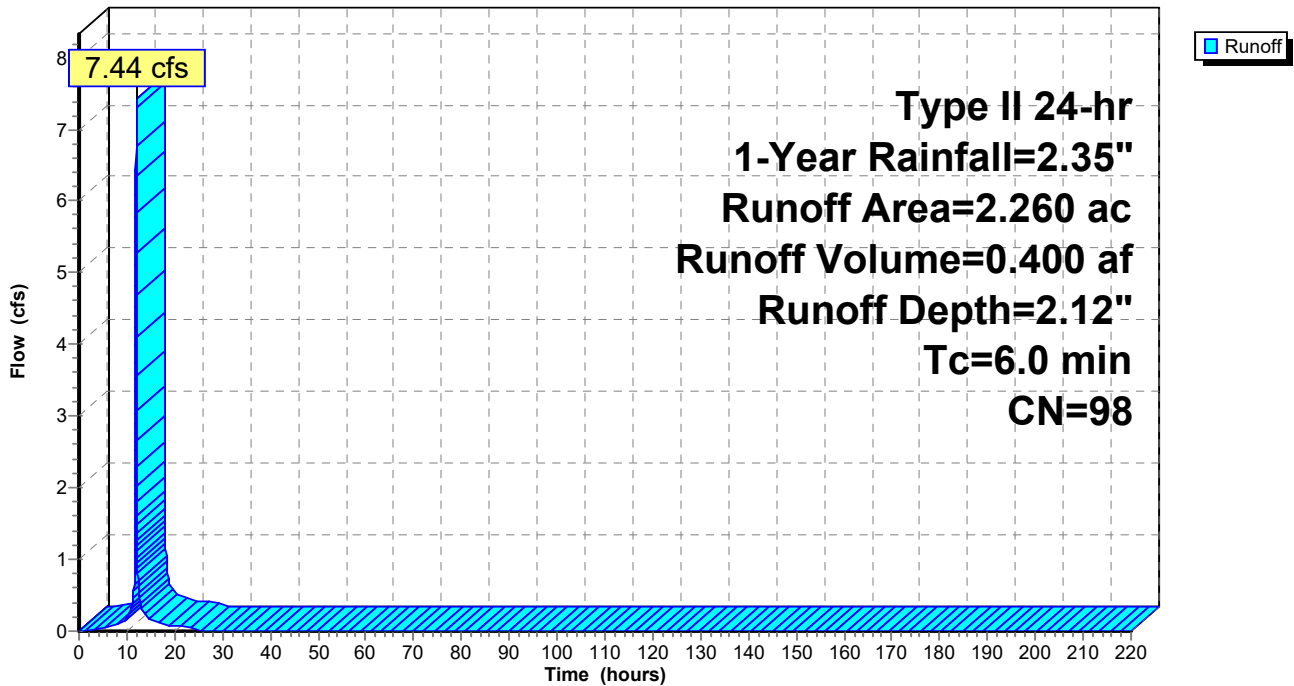
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



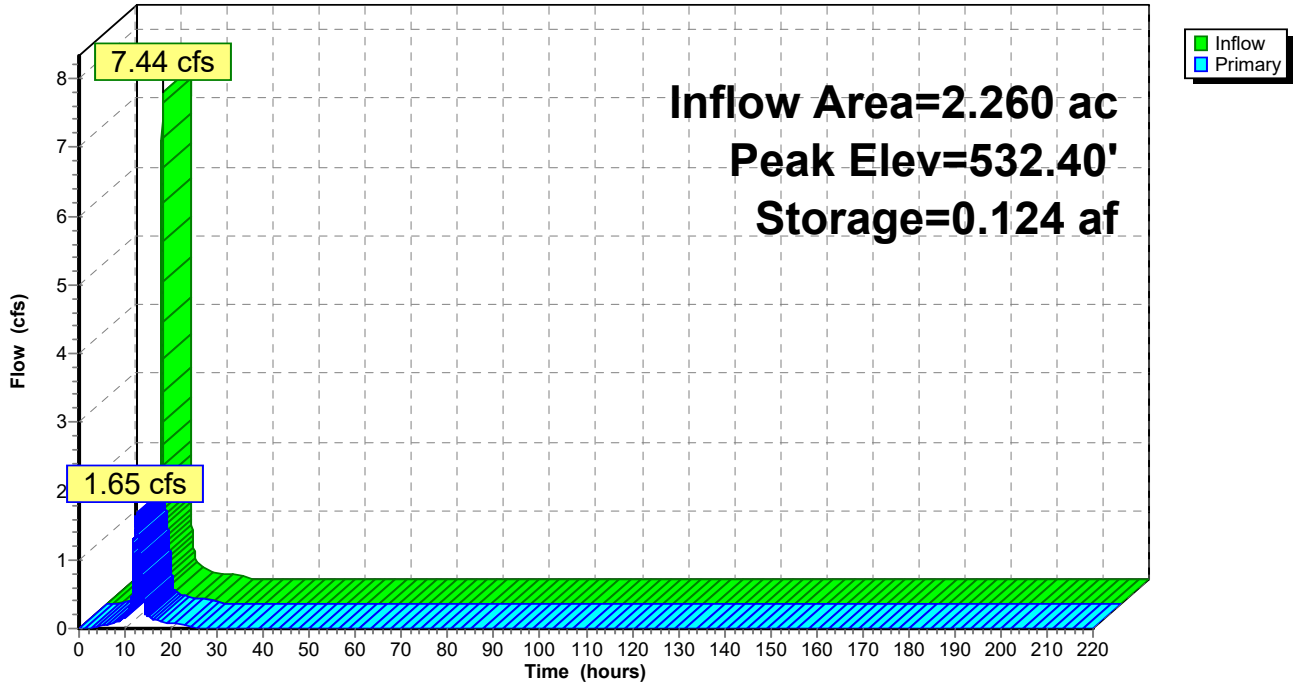
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



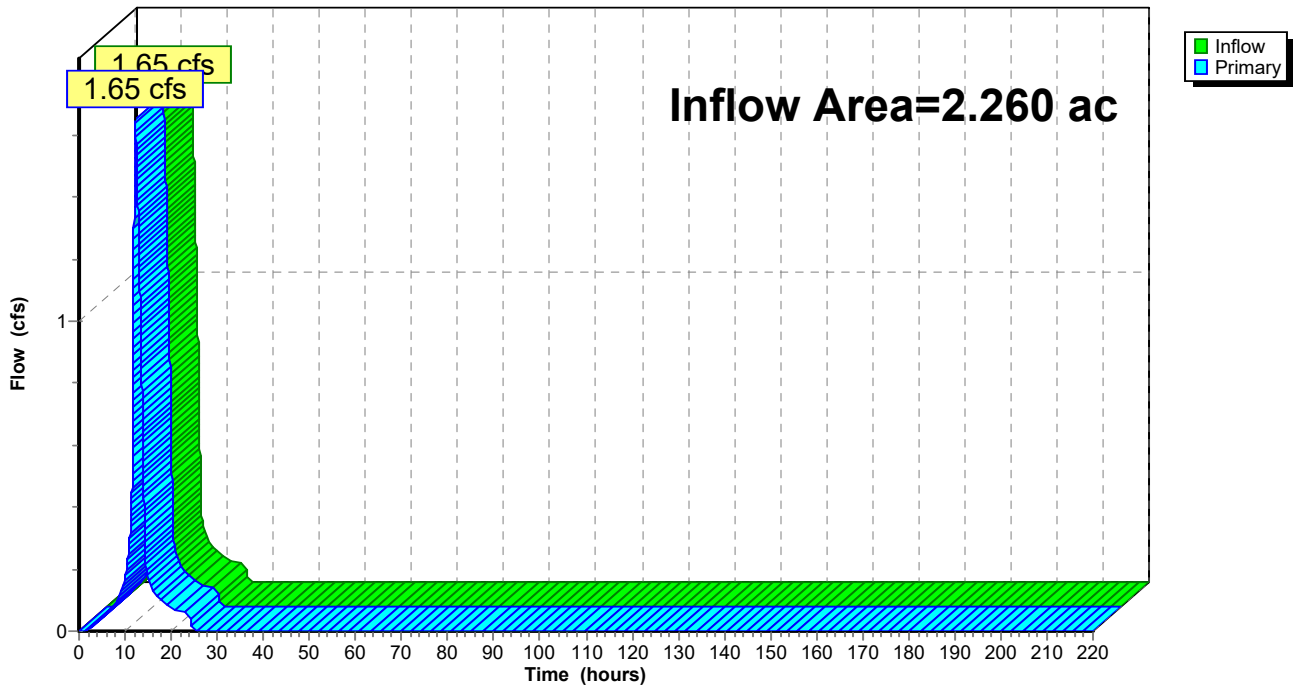
Pond 45P: Underground Detention System

Hydrograph



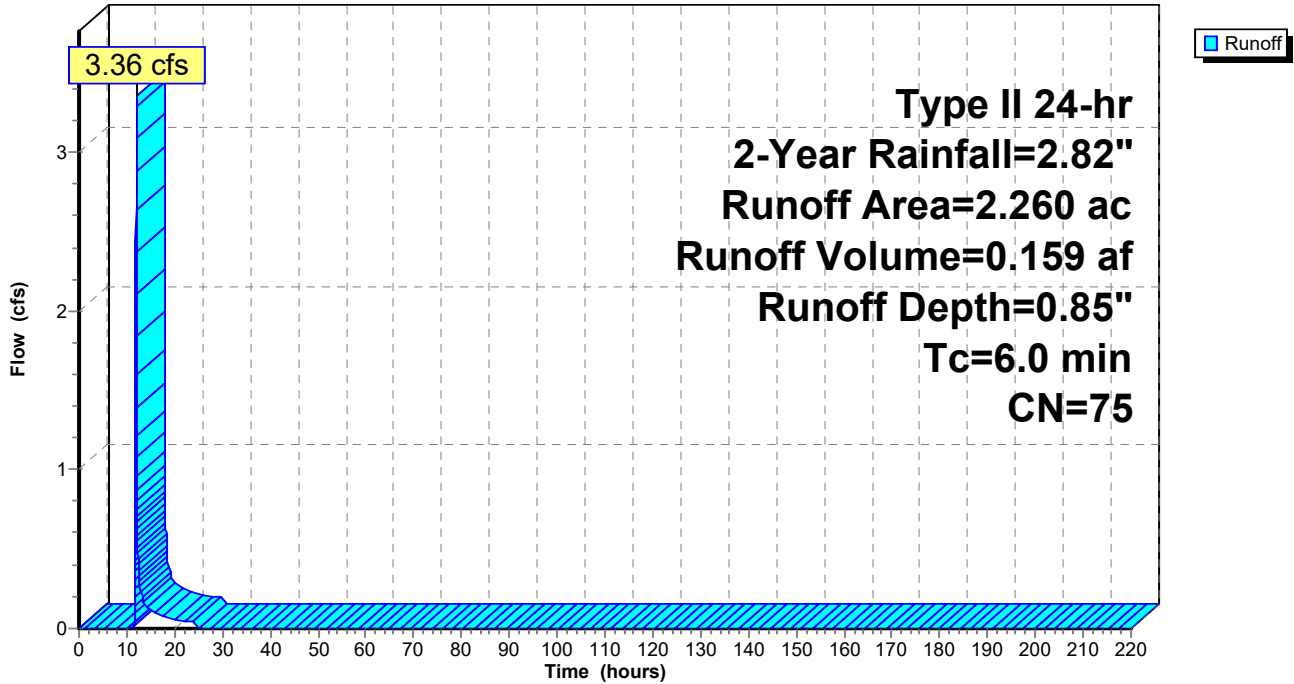
Link 42L: Outlet

Hydrograph



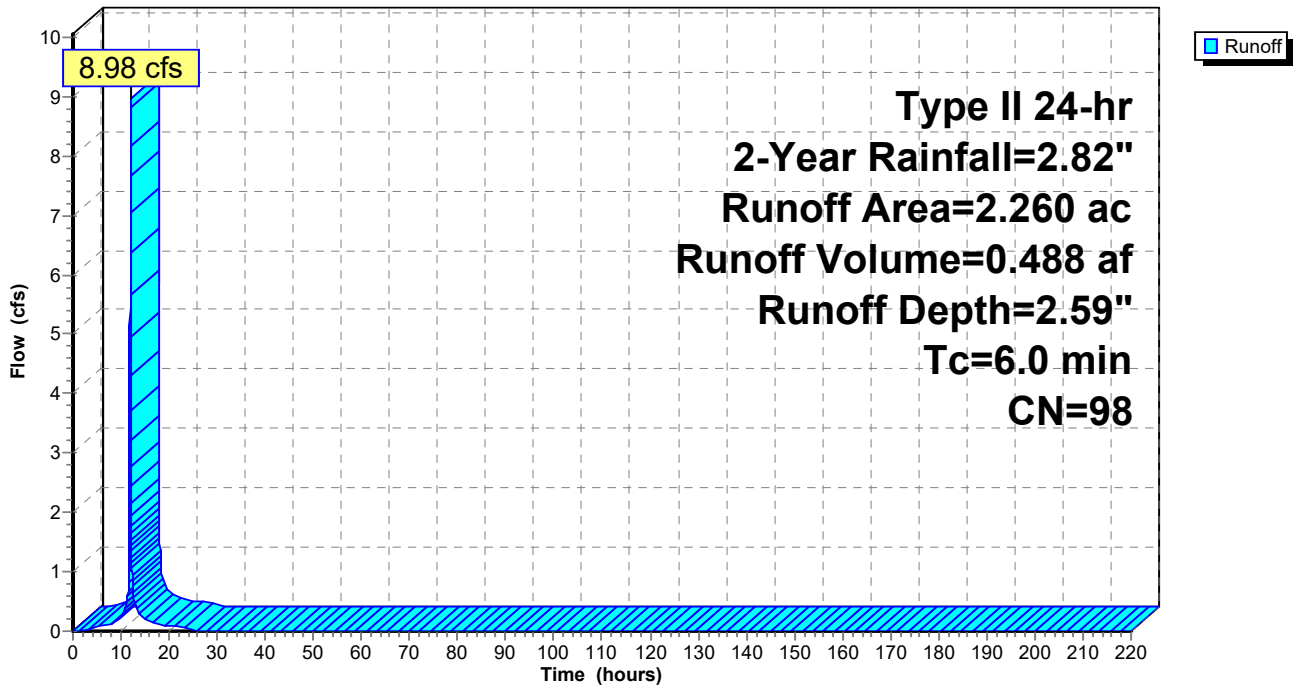
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



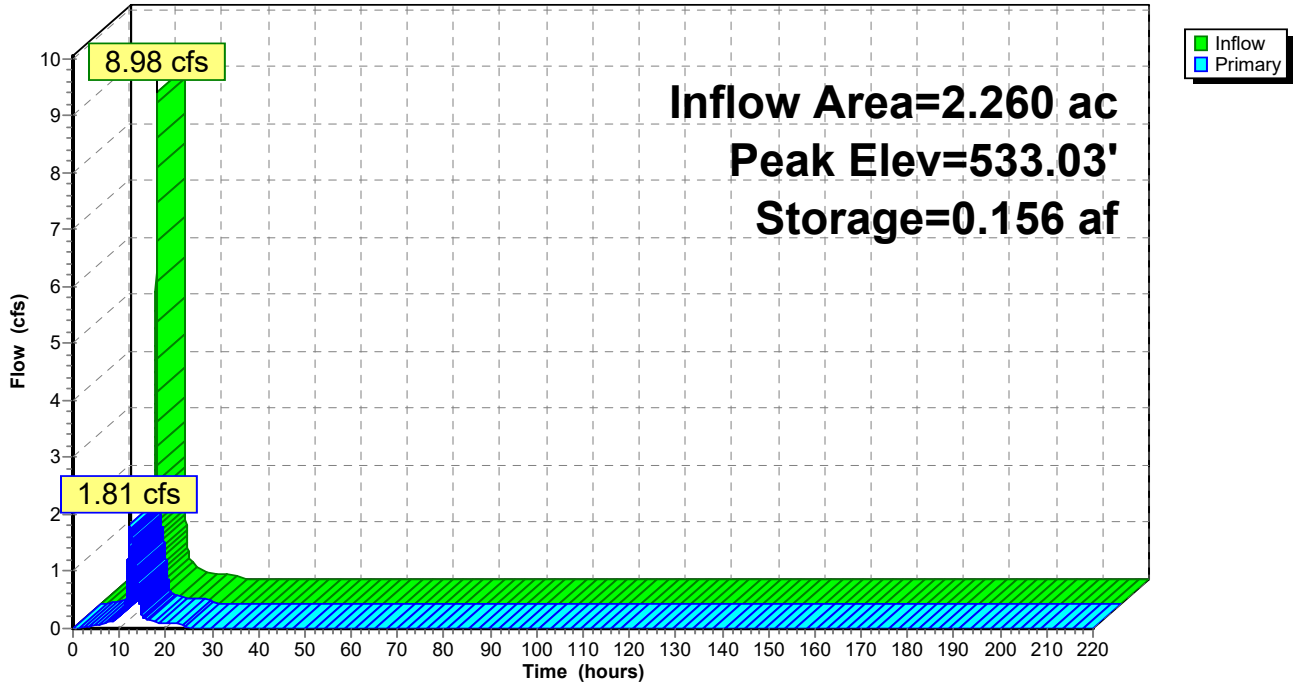
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



