

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

**January 5, 2024**  
**9:00 a.m.**

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

**Election of Chair and Vice Chair**

**MINUTES** Consider the minutes of November 17, 2023 (pg. 2)

**DISCUSSION ITEMS – 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 the provisions of Sections 1411 and 1441, and the early termination of Interim Development Control Overlay District No. 88 (IDC-88). (Dienger) (pg. 10)
- ITEM 2** A report and recommendation on a proposed local landmark designation of St. Leo The Great School at 2569 St. Leo Place in North Fairmount. (Dienger) (pg. 243)
- ITEM 3** A report and recommendation on a proposed local landmark designation of the H. & S. Pogue Service Building at 310 Race Street in the Central Business District. (Halt) (pg. 275)
- ITEM 4** A report and recommendation on a proposed zone change from Manufacturing General (MG) to Residential Multi-family (RM-0.7) at 4575 Eastern Avenue in Linwood. (Halt) (pg. 329)

**OTHER BUSINESS**

**DIRECTOR'S REPORT**

**ADJOURN**

# PROCEEDINGS OF THE CITY PLANNING COMMISSION

November 17, 2023

## Regular Meeting

A regular meeting of the Cincinnati City Planning Commission for Friday, November 17, 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](http://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  
Ms. Anne Sesler, Commissioner  
Assistant City Manager, Mr. William “Billy” Weber, Commissioner

Excused: Vice Mayor Ms. Jan-Michele Lemon Kearney, Commissioner  
Mr. Jacob Samad, Vice Chair

Staff Present: Ms. Katherine Keough-Jurs, City Planning & Engagement, Director (via Zoom)  
Ms. Stacey Hoffman, City Planning & Engagement, City Planning Division Manager  
Mr. Charles Martinez, Law, Legal Counsel  
Ms. Emily Ahouse, City Planning & Engagement, Deputy Director & Zoning Administrator  
Ms. Emily Burns, City Planning & Engagement, City Planner  
Ms. Maria Dienger, City Planning & Engagement, City Planner  
Mr. Andrew Halt, City Planning & Engagement, 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 9:03 a.m. and asked that everyone join in the Pledge of Allegiance.*

Mr. Stallworth requested for the addition of an item and Ms. Katherine Keough-Jurs addressed the By-Leave Item:

- 1) 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.”

**Commission Action:**

Voted to move By-Leave as Item 4 onto the Quasi-Judicial Discussion Agenda.

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

**Consent Agenda – Legislative**

**ITEM 1**

A report and recommendation on a proposed sale of city-owned property at 3143 Queen City Avenue in Westwood. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

**APPROVE** the proposed sale of City-owned property at 3143 Queen City Avenue in Westwood.

**Commission Action:**

Moved to approve the staff’s recommendation for Item 1 on the Legislative Consent Agenda.

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

**Consent Agenda – Quasi-Judicial**

**ITEM 2**

A report and recommendation on a proposed Development Plan and Final Plat for 1722-1730 Freeman Avenue in the West End. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 1) **ADOPT** the Department of City Planning and Engagement findings that the proposed division of land is generally consistent with the General Provision Purposes outlined in Section 100-03 of the Subdivision Regulations as detailed on pages 1-3 of the staff report; and
- 2) **APPROVE** the proposed Development Plan and Final Plat at 1722-1730 Freeman Avenue in the West End as the proposed subdivision is generally consistent with

General Provision Purposes outlined in Section 100-03 of the Subdivision Regulations.

**Commission Action:**

Moved to approve the staff's recommendations for Item 2 on the Quasi-Judicial Consent Agenda.

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

**Discussion Agenda – Legislative**

**ITEM 3**

Ms. Burns presented a report and recommendation on a proposed local landmark designation of the First Baptist Church of Walnut Hills at 2926 Park Avenue in Walnut Hills. The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 1) **APPROVE** the proposed designation of First Baptist Church of Walnut Hills as a Local Historic Landmark at 2926 Park Avenue in Walnut Hills under criterion 1 and 3 of the Cincinnati Zoning Code (§1435-07-1a); and
- 2) **ADOPT** the conservation guidelines.

**Speakers and Discussion:**

Ms. Beth Johnson, Executive Director of Cincinnati Preservation Association and a member of the applicant team, thanked everyone on the applicant team for their support in submitting the proposed historic designation.

Ms. Sesler thanked the applicant team for their work and effort in preserving the history of the subject site.

**Commission Action:**

Moved to approve the staff's recommendations for Item 3 on the Legislative Discussion Agenda.

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

**By-Leave Agenda – Quasi-Judicial**

**ITEM 4**

Ms. Dienger presented 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.” The Department of City Planning and Engagement staff recommended that the City Planning Commission:

- 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 10 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 E.
  - 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.

*Mr. Martinez swore the speakers in as Item 4 was a quasi-judicial item.*

**Speakers and Discussion:**

Mr. Sean Suder, legal counsel for the applicant, stated he believed the subject site was not within the boundary of the central business downtown district and said the proposed surface parking lot could support the central business downtown district by providing parking options.

Mr. Martin Chavez, owner of Chavez Properties and a member of the applicant team, asked the Commission to approve the proposal without conditions. Mr. Chavez provided context to the acquisition of the subject site and stated that the property was approved as a parking lot by-right. Mr. Chavez also stated the subject property was not located in the urban core of the downtown district and said the proposal was compliant with the Cincinnati Zoning Code. Mr. Chavez stated the subject site was currently used for parking and transportation services, said he believed the proposed Interim Development Control (IDC) ordinance to ban new surface parking was meant to address perceived problems in the urban core, and stated the property was purchased before the IDC went into affect. Mr. Chavez stated that no variances were requested, explained the improvements made since acquisition of the subject property, and discussed the increase in expenses if the Commission approved the proposal with conditions. Mr. Chavez addressed stormwater management and stated that the site would be brought up to current code standards and stated that he believed that EV charging would be more appropriate for residential areas. Mr. Chavez stated the subject property fits with the Cincinnati Planning Commission's review standards under the Cincinnati Zoning Code Section 1431-17 and to the Department of City Planning and Engagement's IDC application review guidelines.

Mr. Henry Chavez, owner of Chavez Properties and a member of the applicant team, stated he believed building a parking lot as an interim use would bring the possibility of developing the site closer and used the Hard Rock Casino as an example. Mr. Suder concluded on behalf of the applicant team that there were no obligations to break down the parking area into smaller planted landscaped areas, include bike parking unless a parking garage was built, and stated there were no obligations to include EV chargers, or to use heat reflective materials, or installed permeable pavers under the current law. Mr. Weber asked for examples of successful conversions of surface parking to redevelopment sites and insight into a timeframe for the subject site for potential redevelopment. Mr. Chavez provided the Hard Rock Casino as an example of an initial surface parking site, the Marquise Hotel in Dallas, Texas, and a smaller scale project in Columbus. Mr. Weber asked if there were impediments to developing on smaller sites. Mr. Chavez stated he believed scale to be the largest impediment for smaller sites. Ms. Beltran asked if the intent was to hold the site until a large opportunity was presented. Mr. Chavez confirmed the intent to hold the site until a development opportunity was presented. Mr. Eby stated he believed the subject site to be included in the urban core of the downtown district. Mr. Weber asked the applicant's ability to sell for redevelopment and timeframes if the Commission approved the proposal with conditions. Mr. Chavez stated the conditions would be an additional cost burden and said it would make the proposed project economically unviable. Mr. Stallworth asked for the total investment from the applicant. Mr. Chavez confirmed the property was purchased in 2021 for \$4.25 million dollars. Mr. Stallworth asked if the applicant had an inclusionary plan in place. Mr. Chavez stated he had not gone through the bidding process but confirmed that the demolition for the building on the subject site would be completed by a woman-owned business. Mr. Stallworth asked the applicant about how water would be diverted. Mr. Chavez referenced their stormwater engineering plan that includes underground detention. Mr. Stallworth asked how the Green Cincinnati Plan impacted

the cost of construction. Mr. Chavez stated he could not provide a dollar figure for cost because they had not gone through the bidding process but said EV chargers were included in city funded garages in some capacity and stated there was no city funding in the proposed project. Mr. Stallworth asked if PACE financing had been considered to cover the cost for the additional landscaping and EV charging stations. Mr. Chavez stated PACE financing had not been considered because the applicant did not typically develop parking lots. Mr. Weber asked for an approximate investment as proposed to do the sitework and convert it to a parking lot. Mr. Chavez stated he did not have approximate figures because he had not gone through the bidding process. Mr. Weber asked about market economics and the target market downtown. Mr. Chavez stated that during the pandemic, people were not traveling downtown and said that now people were returning to work and traveling downtown for additional events occurring throughout the year and nightlife, in addition to work. Mr. Weber asked what type of event based parking the target was. Mr. Chavez stated most of the parking tenants were transient and for special events. Mr. Stallworth asked if a solar canopy had been considered to generate revenue. Mr. Chavez stated solar canopies were considered but the return on investment was not great enough to install.

Mr. Joshua Junker stated the proposed surface parking lot did not fit within the guidelines of The Green Cincinnati, Plan Cincinnati, and the zoning study. Mr. Junker stated the Hard Rock Casino site was formally used as a rail yard and then was turned into surface parking. Mr. Junker stated concerns with rainwater runoff and the potential of a long term extended surface parking lot being built.

Mr. Richard Wendel, a Columbia Tusculum resident, reiterated Mr. Junker's concern of the subject site remaining a surface parking lot indefinitely and stated he opposed the proposal.

Mr. Suder reiterated the proposed surface parking could support the central business downtown district with parking options and was permitted by-right.

Mr. Weber stated his preference for more information and engagement to make a decision and Ms. Beltran agreed. Ms. Selser also stated she would like to hear from the applicant's civil engineer regarding the stormwater mitigation and said she was supportive of delaying the decision for further information. Mr. Eby stated his concern about supporting the proposal with conditions due to the additional cost the conditions would require.

**Commission Action:**

Moved to hold Item 4 on the Quasi-Judicial By-Leave Agenda to allow staff more time to gather information and notify the public appropriately.

- Motion: Ms. Beltran
- Second: Ms. Sesler
- Ayes: Ms. Beltran, Ms. Sesler, Mr. Stallworth, Mr. Weber
- Nays: Mr. Eby
- Excused: Ms. Kearney, Mr. Samad

**Other Business**

Ms. Keough-Jurs proposed the 2024 City Planning Commission Calendar, 2024 Zoning Board of Appeals Calendar, and the 2024 OKI Regional Council of Governments Board of Directors Appointment.

**Commission Action:**

Moved to approve the 2024 City Planning Commission Calendar.

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

**Commission Action:**

Moved to appoint Ms. Ahouse to the 2024 OKI Regional Council of Governments Board of Directors representative.

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

**Director's Report**

Ms. Keough-Jurs thanked the Commission for their time, congratulated First Baptist Church on their approved historic designation, and announced the next City Planning Commission meeting was scheduled for December 1, 2023 and wished everyone a Happy Thanksgiving.

*The meeting adjourned at 11:31 a.m.*

**APPROVAL OF THE PROCEEDINGS OF THE CITY PLANNING COMMISSION**

**November 17, 2023**

The minutes for the November 17, 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: \_\_\_\_\_

**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 Sections 1411-25, “Location of Parking,” and 1411-27 “Accessory Surface Parking,” and by ordaining new Section 1411-32, “Temporary Surface Parking Facility Design Standards,” and repealing Sections 1411-29, “Off-Site Parking,” and 1441-13, “Temporary Parking Uses in Urban Renewal Areas,” to restrict the development of 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 (REVISED):**

Provided in addition to this report are:

- Exhibit A – Proposed ordinance introduced by Councilmember Mark Jeffreys
- Exhibit B – Proposed ordinance with approved City Planning Commission recommendation (Version A)
- Exhibit C – Proposed revised ordinance with slight modifications to the approved City Planning Commission Recommendation (Version B)
- Exhibit D – Location Map
- Exhibit E – Zoning Study Summary
- Exhibit F – DD Parking Subdistricts Map
- Exhibit G – Downtown Cincinnati Commuter Parking Availability Survey
- Exhibit H – Redevelopment Activity Since 1996 Map
- Exhibit I – Environmental Impacts of Surface Parking Lots Report
- Exhibit J – Public Correspondence before December 1, 2023 City Planning Commission Meeting
- Exhibit K – Public Correspondence after the December 1, 2023 City Planning Commission Meeting

**BACKGROUND (REVISED):**

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.

Staff presented zoning study findings and recommendations at the December 1, 2023 CPC meeting. The CPC adopted staff findings and recommendations and approved staff recommendations. They then directed DCPE staff to draft an ordinance consistent with their approval to be brought back to a future CPC meeting for approval.

### **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 E). 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 F). As you can see in the table below and in (Exhibit F), 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 G).

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 H).

**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 E).

### **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 I). 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 (REVISED):**

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 E). 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 J). 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.

Since the City Planning Commission meeting on December 1, 2023, staff received two letters of support for the prohibition of by-right expansion (Exhibit K).

**PROPOSED TEXT AMENDMENTS (REVISED):**

Ordinance A aligns with the approved CPC recommendation from the December 1, 2023, meeting (Exhibit B). However, through the legislative drafting process, staff identified concerns about the relationship between certain mandatory surface parking lot development standards and the adverse public health or environmental impacts that they intended to address. Therefore, staff is recommending removing the original recommendations to require EV chargers and bike racks at temporary surface parking lots. These changes are reflected in Ordinance B (Exhibit C). Ordinance B 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 2 years with a possible 5-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
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 (REVISED):**

#### **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). 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 a 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 two years with a possible five-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, and including infrastructure for heat-reflective paving to cool the area for pedestrians walking by, 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 I, including increased stormwater runoff, higher temperatures in highly paved areas, lower air quality, and enabling an 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, 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 increase in street edge buffer 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 heat reflective coating is based on an OES pilot project applying 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 shows 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 (REVISED):**

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

- 1) **ADOPT** staff findings outlined on pages 5-9 of this report; and to
- 2) **APPROVE** the proposed zoning text amendments attached to this report as Exhibit C.
- 3) **APPROVE** the early termination of Interim Development Control Overlay District No. 88, "Surface Parking in the Downtown Development District," as an overlay district following the passage of the zoning text amendments.

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**

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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
<b>Residential Uses</b>					
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	
<b>Public and Semipublic Uses</b>					
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
<b>Commercial Uses</b>					
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
<b>Industrial Uses</b>					
Production industry					
Artisan	—	—	P	P	
Limited	—	—	P	—	
Research and development	—	—	C	—	
Warehousing and storage					
Indoor storage	—	—	P	—	
Wholesaling and distribution	—	—	P	—	
<b>Transportation, Communication and Utilities</b>					
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
<b>Agriculture and Extractive Uses</b>					
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
<b>Accessory Uses</b>					See Chapter 1421
<b>Nonconforming Uses</b>					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
<b>Building Scale - Intensity of Use</b>					
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
<b>Building Form and Location</b>					
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				
<b>Pedestrian Orientation</b>					

Commercial Continuity	See Overlay Map 1411-17				See § 1411-17
Ground Floor Transparency (percent)	60	60	60	60	See § 1411-21
<b>Vehicle Accommodation - Parking and Loading</b>					
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
<b>Other Standards</b>					
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.

**MODIFYING** Chapters 1401, "Definitions," and 1411, "Downtown Development Districts," of the Cincinnati Municipal Code by **AMENDING** the provisions of Sections 1411-25, "Location of Parking," and 1411-27 "Accessory Surface Parking," and by **ORDAINING** new Sections 1401-E1-A, "Electric Vehicle Charging Station," and 1411-32, "Temporary Surface Parking Facility Design Standards;" and **REPEALING** Sections 1411-29, "Off-Site Parking," and 1441-13, "Temporary Parking Uses in Urban Renewal Areas," 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.

WHEREAS, in September 2022, Councilmember Mark Jeffreys introduced legislation to amend certain zoning code provisions governing development in the DD, "Downtown Development," zoning district to restrict the development of surface parking lots ("Proposed Legislation"); and

WHEREAS, in response to the introduction of the Proposed Legislation, Council established an interim development control overlay district over the DD zoning district, effective as of September 21, 2022, to prevent the frustration of the Proposed Legislation's purposes while the Department of City Planning and Engagement studied its impact and formulated recommendations on its adoption or modification; and

WHEREAS, at its regularly scheduled meetings on December 1, 2023, and [\_\_\_], the City Planning Commission received the results of the Department of City Planning and Engagement's study, and commission recommended modification of the Proposed Legislation to permit the development of temporary parking lots as an interim step to the future development of property; and

WHEREAS, Council finds that surface parking lots in the DD, "Downtown Development," zoning district (i) are a minimally productive land use that do not meaningfully contribute to economic output or the City's tax base; (ii) adversely affect the public health by exacerbating heat-related illness and mortality by absorbing and retaining excess solar energy, raising surrounding ground and air temperatures, and worsening the urban heat-island effect in the Central Business District; and, (iii) undermine the City's long-term environmental sustainability and resilience by amplifying the harmful effects of extreme weather events, such as higher incidence of stormwater runoff, combined storm and sewer overflows, and waterway pollution; and

WHEREAS, Council further finds that zoning text amendments are necessary to improve public health outcomes and address and minimize the harmful effects of temporary surface parking lots through the adoption of green infrastructure, design, and practices recommended by the Green Cincinnati Plan (2023), including (i) the reduction of stormwater runoff to minimize combined storm and sewer overflows; (ii) the increase of tree canopy in the Central Business District to

mitigate the impacts of extreme precipitation and temperature and to absorb greenhouse gas emissions; and (iii) the promotion and enhancement of multi-modal and alternative energy transportation options and walkability throughout the Central Business District; and

WHEREAS, Council also finds that zoning text amendments restricting the development of surface parking lots in the DD, “Downtown Development,” zoning district will secure future development that is harmonious with the City’s vital economic and cultural center and will provide opportunities for the development of more productive land uses that will contribute meaningfully to the City’s economy and tax base; and

WHEREAS, Council additionally finds that zoning text amendments are necessary to establish greater restrictions for temporary surface parking facilities within certain areas of the Central Business District to discourage the introduction of incongruent land uses that negatively impact pedestrian safety and walkability and detract from the vibrant, high-density urban character of the City’s core business and cultural center; and

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

WHEREAS, the zoning text amendments are consistent with Plan Cincinnati (2012), including (i) the “Sustain” goal to “[b]ecome a healthier Cincinnati” through the strategy to “[c]reate a healthy environment and reduce energy consumption,” by “following the strategies of the Green Cincinnati Plan and meeting the goals of the Green Umbrella Regional Sustainability Alliance will help to reduce the City’s energy usage, improve air and water quality, and reduce sewer overflows to create a healthy environment,” as described on page 182; and (ii) the “Connect” goal to “[e]xpand options for non-automotive travel,” as described on page 130; and

WHEREAS, the zoning text amendments are also consistent with the Green Cincinnati Plan (2023), including (i) the “Mobility” focus area’s 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,” as described on page 121; (ii) the “Mobility” focus area’s goal to “[i]ncrease the use of zero-emission vehicles in the City,” through the strategy to “ensure that all who live, work, or visit have access to electric vehicle (EV) charging infrastructure,” as described on page 116; and (iii) the “Resilience and Climate Adaptation” focus area’s strategy to “reduce extreme heat, overland flooding, landslides, and water pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods,” as described on page 140, as well as the priority action identified on page 141 to “[u]se heat reflective materials when appropriate (roads, parking surfaces, roofs, etc.)”; and

WHEREAS, the Council finds the zoning 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 existing Sections 1411-25, “Location of Parking,” and 1411-27, “Accessory Surface Parking,” of the Cincinnati Municipal Code are hereby amended as follows:

**§ 1411-25. ~~Location of Parking~~ Parking Facilities.**

The DD zoning district is divided into the parking subdistricts depicted on Map 1411-23: Parking Subdistricts Overlay in Downtown Development Districts.