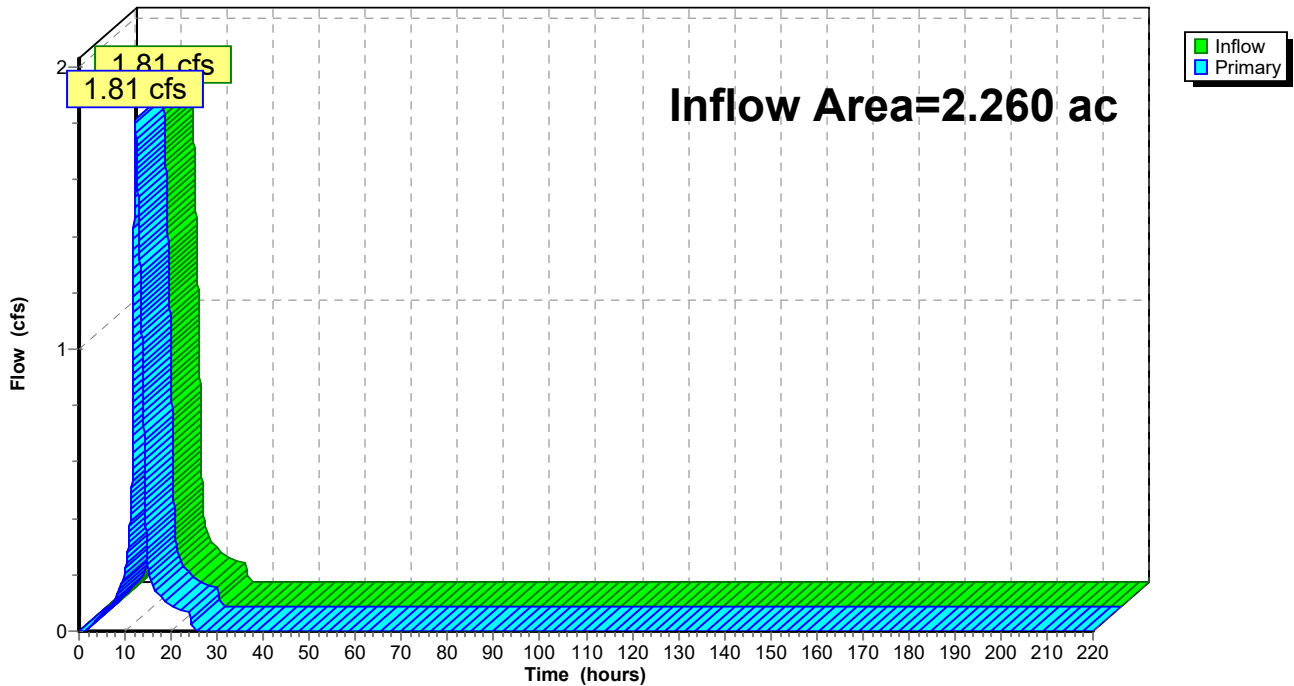
Pond 45P: Underground Detention System

Hydrograph



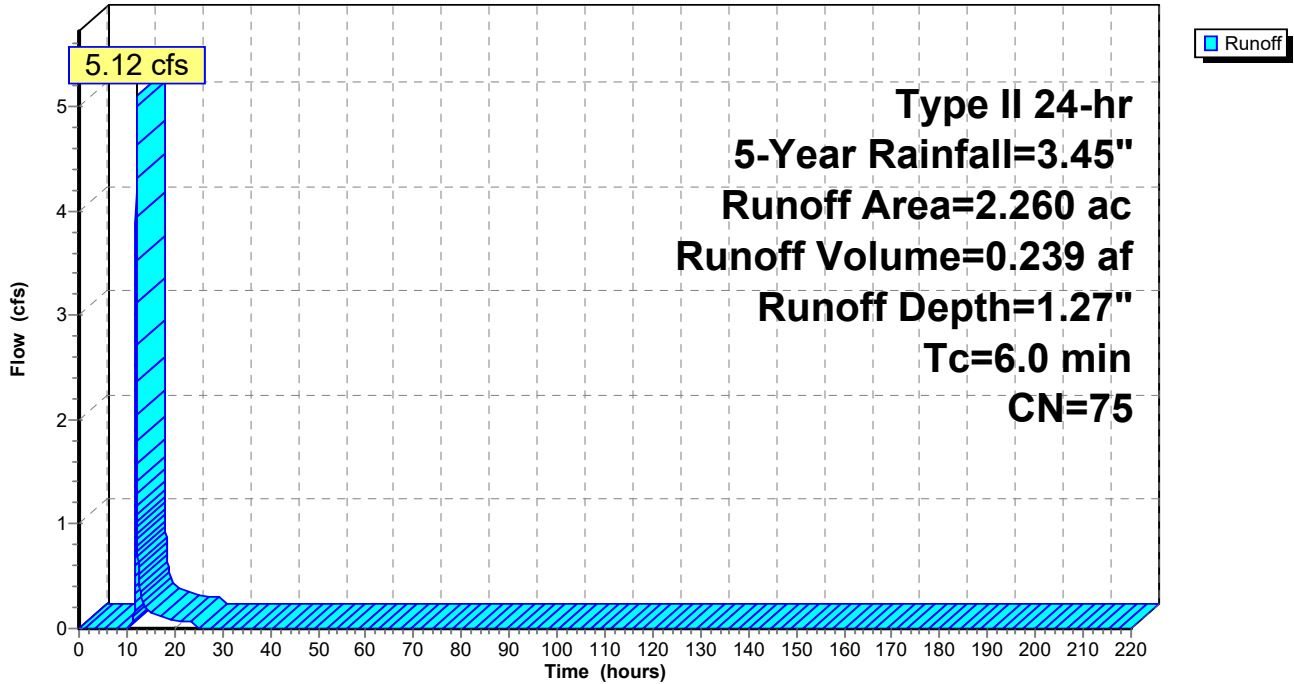
Link 42L: Outlet

Hydrograph



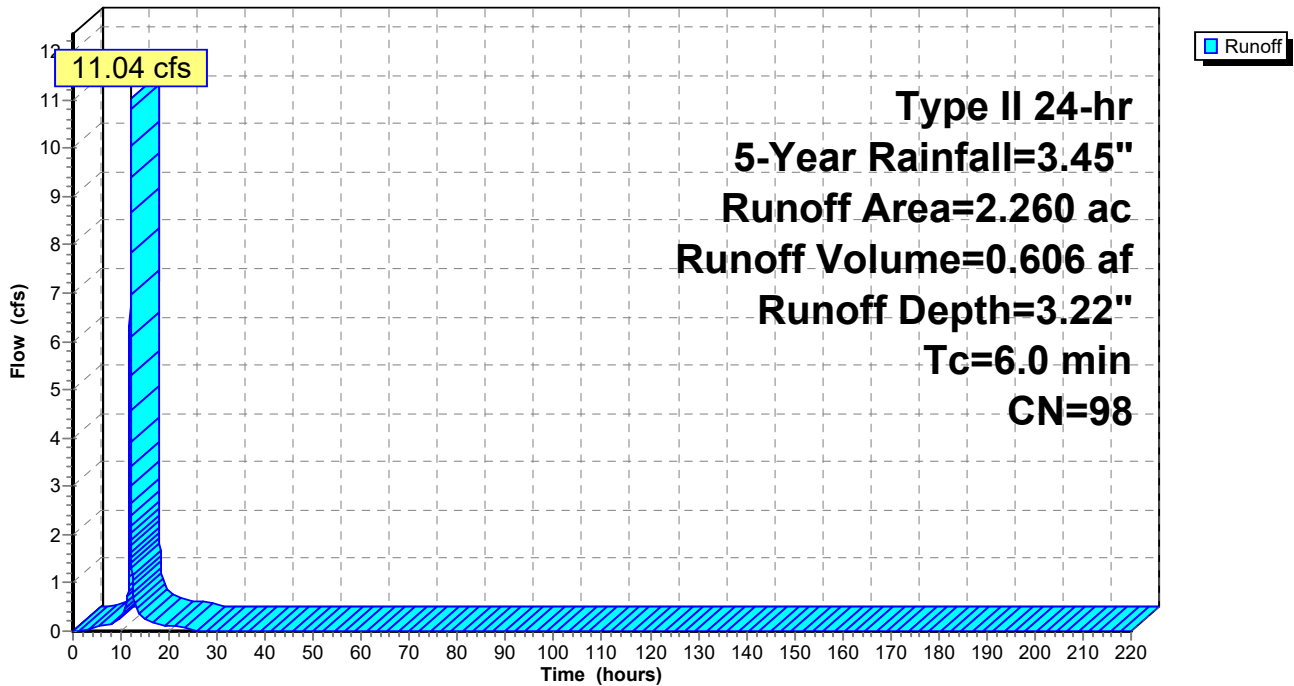
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



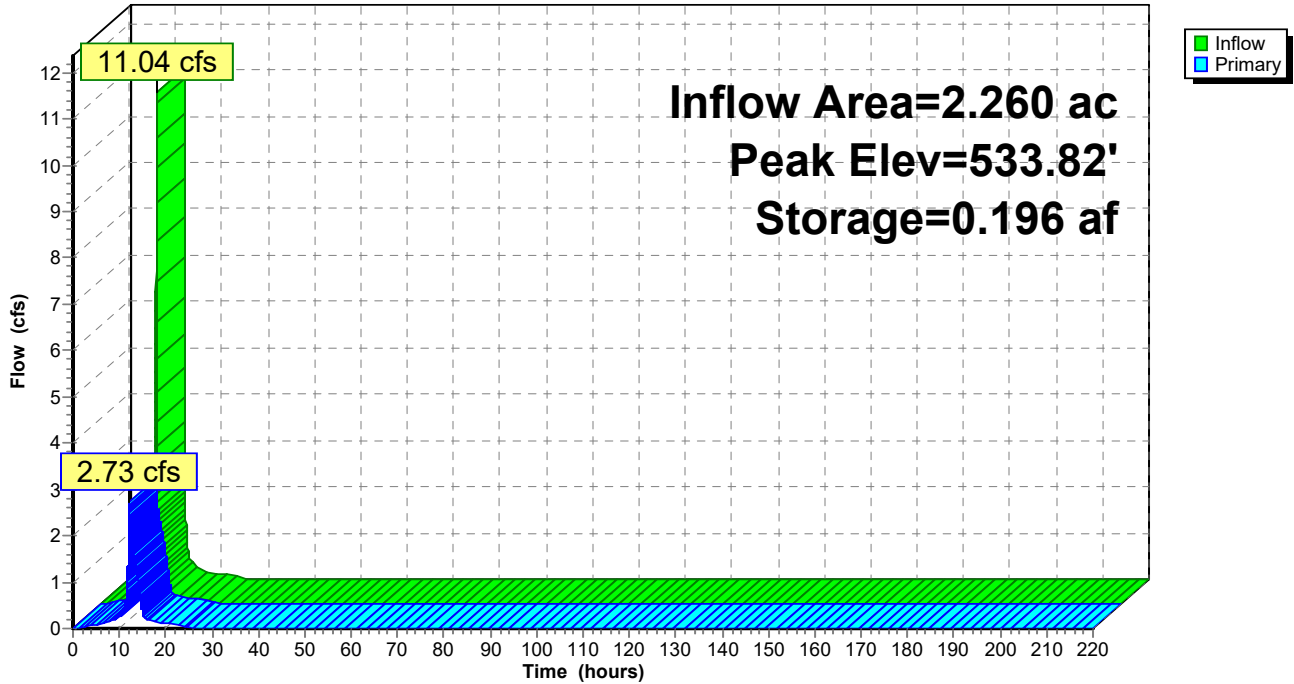
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



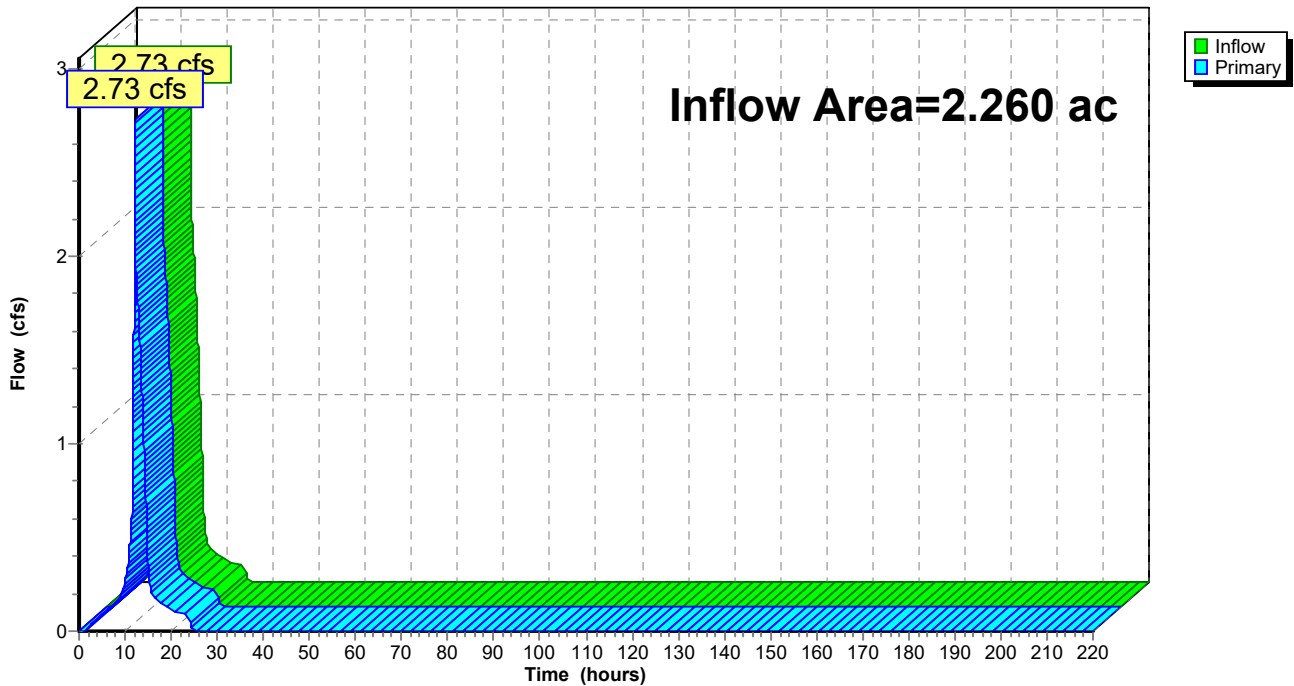
Pond 45P: Underground Detention System

Hydrograph



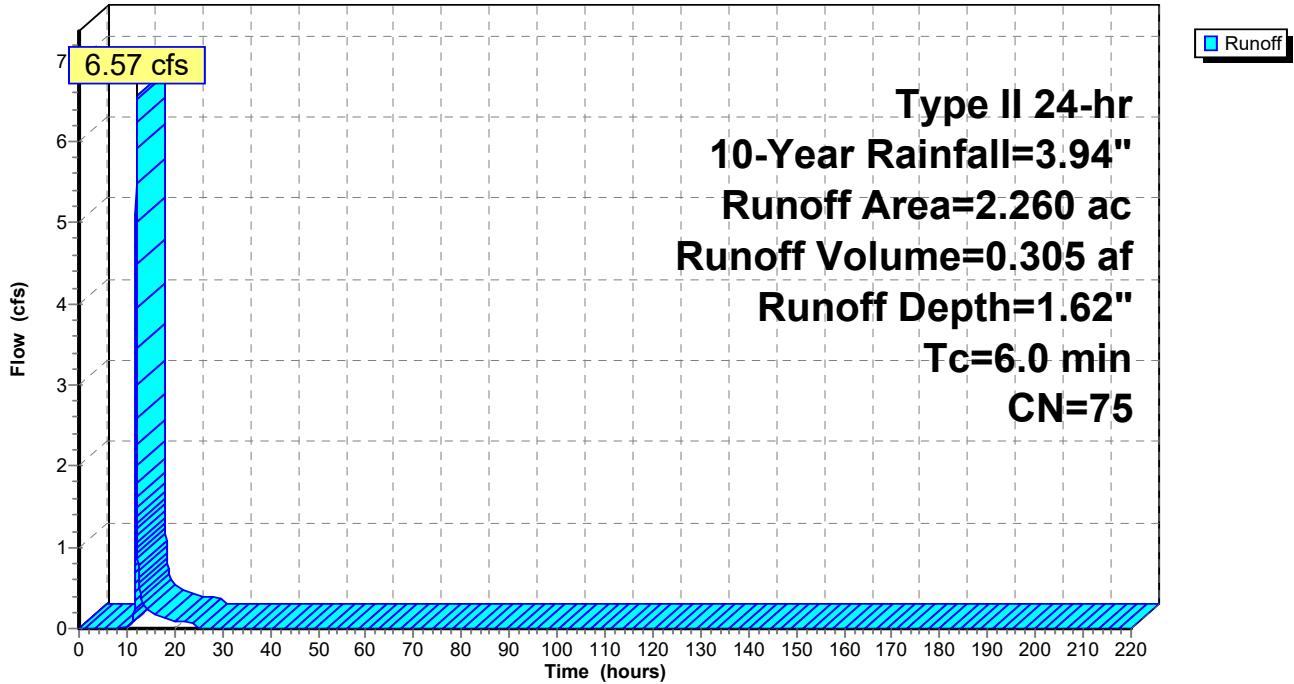
Link 42L: Outlet

Hydrograph



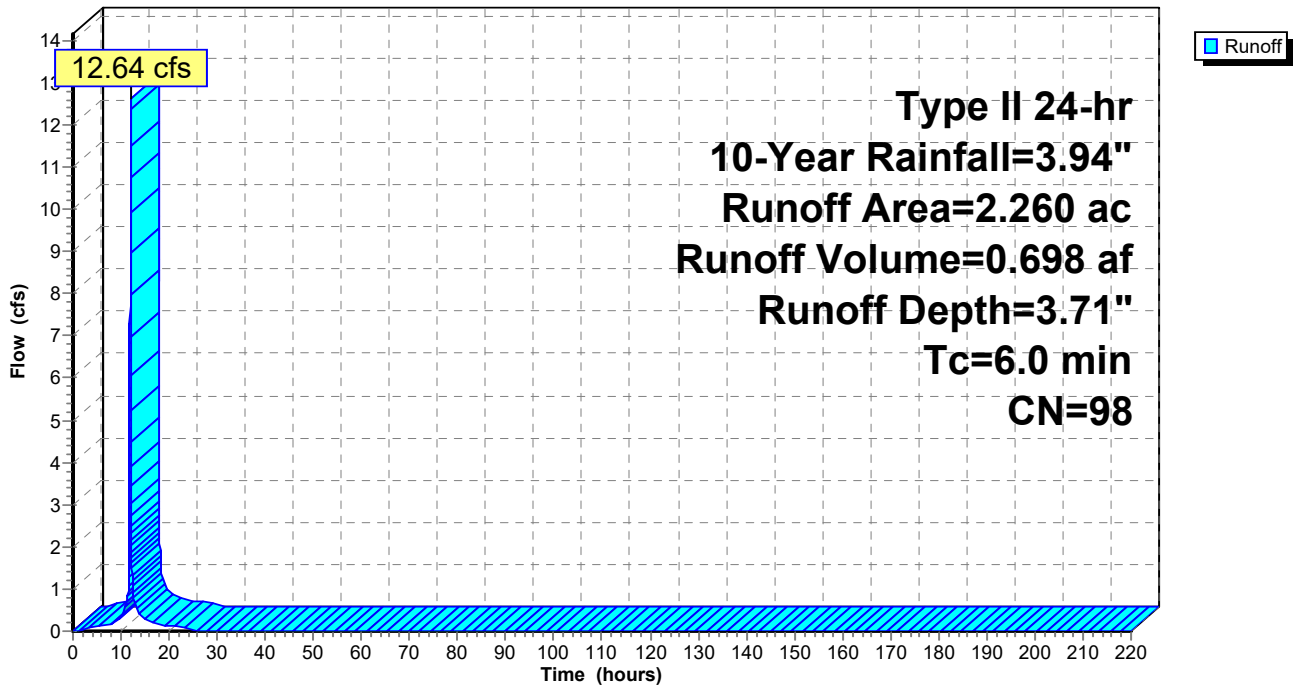
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