- (a) Parking garages are permitted in all DD parking subdistricts.
- (b) Surface parking facilities are prohibited in all DD parking subdistricts, except as authorized under § 1411-27, “Temporary Surface Parking Facilities.”

The location of parking in all DD subdistricts varies according to Map 1411-23: Parking Subdistricts Overlay in Downtown Development Districts. Parking in each parking subdistrict may also vary by type as prescribed in Schedule 1411-25 below:

**Schedule 1411-25: ~~Parking Type – Downtown Parking Subdistricts~~**

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

**§ 1411-27. ~~Accessory Surface Parking.~~ Temporary Surface Parking Facilities.**

- (a) Temporary Surface Parking Facilities Permitted. Temporary surface parking facilities are permitted in the DD zoning district provided they conform to all applicable laws, ordinances, and regulations, including without limitation the provisions of § 1411-32.
- (b) Duration of Approval.
  - (1) W and X Parking Subdistricts. Temporary surface parking facilities in Parking Subdistricts W and X may be established and maintained for a period of two years following the issuance of a temporary surface parking facility permit.
  - (2) Y and Z Parking Subdistricts Temporary surface parking facilities in Parking Subdistricts Y and Z may be established and maintained for a period of five years following the issuance of a temporary surface parking facility permit.
- (c) Extension of Temporary Permits. The Zoning Board of Appeals may grant one single extension of a temporary surface parking permit for an additional two-year period upon finding:
  - (1) Bona-fide Plan. The applicant has a bona-fide development plan to establish a permitted use on the subject property; and

- (2) Integral Use. The temporary surface parking facility is a necessary and integral component of the economic feasibility of the applicant's bona-fide development plan; and
- (3) Compliance with Laws. The temporary surface parking facility has been maintained in conformity with all applicable laws, ordinances, and regulations.

In reviewing an application for extension, the Zoning Board of Appeals shall conduct a hearing and issue a decision in the same manner as prescribed for the Zoning Hearing Examiner under Chapter 1443, Zoning Hearing Examiner Procedures; provided that the Zoning Board of Appeals may not grant an extension of time greater than the time prescribed herein. Any party with standing may appeal a final decision of the Zoning Board of Appeals issued in accordance with this Chapter to the Hamilton County Court of Common Pleas as allowed by Ohio Revised Code Chapter 2506 or other applicable law.

(d) Applications for Extension. The application for extending a temporary surface parking facility permit shall be on forms prescribed by the Zoning Board of Appeals and shall include all the following materials:

- (1) Conceptual Development Plan. Preliminary development plans showing, at minimum, the location and arrangement of proposed structures, building footprints and setbacks, schematic floor plans, exterior elevations, and proposed land uses. The plans shall be prepared by a registered architect or professional engineer and drawn to an architectural or engineering scale.
- (2) Development Statement and Timeline. A statement and all pertinent documentary proof and credible evidence concerning the applicant's proposed development plan, including without limitation the following:
  - (i) Narrative. A description of the proposed development; and
  - (ii) Development Forecasts. Projected deadlines, milestones, and timelines concerning the design, financing, permitting, and construction phases of the proposed development; and
  - (iii) Economic Feasibility. Development pro forma, budgets, and evidence of commitments from lenders, investors, and requested/secured economic development incentives for development financing, if any; and
  - (iv) Legal Feasibility/Control. Documentation demonstrating the applicant's control of the subject property and ability to effectuate the proposed development; and
  - (v) Other Information. Such other information as required by the Zoning Board of Appeals to inform its decision.

- (3) *Affidavit.* An affidavit attesting to the truth and accuracy of all information accompanying the application and the applicant’s intent and capacity to pursue and implement the proposed development to completion diligently.
- (d) *No Further Extensions.* No temporary surface parking facility permit shall receive more than one extension, and no new temporary surface parking facility permit may be issued for a property within five years of the expiration of a temporary surface parking permit concerning the property.
- (e) *Security Required.* No permit authorizing the construction or establishment of a temporary surface parking facility shall issue until the property owner or an authorized agent thereof has submitted a performance bond or guaranty in the substance and form prescribed by and deemed satisfactory to the City Manager to ensure sufficient funding to complete all work necessary to satisfy the requirements of §1411-51 upon the expiration of the temporary surface parking facility permit. The amount of such bond shall be set at 125 percent of the estimated cost of the improvements necessary to comply with §1411-51.
- (f) *Permit Expiration.* Upon the expiration of a temporary surface parking facility permit, the owner or person-in-control of the subject property shall cease operation of the parking facility and (i) shall establish a permitted use on the property or (ii) cause the property to conform to the landscaping requirements of §1411-51. If the owner or person-in-control fails to bring the subject property into compliance within this provision within 180 days following the expiration of the temporary surface parking facility permit, the City Manager or the City Manager’s designee is authorized to draw upon the performance bond or guaranty provided in accordance with subsection (e) and proceed to complete all work necessary to cause the property to conform to the landscaping requirements of §1411-51.

~~Accessory surface parking must be located within 200 feet of the building that it is intended to serve and must be for the exclusive use of the occupants and visitors of that building.~~

Section 2. That new Sections 1401-E1-A, “Electric Vehicle Charging Station,” and 1411-32, “Temporary Surface Parking Facility Design Standards,” of the Cincinnati Municipal Code are hereby ordained to read as follows:

**§ 1401-E1-A. Electric Vehicle Charging Station.**

“Electric vehicle charging station” means a public or private parking space that is served by battery-charging equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

**§ 1411-32. Temporary Surface Parking Facility Design Standards.**

In addition to applicable regulations prescribed in Chapter 1425, “Parking and Loading,” all temporary surface parking facilities in DD subdistricts shall comply with the minimum landscaping and design requirements set forth below. If any requirements set forth in this section conflict with any requirements or standards set forth in Chapter 1425, “Parking and Loading,” the standards and requirements set forth herein shall govern and control.

(a) *Temporary Surface Parking Facilities in all Parking Subdistricts.*

(1) *General Landscaping Requirements.*

- (i) *Trees.* All temporary surface parking facilities shall provide one tree for every four parking spaces arranged and dispersed throughout the perimeter landscape buffer area and interior landscaped islands and peninsulas, with at least one tree planted per 35 linear feet throughout the entirety of the perimeter landscape buffer area.

All trees shall have a minimum size at the time of planting as follows:

(a) Two-inch caliper for a deciduous tree; and

(b) Four-foot height for a conifer or evergreen tree.

- (ii) *Ground Cover.* Plant-based ground cover appropriate to the surface conditions of the area must be installed throughout the perimeter landscape buffer area and interior landscaped islands and peninsulas. Grass shall be the default landscaping material.

- (iii) *Plant Maintenance Standards.* All plants shall be maintained in a healthy condition and shall be replaced with new plant materials as needed to ensure continued compliance with landscaping requirements. Landscaping and screening plants that die shall be replaced during the current or the following planting season.

(2) *Perimeter Landscape Buffer Area.*

- (i) *Width.* All temporary surface parking facilities shall provide a landscape buffer area separating the parking facility from adjoining streets. The buffer area shall measure at least five feet in width and be located within a six-inch-high, poured-in-place concrete curb landscaped with plant material. The buffer area shall not be paved except for approved walkways, bikeways, driveways, and other approved amenities or site elements.

- (ii) *Screening.* All portions of the perimeter landscape buffer area that abut a public right-of-way, other than approved entrances and exits, shall provide screening consisting of a solid concrete or masonry wall or wrought-iron or other high-quality decorative metal fence between three and four feet in

height, as illustrated in Figure 1411-31-A. A wrought-iron fence or other high-quality decorative metal fence up to six feet in height or constructed on top of the wall for a combined wall and fence height of up to six feet may be constructed with the prior approval of the Zoning Administrator.

- (3) *Required Surface for Parking and Circulation Areas.* The surface of any parking area, including but not limited to parking, loading, and circulation areas, shall be designed to prevent stormwater runoff into the public right-of-way and shall be improved with asphalt, concrete, permeable pavers, or other hard surface approved by the Zoning Administrator. In Parking Subdistricts Y and Z, all impervious asphalt or concrete surfaces shall be treated with a pavement coating designed to reflect solar radiation with an initial solar reflectance of twenty percent or greater.
- (4) *Facilities Larger than One-Quarter Acre.* All new temporary surface parking facilities larger than one-quarter acre (i.e., 10,890 square feet) shall conform to the following standards:
  - (i) No parking area within a temporary surface parking facility shall exceed one-quarter acre (i.e., 10,890 square feet) in size. To conform to this requirement, larger parking areas shall be divided into smaller parking areas by one or more landscape islands or peninsulas contained within and dispersed throughout the interior of the parking lot.
  - (ii) All interior landscaped islands and peninsulas shall contain plant material and plant-based ground cover within six-inch-high, poured-in-place concrete curbs, and at least one of every four trees required by subsection (a)(1)(i) shall be located within the interior landscaped islands and peninsulas.
  - (iii) Landscaped islands and peninsulas need not be uniformly spaced but shall provide a minimum separation of 15 feet between smaller parking areas.

(b) *Additional Standards for Temporary Surface Parking Facilities in Parking Subdistricts Y and Z.* In addition to the development regulations set forth under § 1411-32(a), “Temporary Surface Parking Facility Design Standards,” all temporary surface parking facilities in Parking Subdistricts Y and Z shall comply with the requirements below.

- (1) *Vehicle-Charging Infrastructure.* All new temporary surface parking facilities shall provide the electric vehicle charging infrastructure described herein. For the purposes of this paragraph, the terms “Level 2” and “Direct Current Fast Charging” (DCFC) shall have the same meanings ascribed to them by the United States Department of Transportation, Federal Highway Administration under the National Electric Vehicle Infrastructure Standards and Requirements, as may be amended from time to time.

- (i) *Vehicle-Charging Stations.* At least two percent of parking spaces, rounding any fraction up to the nearest whole number, shall be equipped with Level 2 or DCFC electric vehicle charging stations, including the conduit and wiring, structures, machinery, and equipment necessary and integral to support the stations, provided that if two percent of parking spaces is less than three parking spaces, then at least three parking spaces shall be equipped with Level 2 or DCFC electric vehicle charging stations and supporting infrastructure.
  - (ii) *Charger-Ready Parking Spaces.* In addition to the requirements of subsection (b)(1)(i), at least five percent of parking spaces, rounding any fraction up to the nearest whole number, shall be pre-wired and made ready to receive the future installation of Level 2 or DCFC electric vehicle charging stations and supporting infrastructure.
- (2) *Bicycle Parking.* All new temporary surface parking facilities shall provide at least one bicycle parking space per 20 automobile parking spaces in the form of bicycle racks or bicycle lockers that are securely anchored to the ground or building structure and located on paved or a permeable surface with a slope no greater than three percent to facilitate the safe and secure storage of bicycles.

Section 3. That existing Sections 1411-29, “Off-Site Parking,” and 1441-13, Temporary Parking Uses in Urban Renewal Areas,” of the Cincinnati Municipal Code are hereby repealed.

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

Passed: \_\_\_\_\_, 2024

\_\_\_\_\_  
Aftab Pureval, Mayor

Attest: \_\_\_\_\_  
Clerk

\_\_\_\_\_  
New language underscored. Deleted language indicated by strike through.

**MODIFYING** Chapter 1411, “Downtown Development Districts,” of the Cincinnati Municipal Code by **AMENDING** the provisions of Sections 1411-25, “Location of Parking,” and 1411-27 “Accessory Surface Parking,” and by **ORDAINING** new Section 1411-32, “Temporary Surface Parking Facility Design Standards,” and **REPEALING** Sections 1411-29, “Off-Site Parking,” and 1441-13, “Temporary Parking Uses in Urban Renewal Areas,” to restrict the development of surface parking lots in the DD, “Downtown Development,” zoning district.

WHEREAS, in September 2022, Councilmember Mark Jeffreys introduced legislation to amend certain zoning code provisions governing development in the DD, “Downtown Development,” zoning district to restrict the development of surface parking lots (“Proposed Legislation”); and

WHEREAS, in response to the introduction of the Proposed Legislation, Council established an interim development control overlay district over the DD zoning district, effective as of September 21, 2022, to prevent the frustration of the Proposed Legislation’s purposes while the Department of City Planning and Engagement studied its impact and formulated recommendations on its adoption or modification; and

WHEREAS, at its regularly scheduled meetings on December 1, 2023, and [\_\_\_], the City Planning Commission received the results of the Department of City Planning and Engagement’s study, and commission recommended modification of the Proposed Legislation to permit the development of temporary parking lots as an interim step to the future development of property; and

WHEREAS, Council finds that surface parking lots in the DD, “Downtown Development,” zoning district (i) are a minimally productive land use that do not meaningfully contribute to economic output or the City’s tax base; (ii) adversely affect the public health by exacerbating heat-related illness and mortality by absorbing and retaining excess solar energy, raising surrounding ground and air temperatures, and worsening the urban heat-island effect in the Central Business District; and, (iii) undermine the City’s long-term environmental sustainability and resilience by amplifying the harmful effects of extreme weather events, such as higher incidence of stormwater runoff, combined storm and sewer overflows, and waterway pollution; and

WHEREAS, Council further finds that zoning text amendments are necessary to improve public health outcomes and address and minimize the harmful effects of temporary surface parking lots through the adoption of green infrastructure, design, and practices recommended by the Green Cincinnati Plan (2023), including (i) the reduction of stormwater runoff to minimize combined storm and sewer overflows; (ii) the increase of tree canopy in the Central Business District to mitigate the impacts of extreme precipitation and temperature and to absorb greenhouse gas

emissions; and (iii) the promotion and enhancement of multi-modal and alternative energy transportation options and walkability throughout the Central Business District; and

WHEREAS, Council also finds that zoning text amendments restricting the development of surface parking lots in the DD, “Downtown Development,” zoning district will secure future development that is harmonious with the City’s vital economic and cultural center and will provide opportunities for the development of more productive land uses that will contribute meaningfully to the City’s economy and tax base; and

WHEREAS, Council additionally finds that zoning text amendments are necessary to establish greater restrictions for temporary surface parking facilities within certain areas of the Central Business District to discourage the introduction of incongruent land uses that negatively impact pedestrian safety and walkability and detract from the vibrant, high-density urban character of the City’s core business and cultural center; and

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

WHEREAS, the zoning text amendments are consistent with Plan Cincinnati (2012), including the “Sustain” goal to “[b]ecome a healthier Cincinnati” through the strategy to “[c]reate a healthy environment and reduce energy consumption,” by reducing the City’s energy usage, improving air and water quality, and reducing sewer overflows to create a healthy environment,” as described on page 182; and

WHEREAS, the zoning text amendments are also consistent with the Green Cincinnati Plan (2023), including (i) the “Mobility” focus area’s 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,” as described on page 121; and (ii) the “Resilience and Climate Adaptation” focus area’s strategy to “reduce extreme heat, overland flooding, landslides, and water pollution vulnerabilities by incentivizing, improving and increasing green infrastructure and other mitigating methods,” as described on page 140, as well as the priority action identified on page 141 to “[u]se heat reflective materials when appropriate (roads, parking surfaces, roofs, etc.)”; and

WHEREAS, the Council finds the zoning 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 existing Sections 1411-25, “Location of Parking,” and 1411-27, “Accessory Surface Parking,” of the Cincinnati Municipal Code are hereby amended as follows:

**§ 1411-25. Location of Parking Parking Facilities.**

The DD zoning district is divided into the parking subdistricts depicted on Map 1411-23: Parking Subdistricts Overlay in Downtown Development Districts.

- (a) Parking garages are permitted in all DD parking subdistricts.
- (b) Surface parking facilities are prohibited in all DD parking subdistricts, except as authorized under § 1411-27, “Temporary Surface Parking Facilities.”

The location of parking in all DD-subdistricts varies according to Map 1411-23: Parking Subdistricts Overlay in Downtown Development Districts. Parking in each parking subdistrict may also vary by type as prescribed in Schedule 1411-25 below:

**Schedule 1411-25: Parking Type – Downtown Parking Subdistricts**

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

**§ 1411-27. Accessory Surface Parking. Temporary Surface Parking Facilities.**

- (a) Temporary Surface Parking Facilities Permitted. Temporary surface parking facilities may be established and maintained for a period of two years following the issuance of a temporary surface parking facility permit provided they conform to all applicable laws, ordinances, and regulations, including without limitation the provisions of § 1411-32.
- (b) Extension of Temporary Permits. The Zoning Board of Appeals may grant one single extension of a temporary surface parking permit (i) for an additional two-year period for temporary surface parking facilities located in Parking Subdistricts W and X, or (ii) for an additional five-year period for temporary surface parking facilities located in DD Parking Subdistricts Y and Z, upon finding:
  - (1) Bona-fide Plan. The applicant has a bona-fide development plan to establish a permitted use on the subject property; and
  - (2) Integral Use. The temporary surface parking facility is a necessary and integral component of the economic feasibility of the applicant’s bona-fide development plan; and
  - (3) Compliance with Laws. The temporary surface parking facility has been maintained in conformity with all applicable laws, ordinances, and regulations.

In reviewing an application for extension, the Zoning Board of Appeals shall conduct a hearing and issue a decision in the same manner as prescribed for the Zoning Hearing Examiner under Chapter 1443, Zoning Hearing Examiner Procedures; provided that the

Zoning Board of Appeals may not grant an extension of time greater than the time prescribed herein. Any party with standing may appeal a final decision of the Zoning Board of Appeals issued in accordance with this Chapter to the Hamilton County Court of Common Pleas as allowed by Ohio Revised Code Chapter 2506 or other applicable law.

- (c) Applications for Extension. The application for extending a temporary surface parking facility permit shall be on forms prescribed by the Zoning Board of Appeals and shall include all the following materials:
- (1) Conceptual Development Plan. Preliminary development plans showing, at minimum, the location and arrangement of proposed structures, building footprints and setbacks, schematic floor plans, exterior elevations, and proposed land uses. The plans shall be prepared by a registered architect or professional engineer and drawn to an architectural or engineering scale.
  - (2) Development Statement and Timeline. A statement and all pertinent documentary proof and credible evidence concerning the applicant's proposed development plan, including without limitation the following:
    - (i) Narrative. A description of the proposed development; and
    - (ii) Development Forecasts. Projected deadlines, milestones, and timelines concerning the design, financing, permitting, and construction phases of the proposed development; and
    - (iii) Economic Feasibility. Development pro forma, budgets, and evidence of commitments from lenders, investors, and requested/secured economic development incentives for development financing, if any; and
    - (iv) Legal Feasibility/Control. Documentation demonstrating the applicant's control of the subject property and ability to effectuate the proposed development; and
    - (v) Other Information. Such other information as required by the Zoning Board of Appeals to inform its decision.
  - (3) Affidavit. An affidavit attesting to the truth and accuracy of all information accompanying the application and the applicant's intent and capacity to pursue and implement the proposed development to completion diligently.
- (d) No Further Extensions. No temporary surface parking facility permit shall receive more than one extension, and no new temporary surface parking facility permit may be issued for a property within five years of the expiration of a temporary surface parking permit concerning the property.

- (e) Security Required. No permit authorizing the construction or establishment of a temporary surface parking facility shall issue until the property owner or an authorized agent thereof has submitted a performance bond or guaranty in the substance and form prescribed by and deemed satisfactory to the City Manager to ensure sufficient funding to complete all work necessary to satisfy the requirements of §1411-51 upon the expiration of the temporary surface parking facility permit. The amount of such bond shall be set at 125 percent of the estimated cost of the improvements necessary to comply with §1411-51.
- (f) Permit Expiration. Upon the expiration of a temporary surface parking facility permit, the owner or person-in-control of the subject property shall cease operation of the parking facility and (i) shall establish a permitted use on the property or (ii) cause the property to conform to the landscaping requirements of §1411-51. If the owner or person-in-control fails to bring the subject property into compliance within this provision within 180 days following the expiration of the temporary surface parking facility permit, the City Manager or the City Manager’s designee is authorized to draw upon the performance bond or guaranty provided in accordance with subsection (e) and proceed to complete all work necessary to cause the property to conform to the landscaping requirements of §1411-51.

~~Accessory surface parking must be located within 200 feet of the building that it is intended to serve and must be for the exclusive use of the occupants and visitors of that building.~~

Section 2. That new Section 1411-32, “Temporary Surface Parking Facility Design Standards,” of the Cincinnati Municipal Code is hereby ordained to read as follows:

**§ 1411-32. Temporary Surface Parking Facility Design Standards.**

In addition to applicable regulations prescribed in Chapter 1425, “Parking and Loading,” all temporary surface parking facilities in DD subdistricts shall comply with the minimum landscaping and design requirements set forth below. If any requirements set forth in this section conflict with any requirements or standards set forth in Chapter 1425, “Parking and Loading,” the standards and requirements set forth herein shall govern and control.

(a) *General Landscaping Requirements.*

- (i) *Trees.* All temporary surface parking facilities shall provide one tree for every four parking spaces arranged and dispersed throughout the perimeter landscape buffer area and interior landscaped islands and peninsulas, with at least one tree planted per 35 linear feet throughout the entirety of the perimeter landscape buffer area.

All trees shall have a minimum size at the time of planting as follows:

- (a) Two-inch caliper for a deciduous tree; and
  - (b) Four-foot height for a conifer or evergreen tree.
- (ii) *Ground Cover.* Plant-based ground cover appropriate to the surface conditions of the area must be installed throughout the perimeter landscape buffer area and interior landscaped islands and peninsulas. Grass shall be the default landscaping material.
  - (iii) *Plant Maintenance Standards.* All plants shall be maintained in a healthy condition and shall be replaced with new plant materials as needed to ensure continued compliance with landscaping requirements. Landscaping and screening plants that die shall be replaced during the current or the following planting season.
- (b) *Perimeter Landscape Buffer Area.*
- (i) *Width.* All temporary surface parking facilities shall provide a landscape buffer area separating the parking facility from adjoining streets. The buffer area shall measure at least five feet in width and be located within a six-inch-high, poured-in-place concrete curb landscaped with plant material. The buffer area shall not be paved except for approved walkways, bikeways, driveways, and other approved amenities or site elements.
  - (ii) *Screening.* All portions of the perimeter landscape buffer area that abut a public right-of-way, other than approved entrances and exits, shall provide screening consisting of a solid concrete or masonry wall or wrought-iron or other high-quality decorative metal fence between three and four feet in height, as illustrated in Figure 1411-31-A. A wrought-iron fence or other high-quality decorative metal fence up to six feet in height or constructed on top of the wall for a combined wall and fence height of up to six feet may be constructed with the prior approval of the Zoning Administrator.
- (c) *Required Surface for Parking and Circulation Areas.* The surface of any parking area, including but not limited to parking, loading, and circulation areas, shall be designed to prevent stormwater runoff into the public right-of-way and shall be improved with asphalt, concrete, permeable pavers, or other hard surface approved by the Zoning Administrator. In Parking Subdistricts Y and Z, all impervious asphalt or concrete surfaces shall be treated with a pavement coating designed to reflect solar radiation with an initial solar reflectance of twenty percent or greater.
- (d) *Facilities Larger than One-Quarter Acre.* All new temporary surface parking facilities larger than one-quarter acre (i.e., 10,890 square feet) shall conform to the following standards:

- (i) No parking area within a temporary surface parking facility shall exceed one-quarter acre (i.e., 10,890 square feet) in size. To conform to this requirement, larger parking areas shall be divided into smaller parking areas by one or more landscape islands or peninsulas contained within and dispersed throughout the interior of the parking lot.
- (ii) All interior landscaped islands and peninsulas shall contain plant material and plant-based ground cover within six-inch-high, poured-in-place concrete curbs, and at least one of every four trees required by subsection (a)(1)(i) shall be located within the interior landscaped islands and peninsulas.
- (iii) Landscaped islands and peninsulas need not be uniformly spaced but shall provide a minimum separation of 15 feet between smaller parking areas.

Section 3. That existing Sections 1411-29, “Off-Site Parking,” and 1441-13, Temporary Parking Uses in Urban Renewal Areas,” of the Cincinnati Municipal Code are hereby repealed.

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

Passed: \_\_\_\_\_, 2024

\_\_\_\_\_

Aftab Pureval, Mayor

Attest: \_\_\_\_\_

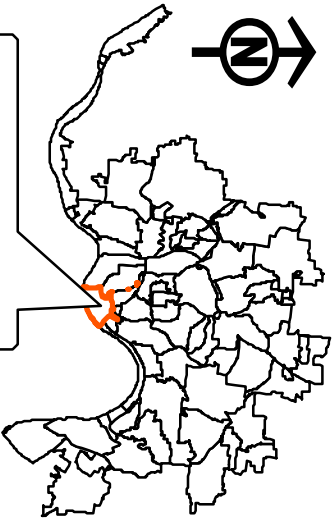
Clerk

\_\_\_\_\_  
 New language underscored. Deleted language indicated by strike through.

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

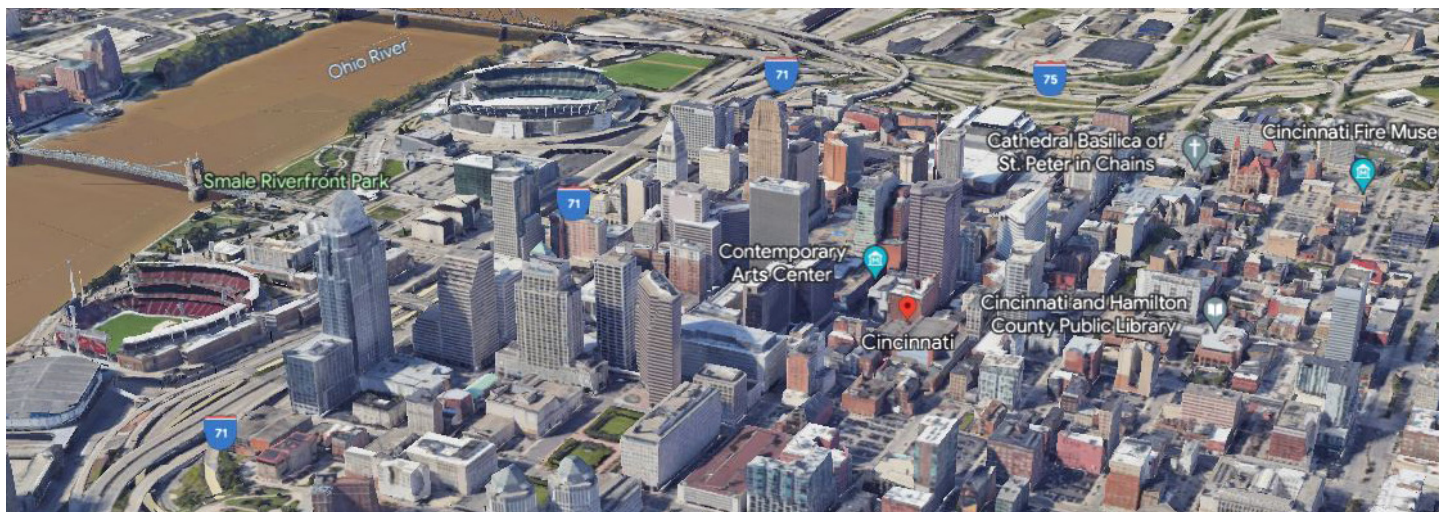
Subject Properties

Property Location



DD - Downtown Development Zoning Districts





# 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.

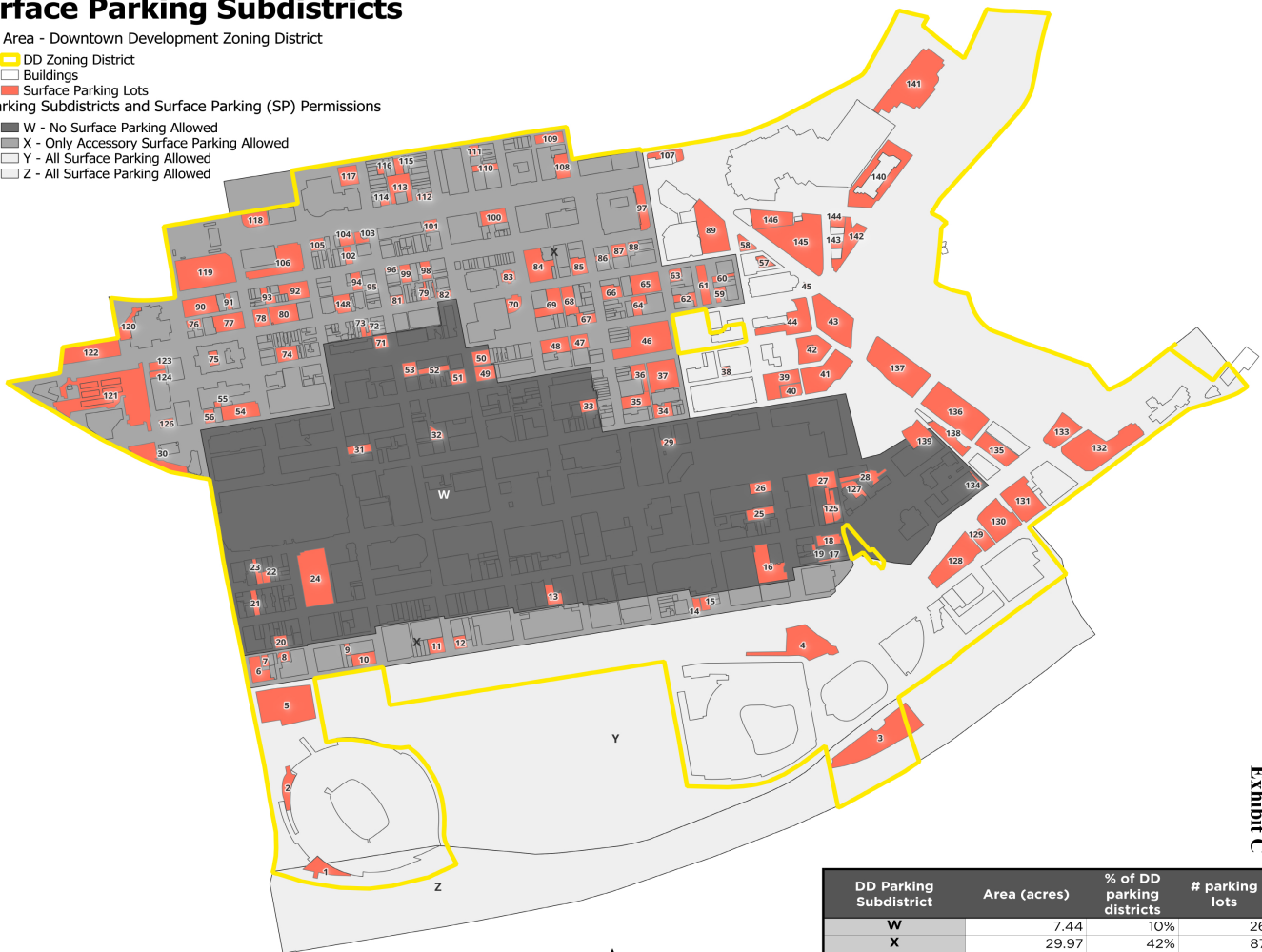
Parking Subdistricts				
Parking Type	W	X	Y	Z
Accessory Surface Parking	no	yes	yes	yes
Public Surface Parking	no	no	yes	yes
Parking Garage	yes	yes	yes </td <td>yes</td>	yes

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
<b>Total</b>	<b>71.47</b>		<b>148</b>

## 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

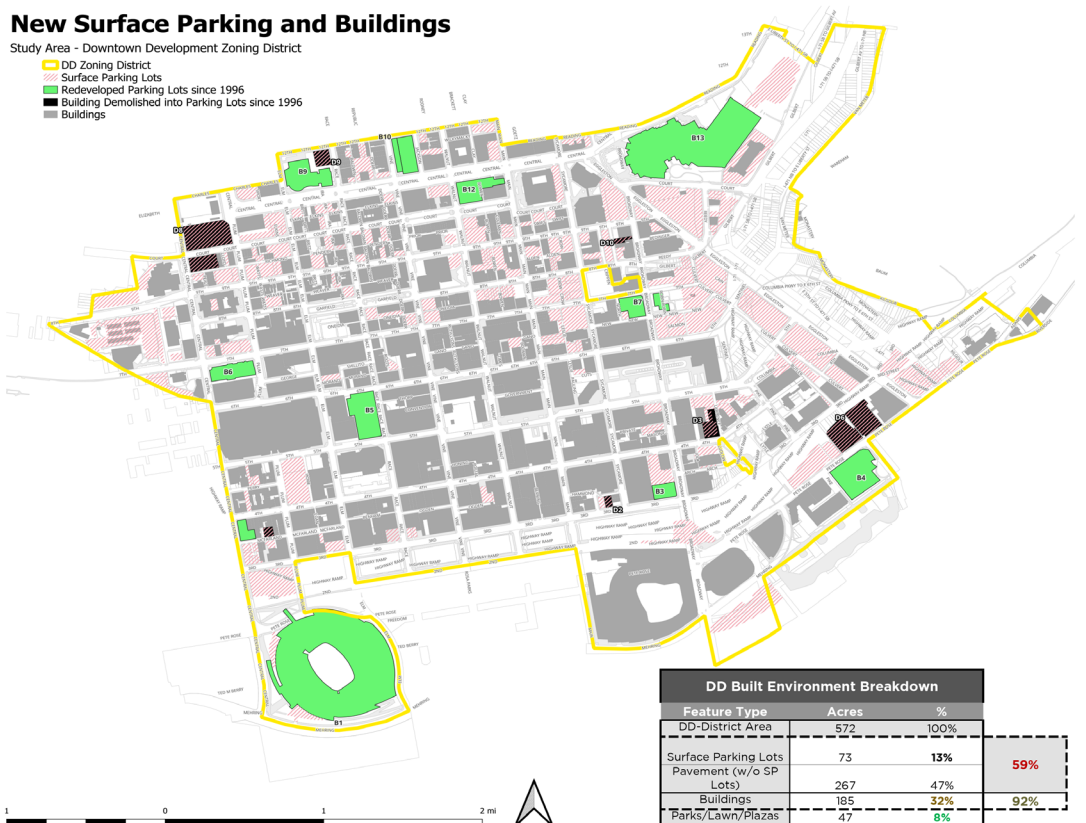
Over the last 26 years, there have been few buildings demolished or surface parking lots redeveloped:

- 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.

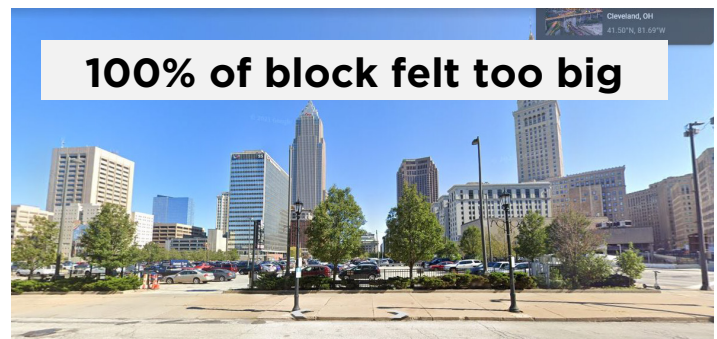
### What are user concerns with restricting surface parking lots?

- 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

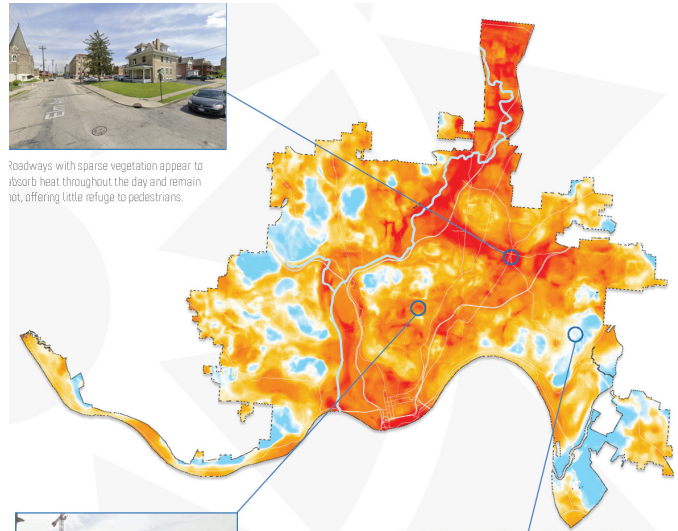
The high-contrast asphalt surfaces of parking lots creates hotter surface and air temperatures. Cincinnati's urban heat island effect was quantified in the 2021 Climate Equity Indicators Report which showed the highest temperatures in areas with low tree canopy and high percentage of impermeable surfaces, 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.

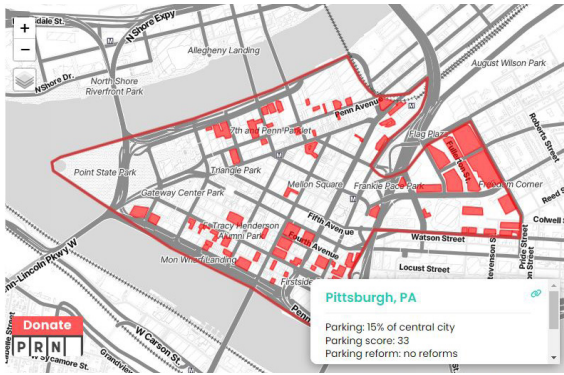


### Enabling Automobile-Oriented Lifestyle Choices

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

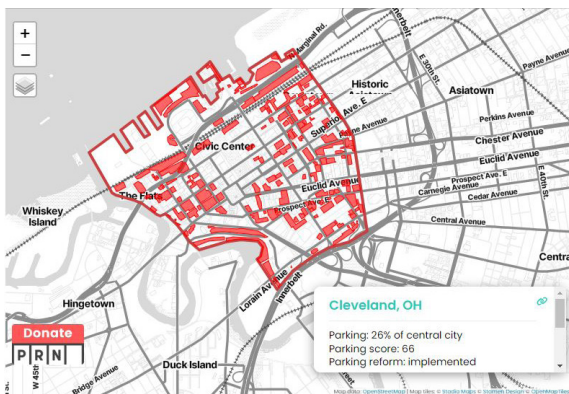
- Commercial parking banned (since 1998)
- Accessory parking allowed

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.