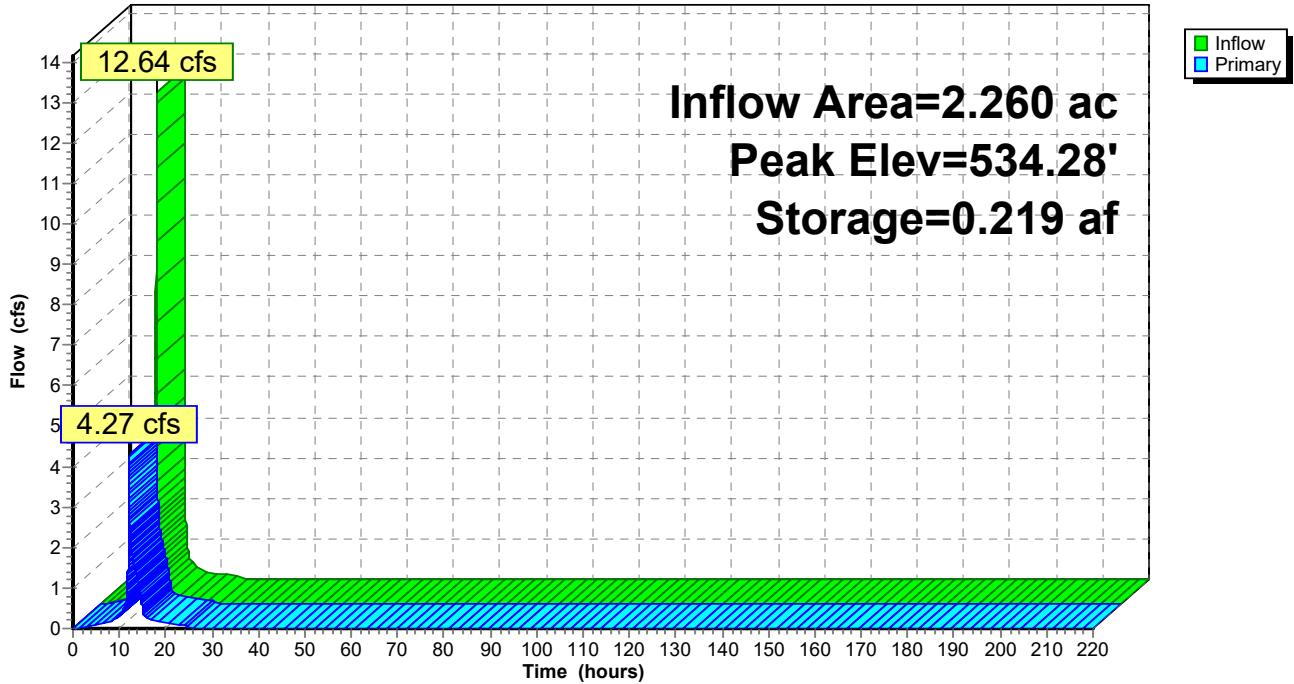
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



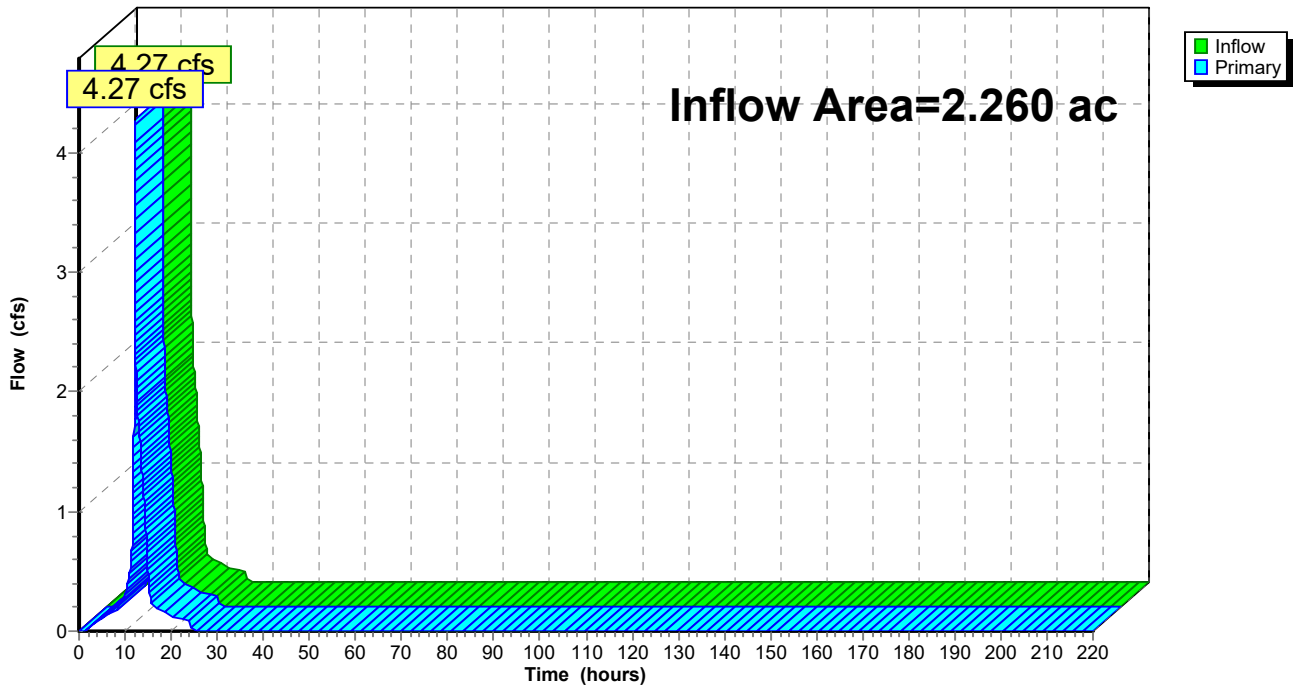
Pond 45P: Underground Detention System

Hydrograph



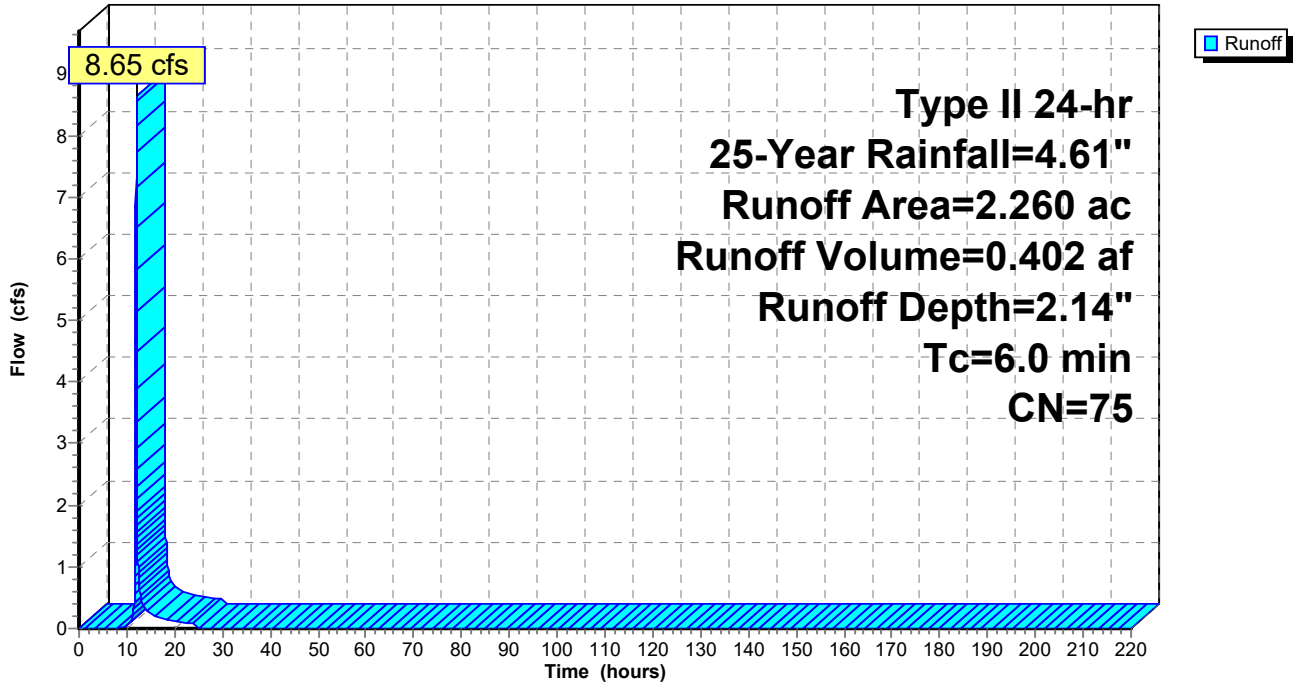
Link 42L: Outlet

Hydrograph



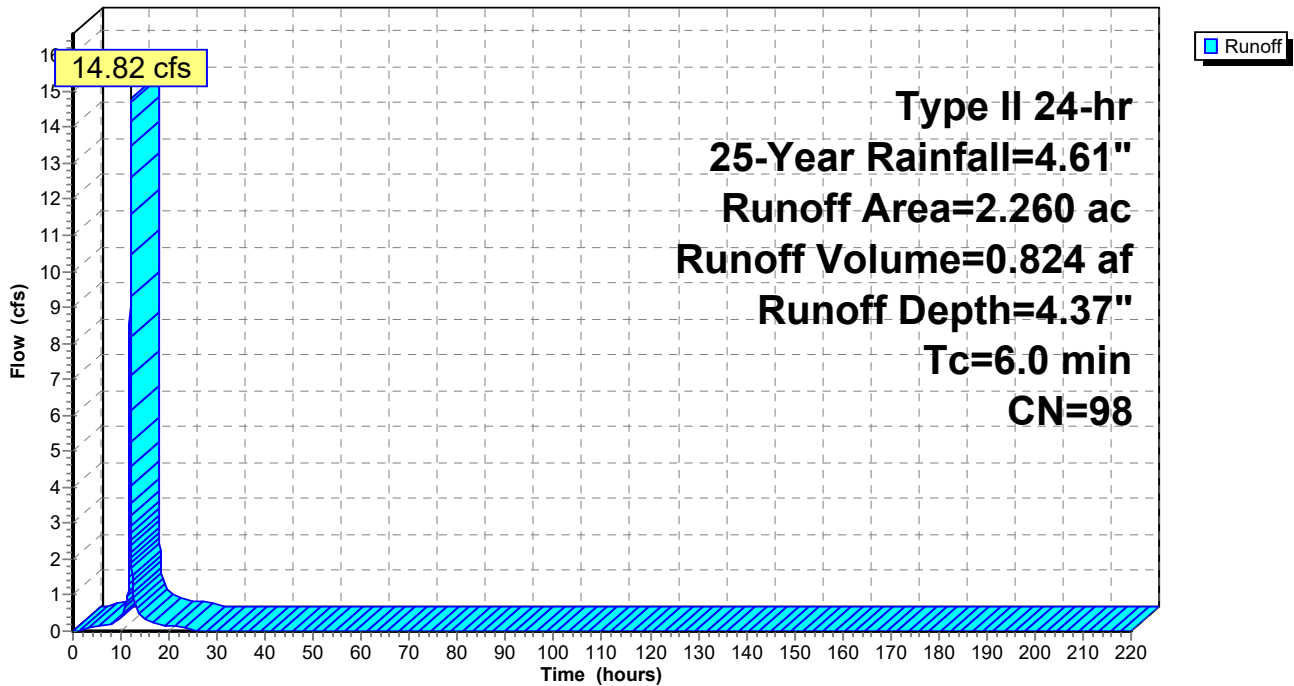
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



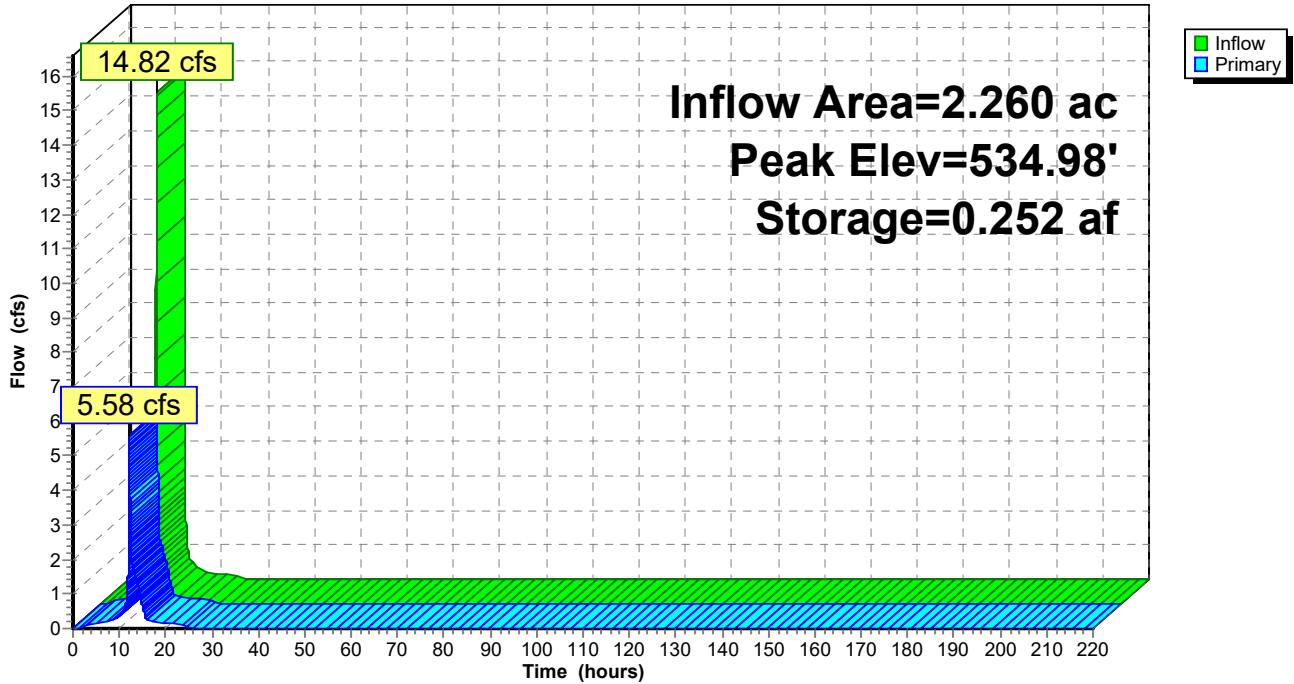
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