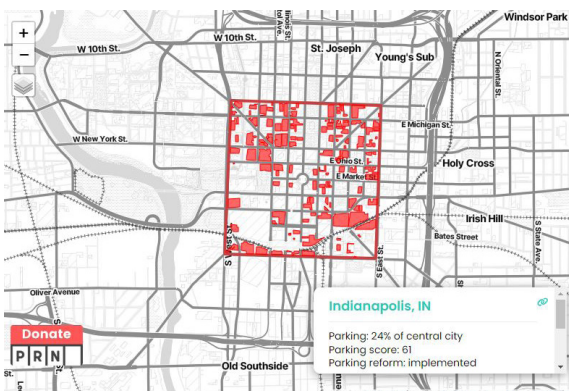
**Lexington, KY** | 0.52 million MSA population

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)



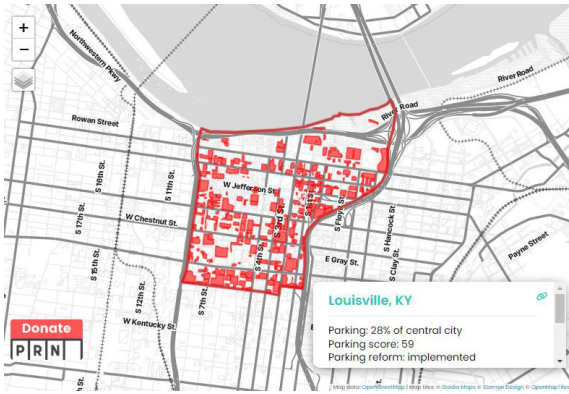
**Indianapolis, IN** | 2.08 million MSA population

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

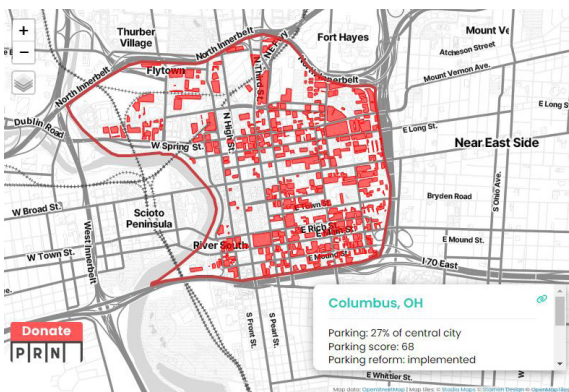
- Parking lots allowed.
- Downtown Development Overlay District (DDOD), with design review committee

### 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

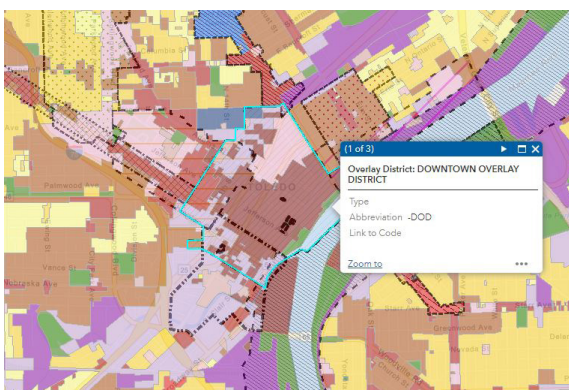
## Toledo, OH | 0.65 million MSA population

### 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
<b>TREES</b>	1 tree/10 parking spaces	1 tree/4 parking spaces	City Form-Based Code alignment
<b>BUFFERS</b>	3' perimeter buffer	5' buffer along street edge	peer city research
<b>IF LARGER THAN 0.25 ACRES:</b>			
<b>INTERIOR BUFFERS</b>	None	must be broken down into smaller parking areas with 15' planted landscape areas between them	Form-Based Code alignment
<b>BIKE PARKING</b>	None	1 bike parking spot/20 car spaces	current parking garage code requirement
<b>EV CHARGING</b>	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
<b>SURFACING/PAVING</b>	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



**Exhibit F**

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
<b>Total</b>	<b>71.47</b>		<b>148</b>



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:

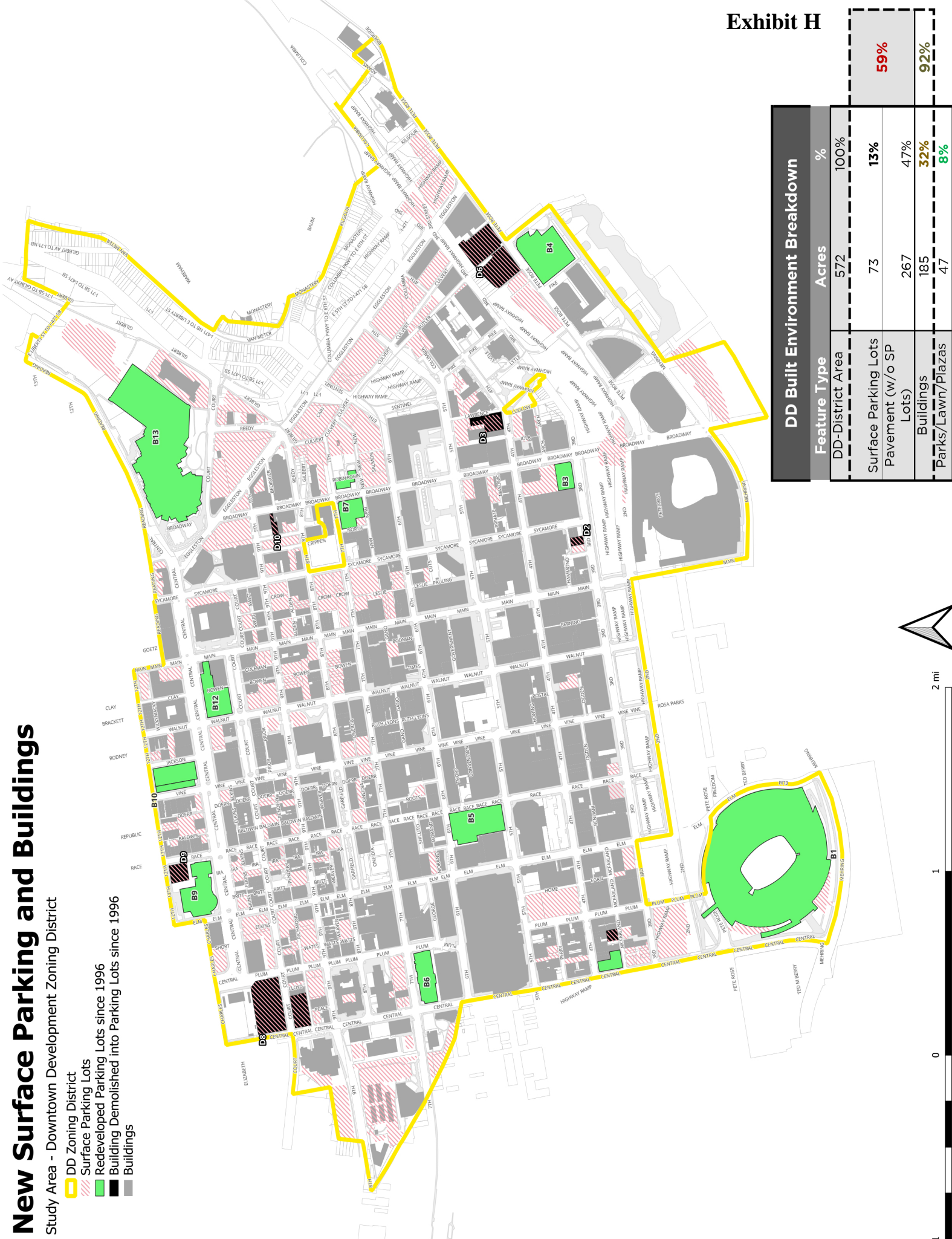
**Riverfront Parking Shuttle (#85):** Operated by Metro, Monday-Friday, 5:45am - 7:45pm. Serving Broadway, Central Ave., Fourth Street, Mehring Way, Pete Rose Way, and Rose Street Fare is \$0.50. (513) 621-4455 or <http://www.go-metro.com/riverfront.html>

**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](http://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



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%



2 mi

1

0

1

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

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### 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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup> These effects on stormwater management are exacerbated by large rain events, increasing in frequency in recent years.<sup>4</sup>

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

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

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

<sup>4</sup> [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.<sup>5</sup> 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.<sup>6</sup> The urban heat island effect contributes to increased heat-related injuries and deaths, increased energy costs, and increased air pollution levels.<sup>7</sup> Heat waves are increasing in frequency and duration across the United States.<sup>8</sup> 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.<sup>9</sup> 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.<sup>10</sup>

## **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.<sup>11</sup>

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

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<sup>5</sup> [https://www.cincinnati-oh.gov/sites/oes/assets/File/Summary\\_Report\\_Heat\\_Watch\\_Cincinnati.pdf](https://www.cincinnati-oh.gov/sites/oes/assets/File/Summary_Report_Heat_Watch_Cincinnati.pdf)

<sup>6</sup> [https://www.cincinnati-oh.gov/sites/oes/assets/File/Climate%20Equity%20Indicators%20Report\\_2021.pdf](https://www.cincinnati-oh.gov/sites/oes/assets/File/Climate%20Equity%20Indicators%20Report_2021.pdf)

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

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

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

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

<sup>11</sup> [https://people.ucsc.edu/~jwest1/articles/MillardBall\\_West\\_Rezaei\\_Desai\\_SFBMR\\_UrbanStudies.pdf](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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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

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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.

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.

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](mailto: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.

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

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.

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

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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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.

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](mailto: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.

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

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

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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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2. Surface parking lots contribute minimally to the city's revenue, depriving us of potential funding for public services and infrastructure improvements.
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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.

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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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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 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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Go through the same process as everyone else

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.

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.

David Dawson

1340 Custer Ave

Cincinnati, OH 45208  
United States

(513) 236-1891

ddawson@sibcycline.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.

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.

Mitch Radakovich

34 E 14th St #101

Cincinnati, OH 45202  
United States

(513) 889-8023

[mitch@radakovichfamily.com](mailto: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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Get a 2 year temporary lot built  
Go through the same process as everyone else

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](mailto: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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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.

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

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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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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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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 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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Get a 2 year temporary lot built

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

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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Go through the same process as everyone else

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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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.

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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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 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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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.

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

Go through the same process as everyone else

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.
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.

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](mailto: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.

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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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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.

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.

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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](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.

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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](mailto: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:

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.

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.

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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.

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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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 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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Go through the same process as everyone else

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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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.

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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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.

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.

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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.

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.

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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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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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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.

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

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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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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.

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

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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.

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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**From:** David Bushong <davidlbushong@gmail.com>  
**Sent:** Thursday, November 30, 2023 11:37 AM  
**To:** Cincinnati City Planning  
**Subject:** [External Email] Surface Parking Vote

**Categories:** JU

You don't often get email from davidlbushong@gmail.com. [Learn why this is important](#)  
External Email Communication

Planning Commission,

As a Cincinnati resident I am opposed to any expansion of parking in the city.

Automobile infrastructure is extremely expensive to maintain, pollutes our city with tailpipe emissions, hazardous tire and brake particulates, and noise and light pollution. Highways segregate communities, and car dependent infrastructure facilitates loneliness, sedentary lifestyles and poor space use. Surface parking destroys cities by trapping heat, reducing greenspace, and contributing to less dense and walkable environments. Our city has already been bulldozed for I-75, I-71 and SR-50. Additional car dependency will only hurt the city.

To create a Cincinnati of the future we must be looking for ways to increase mobility around the city that is not reliant on personally operated vehicles. Infill development on existing parking lots can increase the taxbase of the city and create meaningful communities. Additional density also makes existing transit more efficient and lowers housing costs. Meaningful development is what draws people to cities and makes them stay.

Please consider my request to ban parking expansion in the city. Additional parking is destructive for our city, environment and economy.

David Bushong  
576 Delta Ave

## [External Email] Public Hearing Zoning and Surface Parking in DDZD

Dan Kunkemoeller <dan@diversipak.com>

Thu 11/30/2023 6:18 PM

To: Dienger, Maria <maria.dienger@cincinnati-oh.gov>

Cc: Max Kunkemoeller <max@diversipak.com>

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

### External Email Communication

Hi Maria

I will not be able to attend the meeting tomorrow. Thanks for sharing the invitation and update. I would like to add some local insight being a long-time property owner (since 2004) in the direct vicinity of the property requesting the zone change.

I do not have or have had time to do specific market studies, therefore this information based on my daily experience at 838 Reedy Street.

Pre-Covid the area was very busy, P&G, and other businesses required high levels of daily parking. Post-Covid is a completely different story. Businesses such as restaurants, car washes, and others have closed due to low traffic.

Parking lots remains @ 50%- daily. An additional parking lot has recently come online behind my building (located between 838-830 Reedy and the interstate.) I'm guessing but the lot has roughly 50-60 spaces.

Since it opened 2 weeks ago – only 3-5 cars have used it. Additionally, you have the Casino and other surface lots nearby open for use already. Unless those are 75%-full, this doesn't make sense.

Bottom line, I just don't see a need for added surface lots in the area. I do see the need for investments that have a higher property value and bring added resources to the direct area and overall downtown. We have the new dispensary next door opening soon. While I may or may not agree with the business, the added improvement to the area is welcomed. A surface lot offers little to no value to our current property.

I have also looked at the major events over the years which bring extreme levels of needed parking – Reds, Bengals, FCC do not impact this area at all. Only the Labor Day fireworks and my lot doesn't even fill up then. Again, we don't have daily needs or event needs to justify adding more spaces.

Please feel free to reach out if you have any questions or concerns,

Dan Kunkemoeller  
KRP investment LLC  
Directing Member

Owner: 838 Reedy Street

**January 5, 2024**

**Honorable City Planning Commission  
Cincinnati, Ohio**

**SUBJECT:** A report and recommendation on the proposed designation of St. Leo The Great School Building at 2569 St. Leo Place in North Fairmount.

**GENERAL INFORMATION:**

Location: 2569 St. Leo Place, Cincinnati, OH 45225

Petitioner/Owner: 2569 St. Leo, LLC  
29 Mountain Avenue, Caldwell, NJ 07006

**EXHIBITS:**

- Exhibit A Location Map
- Exhibit B Designation Report and Conservation Guidelines
- Exhibit C Historic Conservation Board Staff Report
- Exhibit D Historic Conservation Board Recommendation

**BACKGROUND:**

On October 11, 2023, an application for the designation of St. Leo The Great School Building as a Local Historic Landmark was submitted by 2569 St. Leo, LLC. According to the Cincinnati Zoning Code (§1435-07-2-B), an application for the designation of a Local Historic Landmark shall be forwarded to the City Planning Commission following a public hearing of the Historic Conservation Board.

On December 4, 2023, the Historic Conservation Board (HCB) held a public hearing on the Local Historic Landmark designation application. After receiving evidence and testimony from the Urban Conservator and proponents of the designation, a quorum of six board members voted unanimously to approve and recommend St. Leo The Great School Building to the City Planning Commission and City Council for approval.

The City Planning Commission is charged with determining whether to follow the recommendation of the Historic Conservation Board (§1435-07-2-B-C). In making such determination, the City Planning Commission shall consider the following factors:

- 1) The relationship of the proposed designation to the comprehensive plans of the city and of the community in which the proposed Historic Landmark is located; and
- 2) The effect of the proposed designation on the surrounding areas and economic development plans of the city; and
- 3) Such other planning and historic preservation considerations as may be relevant to the proposed designation.

The City Planning Commission has the duty to decide whether to approve or deny the designation and forward its decision, whether favorable or not, along with the conservation guidelines, to City Council.

**Setting:**

St. Leo The Great School Building is a 3-story building that is in the Cincinnati neighborhood of North Fairmount. The school building occupies a 0.337-acre site on St. Leo Place between Baltimore Avenue and Casper Street in North Fairmount. The church faces St. Leo Place to the southeast. Surrounding the

entirety of the building is concrete paving with two raised concrete planters abutting the sidewalk at the front of the property.

This property consists of Hamilton County Parcel 206-0005-0272-00, which is bounded on the north by St. Leo Church, on the west by a vegetable garden, on the south by St. Leo Place, and on the east by a single-family form commercial structure. St. Leo Place is a short, 0.2-mile-long street and is nestled between two hillsides. To the south of the residential houses on the opposite side of St. Leo Place is the Baltimore Run Preserve. To the north, across Casper Street is a privately owned wooded hillside.

### **Historical Overview:**

The formation of St. Leo The Great parish in 1886 and the subsequent school occurred in a time of Cincinnati's history when population growth was rapid, and residents were fleeing the densely populated conditions of the central basin to the surrounding hillsides. The parish was one of the first German Catholic schools organized in the North Fairmount neighborhood and represents the history of social and educational activities of the expanding German Catholic population. The first parish building was completed in 1888, housing the church on the upper floor and the school and pastor's quarters on the ground level. By 1899, the school enrollment had expanded to the point where overcrowding was an issue. In 1911, the church building was built and still exists adjacent to the current school building. After years of continued growth, the current school building was built in 1927.

Following World War II, the parish began serving the public housing communities of English Woods and by the 1960s included evangelizing missions and community outreach in other nearby public housing projects such as Fay Apartments and Shelton Gardens. Enrollment in the school began to decline as many Catholic families began to move out of the North Fairmount area. In 1979, the school closed, but remained in use as a community center until 2022.

### **General Description:**

St. Leo The Great School Building is a significant example of an Italian Renaissance Revival style as applied to a vernacular educational building by architect John Clifford Grunkemeyer. The 3-story school building features a symmetrical façade, masonry bearing walls, a raised foundation, an ornate projecting entry porch and terra cotta and stone banding/ cornices on the upper levels. While the building does not include all features of the style, such as arched or Palladian windows, a stone base and a roofline balustrade, the features included are representative of the Italian Renaissance Revival style as applied to a vernacular educational building.

### **Significance:**

St. Leo The Great School Building is nominated as significant under Criteria 1 and 3 of the Cincinnati Zoning Code (§1435-07-1):

- 1. Association with events that have made a significant contribution to the broad patterns of our history;*

St. Leo The Great School Building meets Criterion 1 for historical significance as a reflection of the history of social and educational activities of German Catholic residents in North Fairmount. The school was one of the first German Catholic schools organized in the North Fairmount neighborhood and represents the history of social and educational activities of the expanding German Catholic population.

3. *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction;*

St. Leo The Great School meets Criterion 3 for architectural significance as an example of Italian Renaissance Revival style as applied to a vernacular educational building by architect John Clifford Grunkemeyer. A symmetrical façade, a prominent projecting entryway with Doric columns and a stone entablature, an arched entry door with leaded glass and prominent terra cotta and stone belt courses/ cornices above the second and third stories are defining features of this style.

**ANALYSIS:**

According to the Cincinnati Zoning Code (§1435-01-H3), certain findings must be made before a Local Historic Landmark can be designated by City Council. The building must be found to have historic significance. Historic significance means that the landmark must possess integrity of location, design, setting, materials, workmanship, feeling, association, and have attributes that:

1. Are associated with events that have made a significant contribution to the broad patterns of our history; or
2. Are associated with the lives of persons significant in our past; or
3. Embody the distinctive characteristics of a type, period or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Have yielded, or may be likely to yield, information important in history or prehistory.

St. Leo The Great School Building is nominated under Criterion 1, “Association with events that have made a significant contribution to the broad patterns of our history,” and Criterion 3, “Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction”.

St. Leo The Great School Building is historically significant as a religious institution related to the expansion of the German Catholic population in North Fairmount and is a significant example of the Italian Renaissance Revival style as applied to a vernacular educational building. The designation report and the documentation provided indicate that the building meets both criteria. The building was an important place for social and educational activities and incorporates identifiable architectural features of a symmetrical façade, a prominent projecting entryway with Doric columns and a stone entablature, an arched entry door with leaded glass and prominent terra cotta and stone belt courses/ cornices above the second and third stories. The building is one of the few remaining original and intact Italian Renaissance Revival parochial school buildings in Cincinnati.

In summary, staff recommends the designation of St. Leo The Great School Building under sections §1435-07-1(a)(1) and §1435-07-1(a)(3) of the Zoning Code. The documentation in the attached designation and staff report provides conclusive evidence that all required findings may be made for the proposed designation under Criteria 1 and 3. The proposed conservation guidelines for the structure are sufficient and have been included.

**PUBLIC COMMENT AND NOTIFICATION:**

The Department of City Planning and Engagement held a virtual public staff conference on the proposed designation on November 21, 2023. Notices were sent to property owners within a 400-foot radius of the subject property, the property owner, and the North Fairmount Community Council. The applicant, City staff, and one member from the public were in attendance. The public member attended for information and to ask questions about renovation plans for the building.

The Historic Conservation Board also held a public hearing at its meeting on December 4, 2023. One member of the applicant team spoke in support of the proposed designation. No other correspondence was received.

All property owners within a 400-foot radius of the subject property, the property owner, and the applicants, including the North Fairmount Council, were sent notification of the Public Staff Conference, the Historic Conservation Board meeting and the January 5, 2024 City Planning Commission meeting.

**CONSISTENCY WITH PLANS:**

*Plan Cincinnati* (2012)

The proposed designation is consistent with the Sustain Initiative Area of *Plan Cincinnati*, specifically the Goal to, “Preserve our natural and built environment” (p. 193). This designation will help to preserve this historically and architecturally significant building, making it eligible for state historic rehabilitation tax incentives to be used to renovate the school building.

*Cincinnati Choice Neighborhoods Transformation Plan* (2014)

The proposed designation is consistent with the *Cincinnati Choice Neighborhoods Transformation Plan*. St. Leo The Great School Building is included in the Choice Neighborhoods Concept Plan in an area identified for targeted housing rehab and infill. The proposed designation is specifically consistent with the Community Focus Area Strategy which states that “neighborhood revitalization must occur through small, targeted catalytic investment areas,” one of four focus areas is around St. Leo Church (p. 41). This historic designation will aid in the redevelopment of the former school into senior housing units.

**RECOMMENDATION:**

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

- 1) **APPROVE** the proposed designation of St. Leo The Great School Building as a Local Historic Landmark at 2569 St. Leo Place in North Fairmount under Criteria 1 and 3 of the Cincinnati Zoning Code (§1435-07-1a); and
- 2) **ADOPT** the conservation guidelines.

Respectfully submitted:



Maria Dienger, City Planner  
Department of City Planning and Engagement

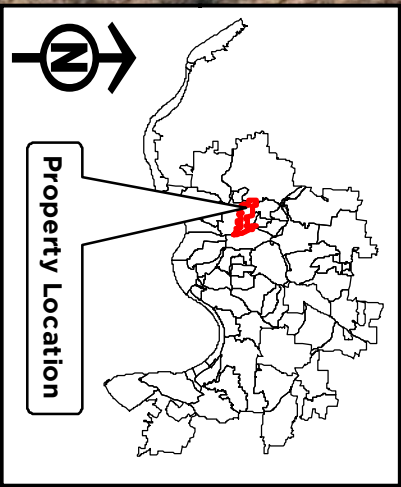
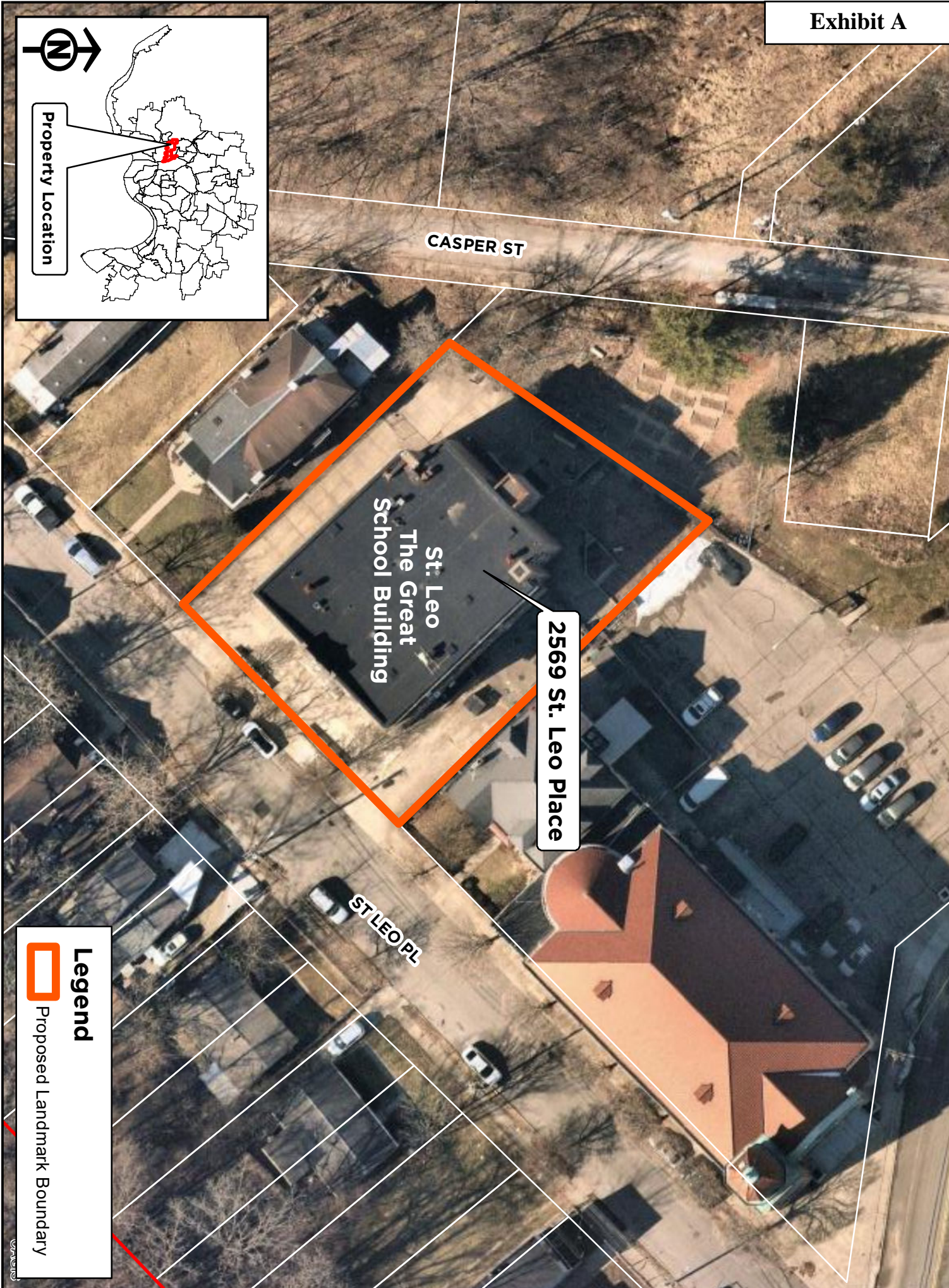
Approved:



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


**Proposed Local Landmark of St. Leo The Great School Building in North Fairmount**

**Exhibit A**

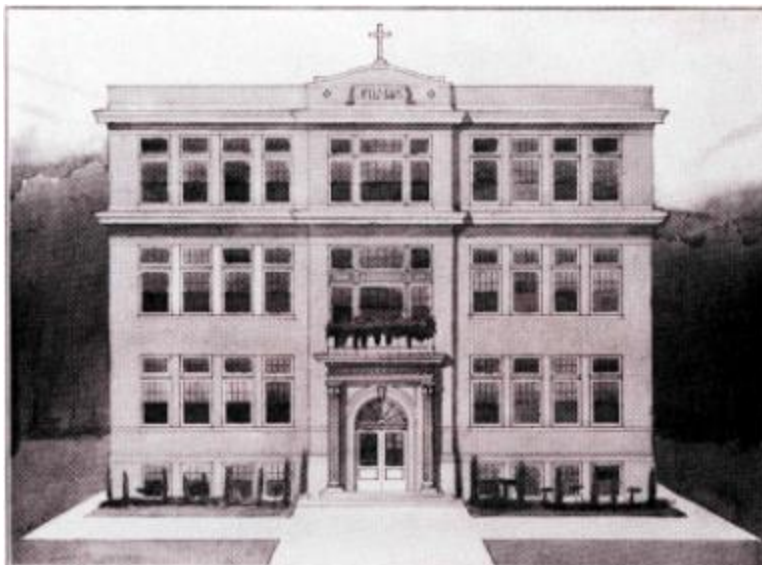


**Property Location**

**Legend**

 Proposed Landmark Boundary

# **Historic Designation Report**



## **St. Leo The Great School Building**

2569 St. Leo Place  
Cincinnati, OH 45225

Report Submitted to:

Cincinnati Historic Conservation Office

Report prepared by:

Tony Beck, PE  
Beck Engineering  
10413 Bugle Way  
Harrison, OH 45030

September 1, 2023

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## **Summary Statement**

This report represents the findings for a local Historic Landmark Designation of the St. Leo the Great School Building, located at 2569 St. Leo Place in the North Fairmount neighborhood of Cincinnati. The purpose of this designation report is to establish the building's significance as an individual landmark.

This report was prepared by Tony Beck of Beck Engineering, LLC at the request of the owner, 2569 St. Leo LLC.

## **Boundary Description**

The property boundary is conveyed in Book 14914, Page 2029 as follows: Situated in the City of Cincinnati, Hamilton County, Ohio and being more particularly described as follows:

- Commencing at a set cross notch at the Southwest intersection of St. Leo Place and Baltimore Avenue, thence along the Westerly line of St. Leo Place, South 39d40'00" West 220.18 feet to a set mag nail and the point of beginning;  
Thence along said St. Leo Place, South 39d40'00" West, 105.93 feet to a set iron pin;  
Thence leaving said St. Leo Place, along a new division line the following three (3) courses:
- 1) North 50d20'00" West, 128.22 feet to a set iron pin;
  - 2) North 28d35'43" East, 107.94 feet to a set iron pin;
  - 3) South 50d20'00" East, 148.95 feet to the point of beginning.

## **Boundary Justification**

The above description is that which is the legally recorded boundary line for the property for which the designation is being requested. The building occupies the entire parcel and not other structures are present. It excludes the adjacent Rectory and Church building of St. Leo the Great Catholic Church, as these are under separate ownership.

## Boundary Map



## Statement of Significance

The St. Leo School Building is a 3-story building that is located in the Cincinnati suburb of North Fairmount. The school sits behind St. Leo the Great Catholic Church off of Baltimore Avenue. The school was built in 1927 by the Archdiocese of Cincinnati and was constructed with a masonry structural frame with load bearing exterior walls and interior walls. The most striking features of this building are main entrance and the overall scale of the building compared to the surrounding area. While the School sits adjacent to the Church, the surrounding properties are mostly 1 and 2-story single family houses and multi-family units. The school was designed

by J.C. (John Clifford) Grunkemeyer. Grunkemeyer also designed several Catholic Churches in the Cincinnati area, including St. Martin of Tours in Cheviot and St. Stephen in the East End.

## **Historic and Architectural Overview**

Catholicism has always had a large congregation in the Cincinnati area. In the late 1800's and early 1900's, the Church's growth in Cincinnati was having a "coming of age" moment. St. Leo the Great Parish began in 1886. In that year, several German Catholic families petitioned the Archbishop (Elder) to build a church in North Fairmount. These families were attending Sunday Mass at St. Bonaventure on Queen City Avenue or Sacred Heart Church on Marshall Avenue. The distance to these Churches was considerable and quite inconvenient at that time. The formation of the new Church occurred at a time when the City of Cincinnati was experiencing an outward growth of population and also the Catholic Church. More and more families were moving away from the city center into the surrounding hills. North Fairmount was also experiencing this outward growth and the numbers of Catholic families were increasing to the point where they were able to sustain their own parish. The church was built to better accommodate the growing number of catholic citizens in the area.

The first parish building was completed in the Spring of 1888. The church was on the upper floor and the school rooms and pastor's quarters on the lower floor. By 1899 the school had grown so crowded that the parish built a separate rectory at 2573 Trade Street and turned the pastor's former quarters into additional classrooms. This building is still the Rectory for the Church today. In 1901, St. Leo's Pastor, Father Joseph Schmidt, began fundraising for a separate, permanent church. In 1911, Archbishop Moeller dedicated the new church. The new church was a grand Romanesque, basilica-style church with a bell tower reaching 104 feet. The church sat 800 parishioners.

In March of 1926, ground was broken for a new school, as attendance at St. Leo's School continued to grow. The school that was built in 1927 was the third school for this parish. On May 15, 1927, Archbishop dedicated the new school. That same year, St. Leo's Pastor petitioned the City to rename Trade Street to St. Leo Place, "in recognition of the parish's influence and hard work."

As the community grew, towards the end of World War II, English Woods was established close by. This parish was the primary parish for these new residents and established a chapel within the development to evangelize these new residents. In the 1960's, the social make-up of the surrounding neighborhood of North Fairmount changed significantly. This led to a change in the ministerial focus of the church and led to more community involvement, an increase in street evangelization in the English Woods community, Fay Apartments complex, and Shelton Gardens complex, and other efforts to help the needy families of the neighborhood. Today, the parish is primarily serving the Hispanic community with Spanish Masses, English as a Second Language classes, and more.

The school was closed in 1979 due to declining enrollment. The school building was then leased to the North Fairmount Community Center for use as a daycare, a senior citizens center, a

GED classroom, Health clinic, food co-op, and other focuses for the community. The building was last used in 2022 when the North Fairmount Community Center left. The building has been vacant since.

## **Architecture**

The school building was designed in the Italian Renaissance Revival style. The Italian Renaissance Revival style is typically seen with a rectangular plan with symmetrical facades, masonry/stone exterior walls, highlighted with cast stone or terra cotta detailing. Exterior facades also include strong divisions of floors with elaborate string courses that define the sills of the windows. Many Italian Renaissance Revival style buildings have low or flat roofs hidden by cornices, parapet walls, or balustrades.

The school was designed by J.C. (John Clifford) Grunkemeyer. Grunkemeyer's architecture firm began in 1915 and was renamed Grunkemeyer & Sullivan with the addition of C. W. (Charles) Sullivan in 1920. Grunkemeyer & Sullivan also designed several Catholic Churches in the Cincinnati area, including St. Martin of Tours in Cheviot and St. Stephen in the East End, the Busse & Borgman Funeral Home (now Manifest Drawing Center) on Central Parkway, and the Maketewah Country Club in Reading.

The school building is architecturally significant as a commercial example of the Italian Renaissance Revival that is prevalent throughout Cincinnati. The building has a brick façade, cast stone entablature over Roman Doric columns at the front entrance, and a cast stone tablet at the top of the South façade. The cast stone beneath the rows of windows defines each floor with terra cotta detailing highlighting the third floor. The terra cotta and cast stone delineations continue on the sides of the building. On the rear façade, the brick is continued. Where the terra cotta detailing was stopped, a double soldier course of brick continues along the same plane.

On the rear of the building, an elevator shaft was added, along with exterior stairs from the first floor. The shaft is finished with a stucco and concrete veneer and stands out among the large amount of brick.

Inside, the building sits on a rectangular floor plate with symmetrical layout of classrooms on either side of a wide, central corridor of glazed brick. At the ends of the corridor are two curved stairways with glazed brick. A wall was put up at the north end of the corridors to separate the hallway from the elevator. The flooring and ceilings in the hallway of the first, second, and third floors have been replaced with modern vinyl flooring, and acoustic ceilings. The flooring within the stairways has been replaced with a modern, vinyl composite tile.

## **Findings**

According to Chapter 1435 of the Cincinnati Zoning Code (Historic Preservation), certain findings must be made before a historic structure can be designated by City Council. The structure must be found to have historic significance. Historic significance means that the

attributes of a district, site or structure possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

1. That are associated with events that have made a significant contribution to the broad patterns of our history; or
2. That are associated with the lives of persons significant in our past; or
3. That embody the distinctive characteristics of a type, period or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. That has yielded, or may be likely to yield, information important in history or prehistory.

The St. Leo the Great School Building has historic significance according to Chapter 1435 as defined under Criterion 1. The school is an example of the outward spread of German Catholics in Cincinnati in the late 1800's-early 1900's. The school not only taught hundreds of children, but it also aided the surrounding neighborhood when its usefulness as a school started to go away in the late 1970's.

The School also meets Criterion 3 as a significant example of the Italian Renaissance Revival, located in a mainly residential area, and designed by a Cincinnati architect who had his hand in many Catholic schools and Churches in the region.

The designation of the St. Leo the Great School Building meets the requirements of Chapter 1435 (Historic Preservation) of the Cincinnati Zoning Code. The documents in this designation report provides conclusive evidence that all required findings may be made for the proposed designation.

## References

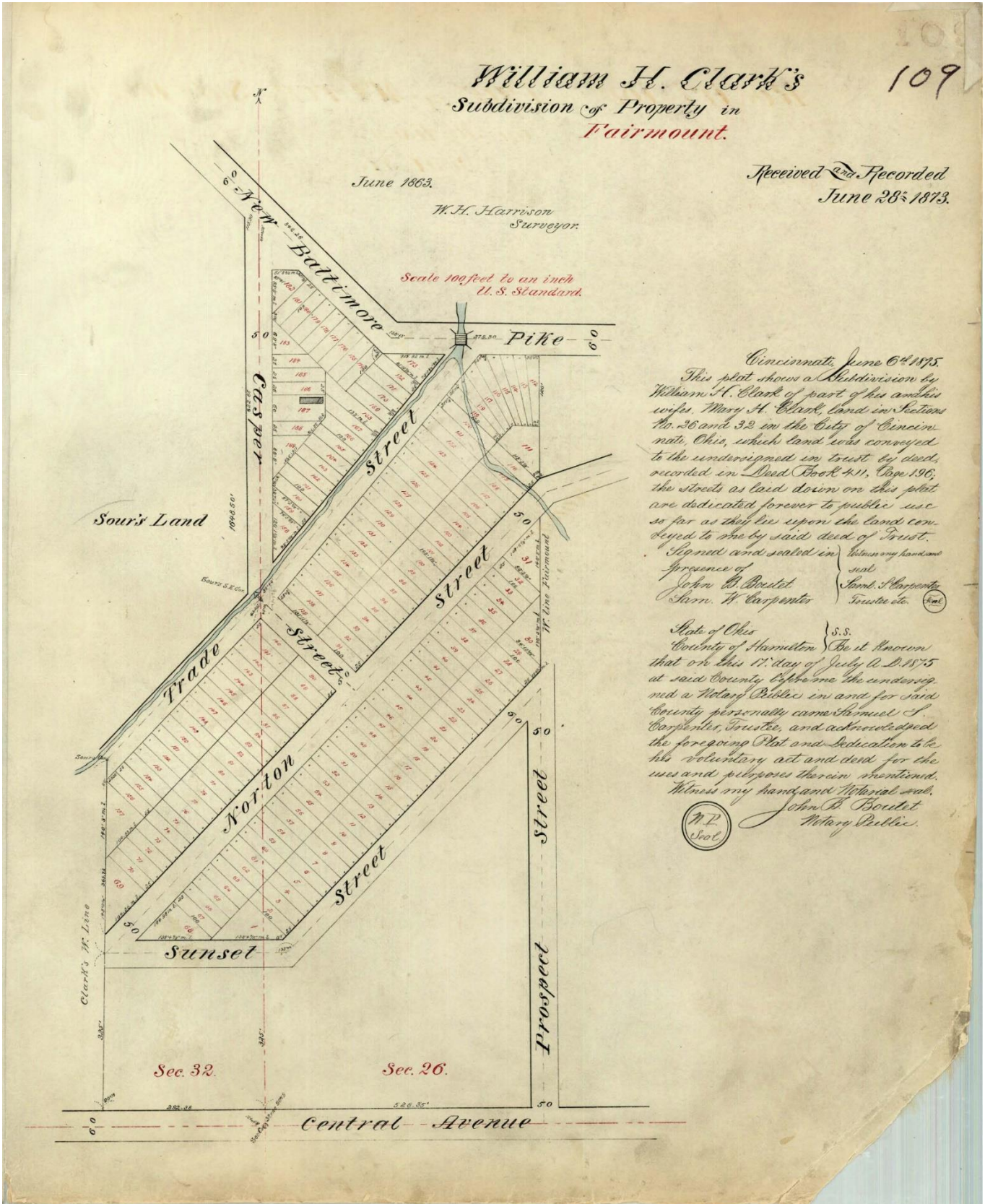
14914 / 2027 (2023-0031706) Document Detail | HCRO. (n.d.). [Recordersoffice.hamilton-co.org](https://recordersoffice.hamilton-co.org). Retrieved September 5, 2023, from <https://recordersoffice.hamilton-co.org/hcro-pdi/document/7944141>