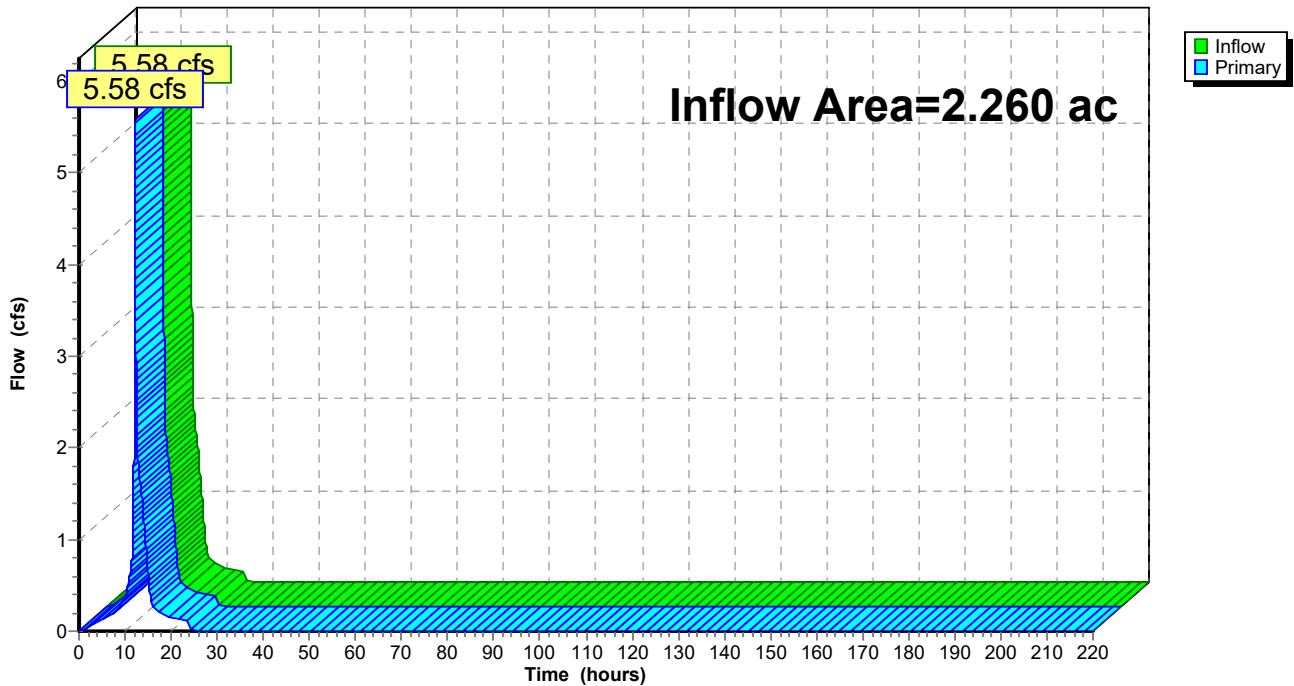
Pond 45P: Underground Detention System

Hydrograph



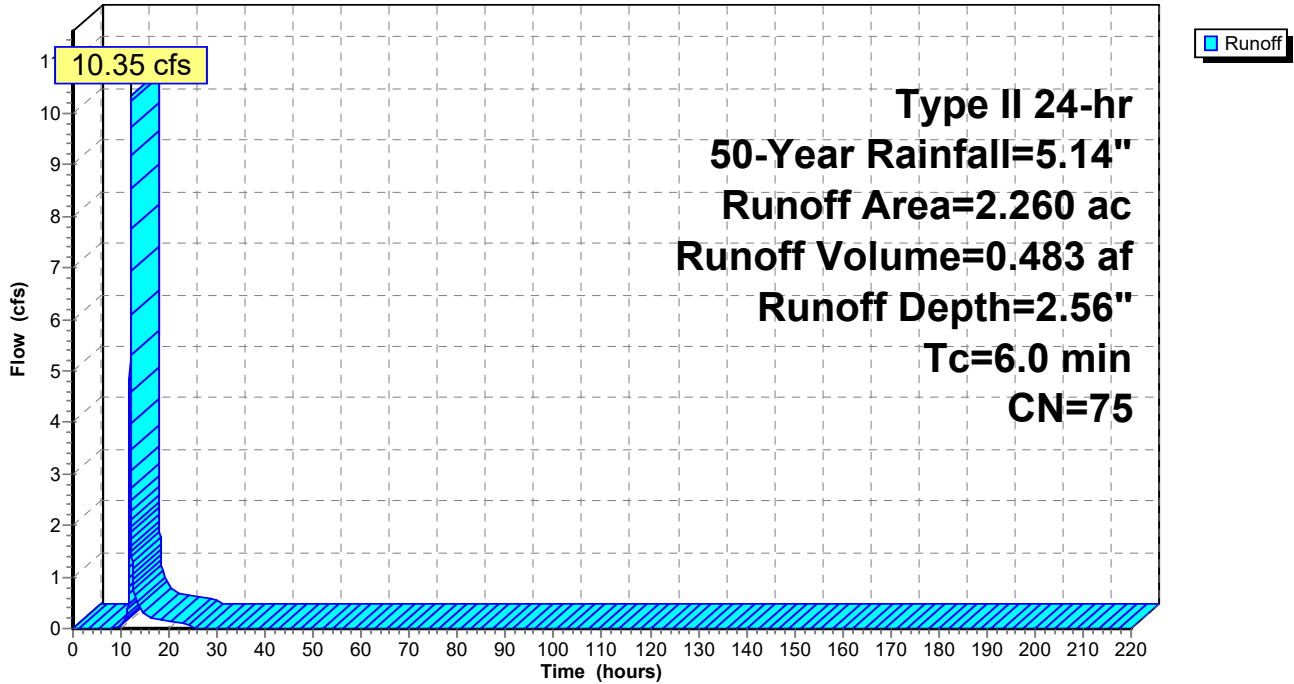
Link 42L: Outlet

Hydrograph



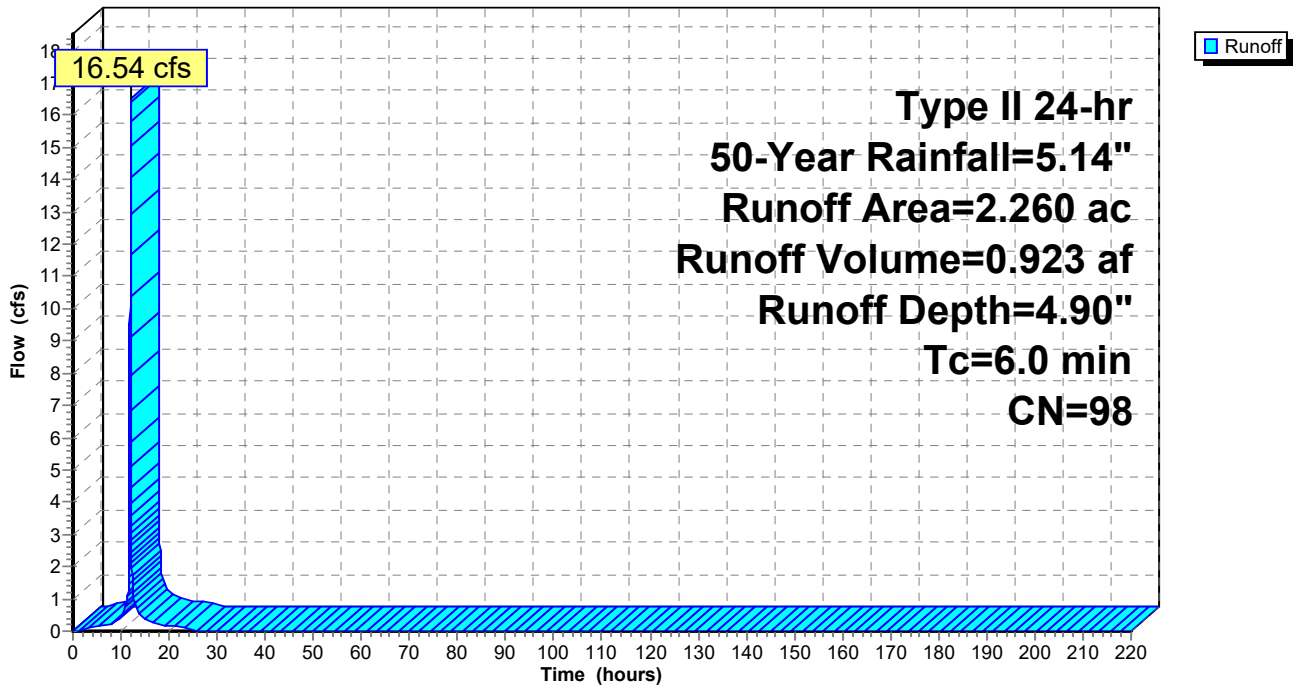
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



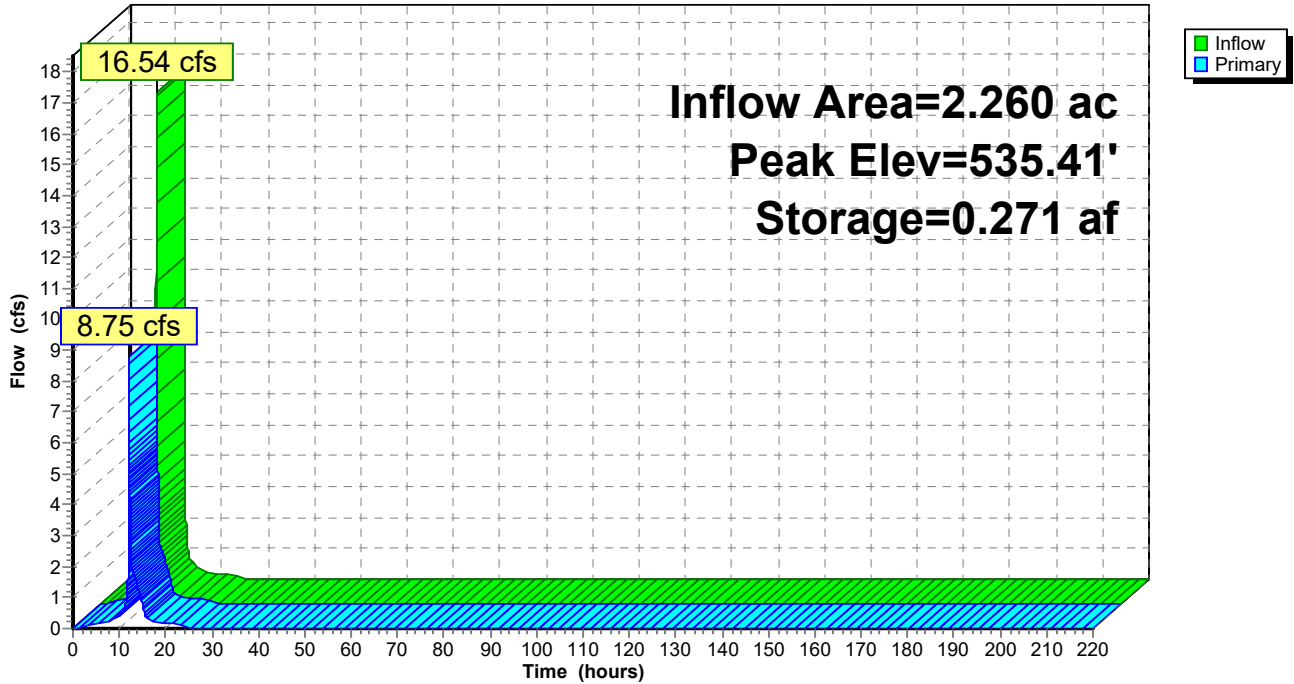
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



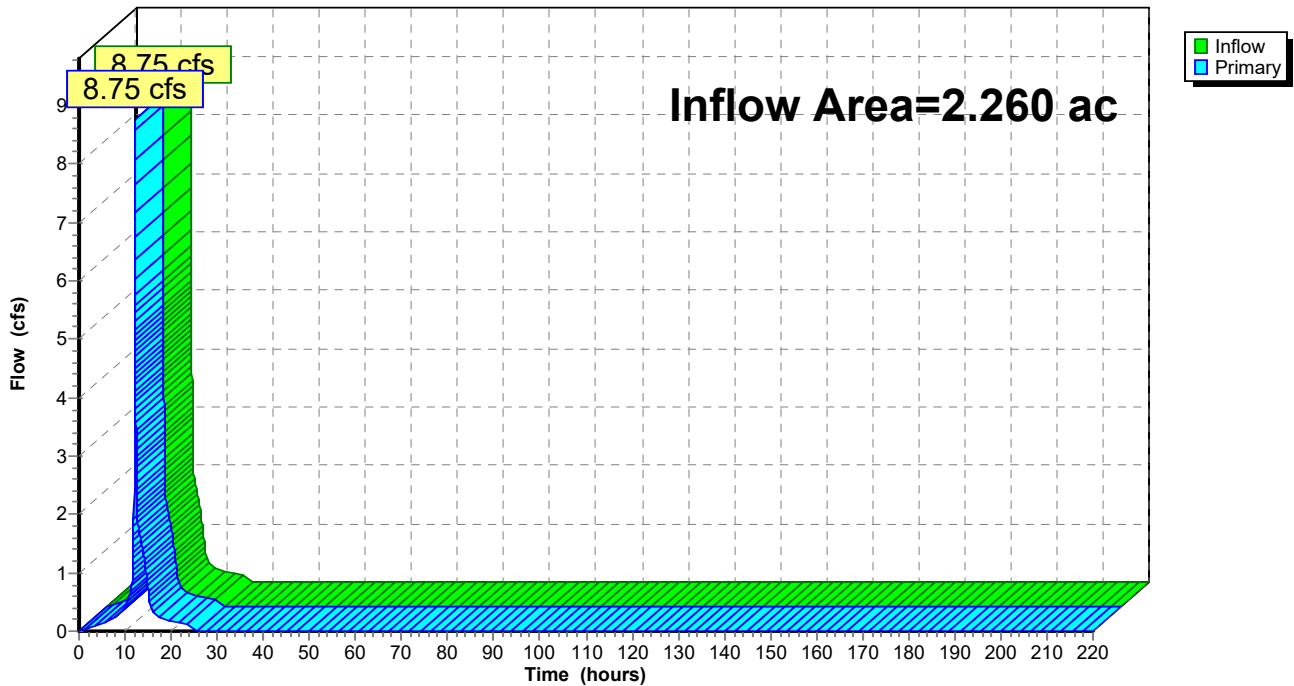
Pond 45P: Underground Detention System

Hydrograph



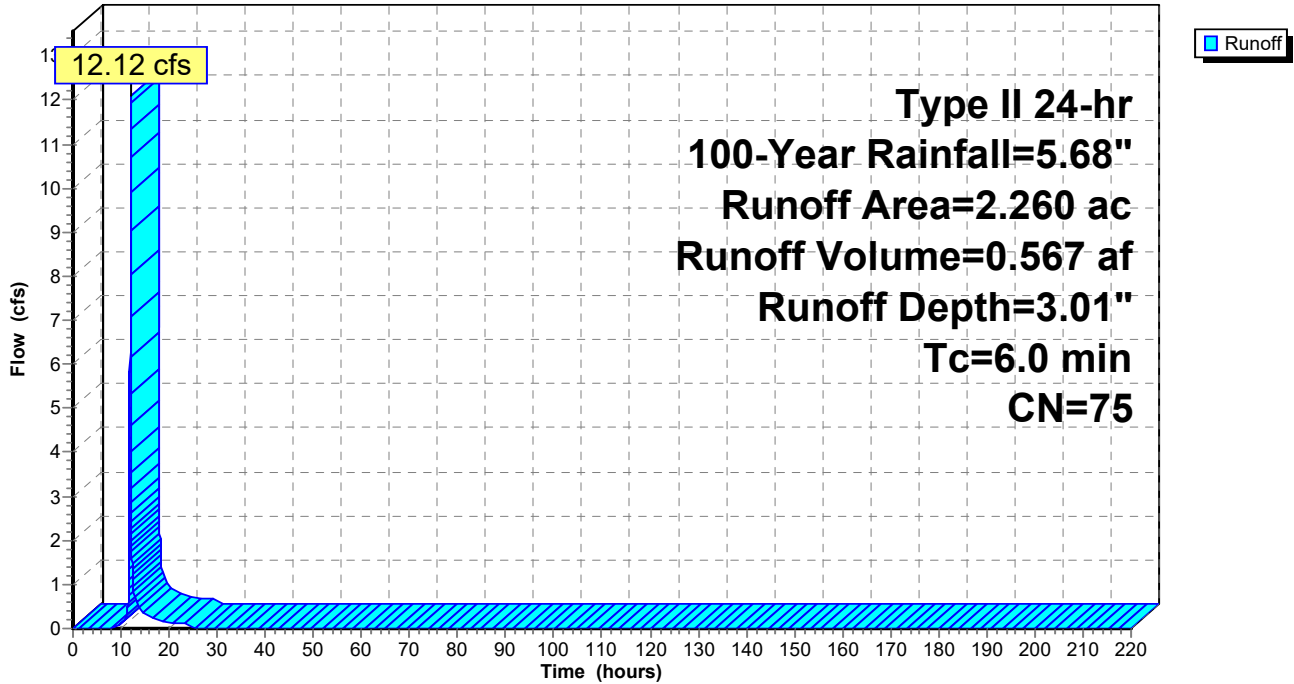
Link 42L: Outlet

Hydrograph



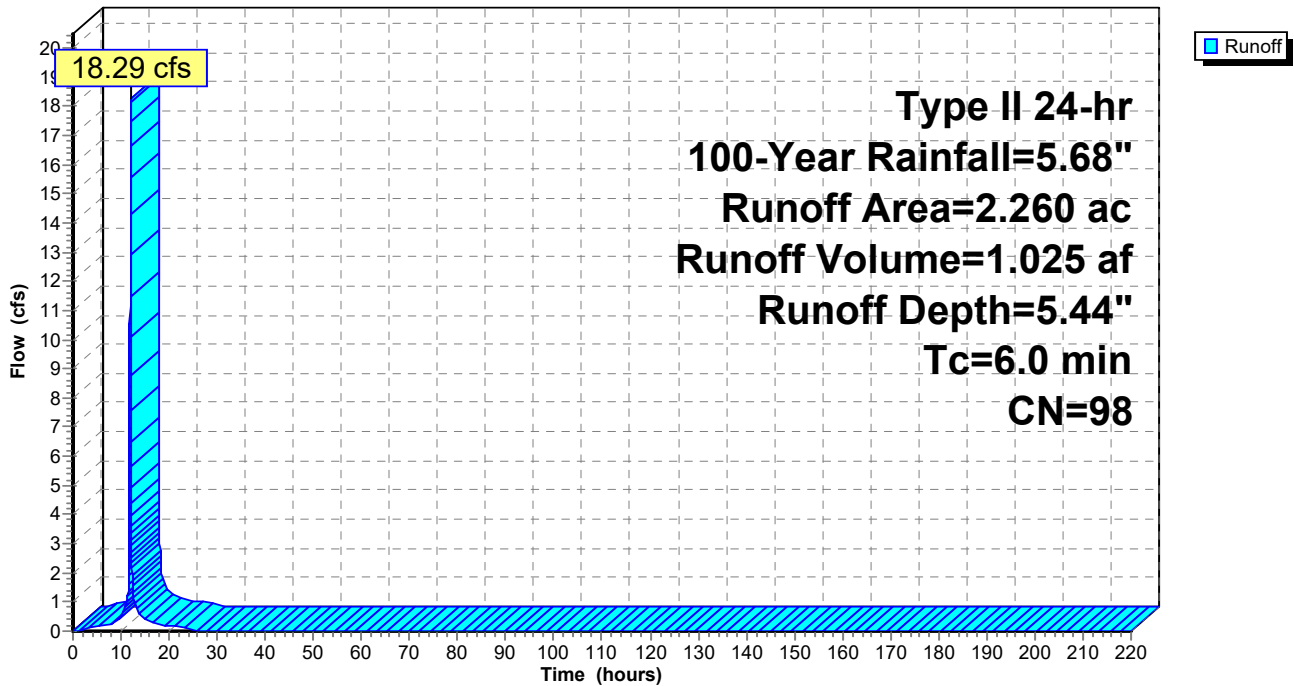
Subcatchment 36S: Pre - Development Area Detained

Hydrograph



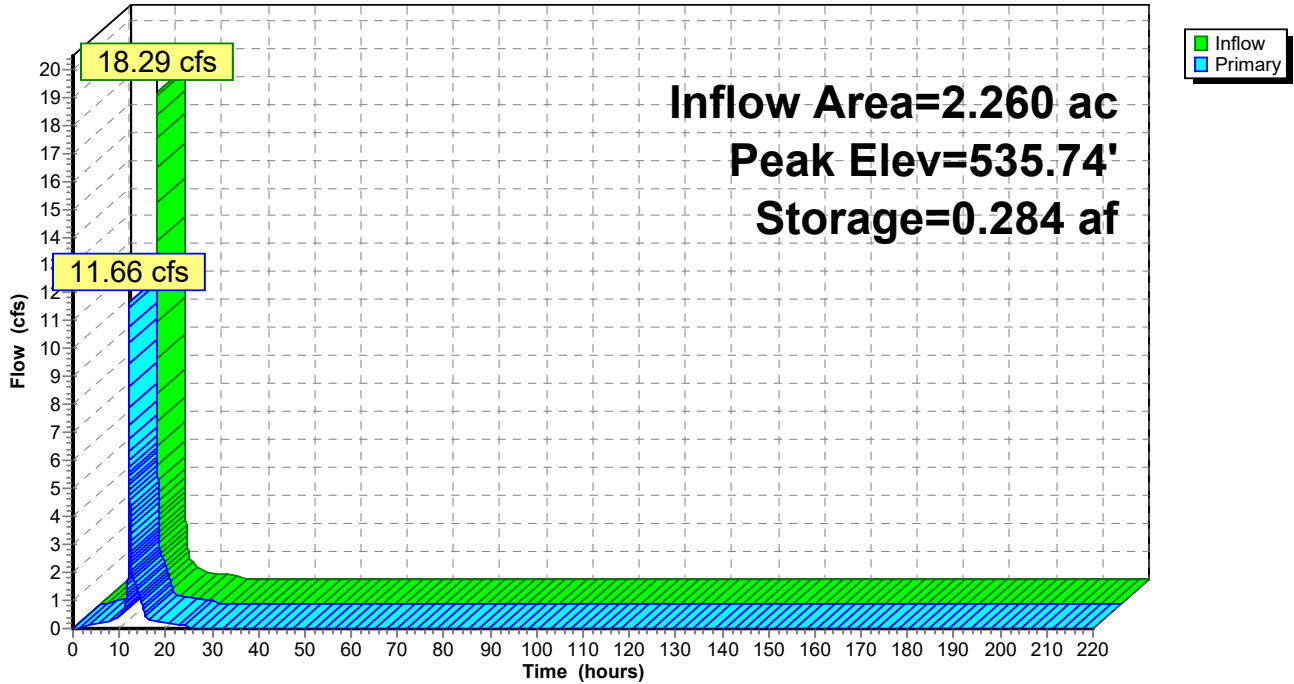
Subcatchment 37S: Post - Development Area - Detained