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*Online Property Access*. Hamilton County Auditor. (n.d.). <https://wedge1.hcauditor.org/view/re/2060005027200/2022/summary>

Pictures



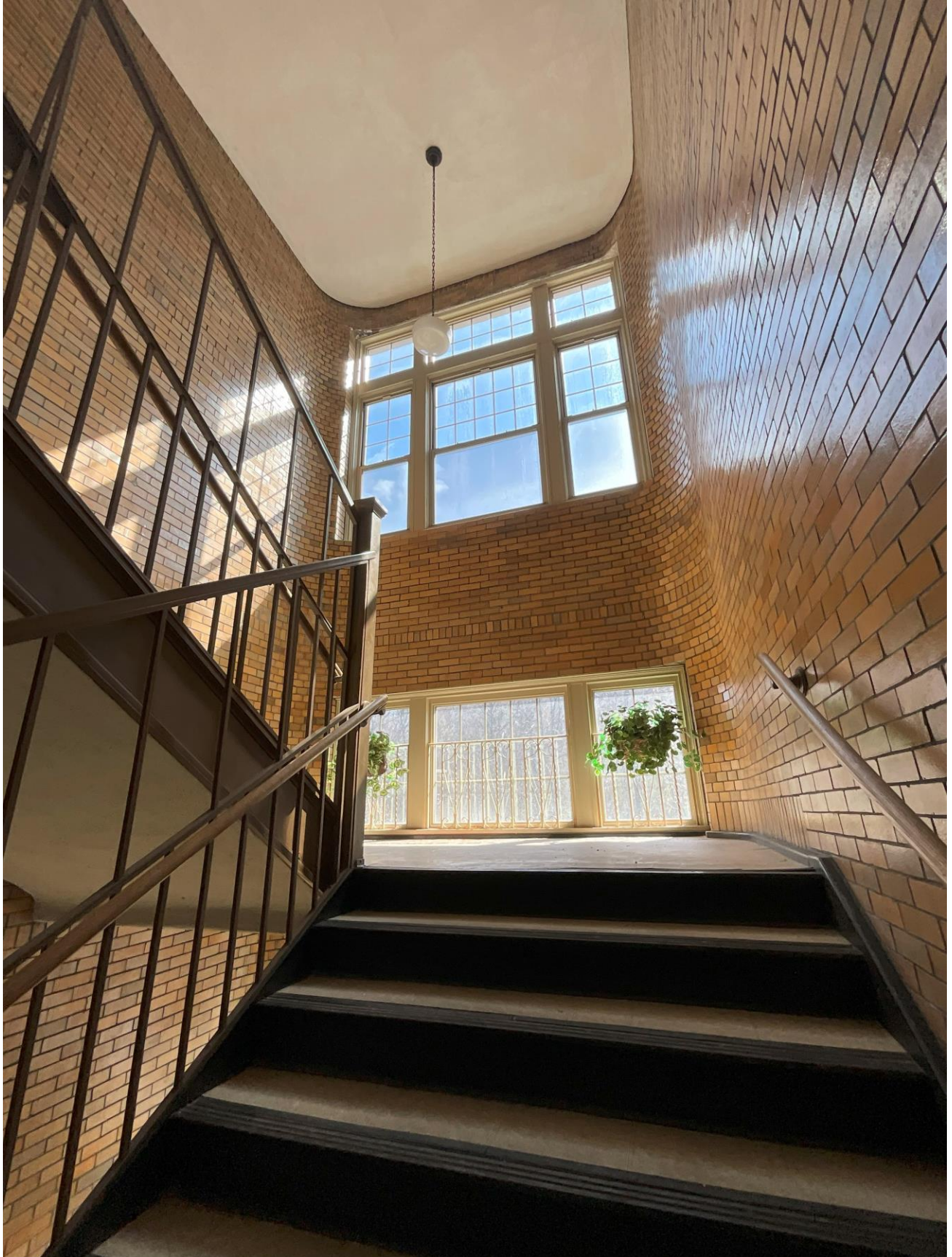












## **Historic Conservation Guidelines**

St. Leo the Great School Building

### **Rehabilitation**

#### **General Terminology**

Within these guidelines, the "St. Leo School" refers to 2569 St. Leo Place. St. Leo School's primary façade is the South elevation. The North, East, and West elevations are secondary façades.

#### **Intent and General Guidelines**

The following guidelines are adapted and comply with the Secretary of the Interior's Standards for Rehabilitation. When a proposed change is not addressed by the guidelines, The Secretary of the Interiors Standards for Rehabilitation, Interpreting the Standards Bulletins and Preservation Briefs will be used as guiding documents.

These guidelines are intended to ensure that rehabilitation will maintain significant features of the St. Leo School. Guidelines are intended not as strict rules but are to be used by the Historic Conservation Board as a guide to assess the compatibility and appropriateness of proposed rehabilitation changes. Reviews by the Historic Conservation Board are restricted to exterior changes proposed for this building. Repair and maintenance not changing significant features and clearly complying with the intent of these guidelines do not require board review. Interior alterations are not the purview of the Historic Conservation Board and are not subject to review.

The following general approaches are recommended:

1. Repair and maintenance: Ordinary repair and maintenance of like and kind for matching the original construction, where visible, and that does not change the appearance of the buildings, is acceptable under these guidelines. Rehabilitation may include preservation, restoration, reconstruction, or a combination of these, as appropriate and reasonable for the building.
2. Maintenance: Existing visible features that contribute to the building's overall character and are in good condition should be maintained, preserved, or conserved, where possible. Damaged visible features which can be repaired should be repaired whenever possible.
3. Replacements: Replacements of significant features damaged beyond repair, deteriorated beyond reasonable repair, or missing significant features should sensitively harmonize with the characteristics or the original feature. Replication is appropriate but not required.

#### **Specific Guidelines**

The following specific approaches to exterior elements, features, and visible components are recommended:

1. **Materials:** Materials for significant features on primary façades visible from the street that are badly damaged, deteriorated beyond reasonable repair, or missing should be replaced with materials or components that closely match the style, shape, color, treatment, and texture of the element replaced. Composition, type of joint, size of units, visible measures, placement, and detailing should be appropriate for the building. Synthetic materials, where closely matching the existing characteristics, may be utilized.
2. **Masonry Repointing:** Repointing of deteriorated and/or missing mortar shall match the existing historic mortar as close as possible. Elements of the new repointing mix shall be consistent with the existing mortar in formulation, aggregate size, texture, color, and method of application. It is recommended that test patches be applied adjacent to existing mortar and allowed to dry. An assessment should be made of new repointing mix with respect to varied constituents to be matched. The sample that closely matches the original mortar should be used for the repointing. Refer to Preservation Brief for general approach to undertaking masonry repointing.
3. **Masonry Cleaning:** Sandblasting diminishes the integrity of building materials. It is not an approved cleaning method. Should cleaning of exterior materials be undertaken, no harm should result from the approach taken to do the work. In the event that cleaning of building materials is undertaken, use the gentlest method possible to accomplish good results. Scrubbing with a bristle brush and a mild non-ionic detergent is recommended. Should this method be found ineffective, the use of approved chemical cleaning application can be used only after test patches have determined the most gentle means with respect to composition of cleaning agent, method of application, and cleaning results. Refer to PB # 1 for general approach to masonry cleaning.
4. **Water-Repellent Coatings:** Use of water-repellent coatings on historic buildings is not permitted. The problem of water infiltration into a building is associated with structural  
  
or maintenance issues. Water-repellent coatings compound problems because the coating encapsulates moisture and does not allow it to evaporate naturally.
5. **Window and door openings:** Window and door openings are important features of these buildings. The size and location of openings are an essential part of the overall design and an important feature of these buildings' architecture. Original wall openings on primary façades should not be altered or filled. On secondary façades, original wall openings should not be significantly altered without consideration of the impact to the overall character of the original design.
6. **Window replacement:** New windows should be appropriate in material, scale, configuration, style, and size.
7. **Ornamentation:** Significant architectural features including brick and stone detailing elements should be preserved or conserved. Do not make replacements or substitutions of different size, scale, design, or incompatible materials. Replacement ornamentation should closely match originals in character, scale, configuration, style, size, texture, and color. Some synthetic materials, including fiberglass castings or composite materials, may be considered.

8. Roofs: Chimneys, parapets, and other architectural features that define the buildings' roofline should be maintained. On primary façades, vents, skylights, rooftop utilities, and equipment such as elevator mechanicals and other new roof elements should be placed so that they are inconspicuous from the street.

9. Painting: Repainting existing features that were historically painted is acceptable. Existing exterior elements that were historically not painted, such as brick, stone, and terra cotta, should be left unpainted. Use colors that are appropriate to the buildings' age, history, and style.

10. Outside attachments: Exterior light fixtures should be appropriate for the building's style and should be simple and contemporary.

11. Awnings: Awnings are acceptable provided they adhere to the National Park Service Preservation Brief 44 for the use of awnings on historic buildings.<sup>1</sup>

12. Signs: Signs should be designed for clarity, legibility, and compatibility with the building or property on which they are located. Signs should not cover or obscure architectural features. Temporary signage is permitted without review by the Historic Conservation Board.

## **Additions and Exterior Alterations**

### **Intent and General Guidelines**

1. Additions: Additions should follow existing codes, and regulations. Any addition should be compatible in character with the original building, with sensitivity to existing massing and scale, site, and appearance within the building's existing context. Additions should be sympathetic, may be complementary, but need not be imitative in design. Additions should be designed to relate architecturally, not overwhelming the original building.

2. Alterations: Alterations should follow construction guidelines for alterations, codes, and regulations. Alterations should not change or alter significant features.

3. Appropriateness: The appropriate addition and alteration design solutions should include:

a. How well the proposed design for the addition or alteration relates to the original building and neighboring buildings.

b. How closely the proposed addition or alteration meets the specific intentions of these guidelines.

## **Site Improvements**

### **Intent and General Guidelines**

1. Site improvements, such as improvement and/or alteration to existing paving, fences, and landscaping should be in keeping with the character of the building and not detract from its setting or architectural character.

2. The design of any new site improvement construction should be in keeping with the character of the existing building and not detract from its setting or architectural character.
3. Any design of site improvements should capitalize on the unique setting and location of the St. Leo School. The existing views towards the facades should be maintained as an important visual contribution to the integrity of the building.

### **Demolition**

Demolition may be considered if the demolition request is for an inappropriate addition or non-significant portion of the building and the demolition will not adversely affect those parts of the building which are significant as determined by the Historic Conservation Board.

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**APPLICATION FOR  
LANDMARK DESIGNATION  
HISTORIC CONSERVATION BOARD PUBLIC HEARING  
STAFF REPORT**

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APPLICATION #: N/A  
APPLICANTS: 2569 St Leo, LLC  
OWNER: 2569 St Leo, LLC  
ADDRESS: 2569 St. Leo Place  
PARCELS: 206-0005-0272  
ZONING: SF-2  
COMMUNITY: North Fairmount  
REPORT DATE: November 21, 2023  
STAFF REVIEW: Douglas Owen, Urban Conservator

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**Nature of Request:**

The applicant is requesting a Local Historic Landmark Designation for the property generally located 2569 St. Leo Place known as the St. Leo The Great School Building. The landmark designation is sought for the historic parcel boundary on parcel 206-0005-0272. The property is not currently listed on the National Register of Historic Places (NRHP) but received a Determination of Eligibility, along with the larger church complex, from the Keeper of the NRHP in 1981.

**1435-07-2-A:** *Application for the consideration of the designation of a Historic District, Historic Landmark or a Historic Site may be made by the filing of a designation application, in such form as the Historic Conservation Board may prescribe, by the owner of the subject property or by the owner of a property within the area proposed to be designated, by Council or a member of Council, by the City Manager, by the Urban Conservator, by the City Planning Commission, or by a local community organization, including, but not limited to, preservation associations and community councils. No Historic Structure or Historic Site may be demolished or excavated during the pendency of a designation application, which commences upon the filing of a complete designation application.*

**Summary and Background:**

The St. Leo The Great School Building is an Italian Renaissance Revival school building designed by architect John Clifford Grunkemeyer located on the north side of St. Leo Place between its intersection with Casper Street on the west and Baltimore Avenue on the east in the North Fairmount neighborhood. The building, built in 1927, is a three-story building featuring a symmetrical façade, masonry bearing walls, a raised foundation, an ornate projecting entry porch and terra cotta and stone banding/ cornices on the upper levels. While the building does not include all features of the style, such as arched or Palladian windows, a stone base and a roofline balustrade, the features included are

representative of the Italian Renaissance Revival style as applied to a vernacular educational building.

The building retains significance under the themes of religious and ethnic heritage as it was one of the first German Catholic schools organized in the North Fairmount neighborhood and represents the history of social and educational activities of the expanding German Catholic population. The St. Leo The Great parish was established in 1886 following the petition of area residents for a church in the neighborhood. Prior to its establishment, the growing Catholic community of North Fairmount had to travel significant distances to St. Bonaventure in South Fairmount or Sacred Heart in Clifton. While the distance to these churches does not seem great by today's standards, when viewed by the transportation standards of 1886, it was significant. The formation of the parish and the subsequent school occurred in a time of Cincinnati's history when population growth was rapid, and residents were fleeing the densely populated conditions of the central basin to the surrounding hillsides.

The first parish building was completed in 1888, housing the church on the upper floor and the school and pastor's quarters on the ground level. By 1899, the school enrollment had expanded to the point where overcrowding was an issue, expanding into the former pastor's quarters when a new rectory was completed in that year. In 1911 the new church was dedicated and still stands adjacent to the current school building in the Romanesque Revival style, seating 800 parishioners. After years of additional growth, the current school building, the third school for the parish, was built in 1927.

Following World War II, the parish began serving the public housing communities of English Woods and by the 1960s included evangelizing missions and community outreach in other nearby public housing projects such as Fay Apartments and Shelton Gardens. With the demographic changes that occurred in the postwar period, enrollment in the school began to decline as many Catholic families began to move out of the North Fairmount area. In 1979, the school closed due to continued declining enrollment; however, it remained in use as it was leased by the church for a daycare center, senior center, GED classroom, health clinic and other community-based uses. The North Fairmount Community Center was the last tenant in the building, vacating the property in 2022.

The St. Leo The Great School Building is significant under Criteria 1 and 3. Under Criterion 1 (and Criteria Consideration A), it is significant as a reflection of the history of social and educational activities of German Catholic residents in North Fairmount. Under Criterion 3, the building is architecturally significant as an example of Italian Renaissance Revival style influences as applied to a vernacular religious educational building by architect John Clifford Grunkemeyer. The Designation Report submitted with this application fully details the historic and architectural significance of the building.



**Applicable Zoning Code Sections:**

Zoning District: Section 1403 – Single-Family Residential Districts  
Landmark Designation: Section 1435-07

**Review Process**

The procedure for consideration of an application for designation is detailed in 1435-07-2-B of the Zoning Code. It includes reviews by the Historic Conservation Board, City Planning Commission, and City Council. The complete process and review criteria are included below.

***§ 1435-07-2-B. - Report, Public Hearing and Decision.***

The procedure for the consideration of an application for the designation of a Historic Landmark, Historic District or Historic Site is as follows:

- a) *Report.* Within sixty (60) days of the receipt of a completed designation application, the Urban Conservator has the duty to prepare and send to the Historic Conservation Board a report and proposed conservation guidelines for the Historic Landmark, Historic District or Historic Site and a proposed boundary map for any Historic District. For a proposed Historic District, the Urban Conservator shall prepare and send to the Historic Conservation Board a list of all structures within the proposed Historic District that the Urban Conservator considers to be Non-Contributing Structures. Not later than thirty (30) days after receipt of the Urban Conservator's report and proposed conservation guidelines, the Historic Conservation Board shall schedule a public hearing on the proposed designation.
- b) *Historic Conservation Board.* After a public hearing on the proposed designation, the Historic Conservation Board has the duty to decide whether to recommend designation of the proposed Historic Landmark, Historic District or Historic Site and forward its decision, whether favorable or not, along with the proposed conservation guidelines to the City Planning Commission.
- c) *City Planning Commission.* Within thirty (30) days of the transmittal of the decision and recommendation of the Historic Conservation Board, the City Planning Commission shall hold a public hearing to determine whether to follow the recommendation of the Historic Conservation Board. In making such determination, the City Planning Commission shall consider all of the following factors:
  - a. The relationship of the proposed designation to the comprehensive plans of the city and of the community in which the proposed Historic Landmark, Historic District or Historic Site is located; and
  - b. The effect of the proposed designation on the surrounding areas and economic development plans of the city; and
  - c. Such other planning and historic preservation considerations as may be relevant to the proposed designation.

After a public hearing on the proposed designation and conservation guidelines, the City Planning Commission has the duty to decide whether to approve or

disapprove the designation and forward its decision, whether favorable or not, along with the conservation guidelines to Council.

- d) *Council*. Upon receipt of the decision of the City Planning Commission, Council shall vote to ordain or overrule the City Planning Commission's decision. A simple majority of the members elected to Council is required to ordain a designation; provided, however, if the City Planning Commission disapproves the designation, a two-thirds majority vote of Council is required to overrule the City Planning Commission's decision.

## **Designation Review**

### **Historic Significance**

Staff finds that, based on the attributes and architectural integrity outlined in the Designation Report, the application for the nomination of 2569 St. Leo Place meets the requirements prescribed in Chapter 1435, specifically §1435-07-1, "Becoming a Historic Structure; Determination of Historic Significance".

The Cincinnati Zoning Code (CZC) § 1435-07-1(a), specifies that a structure or group of structures may be deemed as having Historic Significance if it has at least one of the following attributes:

1. *Association with events that have made a significant contribution to the broad patterns of our history; or*
2. *Association with the lives of persons significant in our past; or*
3. *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
4. *That has yielded, or may be likely to yield, information important in prehistory or history.*

The Criteria in Chapter 1435-07-1 is based off the criteria for the National Register and in fact models the language exactly. Significance is determined based on if it meets the criteria set forth within the National Register and the local ordinance based upon it.

The Historic Conservation Board is tasked with determining if it meets one of the Criteria set forth in Chapter 1435-07-1 of the Cincinnati Zoning Code and making a recommendation to the Cincinnati Planning Commission and City Council based on its significance.

The applicant is nominating 2569 St. Leo Place under Criterion 1 - *Association with events that have made a significant contribution to the broad patterns of our history* and Criterion 3 - *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction*.

It should be noted, in June 1981, the Keeper of the National Register of Historic Places determined the St. Leo Roman Catholic Church and its related buildings, including the St. Leo The Great School Building, to be eligible for listing in the NRHP. It is not currently

listed. In Staff's review of the designation report and the documentation provided, the building at 2569 St. Leo Place meets the criteria in the following ways:

*Criterion 1: Association with events that have made a significant contribution to the broad patterns of our history.*

- Represents the establishment and growth of Catholic congregations and their commitment to education in Cincinnati and the North Fairmount community.
- Represents the history of educational activities of Catholic residents in the North Fairmount and surrounding communities.

*Criterion 3: Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.*

- The building is a brick masonry building that exhibits many of the defining elements of the Italian Renaissance Revival style including a symmetrical façade, a prominent projecting entryway with Doric columns and a stone entablature, an arched entry door with leaded glass and prominent terra cotta and stone belt courses/ cornices above the second and third stories.
- Aside from the elevator shaft on the rear of the building, no significant alterations or additions have occurred since the building's original construction in 1927.
- The building is one of the few remaining original and intact Italian Renaissance Revival parochial school buildings in Cincinnati.
- The building retains exceptional historic integrity, retaining all its major character-defining features.

### Conservation Guidelines

The Cincinnati Zoning Code (CZC) § 1435-07-2-C. - Adoption of Conservation Guidelines.

*“Conservation guidelines shall promote the conservation, development and use of the Historic Landmark, Historic District or Historic Site and its special historic, architectural, community or aesthetic interest or value. Insofar as practicable, conservation guidelines shall promote redevelopment and revitalization of Historic Structures and compatible new development within the Historic District. The guidelines shall not limit new construction within a Historic District to a single period or architectural style but may seek to preserve the integrity of existing Historic Structures. Conservation guidelines shall take into account the impact of the designation of a Historic Landmark, Historic District or Historic Site on the residents of the affected area, the effect of the designation on the economic and social characteristics of the affected area, the projected impact of the designation on the budget of the city, as well as all of the factors listed in paragraph 1435-07-2-B(c) above. Conservation guidelines shall address Non-Contributing Structures. Approved conservation guidelines shall be published on the City's website and be made available for public inspection in the office of the Urban Conservator.*

Staff finds that the proposed St. Leo The Great School Building Conservation Guidelines present best practice approaches in seeking to preserve the integrity of the exterior of the school building while also making the building eligible for future funding sources including grants and tax credits to help with the upkeep of the building. The proposed Conservation Guidelines cover changes to the exterior of the building. The interior is not proposed to be subject to local review.

The proposed guidelines are also compatible with the Secretary of the Interior's Standards for Rehabilitation.

**Other Considerations:**

**Prehearing Results:**

- November 21, 2023 – A Joint Staff Conference was held with the Department of City Planning. No opposition to the proposed designation was presented.

**Comments Provided to Staff:**

Staff received no objections to the proposed designation at the time of the finalization of this report.

**Proposed Work**

A development plan has not been presented to the Historic Conservation Office for this building. The applicant has noted their intent to apply for Historic Preservation Tax Credits for renovations to the building.

**Consistency with Plan Cincinnati (2012):** This designation is consistent with the Plan Cincinnati goal embodied in the Sustain Initiative, specifically goal #2, preserving our built history as outlined in pages 197-198 of the plan.

**Recommendation:**

Staff recommends the Historic Conservation Board take the following actions:

1. **RECOMMEND** to the Cincinnati City Planning Commission (CPC) and to the Cincinnati City Council (CC) for the designation of Tax Parcel 206-0005-0272, also referred to as 2569 St. Leo Place and known as the St. Leo The Great School Building as a Historic Landmark and the adoption of the related St. Leo The Great School Building Historic Conservation Guidelines subject to the following conditions:
  - a. Any construction proposed upon the proposed Historic Landmark shall comply with the proposed Historic Conservation Guidelines.
2. **FINDING:** The Board makes this determination per Section 1435-07-1:
  - a. That it has been demonstrated that the St. Leo The Great School Building meets the conditions of §1435-07-1(a)(1) as the building maintains integrity and *“Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.”*

- b. The St. Leo The Great School Building has local significance as an excellent example of Italian Renaissance Revival style architecture as applied to a vernacular religious educational building in Cincinnati.
- c. That it has been demonstrated that the St. Leo The Great School Building meets the conditions of §1435-07-1(a)(1) as the building maintains integrity and represents an *Association with events that have made a significant contribution to the broad patterns of our history*.
- d. The building retains an exceptional level of historic integrity.
- e. In June 1981, the Keeper of the National Register of Historic Places determined the St. Leo Roman Catholic Church and its related buildings, including the St. Leo The Great School Building, to be eligible for listing in the NRHP.
- f. That the proposed St. Leo The Great School Building Historic Conservation Guidelines are compatible with the Secretary of the Interior's Standards for Rehabilitation.

December 15, 2023

**Exhibit D**

Cincinnati City Planning Commission  
II Centennial Plaza  
805 Central Avenue, 7<sup>th</sup> Floor  
Cincinnati, Ohio 45202

Honorable Members of the City Planning Commission:

The Historic Conservation Board (“Board”) transmits herewith the following items for your consideration concerning the proposed St. Leo The Great School Building Historic Landmark Designation Application:

1. Local Historic Landmark Designation Report.
2. Proposed Historic Landmark Conservation Guidelines.
3. Historic Conservation Office Staff Report dated November 21, 2023.

Summary:

2569 St. Leo LLC has applied to designate the St. Leo The Great School Building located at 2569 St. Leo Place in the North Fairmount neighborhood as a Local Historic Landmark pursuant to Cincinnati Municipal Code (“CMC”) Section 1435-07-2-A.

Upon review of the designation application pursuant to CMC Sections 1435-07-1(a)(1) and 1435-07-1(a)(3), the Urban Conservator, prepared a report recommending approval of the landmark designation and the associated conservation guidelines. The Board then, at its regular meeting on December 4, 2023, held a public hearing on the proposed designation at which it heard from the Urban Conservator and proponents of the designation whether the St. Leo The Great School Building qualifies for landmark designation. Upon considering the designation application (including the designation report and conservation guidelines), the Urban Conservator’s report, and comments received at its public hearing, a majority of the Board’s members present throughout the hearing and constituting a quorum voted to recommend designation of the St. Leo The Great School Building as a Local Historic Landmark finding that it has Historic Significance based on its association with events that have made a significant contribution to the broad patterns of our history and because it embodies the distinctive characteristics of a type, period, and method of construction and thus satisfies CMC Sections 1435-07-1(a)(1) and 1435-07-1(a)(3). The Board further resolved to recommend approval of the associated conservation guidelines.

Aye

Nav

Absent

Mr. Sundermann

Mr. Zielasko

Mrs. McKenzie

Mrs. Smith-Dobbins

Mr. Voss

Mr. Yung

The Historic Conservation Board

/s/Allison McKenzie

Allison McKenzie  
Historic Conservation Board Chair

/s/David Sturkey

David Sturkey, Staff Attorney  
Historic Conservation Board

**January 5, 2024**

**Honorable City Planning Commission  
Cincinnati, Ohio**

**SUBJECT:** A report and recommendation on a proposed local landmark designation of the H. & S. Pogue Service Building at 310 Race Street in the Central Business District.

**GENERAL INFORMATION:**

Location: 310 Race Street, Cincinnati, OH 45202

Petitioner: ABC Realty Advisors LLC

Petitioner’s Address: 43238 Brownstone Court, Ashburn, VA 20147

Owner: Drury Development Corporation

Owner’s Address: 13075 Manchester Road, Suite 200, St. Louis, MO 63131

**EXHIBITS:**

- Exhibit A Location Map
- Exhibit B Designation Report and Conservation Guidelines
- Exhibit C Historic Conservation Board Staff Report
- Exhibit D Historic Conservation Board Recommendation

**BACKGROUND:**

On November 1, 2023, an application for the designation of the H. & S. Pogue Service Building at 310 Race Street as a Local Historic Landmark was submitted by Heritage Consulting Group on behalf of ABC Realty Advisors, LLC. According to the Cincinnati Zoning Code (§1435-07-2-B), an application for the designation of a Local Historic Landmark shall be forwarded to the City Planning Commission following a public hearing of the Historic Conservation Board.

On December 4, 2023, the Historic Conservation Board (HCB) held a public hearing on the Local Historic Landmark designation application. After receiving evidence and testimony from the Urban Conservator and proponents of the designation, a quorum of six board members voted unanimously to recommend the H. & S. Pogue Service Building to the City Planning Commission and City Council for approval.

The City Planning Commission is charged with determining whether to follow the recommendation of the Historic Conservation Board (§1435-07-2-B-C). In making such determination, the City Planning Commission shall consider the following factors:

- 1) The relationship of the proposed designation to the comprehensive plans of the city and of the community in which the proposed Historic Landmark is located; and
- 2) The effect of the proposed designation on the surrounding areas and economic development plans of the city; and
- 3) Such other planning and historic preservation considerations as may be relevant to the proposed designation.

The City Planning Commission has the duty to decide whether to approve or deny the designation and forward its decision, whether favorable or not, along with the conservation guidelines, to City Council.

**Setting:**

The H. & S. Pogue Service Building at 310 Race Street occupies a 0.221 acre site at the northwest corner of the block bounded by Race Street to the west, W. Ogden Place to the north, Vine Street to the east and W. 3rd Street to the south. This property consists of Hamilton County Parcels 083-0001-0048, 083-0001-0049; 083-0001-0050; 083-0001-0051; 083-0001-0052. It is located about one-half mile north of the Ohio River and one-half block north of Interstate 71.

**Historical Overview:**

The H. & S. Pogue Company was founded in Cincinnati in 1863, by brothers Henry and Samuel Pogue after they took over their uncle's dry goods store on 5<sup>th</sup> Street. In 1878, they moved to their signature location at 20 W. 4<sup>th</sup> Street, which is where the H. & S. Pogue Department Store underwent multiple renovations and expansions over time. The success of H. & S. Pogue and other local department stores such as Shillito's, Rollman and Sons, McAlpin's, and Alms and Doepke, was dependent on providing a large range of sizes and styles in a timely manner, which is why H. & S. Pogue decided to construct a new Service Building to provide more options for their customers.

Opening in 1949 and designed by local notable architectural firm Hake and Hake in the International Style of architecture, the H. & S. Pogue Service building held much of the store's non-selling sections. The building included spaces for drapery, reupholstery and carpet work rooms, print shop stockrooms, and a temperature-and-humidity controlled fur vault that could hold about 20,000 garments. The Service Building was often given equal billing to the main store in advertising listings, and in later years held furniture, mattresses, housewares, appliances, TVs, toys, and luggage, among other items. However, the building was sold in 1966, and currently sits vacant. The Service Building is one of the last remnants of the H. & S. Pogue Department store business, as the flagship store on 4<sup>th</sup> Street and another service building have been demolished over time.

**General Description:**

The H. & S. Pogue Service Building is a significant example of the International Style and is the second oldest International Style commercial building in downtown Cincinnati, after the Terrace Plaza Hotel. The Service Building was designed by the local renowned architectural firm of Hake and Hake, who designed buildings that have been historically designated in Cincinnati such as The Power Building, The Cincinnati and Suburban Telephone Company Building, and the Court Street Firehouse. The H. & S. Pogue Service Building today retains much of its architectural integrity with no major alterations, demolitions, or new construction. The exterior brick planes, banded windows, fluted limestone detailing, and fenestration patterns are intact, and the interior has much of its original finishes and layout remaining.

**Significance:**

The H. & S. Pogue Service Building is nominated as significant under Criteria 1 and 3 of the Cincinnati Zoning Code (§1435-07-1):

- 1. Association with events that have made a significant contribution to the broad patterns of our history;*

The H. & S. Pogue Service Building meets Criterion 1 for historical significance as an important commercial building for one of Cincinnati's most prominent department stores. As H. & S. Pogue grew in importance in the 20<sup>th</sup> Century, the Service Building provided many more options for the

department store customers during its period of significance for landmark designation (1947-1966).

3. *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction;*

The H. & S. Pogue Service Building is an excellent, well-preserved example of the International Style and is the second-oldest non-residential International Style building constructed in Cincinnati. In addition, the Service Building was designed by local noted architecture firm Hake and Hake, which was a prolific architecture firm that has multiple buildings that have been historically designated.

### **ANALYSIS:**

According to the Cincinnati Zoning Code (§1435-01-H3), certain findings must be made before a Local Historic Landmark can be designated by City Council. The building must be found to have historic significance. Historic significance means that the landmark must possess integrity of location, design, setting, materials, workmanship, feeling, association, and have attributes that:

1. Are associated with events that have made a significant contribution to the broad patterns of our history; or
2. Are associated with the lives of persons significant in our past; or
3. Embody the distinctive characteristics of a type, period or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Have yielded, or may be likely to yield, information important in history or prehistory.

The H. & S. Pogue Service Building is nominated under Criterion 1, “Association with events that have made a significant contribution to the broad patterns of our history,” and Criterion 3, “Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction”.

The H. & S. Pogue Service Building is historically significant in its relation to the one of Cincinnati’s most prominent department stores, as well as a noteworthy example of the International Style designed by the local noted architecture firm Hake and Hake. The designation report and the documentation provided indicate that the building meets both criteria. The building was a key place of commerce during a period of Cincinnati’s history when department stores were especially influential, and it is a well-preserved example of the International Style.

In summary, staff recommends the designation of the H. & S. Pogue Service Building at 310 Race Street under sections §1435-07-1(a)(1) and §1435-07-1(a)(3) of the Zoning Code. The documentation in the attached designation and staff report provides conclusive evidence that all required findings may be made for the proposed designation under Criteria 1 and 3. The proposed conservation guidelines for the structure are sufficient and have been included.

**PUBLIC COMMENT AND NOTIFICATION:**

The Department of City Planning and Engagement held a virtual public staff conference on the proposed designation on November 20, 2023. The applicants, City staff, the applicant team, and nine members of the public were in attendance. The questions from the public mostly focused on tax credit details, future project details, information about the developer, and what the benefits of the historic designation would be. The Historic Conservation Board also held a public hearing at its meeting on December 4, 2023. Members of the applicant team spoke in support of the proposed designation, and no other correspondence was received.

All property owners within a 400-foot radius of the subject property, the property owner, the applicants, and the Downtown Residents Council were sent notification of the Public Staff Conference, the Historic Conservation Board meeting and the January 5, 2024, City Planning Commission meeting.

**CONSISTENCY WITH PLANS:**

*Plan Cincinnati* (2012)

The proposed designation is consistent with the Sustain Initiative Area of *Plan Cincinnati*, specifically the Goal to, “Preserve our natural and built environment” (p. 193). This designation will help to preserve this historically and architecturally significant building, making it eligible for state historic rehabilitation tax incentives to be used to renovate it for housing.

*Cincinnati 2000 Plan: A Comprehensive Development Plan for Downtown* (1986)

The proposed designation is consistent with the *Cincinnati 2000 Plan*, which called for the “preservation of the City’s historic and architecturally significant buildings” (p. 1). The plan specifically recommends using the local historic landmark designation process as an effective way to do this (p. 37).

**RECOMMENDATION:**

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

- 1) **APPROVE** the proposed designation of the H. & S. Pogue Service Building as a Local Historic Landmark at 310 Race Street in the Central Business District under Criteria 1 and 3 of the Cincinnati Zoning Code (§1435-07-1a); and
- 2) **ADOPT** the conservation guidelines.

Respectfully submitted:



Andrew Halt, AICP, PE (PA), City Planner  
Department of City Planning and Engagement

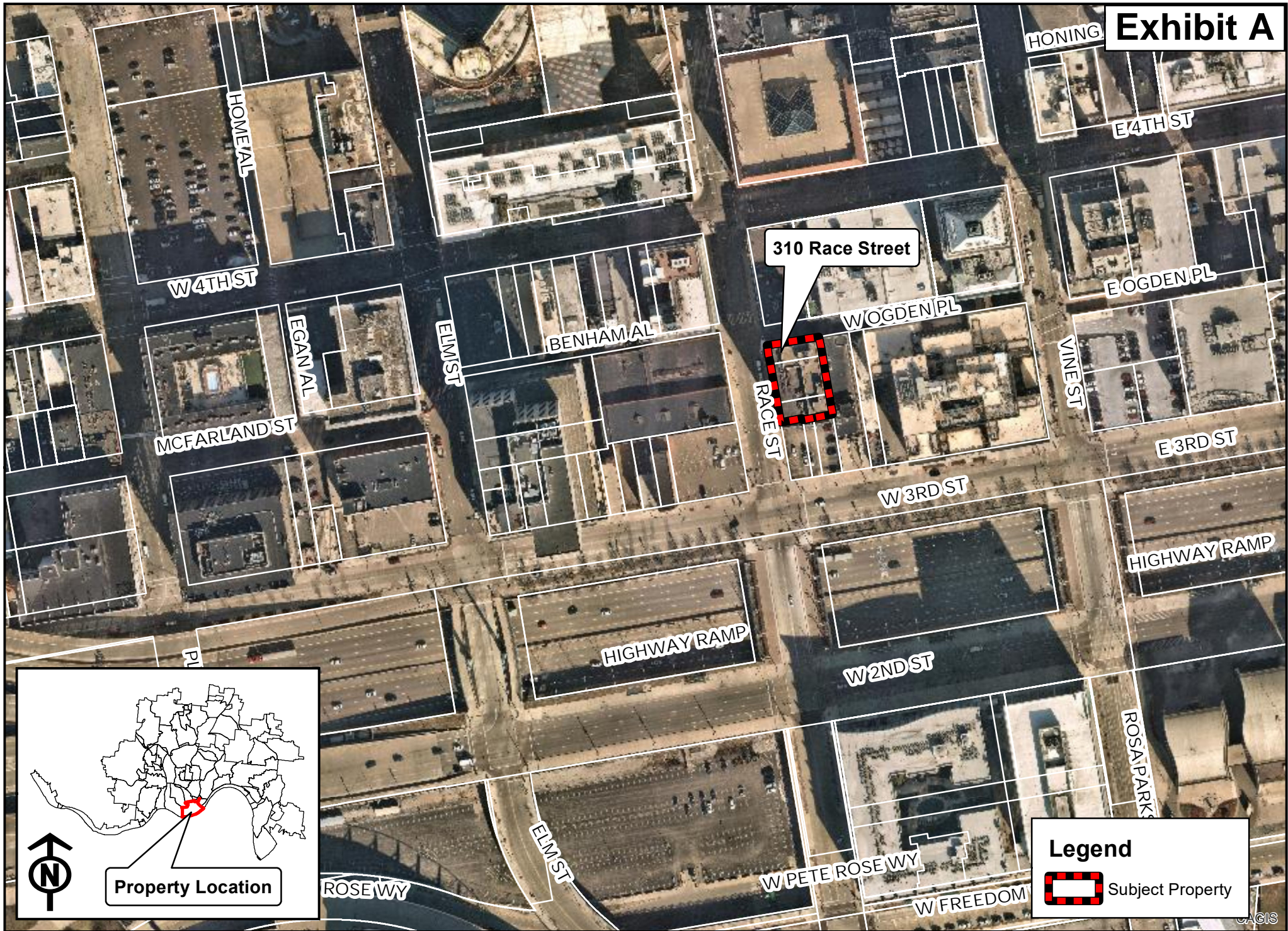
Approved:



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

# Proposed Local Historic Landmark Designation of 310 Race Street in the Central Business District

**Exhibit A**



# H. & S. Pogue Service Building Historic Designation Report

310 Race Street  
Cincinnati, Ohio

Prepared for:  
City of Cincinnati  
Historic Conservation Office  
Department of City Planning and Engagement

**November 1, 2023**

**Prepared by:**

Heritage Consulting Group  
(215) 248-1260  
[heritage-consulting.com](http://heritage-consulting.com)





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## Introduction

This report represents the finding and recommendation for local historic landmark designation of the H. & S. Pogue Company Service Building. The report was prepared by Heritage Consulting Group on behalf of ABC Reality Advisors LLC. ABC Reality Advisors LLC plan to rehabilitate the building for residential rental use utilizing federal and state historic tax credits.