Hydrograph



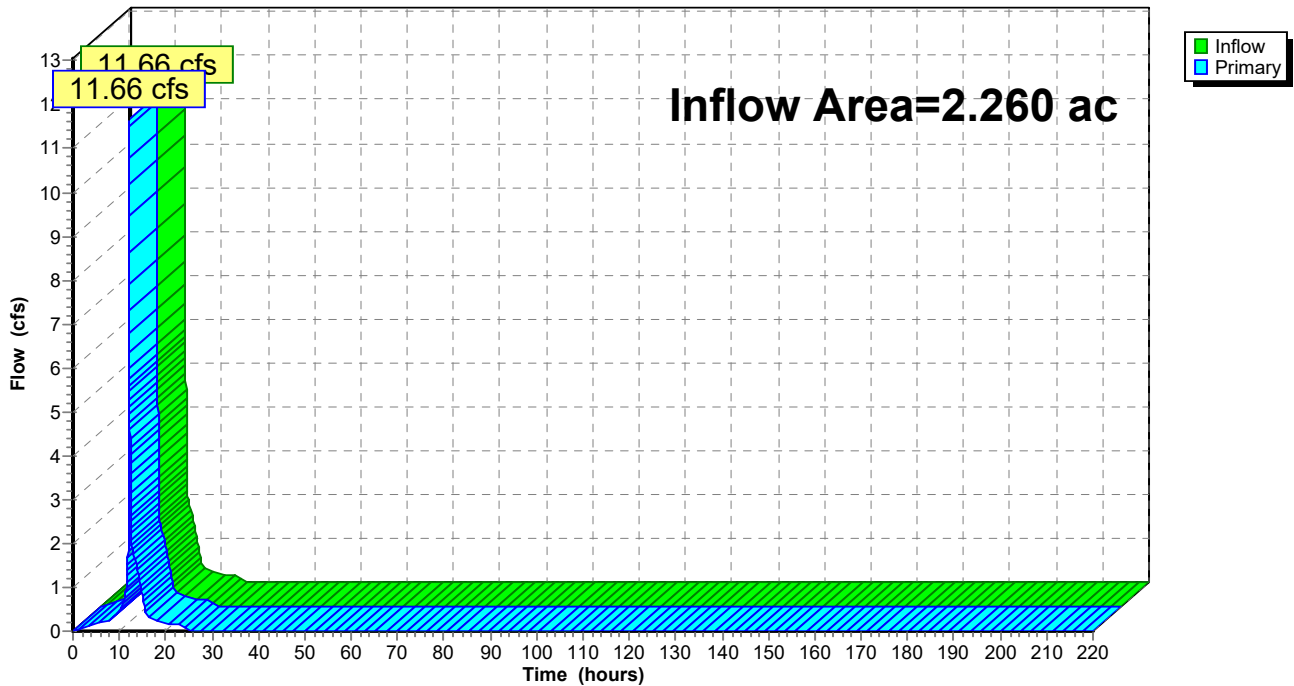
Pond 45P: Underground Detention System

Hydrograph



Link 42L: Outlet

Hydrograph



Gilbert Avenue Parking Lot Detention System

Type II 24-hr 100-Year Rainfall=5.68"

Prepared by Hewlett-Packard Company

Printed 8/10/2023

HydroCAD® 10.00-20 s/n 05649 © 2017 HydroCAD Software Solutions LLC

Page 1

Stage-Area-Storage for Pond 45P: Underground Detention System

Elevation (feet)	Storage (acre-feet)	Elevation (feet)	Storage (acre-feet)
529.10	0.000	534.40	0.225
529.20	0.001	534.50	0.230
529.30	0.002	534.60	0.234
529.40	0.004	534.70	0.239
529.50	0.006	534.80	0.244
529.60	0.008	534.90	0.248
529.70	0.011	535.00	0.253
529.80	0.014	535.10	0.257
529.90	0.017	535.20	0.262
530.00	0.020	535.30	0.266
530.10	0.023	535.40	0.270
530.20	0.026	535.50	0.274
530.30	0.030	535.60	0.278
530.40	0.034	535.70	0.282
530.50	0.038	535.80	0.286
530.60	0.041	535.90	0.290
530.70	0.046	536.00	0.293
530.80	0.050	536.10	0.297
530.90	0.054	536.20	0.300
531.00	0.058	536.30	0.303
531.10	0.062	536.40	0.306
531.20	0.067	536.50	0.309
531.30	0.071	536.60	0.311
531.40	0.076	536.70	0.314
531.50	0.081	536.80	0.316
531.60	0.085	536.90	0.318
531.70	0.090	537.00	0.319
531.80	0.095	537.10	0.320
531.90	0.100		
532.00	0.105		
532.10	0.109		
532.20	0.114		
532.30	0.119		
532.40	0.124		
532.50	0.129		
532.60	0.134		
532.70	0.140		
532.80	0.145		
532.90	0.150		
533.00	0.155		
533.10	0.160		
533.20	0.165		
533.30	0.170		
533.40	0.175		
533.50	0.180		
533.60	0.185		
533.70	0.190		
533.80	0.195		
533.90	0.200		
534.00	0.205		
534.10	0.210		
534.20	0.215		
534.30	0.220		

Statement of Special Inspections

Address: 1005 Gilbert Avenue

Permit application number: 2023 P07909

Special inspections are to be provided by the owner or owner's representative, other than the contractor, as required by section 1704.2.3 Ohio Building Code. This Statement of Special Inspections shall be submitted as a requirement for permit issuance. It includes a Schedule of Special Inspections applicable to this project as well as the name of the special inspectors, and the identity of other testing laboratories or agencies intended to be retained for conducting these inspections.

Special Inspectors and testing agency personnel shall be under the direct supervision of a registered design professional who shall sign inspection reports; otherwise the qualifications of the person performing the inspections shall be submitted to the Building Official for acceptance.

An overall inspection coordinator shall keep records of all inspections and tests and shall furnish such reports to the building official and to the design professional of record. All discrepancies shall be brought to the immediate attention of the contractor for correction. If the discrepancies are not corrected, the discrepancies shall be brought to the attention of the building official and the design professional of record. Interim reports shall be submitted to the building official and the design professional of record as required by the building official.

During the course of construction, additional third party inspections may be required in addition to those specified in the attached schedule if conditions warrant.


Design Professionals Signature

Principal
Title



Design Professionals Seal

Address: _____

Permit No: _____

SCHEDULE OF SPECIAL INSPECTIONS				** Please mark
No.	ITEM	Req'd	Inspection Agency	Continuous / Periodic
1	Soils (1705.6 OBC)			
	a) shallow foundations			
	b) controlled structural fill			
	d) excavation/fill	X	Alt & Witzig	Periodic
	e) soil stability/landslide			
	f) other			
2	Special Cases: (1705.1.1 OBC) Retaining Walls			
	a) segmental wall systems			
	b) post and plug systems			
	c) cantilevered			
	d) lagging walls			
	e) other			
3	Deep Foundation (1705.7 OBC)			
	a) aggregate piers			
	b) driven piles			
4	Cast-In-Place Deep Foundation (1705.8 OBC)			
	a) drilled piers			
5	Helical Pile Foundation (1705.9 OBC)			
6	Underground Detention System / Storm Tech	X	Alt & Witzig	Periodic
7	Concrete Construction (1705.3 OBC)			
	a) mix design			
	b) material certification			
	c) reinforcement & installation			
	d) post-tensioning operation			
	e) batching plant			
	f) formwork geometry			
	g) concrete placement			
	h) evaluation of concrete strength			
	i) curing & protection			
	j) Special Cases: (1705.1.1 OBC) -Shoring and reshoring systems to support elevated concrete slab until it hardens and becomes self-supporting as per the designer. This report must be submitted to and approved by the Building Official prior to each placement of concrete.			
8	Steel Construction (1705.2 OBC)			
	A. Structural Steel			
	a) fabricator certification/quality control procedures			
	b) material certification			
	c) open web steel joists			
	d) bolting			
	e) welding			
	f) shear connectors			
	g) structural details			
	h) metal deck			
	i) open-web steel joists and joist girders			
	B. Cold Formed Steel Framing			
	a) member sizes			
	b) material thickness			
	c) material properties			
	d) mechanical connections			
	e) welding			
	f) framing details			
	g) cold form steel trusses spanning ≥ 60 feet			
	h) other			

Address: _____

Permit No: _____

No.	ITEM	Req'd	Inspection Agency	Continuous / Periodic
	C. Elevator Steel Track and Support			
	a) member sizes			
	b) material thickness			
	c) material properties			
	d) mechanical connections			
	e) welding			
	f) bolting			
	g) other			
	D. Cell Towers			
	a) bolting			
	b) welding			
	c) material properties			
9	Masonry Construction (1705.4 OBC)			
	a) material certification			
	b) mixing of mortar and grout			
	c) installation of masonry			
	d) reinforcement installation			
	e) grouting operations			
	f) weather protection			
	g) evaluation of masonry strength			
	h) anchors and ties			
	i) other			
10	Wood Construction (1705.5 OBC)			
	a) fabricator certification			
	b) material grading			
	c) connections			
	d) framing details			
	e) other			
11	Wind Resistance (1705.11 OBC)			
	a) structural wood			
	b) cold-form steel light framed construction			
	c) wind resisting components			
12	Seismic Resistance (1705.12 OBC)			
13	Testing for Seismic Resistance (1705.13 OBC)			
	a) structural steel			
	b) nonstructural components			
	c) designated seismic systems			
	d) seismic isolation systems			
14	Fabricated Items (1705.10 OBC)			
15	Sprayed Fire-resistant Materials (1705.14 OBC)			
	a) material specifications			
	b) laboratory tested fire-resistance design			
	c) schedule of thickness			
	d) surface preparation			
	e) application			
	f) curing and ambient condition			
	g) thickness			
	h) density			
	i) bond strength			
	j) other			
16	Fire Resistant Coatings (1705.15 OBC)			
17	Fire-Resistant Penetration/joint (1705.17 OBC)			
	a) penetration firestops			
	b) fire-resistant joint systems			
18	Testing for Smoke Control (1705.18 OBC)			
	a) testing scope			
	b) qualifications			

Address: _____

Permit No: _____

No.	ITEM	Req'd	Inspection Agency	Continuous / Periodic
19	EFIS System (1705.16 OBC)			
	a) material submittals			
	b) condition of substrate			
	c) application of foam plastic board			
	d) application of coatings			
	e) application of mesh			
	f) curing and ambient condition			
	g) flashing and joint details			
	h) sealants / caulk			
	i) water resistive barrier coating			
20	Mechanical Systems			
	a) smoke control			
	b) air balance			
	c) HVAC piping			
	d) other			
21	Emergency Responder Radio Coverage System			
	a) system install			
	c) system design			
	d) active system			
	e) passive system			
	f) acceptance testing			
22	Special Cases: (1705.1.1 OBC)			
	a) foundation location shall be verified by a licensed Surveyor verifying form location.			
	b) lowest level floor elevation shall be verified by a licensed Surveyor.			

INSPECTION AGENTS

1.	Inspection Coordinator	Firm: <i>Alt & Witzig Engineering</i>
Name:	<i>Grady Marker</i>	Phone: <i>(513) 777-9890</i>
Email:	<i>gmarker@altwitzig.com</i>	Cell:
2.	Testing Laboratory	Firm: <i>Alt & Witzig Engineering</i>
Name:	<i>Alt & Witzig Engineering</i>	Phone: <i>(513) 777-9890</i>
Phone:	<i>(513) 777-9890</i>	Cell:
3.	Approved Independent Quality Control Agency	Firm:
Name:		Phone:
Email:		Cell:
4.	Geotechnical Engineer:	Firm:
Name:		Phone:
Email:		Cell:
5.	Special Inspector	Firm:
Name:		Phone:
Email:		Cell:
6.		Firm:
Name:		Phone:
Email:		Cell:
7.		Firm:
Name:		Phone:
Email:		Cell:

***Add additional sheet as required.

Address: _____

Permit No: _____

FINAL REPORT OF SPECIAL INSPECTION

The project registered design professional acknowledges the responsibility of reviewing and approving the special inspection reports submitted by the special inspectors at the required inspection periods. Any discrepancies in special inspection reports shall be reported to the building official. A final special inspection report documenting required special inspections and corrections of any discrepancies noted in the inspections shall be submitted to the building official.

Interim reports submitted prior to this report, and numbered _____ to _____, are to be considered an integral part of this final report.

Design Professional's Signature

Title

Design Professional's Seal

IDC Review Guidelines Applicant Responses

Please see below for the Applicant's responses to the Interim Development Control (IDC) Application Review Guidelines. These responses were included as part of the Building Permit at the direction of City Planner Marie Dienger and Zoning Administrator Emily Ahouse.

The Applicant would like to firstly note the following key pieces of information:

- 1) The property was purchased not only before the IDC went into effect, but also before the legislation was even proposed.
- 2) The property is located in the far periphery of the Downtown Development District surrounded by highways, on/ off ramps, underpasses and state routes.
- 3) The property is currently mostly a parking lot, while the building is single-story highly specialized, and vacant.
- 4) The proposed development does not ask for a variance and confirms with both the City Zoning and Building Code.
- 5) In summary, this project has been collateral damage of legislation that was not meant to target it.

Review Guidelines per the Cincinnati, Ohio – Code of Ordinances, Title XIV Zoning Code of the City of Cincinnati, Chapter 1431 – Interim Development Control Overlay Districts.

a) Proposed Work Permitted by Current and Proposed Zoning.

- The proposed development is classified as public surface parking. The underlying zoning of the property is Downtown Development (DD) and it is located in the DD Parking Subdistrict Y. Public surface parking is a permitted use in this district. The proposed development is also compliant with the DD regulations for Lot and Structure Design, 1411-31.

b) Proposed Work Compatibility.

- The subject property is in the far periphery of the DD district. The predominant prevailing land use, building and structure patterns in the surrounding neighborhood are characterized by transportation infrastructure such as interstate highways, state routes, overpasses, on/ off ramps and parking infrastructure that supports the urban core. The proposed development is compatible and consistent with these patterns.

c) No Detrimental Effect to the Public.

- The proposed development would not be detrimental to the public peace, health, safety or general welfare. The existing building was under invested in for years. This, combined with its location between the highways and the Casino garage, has resulted in problems such as illegal dumping and vagrancy, to name a few. The development will improve visibility thereby increasing public safety.

d) No Adverse Effect on Adjoining Properties.

- The proposed development does not appear to create any adverse effects on the adjoining property and will go through the permit review process which includes review from the applicable City departments that regulate public safety services, light and air, traffic conditions, transportation requirements and facilities or development and use of adjacent land, structures, and buildings. The only adjoining private property is the Hard Rock Casino Cincinnati, which has voiced support for a change in use.

513 241 0429

chavezproperties.com

250 W Court St, Suite 200E

Cincinnati, OH 45202

Additional review guidelines per City Planning and Engagement's (the appointed Administrative Reviewer) Exhibit B – Regulations and Applications for Interim Development Control Overlay District No. 88, "Surface Parking in the Downtown Development Zoning District," and Designation of Administrative Reviewer.

a) *Community Character.*

- The proposed development is consistent with the predominant building and structure patterns of the surrounding neighborhood and community, which generally features transportation infrastructure such as interstate highways, state routes, overpasses, on/off ramps and parking lots and garages that support the urban core. The proposed public surface parking lot is both compatible and consistent with these patterns. Additionally, the property is already mostly a parking lot. The demolition of the low-coverage building will improve visibility and therefore safety. The landscaping plan also calls for additional trees along the Gilbert Ave/ I-71 frontage. These changes will both activate an underutilized property and enhance the streetscape. In summary, while the change will be small, it will be both positive and impactful.

b) *Placement.*

- The proposed decorative fencing along the sidewalk and the planting of additional trees within the landscaping setbacks are consistent with the adjacent siting, setbacks, and orientation and emphasize pedestrian safety, participation, circulation, and connectivity in a manner better than the existing condition.

c) *Integration.*

- The proposed development is designed to provide seamless transitions and connections and promote interconnectivity between adjoining and abutting land uses thereby avoiding disharmonious development patterns. Specifically, the landscaping plan calls for adding trees and decorative fencing along the oversized setback/ buffer greenspace along Gilbert Ave. This will promote a visually appealing elevation next to the pedestrian walkway. The public surface parking lot itself is compatible with the character of this transportation and parking infrastructure corridor of the Downtown periphery.

d) *Accessibility.*

- The proposed development is designed to promote public and private interactions and accessibility through multi-modal connections to the existing street grid. For reasons that make the site good for public surface parking, the site is also a good candidate for inner city, intercity/ regional, and charter bus staging due to its proximity to the highway, right-in-right-out curb cuts, and length. The site is also across from the pedestrian bridge connecting Mount Adams with Downtown. This, combined with potential the staging of micro mobility options such as Lime or Redbike, allow the development to play a role in promoting multi-model transportation per the Connect Initiative Area of the 2012 Plan Cincinnati.

e) *Stormwater Management.*

- The existing site is currently mostly paved and therefore impervious. The developer's civil engineers have coordinated with the Metropolitan Sewer District to bring the property up to today's standards regarding stormwater management.

f) *Zoning.*

- The underlying zoning of the property is Downtown Development (DD) and it is located in the DD Parking Subdistrict Y. Public surface parking is a permitted use in this district. The proposed development is also compliant with the DD regulations for Lot and Structure Design, 1411-31.

g) *Guidelines.*

- The proposed development conforms to all guidelines adopted or approved by Council for the district in which it will be located.

h) Plans.

- The Goal Section of the Cincinnati 2000 Plan has “Transportation Systems must be adequate” as one of its three Principles (p. 5) and notes “Basic to All of This – Transportation” after discussing the current and future uses of the various property types (p.11). The Transportation section of the Plan specifically discusses creating “peripheral parking facilities” to reserve spaces in the core for “short-term shopper and business parking” (p. 27). The proposed development adds transportation infrastructure supporting the CBD in a peripheral area. It avoids conflicting with other elements of the plan due to its peripheral location.
- The Connect Initiative Area of Plan Cincinnati states that “Transportation infrastructure is arguably the most important physical asset” and the “backbone of the economy.” The proposed development provides transportation infrastructure from a peripheral location, thereby supporting but not impeding the goals of the Compete and Live Initiatives.

i) Proposed Zoning Amendments.

- This development is subject to the IDC Administrative Review due to the proposed zoning code amendment that would prohibit this development.

j) Adverse Effects.

- The proposed development will not impose any adverse effect on the access to the property by Fire, Police, or other public services or to traffic conditions as it will replace a restricted-access building with an open-access surface parking lot. The development will go through the permit review process which includes review from the applicable City Departments. Additionally, there are no anticipated adverse effects to the development, usefulness or value of neighboring land and buildings as demolition will have a positive impact on the streetscape and public safety.

Consistency With Plans:

- *Cincinnati 2000 Plan (1986)*
 - The Goal Section of the Cincinnati 2000 Plan has “Transportation Systems must be adequate” as one of its three Principles (p. 5) and notes “Basic to All of This – Transportation” after discussing the current and future uses of the various property types (p.11). The Transportation section of the Plan specifically discusses creating “peripheral parking facilities” to reserve spaces in the core for “short-term shopper and business parking” (p. 27). The proposed development adds transportation infrastructure supporting the CBD in a peripheral area. It avoids conflicting with other elements of the plan due to this peripheral location.
- *Plan Cincinnati (2012)*
 - The Connect Initiative Area of Plan Cincinnati states that “Transportation infrastructure is arguably the most important physical asset” and the “backbone of the economy.” The proposed development provides transportation infrastructure from a peripheral location, thereby supporting but not impeding the goals of the Compete and Live Initiatives.

December 14, 2022

To: Mayor and Members of City Council

From: Sheryl M.M. Long, City Manager

202202205

Subject: Environmental Impacts of Surface Parking Lots

Reference Document #202201801

The City Council, at its session on September 21, 2022, referred to the following item for review and report:

MOTION, submitted by Councilmembers Jeffreys and Owens, WE MOVE that, the Administration report back to Council within sixty (60) days on the environmental impacts of surface parking lots, which may include but is not limited to; their relation to urban heat islands, stormwater management, materials/construction, and vehicle emissions. Administration may consider soliciting feedback from the Office of Environment and Sustainability, Greater Cincinnati Water Works, the Department of Transportation and Engineering, and any other agency with relevant expertise

Summary

Surface parking lots can create a variety of environmental impacts including effects to (1) stormwater management, (2) increased urban heat island effect, (3) increased air pollution, and (4) enabling automobile-oriented lifestyle choices. The paved materials used for surface parking lots are generally comprised of black asphalt which is a high-contrast impermeable surface shown to decompose into complex mixtures of organic compounds when exposed to extreme heat and solar radiation.¹ These paved areas are a contrast to permeable surfaces such as gravel lots, greenspaces, or forested areas.

I. Stormwater Runoff

The impermeable materials of surface parking lots prevent permeation of water into the soil and groundwater supply during rain events. This can cause an overwhelming amount of water to collect on streets, streams, and ultimately enter the combined sewer leading to damaging floods and combined sewer overflows.² The high volume and velocity of water on these impermeable surfaces can also contribute to overland flooding, soil erosion, and landslides on hillsides. The movement of surface water also increases the delivery of pollutants from these surfaces into the environment - and ultimately the Ohio river watershed - through storm sewers and combined sewer overflows.³ These effects on stormwater management are exacerbated by large rain events, increasing in frequency in recent years.⁴

¹ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

² <https://www.epa.gov/caddis-vol2/urbanization-stormwater-runoff>

³ <https://www.epa.gov/caddis-vol2/urbanization-stormwater-runoff>

⁴ [https://www.cincinnati-oh.gov/sites/oes/assets/File/2018%20Green%20Cincinnati%20Plan\(1\).pdf](https://www.cincinnati-oh.gov/sites/oes/assets/File/2018%20Green%20Cincinnati%20Plan(1).pdf)

II. Urban Heat Island Effect

The high-contrast asphalt surfaces of surface parking lots can increase the urban heat island by absorbing heat and radiating, creating hotter surfaces and air temperatures.⁵ The urban heat island effect was quantified across city neighborhoods in the 2021 Climate Equity Indicators Report which shows the highest effects are in areas with low tree canopy coverage and high percentage of impermeable surfaces - including paved surface parking lots. Neighborhoods with high percentages of paved surfaces were 12 degrees F hotter than in neighborhoods with lower percentages of paved surfaces.⁶ The urban heat island effect contributes to increased heat-related injuries and deaths, increased energy costs, and increased air pollution levels.⁷ Heat waves are increasing in frequency and duration across the United States.⁸ This trend suggests that the urban heat island effect will increase in areas with large percentages of impermeable surfaces in future years.

III. Air Quality Issues

The exposure of asphalt to extreme heat and solar radiation has shown a decomposition of the material into complex mixtures of organic materials including secondary organic aerosols. These materials contribute to PM2.5 air pollutants and are hazardous to human health and contribute to unhealthy air quality.⁹ Hot temperatures and sunlight in areas with high percentages of asphalt, such as paved surface lots, can contribute to poor air quality. The potential secondary organic aerosols formed from the decomposition of asphalt is comparable to the level from vehicle emissions and is an important non-combustion source of emissions.¹⁰

IV. Enabling Automobile-Oriented Lifestyle Choices

In Cincinnati, emissions from transportation now account for more than 30% of greenhouse gas pollution, driven by use of single-passenger vehicles. The use of urban land for surface parking contributes to car-oriented culture, lifestyle, and urban design. Parking availability has been shown to influence transportation decisions. Increases in parking options have led to increases in car-ownership, increases in driving frequency, and decreases in public transit use.¹¹

cc: Oliver Kroner, Director of the Office of Environment and Sustainability

⁵ https://www.cincinnati-oh.gov/sites/oes/assets/File/Summary_Report_Heat_Watch_Cincinnati.pdf

⁶ https://www.cincinnati-oh.gov/sites/oes/assets/File/Climate%20Equity%20Indicators%20Report_2021.pdf

⁷ <https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect>

⁸ <https://www.epa.gov/climate-indicators/climate-change-indicators-heat-waves>

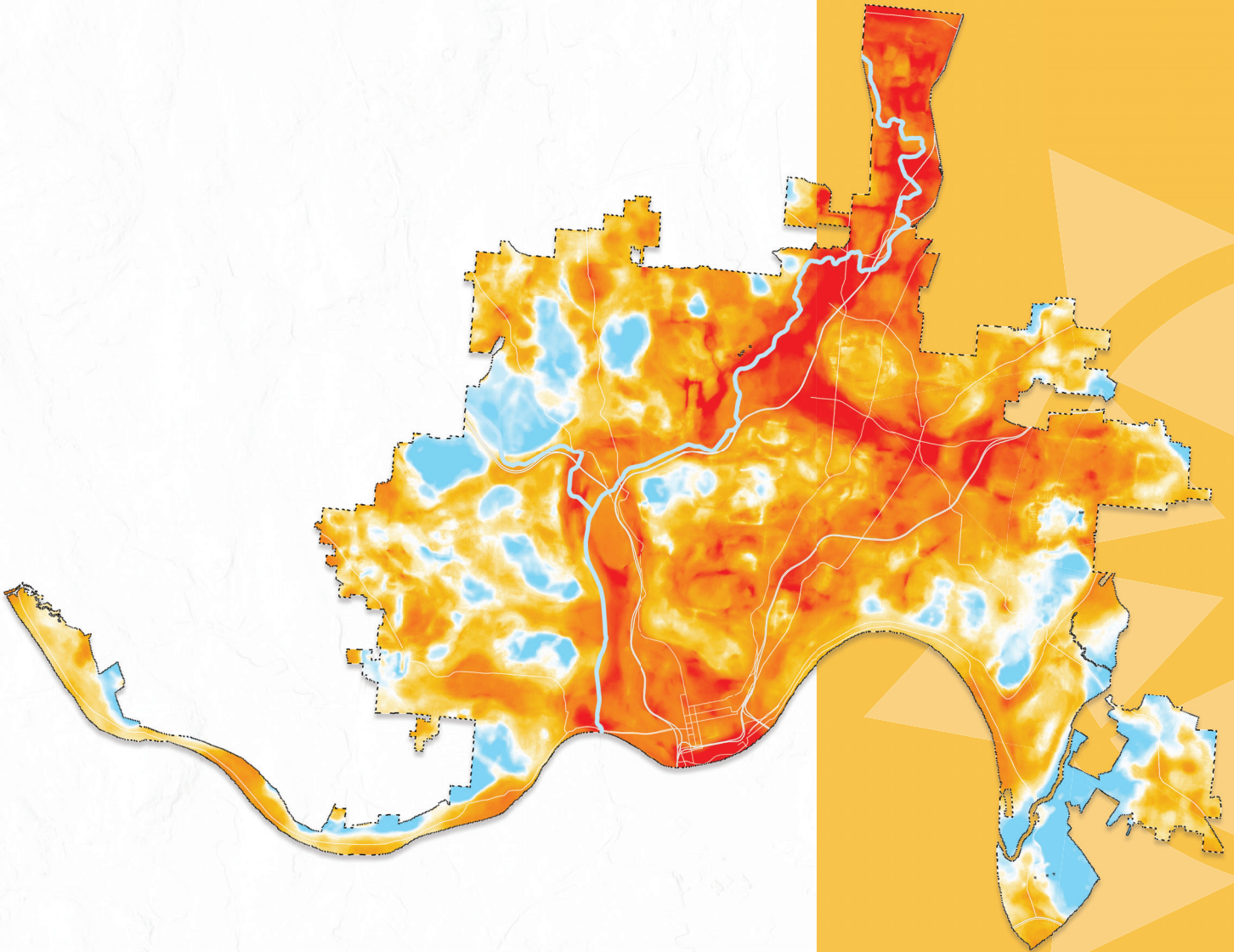
⁹ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

¹⁰ <https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

¹¹ https://people.ucsc.edu/~jwest1/articles/MillardBall_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf

Cincinnati

Ohio





The CAPA Heat Watch program, equipment, and all related procedures referenced herein are developed through a decade of research and testing with support from national agencies and several universities. Most importantly, these include our partners at the National Integrated Heat Health Information System, the National Oceanic and Atmospheric Administration's (NOAA's) Climate Program Office, and National Weather Service, including local weather forecast offices at each of the campaign sites, The Science Museum of Virginia, and U.S. Forest Service (USDA). Past support has come from Portland State University, the Climate Resilience Fund, and the National Science Foundation. We are deeply grateful to these organizations for their continuing support.

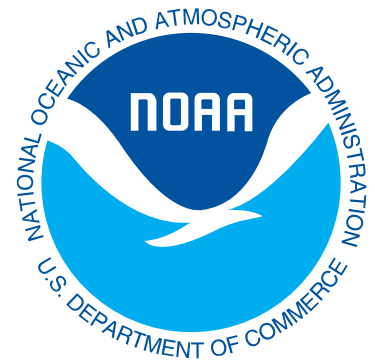




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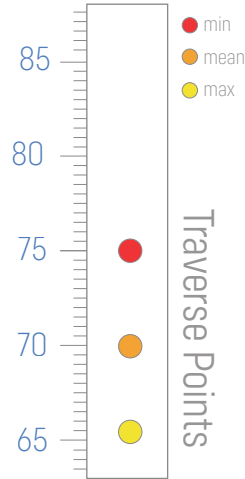
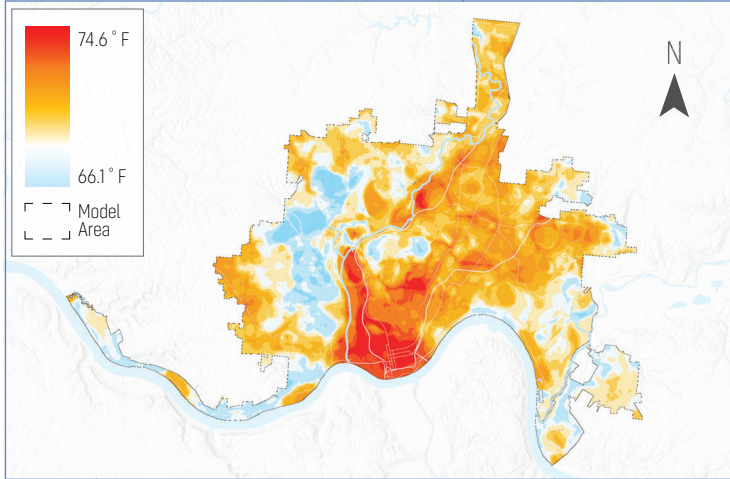


Major thanks to all of the participants and organizers of the Urban Heat Watch program in Cincinnati, Ohio. After months of collaboration and coordination, local organizers and volunteers collected thousands of temperature and humidity data points in the morning, afternoon, and evening of a long, hot campaign day on August 10th, 2020.

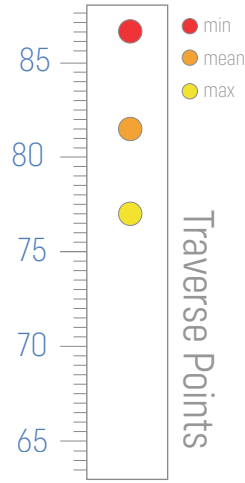
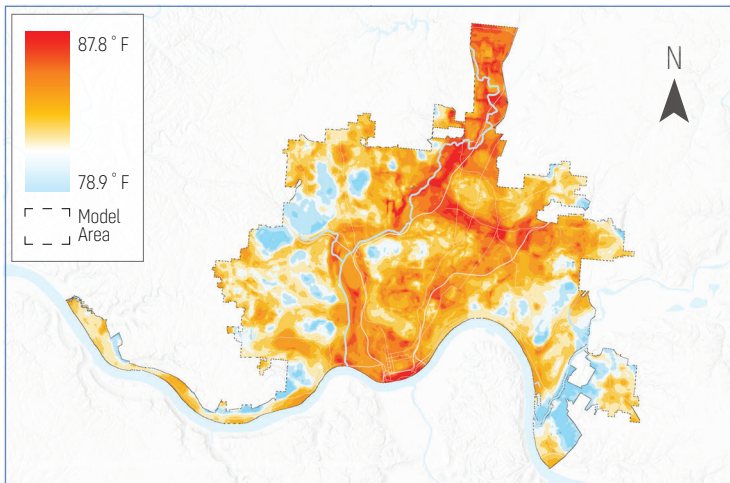
Study Date

August 10th, 2020

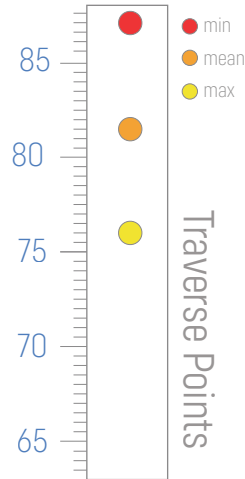
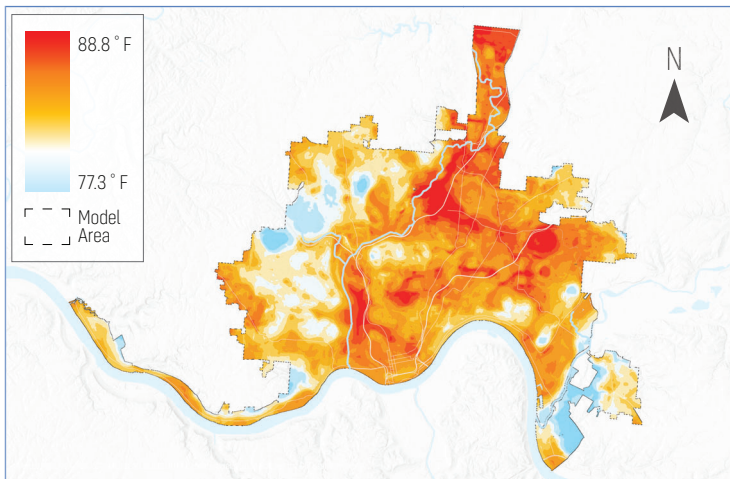
Morning Area-Wide Predictions (6 - 7 am)



Afternoon Area-Wide Predictions (3 - 4 pm)



Evening Area-Wide Predictions (7 - 8 pm)



17
Volunteers

11
Routes

80,152
Measurements

89.1°
Max Temperature

11.9°
Temperature
Differential



Learn more about the background and goals of each Heat Watch 2020 campaign city at <https://nihhis.cpo.noaa.gov/Urban-Heat-Is-land-Mapping/Campaign-Cities>.

Purpose & Aims

We know that climate-induced weather events have the most profound impact on those who have the least access to financial resources, historically underserved communities, and those struggling with additional health conditions. Infrastructure is also at risk, which can further compromise a region's capacity to provide essential cooling resources.

CAPA Strategies offers an unparalleled approach to center communities and infrastructure facing the greatest threat from the impact of increasing intensity, duration, and frequency of extreme heat. This report summarizes the results of a field campaign that occurred on August 10th, 2020, and with it we have three aims:

1

Provide high resolution descriptions of the distribution of temperature and humidity (heat index) across an urban area

2

Engage local communities and create lasting partnerships to better understand and address the inequitable threat of extreme heat

3

Bridge innovations in sensor technology, spatial analytics, and community climate action to better understand the relationships between urban microclimates, infrastructure, ecosystems, and human well-being.

With a coordinated data-collection campaign over several periods on a hot summer day, the resulting data provide snapshots in time of how urban heat varies across neighborhoods and how local landscape features affect temperature and humidity.

Campaign Process

CAPA Strategies has developed the Heat Watch campaign process over several iterations, with methods well established through peer-reviewed publications¹, testing, and refinement.

The current campaign model requires leadership by local organizers, who engage community groups, new and existing partner organizations, and the media in generating a dialog about effective solutions for understanding and addressing extreme heat.

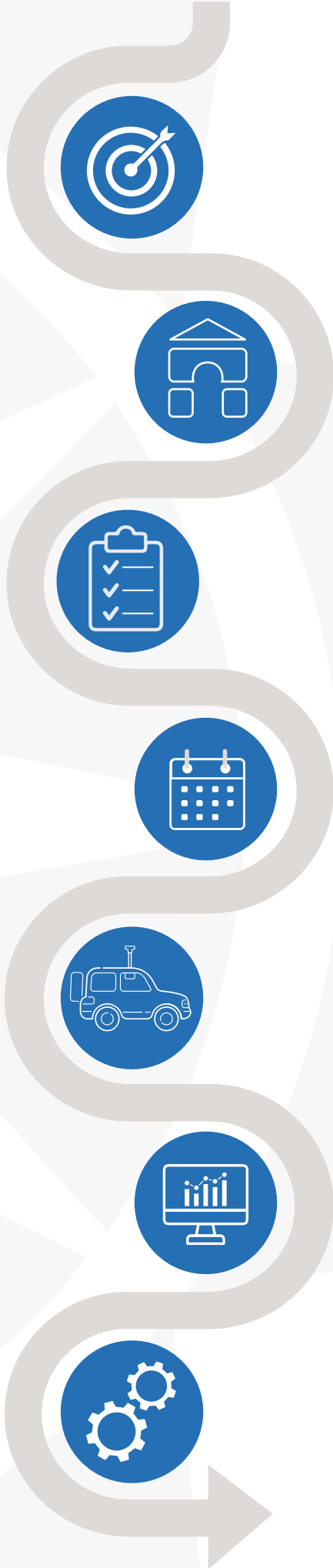
CAPA provides training, equipment, and support to the recruited community groups as they endeavor to collect primary temperature and humidity data across a metropolitan region.

The seven main steps of the campaign process are summarized to the right. An overview of the analytical modeling methodology is presented later in this report and described at full length in peer-reviewed publications.

¹ The most relevant and recent publications to the Heat Watch campaign process include:

Shandas, V., Voelkel, J., Williams, J., & Hoffman, J., (2019). Integrating Satellite and Ground Measurements for Predicting Locations of Extreme Urban Heat. *Climate*, 7(1), 5. <https://doi.org/10.3390/cli7010005>

Voelkel, J., & Shandas, V. (2017). Towards Systematic Prediction of Urban Heat Islands: Grounding Measurements, Assessing Modeling Techniques. *Climate*, 5(2), 41. <https://doi.org/10.3390/cli5020041>



1. Set Goals

Campaign organizers determine the extent of their mapping effort, prioritizing areas experiencing environmental and social justice inequities. CAPA then divides this study area into sub-areas ("polygons"), each containing a diverse set of land uses and land covers.

2. Establish

Organizers recruit volunteers, often via non-profits, universities, municipal staff, youth groups, friends, family, and peers. Meanwhile, CAPA designs the data collection routes by incorporating important points of interest such as schools, parks, and community centers.

3. Prepare

Volunteers attend an online training session to learn the why and how of the project, their roles as data collectors, and to share their personal interest in the project. Participants sign a liability and safety waiver, and organizers assign teams to each polygon and route.

4. Activate

With the help of local forecasters, organizers identify a high-heat, clear day (or as near to one as possible) and coordinate with their volunteer teams. Once confirmed, CAPA ships the sensor equipment and bumper magnets to be distributed to campaign participants.

5. Execute

Volunteer teams conduct the heat campaign by driving and/or bicycling sensor equipment along pre-planned traverse routes at coordinated hour intervals. Each second the sensors collect a measurement of ambient temperature, humidity, longitude, latitude, speed and course.

6. Analyze

Organizers collect and return the equipment, and CAPA analysts begin cleaning the data, as described in the Mapping Method section below, and utilize machine learning algorithms to create predictive area-wide models of temperature and heat index for each traverse.

7. Implement

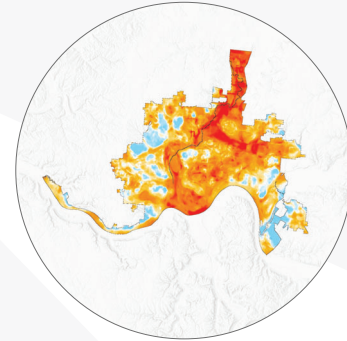
Campaign organizers and participants review the Heat Watch outputs (datasets, maps, and report), and campaign teams meet with CAPA to discuss the results and next steps for addressing the distribution of extreme heat in their community.

About The Maps

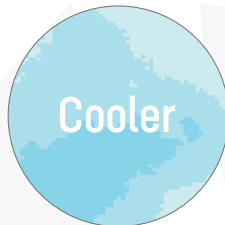
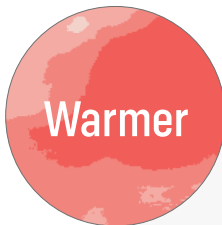
The following sections present map images from the Heat Watch campaign and modeling process. Two sets of maps comprise the final results from the campaign process, and they include:



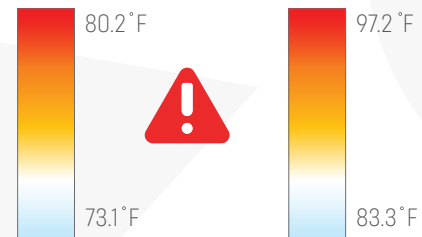
Point temperatures collected in each traverse period, filtered to usable data.



Area-wide heat maps, displaying either the modeled temperature or heat index across the entire study area at each traverse period.



The data are classified by natural breaks in order to clearly illustrate the variation between warmer (red) and cooler (blue) areas across the map.



Note that the scales are different between the traverse point and area-wide maps due to the predictive modeling process.

How does your own experience with heat in these areas align with the map?

Find your home, place of work, or favorite park on the maps and compare the heat throughout the day to your personal experience.



What about the landscape (trees, concrete buildings, riverside walkway) do you think might be influencing the heat in this area?

Initial Observations

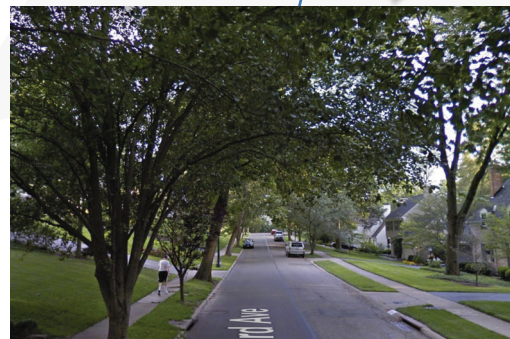
The distribution of heat across a region often varies by qualities of the land and its use. Here are several observations of how this phenomenon may be occurring in your region.



Roadways with sparse vegetation appear to absorb heat throughout the day and remain hot, offering little refuge to pedestrians.



Residences can be impacted by large neighboring developments that absorb and retain heat throughout the day.

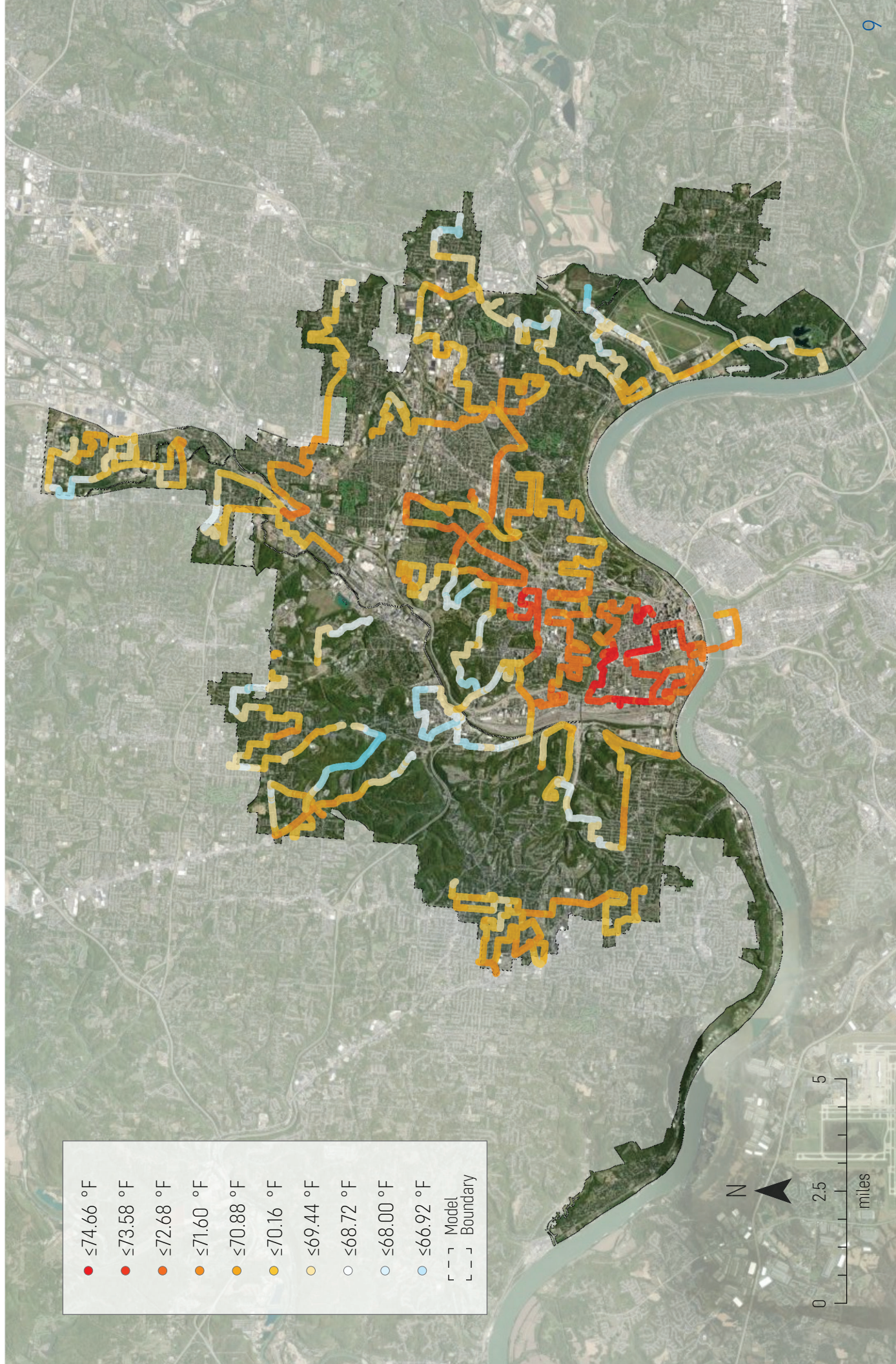
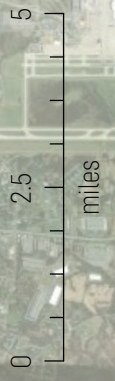
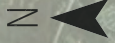


Shaded residential areas keep neighborhoods cool during summer heat waves and lower the risk of heat-related illness for residents.

Morning Traverse Points

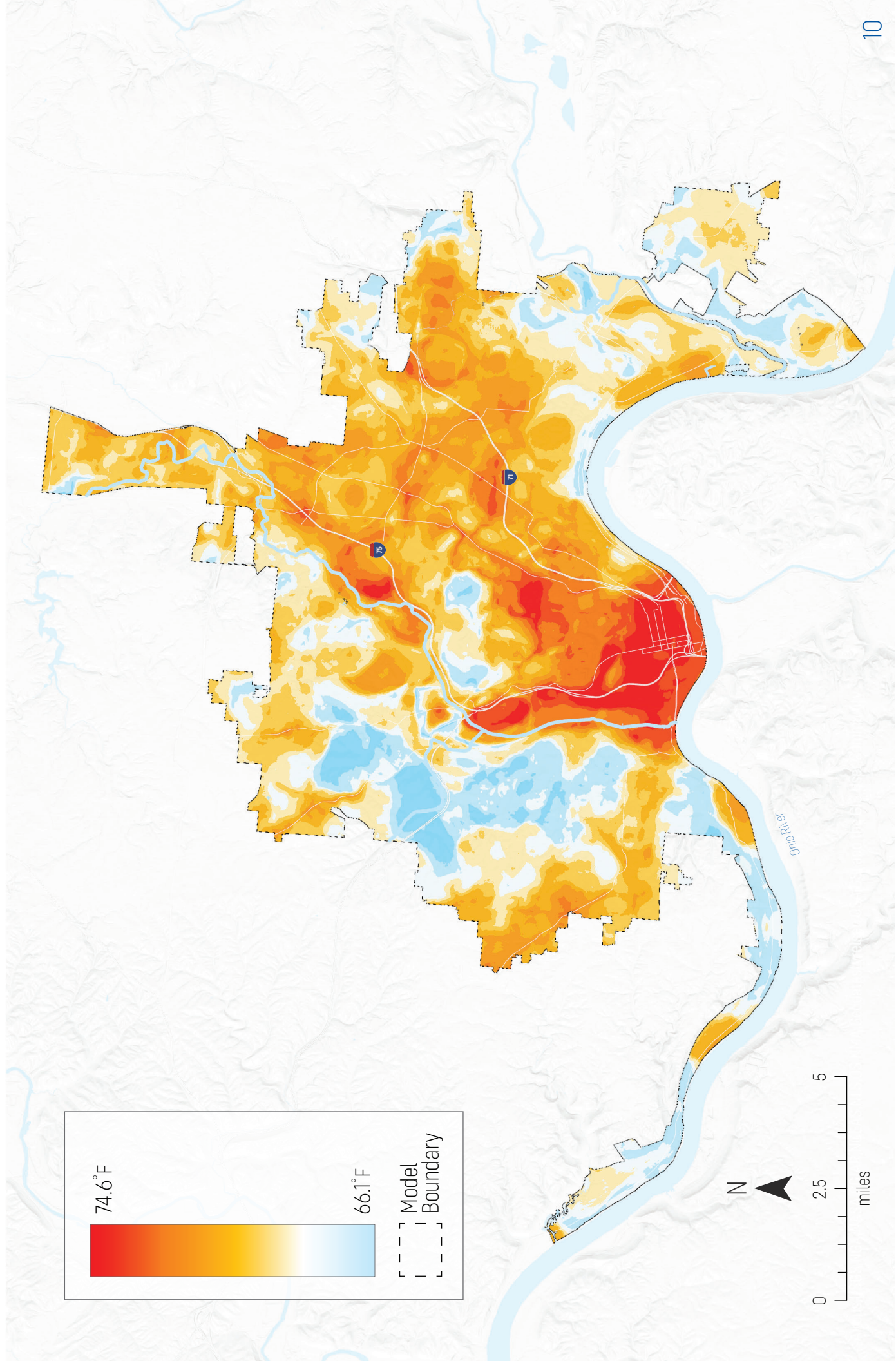
(6 - 7 am)

- ≤74.66 °F
- ≤73.58 °F
- ≤72.68 °F
- ≤71.60 °F
- ≤70.88 °F
- ≤70.16 °F
- ≤69.44 °F
- ≤68.72 °F
- ≤68.00 °F
- ≤66.92 °F
- Model
- - - Boundary



Morning Area-Wide Predictions

Temperature (6 - 7 am)

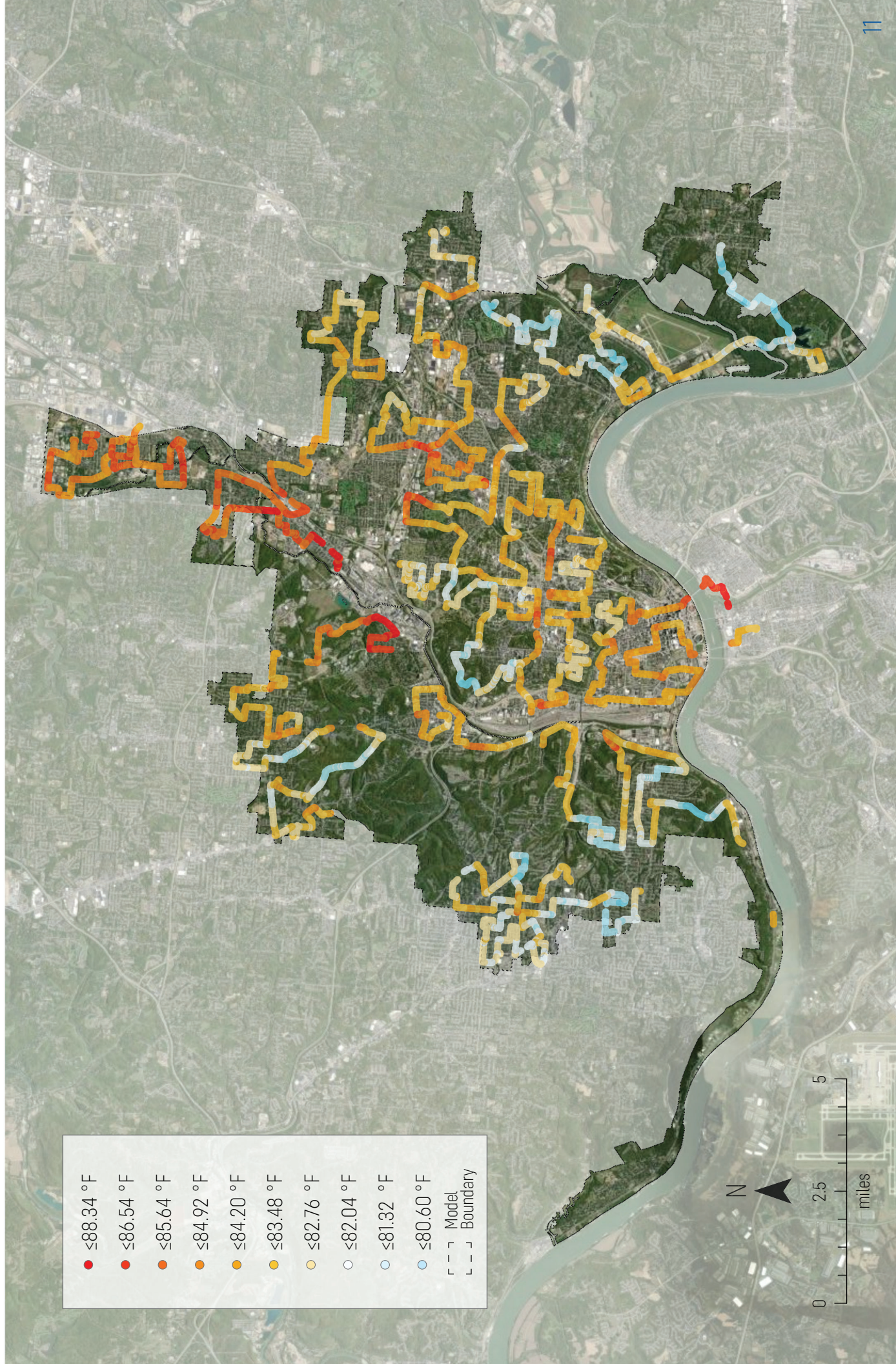
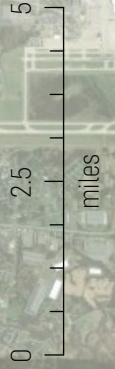
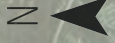


Afternoon Traverse Points

(3 - 4 pm)

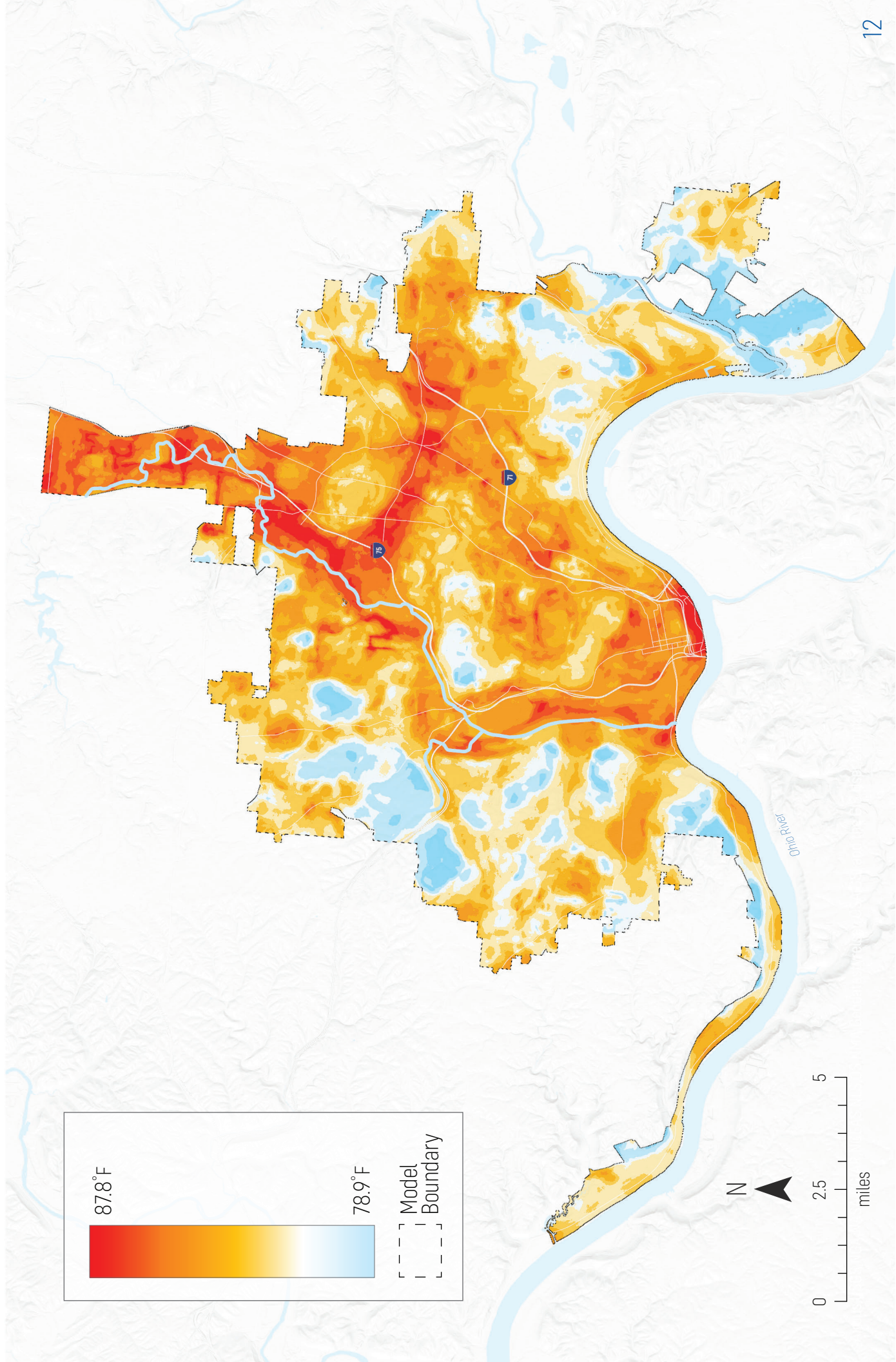
- ≤88.34 °F
- ≤86.54 °F
- ≤85.64 °F
- ≤84.92 °F
- ≤84.20 °F
- ≤83.48 °F
- ≤82.76 °F
- ≤82.04 °F
- ≤81.32 °F
- ≤80.60 °F

- Model
- Boundary



Afternoon Area-Wide Predictions

Temperature (3 - 4 pm)

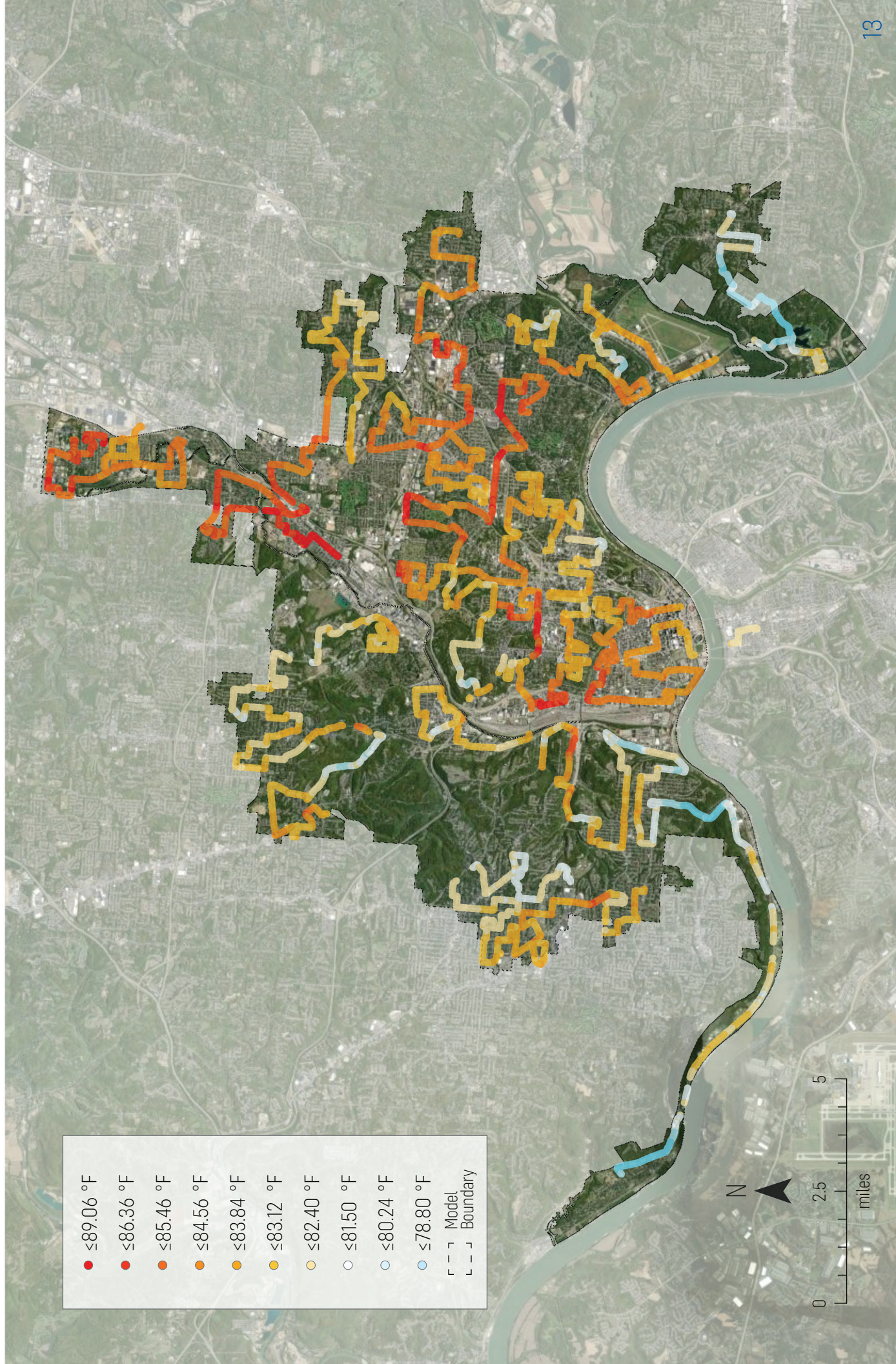


Evening Traverse Points

(7 - 8 pm)

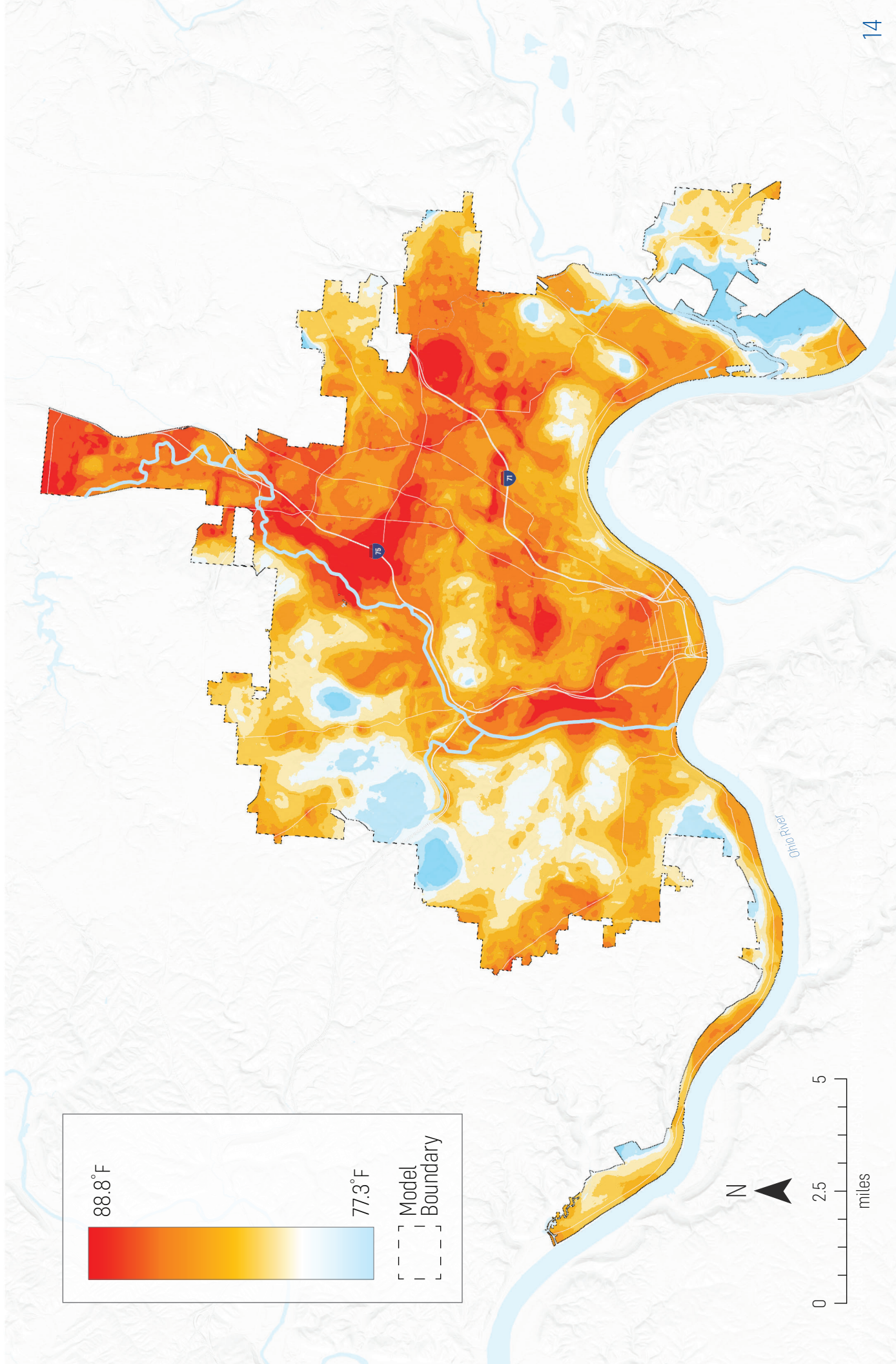
- ≤89.06 °F
- ≤86.36 °F
- ≤85.46 °F
- ≤84.56 °F
- ≤83.84 °F
- ≤83.12 °F
- ≤82.40 °F
- ≤81.50 °F
- ≤80.24 °F
- ≤78.80 °F

- Model
- Boundary



Evening Area-Wide Predictions

Temperature (7 - 8 pm)



Mapping Method

1 Download & Filter



Download raw heat data from sensor SD cards

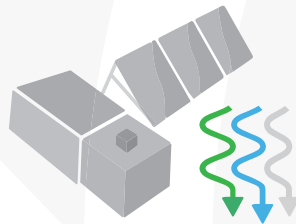


Compare data with field notes and debrief interview

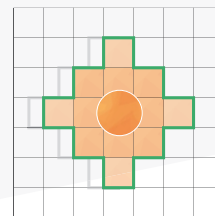


Trim data to proper time window, speed, and study area

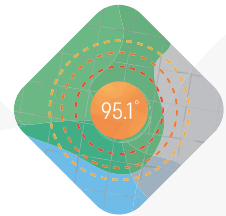
2 Integrate & Analyze



Download multi-band land cover rasters from Sentinel-2 satellite

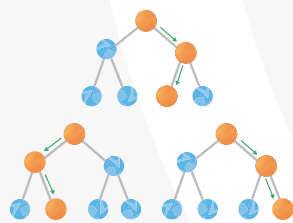


Transform land cover rasters using a moving window analysis

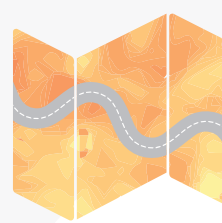


Calculate statistics of each land cover band across multiple radii

3 Predict & Validate



Combine heat and land cover data in Machine Learning model



Create predictive raster surface models of each period



Perform cross validation using 70:30 holdout method

The most relevant and recent publications include:

Shandas, V., Voelkel, J., Williams, J., & Hoffman, J., (2019). Integrating Satellite and Ground Measurements for Predicting Locations of Extreme Urban Heat. *Climate*, 7(1), 5. <https://doi.org/10.3390/cli7010005>

Voelkel, J., & Shandas, V. (2017). Towards Systematic Prediction of Urban Heat Islands: Grounding Measurements, Assessing Modeling Techniques. *Climate*, 5(2), 41. <https://doi.org/10.3390/cli5020041>



Accuracy Assessment*	
Traverse	R-Squared
6 - 7 am	0.99
3 - 4 pm	0.98
7 - 8 pm	0.99

Field Data

Like all field campaigns, the collection of temperature and humidity data requires carefully following provided instructions. In the event that user error is introduced during the data collection process, outputs may be compromised in quality. While our team has developed a multi-stage process for assessing and reviewing the datasets, some errors cannot be identified or detected, and therefore can inadvertently compromise the results. Some examples of such outputs may include temperature predictions that do not match expectations for an associated landcover (e.g. a forested area showing relatively warmer temperatures). We suggest interpreting the results in that context.

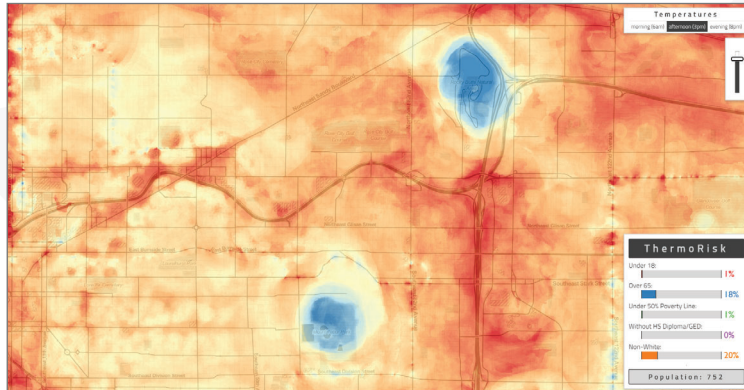
Prediction Areas

The traverse points used to generate the areas wide maps do not cover every square of the studied area. Due to the large number of data collected, however, our predictive models support the extension of prediction to places beyond the traversed areas. We suggest caution when interpreting area wide values that extend far beyond the traversed areas

*Accuracy Assessment: To assess the strength of our predictive temperature models, we used a 70:30 "holdout cross-validation method," which consists of predicting 30% of the data with the remaining 70%, selected randomly. An 'Adjusted R-Squared' value of 1.0 is perfect predictability, and 0 is total lack of prediction. Additional information on this technique can be found at the following reference: Voelkel, J., and V Shandas, 2017. Towards Systematic Prediction of Urban Heat Islands: Grounding measurements, assessing modeling techniques. Climate 5(2): 41.

Next Steps

To further explore how your community's heat distribution affects local populations and infrastructure, we have created a suite of tools that help to organize these variables in user-friendly interfaces.

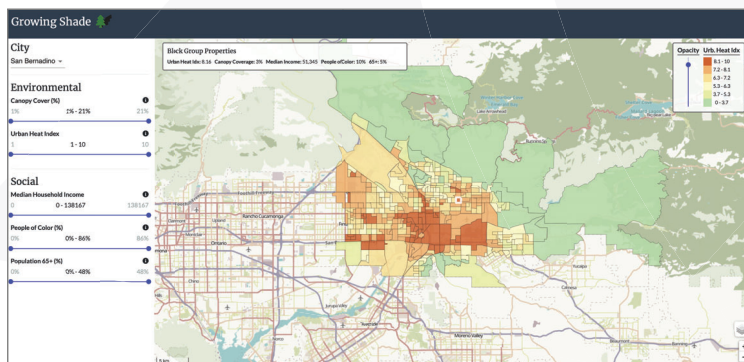
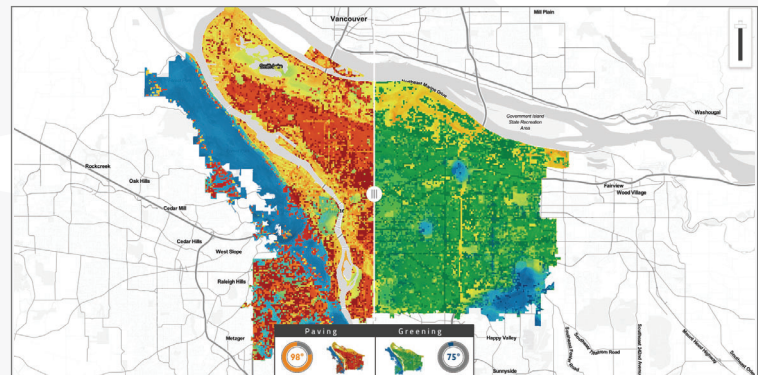


Social Vulnerability

Use Heat Watch data and publicly available demographic information to explore the intersection of urban heat and social vulnerability to better understand the needs of local communities facing the most acute impacts of a warming planet.

Built Environment Scenarios

Using computer models and municipal infrastructure data, this tool shows the effect on heat of changing the built environment. We explore scenarios of increased paving versus greening on heat at the scale of a city block.

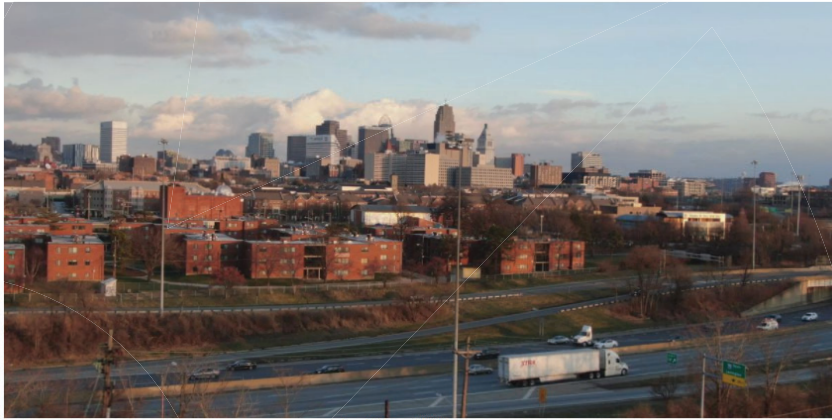


Growing Shade

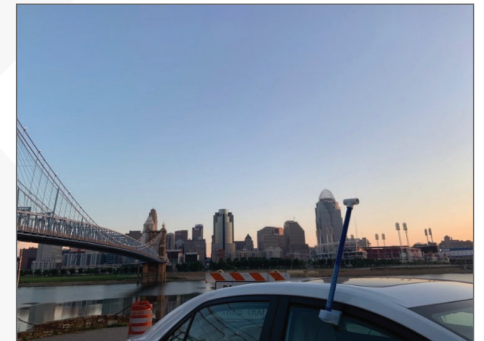
Using publicly available data on sociodemographics and land use, this tool identifies areas where expanding tree canopy would have the most direct benefit to social and environmental conditions.

NEWS

Study uses 10,000 data points to locate urban heat islands in Cincinnati



A new study funded by the NOAA locates heat islands in the city of Cincinnati. (Source: WXIX)



Study Finds Some Communities Disproportionately Impacted By Heat

By MICHAEL MOHRS • OCT 20, 2020



MICHAEL E. KEATING/WOIO



@capa_heatwatch



@capaheatwatch



www.capastrategies.com



CAPA
strategies



Heat Watch

Example Depictions of Delineated Parking Areas with Buffers