## Summary Statement

The H. & S. Pogue Service Building at 310 Race Street in downtown Cincinnati, Ohio was constructed in 1947 as a service building for the H. & S. Pogue department store, one of the most prominent in the city, to house goods and additional retail services. The architects were Hake and Hake of Cincinnati, a notable firm who chose the International Style for the twelve-story brick service building. Hake and Hake had also designed renovations for the primary department store building in 1916, which was located across the street at 20 W. 4th Street and has since been demolished. The building held a variety of goods for the department store over the course of nearly two decades, including 20,000 garments in a temperature- and humidity-controlled vault on the tenth floor. The service building was sold in 1966 and the department store vacated the property.

The H. & S. Pogue Service Building is significant for its association with the major department store H. & S. Pogue and commerce in Cincinnati. It is also significant as an example of an International Style building in downtown Cincinnati designed by noted local architects Hake and Hake.

*Please note that this report was prepared by Logan Ferguson of Powers & Co. in 2020 and was adapted by Heritage Consulting Group for this Local Historic Designation application. On January 21, 2021, the Ohio State Historic Preservation Office determined that the property met National Register Criteria for Evaluation under Criterion A for its association with Commerce and the H. & S. Pogue Department store, and Criterion C for its status as an early International Style building in Cincinnati. Below please find a copy of the SHPO evaluation letter for reference:*



January 21, 2021

Logan Ferguson  
Powers & Co.  
1315 Walnut Street, Suite 1717  
Philadelphia, Pennsylvania 19107

RE: H&S Pogue Service Building, 310 Race Street, Cincinnati, Hamilton County

Ms. Ferguson:


Thank you for submitting the National Register Questionnaire and additional information for the above-mentioned property. A committee of staff from the Inventory and Registration Department and other program areas of the State Historic Preservation Office have reviewed the questionnaire, photographs, and additional documentation. Based upon a review of all of the information the property appears to qualify for nomination to the National Register of Historic Places. The property will likely be nominated under Criterion A for its association with Commerce and the H&S Pogue Department store, and Criterion C for its status as an early International Style building in Cincinnati.

The National Register Questionnaire is not the actual National Register nomination. If you wish to pursue the National Register nomination, the next step is to conduct the research and write the nomination. You may either research and prepare the nomination yourself or hire a historic preservation professional to do it for you. A list of historic preservation consultants and general National Register information can be found at <http://www.ohiohistory.org/preserve/state-historic-preservation-office/hpforms/consultants>.

To prepare the nomination yourself, you can now access online the National Register nomination form and our instructions and guidance on completing the National Register nomination at [www.ohiohistory.org/nrpacket](http://www.ohiohistory.org/nrpacket). A sample nomination can be provided upon request.

If you have any questions please contact us by email: Barbara Powers at [bpowers@ohiohistory.org](mailto:bpowers@ohiohistory.org), Nathan Bevil at [nbevil@ohiohistory.org](mailto:nbevil@ohiohistory.org). We look forward to working with you as the nomination proceeds. Thank you for your interest in historic preservation and the National Register of Historic Places program.

Sincerely,



Nathan A. Bevil  
Community Planning & Preservation Manager

800 E. 17th Ave., Columbus, OH 43211-2474 • 614.297.2300 • [ohiohistory.org](http://ohiohistory.org)

SHPO Determination of Eligibility Letter, 1/21/21

## Boundary Description



Figure 1: The H. & S. Pogue Service Building, with boundary shown in red.

The H. & S. Pogue Service Building is located at 310 Race Street in downtown Cincinnati, Ohio. It sits at the northwest corner of the block bounded by Race Street to the west, W. Ogden Place to the north, Vine Street to the east and W. 3rd Street to the south. It is located less than one-half mile north of the Ohio River and one-half block north of Interstate 71. The building lot slopes down from north to south and is bordered on the south by an open parking lot. Both the west elevation, facing Race Street and the north elevation, facing W. Ogden Place, are bordered by concrete sidewalks. Largely abutted by 27-29 W. Ogden Place, the east elevation faces the interior of the block. The surrounding neighborhood consists of densely concentrated, high rise commercial buildings, dating throughout the 20th century. Located immediately on the opposite (west) side of Race Street is the W. 4th Street National Register Historic District.

The legal description is as follows: Premises located at 310 Race Street, Cincinnati, Ohio which real estate is more particularly described as follows: Situated in the City of Cincinnati, County of Hamilton, State of Ohio, and being part of In Lots Nos. 235, 236, and 237, as shown on the Original Plat of said City of Cincinnati, and being more particularly described as follows: Beginning at a point in the east side of Race Street, said point being located North 16° 00' West, a distance of 89.43 feet from the

northerly line of Third Street; thence North 16° 00' West along said easterly line of Race Street, a distance of 120.10 feet to the southerly line of Ogden Place; thence North 74° 21' 30" East, along said southerly line East, along said southerly line of Ogden Place a distance of 81.38 feet to the easterly line of a 13 inch wall; thence South 15° 59' East along said easterly line, a distance of 121.45 feet to the southerly line of a 13 inch wall; thence South 74° 18' West along said southerly line, a distance of 47.35 feet; thence North 16° 00' West a distance of 1.43 feet; thence South 74° 18' West along the southerly line of a 13 inch wall, a distance of 34.00 feet to a place of beginning.

### **Boundary Justification**

The above-described boundary constitutes the entire parcel which the building is located.

### **Statement of Significance**

The H. & S. Pogue Service Building has local significance under Criterion 1 for its association with one of Cincinnati's oldest and most formidable department stores. H. & S. Pogue's was founded in 1863 and offered the local consumer nearly every home and fashion good available. In 1947, the company began the construction of the subject property, in order to accommodate its bulkier items and provide additional retail services. The building also has local significance under criterion 3 as an early and intact example of commercial International Style architecture in Cincinnati, which was designed by the prolific Cincinnati firm of Hake and Hake. The period of significance begins in 1947, when construction of the building began, and ends in 1966, when the building was sold, and the H. & S. Pogue Company ceased to occupy the building.

### **Integrity**

The H. & S. Pogue Service Building retains integrity, as it is intact from its original construction with no substantial alterations, demolition or new construction. Both the overall form and the defining architectural characteristics remain, including its distinctive brick planes, original, banded windows, fluted limestone detailing, and fenestration patterns. The main entrance doors and loading bay garage door systems are infilled with contemporary systems but the detailed surrounds and locations remain intact. On the interior of the building, the open spaces with unornamented finishes remain and continue to convey the original function of the building. The quality, placement and condition of the construction materials, as well as the distinctive architectural style are both highly characteristic of the period and also all remain wholly intact.

The location and setting of the building remain intact since the time of construction and the design and materials similarly retain their integrity. The workmanship is expressed in a consistent architectural style, is of good quality and is in keeping with contemporary trends. The feeling and associations of the building also have a high level of integrity, in large part because of the integrity of the previous five aspects. Although it no longer remains in use as a warehouse, the voluminous interior spaces with exposed structure

and the archetypal exterior International Style characteristics effectively convey the sense of place and the notable commercial history of the building.

## Historic Overview

### *History of the H. & S. Pogue Company and the Service Building*

The H. & S. Pogue Company was founded in 1863 by the brothers Henry and Samuel Pogue, who took over their uncle's dry good store located at 111 W. 5th Street (demolished). In 1878, the store moved to 20 W. 4th Street and underwent a series of expansions, with the most notable one being in 1916. At a cost of \$1,000,000, the renovation was designed by Hake and Hake. The building was demolished in 1988.



Figure 2: Pogue's 1916 building on the corner of 4th and Race Streets. Accessed from the Department Store Museum website at <http://www.thedepartmentstoremuseum.org/2010/07/h-s-pogue-company-cincinnati-ohio.html>

In 1926, the company undertook construction of their first satellite building, which was primarily used for loading and delivery purposes and could accommodate thirty-two trucks at a time. Located at W. 6th and Cutter Streets, the 3-story, 78,500 square foot building had an industrial concrete frame with brick spandrels. It was designed

by Abbott, Merkt and Company of New York and also had warehouse space and furniture and carpet workrooms. It was demolished in 1996.

The first public announcement of the subject property was in February 1946, when the front page of *The Cincinnati Enquirer* announced the construction of a 12-story, 116,439 square foot service building for the H. & S. Pogue Department Store at a cost of \$1,000,000.<sup>1</sup> Located on four lots at 308-322 Race Street, the building is one half block south of the department store. Hake and Hake were the architects for the project and the building was to be “modern in its motif.” Interestingly, the article reports the building to be clad in Indiana limestone with loading docks fronting W. Ogden Place. Though the final design differs from the rendering below, the building incorporates modern design motifs features that are identifiable in an International Style building.

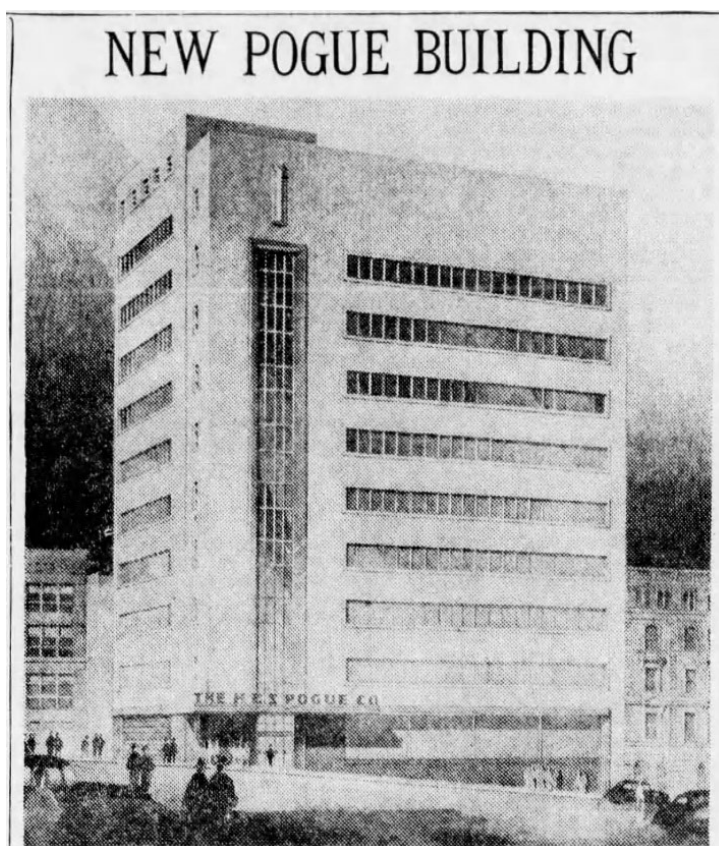


Figure 3: Rendering of the building from *The Cincinnati Enquirer* (February 3, 1946)

The building, located on four lots, was to house “virtually all of the department store’s non-selling sections”, with the highlight being a fur vault on the 10th floor.<sup>2</sup> The temperature- and humidity-controlled vault could accommodate 20,000 garments and also offered repairs, restyling and “Hollanderizing”, which was a special fur

<sup>1</sup> “Pogue Plans 10-Story Unit and Modernization of Store with Outlay of \$2,000,000.” *The Cincinnati Enquirer* (3 February 1946): 1. When built, the building was clad primarily in brick with the loading docks fronting on Race Street. At the same time the Service Building was constructed, a modernization of the department store was also taking place, in order to utilize the now empty areas created by the construction of the subject property. The work was also done by Hake and Hake.

<sup>2</sup> “Inspect Building Site.” *The Cincinnati Enquirer* (12 February 1947): 19A.

cleaning technique involving sawdust. The building was also to contain “drapery, reupholstery and carpet work rooms”, along with “purely store services such as print shop stockrooms, etc.”<sup>3</sup> The arrangement of the spaces represented the “most complete assemblage of up-to-date equipment possible, so placed and arranged that work will progress logically and evenly without wasted motion.”<sup>4</sup>

The contractors selected for the project were the Guentter-Reinhard Company and the windows were fabricated by Truscon windows.<sup>5</sup> In order to maximize the functionality of the building, it was connected to the department store by underground tubes so that low pressure steam could be piped in from the main building’s power plant.<sup>6</sup> The building opened in March 1949 and, in addition to the functions mentioned above, it also housed the company’s “clothing operations, carpet, drapery, millinery and upholstery workrooms, the print shop; fur storage; engraving and silver polishing, and watch repair.”<sup>7</sup> A 1961 advertisement for the building expands on this, proffering furniture, floor coverings, draperies, glider sets, mattresses, houseware, appliances, radio, TV, stereo, toys, sewing machines, luggage, infant’s furniture.<sup>8</sup> The building operated at full capacity until 1966 when it was sold to a developer.<sup>9</sup> It is currently vacant.

### *Hake and Hake*

The Cincinnati firm of Hake and Hake was founded by Harry Hake, Sr. (1871-1955) in 1897, as his own venture, after graduating from the Ohio Mechanical Institute and the Cincinnati Art Academy. His son, also named Harry (1902-1968), joined the firm in 1926, after attending Brown and Columbia Universities, and was made partner in 1945. In 1954, the third generation, again named Harry, joined the firm. When Harry Hake, Sr. died in 1955, his son became the sole proprietor. In 1960, Harry Hake III (1929-2019) was made a partner. As of that year, the firm had completed more than 1,250 commissions since the time of its founding.<sup>10</sup> In 1968, when Harry Hake Jr. died, Harry Hake III was the only partner and he managed the firm until 1978, when he retired.<sup>11</sup>

In considering their work during the 20th century, it has been said that “this firm, more than any other, has been responsible for determining the physical character of Cincinnati.”<sup>12</sup> Over nearly 100 years, the firm constructed nearly every type of

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<sup>3</sup> “Pogue Plans 10-Story Unit and Modernization of Store with Outlay of \$2,000,000.”

<sup>4</sup> “H & S Pogue Co’s History of ‘Quality and Friendliness.’” *The Cincinnati Enquirer* (26 September 1960): 2.

<sup>5</sup> The Guentter-Reinhard Company was founded in 1934 by William Guentter and Joseph Reinhard. It was disbanded in 1951. Truscon windows were also installed at the Empire State Building, Marshall Field and Rockefeller Center.

<sup>6</sup> Don Kirk. “Huge Store Operates Like City of Its Own.” *The Cincinnati Enquirer* (9 July 1958): 6.

<sup>7</sup> “H. & S. Pogue Company.” [https://en.wikipedia.org/wiki/H.\\_%26\\_S.\\_Pogue\\_Company](https://en.wikipedia.org/wiki/H._%26_S._Pogue_Company). Accessed on December 18, 2020.

<sup>8</sup> “Advertisement.” *The Cincinnati Enquirer* (16 May 1961): 13.

<sup>9</sup> “Pogue Service Building Sold.” *The Cincinnati Enquirer* (30 January 1966): 48. The company had just completed construction on a large warehouse in suburban Fairfax, and no longer needed the space.

<sup>10</sup> “Associates Appointed by Hake & Hake Firm.” *The Cincinnati Enquirer* (21 February 1960): 101.

<sup>11</sup> Scott L. Gampfer. “Harry Hake Architects.” *Ohio Valley History* 15:3 (Fall 2015): 78-83.

<sup>12</sup> Gampfer, 79.

building in a notable range of styles, particularly Revivalist ones. Perhaps best known for commercial and institutional buildings, their work included buildings for the Cincinnati and Suburban Bell Telephone Company in Ohio and Kentucky (1906), buildings for the Cincinnati Ball Park (1911), Western and Southern Life Insurance Company (1916), Crosby Square (1922), Queen City Club (1926), Masonic Temple (1926), Cincinnati Chamber of Commerce Building (1927), Ohio State Office Building (1931), several buildings for the Pennsylvania Railroad (1947), and buildings for the University of Cincinnati, including McMicken Hall (1948) and the Cincinnati Convention Center (1964).<sup>13</sup>

In his obituary, firm partner Joseph M. Lyle, who joined the firm in 1935 and was made partner in 1944, was credited with being “primarily responsible” for several projects, including McMicken Hall and the Student Union at the University of Cincinnati, buildings for the Cincinnati Bell Telephone Company, the Cincinnati Gas and Electric Company Annex, Central Vocational High School now Courier Tech and the subject property.<sup>14</sup>

The firm has three buildings individually listed on the National Register of Historic Places. The Power Building (1903, NR 1999) is a 10-story, brick, Commercial style building that was constructed for the Power Building Company. The building is listed for its association with Harry Hake and as an example of a Commercial style industrial building. Although the building does not share any particular aesthetic overlap with the subject property, it did set a precedent for the firm of multi-story, masonry commercial construction in downtown Cincinnati.

The Cincinnati and Suburban Telephone Company Building (1929, NR 1995) is a 14-story, limestone, Art Deco Style building that was constructed as office and service space for both the Cincinnati and Suburban Telephone Company, who was the local entity, and the American Telephone and Telegraph Company, who was the national entity. The building is not only significant as the earliest example of an Art Deco style commercial building in Cincinnati, but, like the subject property, it was representative of the ongoing relationship between Hake and Hake and a specific company. Perhaps more than any other firm in Cincinnati, Hake and Hake built much of its nearly 100-year portfolio on these kinds of repeated submissions.

The firm also completed the Court Street Firehouse (1906, NR 1974) is a 2-story, brick and sandstone, Renaissance Revival style building.

### *The International Style*

The International Style originated in 1919 with Walter Gropius’s Bauhaus, as an ordered response to the chaos of World War I. Aesthetically, the “Bauhaus style was typified by economy of method, a severe geometry of form, and design that

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<sup>13</sup> “Harry Hake Sr. Succumbs’ Architect Left Mark on City in Career Dating From ‘97.” *The Cincinnati Enquirer* (15 September 1955): 20.

<sup>14</sup> “Joseph M. Lyle, 67, Prominent Architect.” *The Cincinnati Enquirer* (25 August 1972): 15.

considered the nature of the materials employed.”<sup>15</sup> Although some Bauhaus influences in the United States in the 1920s, it was not until the founding of the Museum of Modern Art (MOMA) in 1929 and an International Style exhibition in 1932, that the style began to be more widely known.

In 1932, the first International Style skyscraper was constructed in Philadelphia by George Howe and William Lescaze for the Philadelphia Savings Fund Society (PSFS). However, it was not until after World War II that the style gained any significant architectural traction in the United States. This new wave was characterized by Henry-Russell Hitchcock and Phillip Johnson as having three defining characteristics: planes to create the form of the building; regularity, not symmetry, in the façade, and a lack of ornamentation. Well-known examples of this application include the United Nations Building by Harrison and Abramowitz (1947), Lever House by Skidmore, Owings and Merrill (1952) and the Seagram Building by Mies van de Rohe (1958), all of which are in New York, NY.

These principles can also be seen at the subject property. Each façade of the building is composed of several, uniformly arranged, thin planes of windows and brick spandrels and one massive column of repeating windows. The fenestration pattern, slightly different on each façade, has a uniform composition. Lastly, the ornamentation is limited to the stylized limestone fluting and surrounds at entrances and windows, which are sparingly applied with regularity at each feature. Glass curtain walls, so often seen on International Style buildings, are not present at the subject property, but the design employs the bands of windows in a disciplined arrangement. This too, however, is in keeping with the style, as the warehousing and industrial nature of the building required the function of solid walls with limited glazing rather than a curtain wall of glass.

In Cincinnati, the Terrace Plaza Hotel (1945-1948, NR 2017) was the first International Style building in Cincinnati that was not a private residence. This sparked a wave of non-residential construction in the International Style, which would be prevalent in Cincinnati through the 1970s. As such, “Cincinnati played an important but unrecognized role in the arrival and development of International Style Modernism in the United States. Cincinnati's Modernist buildings and places form a highly progressive legacy in a city that is frequently--and mistakenly-- viewed as predominantly conservative.”<sup>16</sup>

Although it has been said that Hake and Hake “continued to work in historicizing modes well into mid-century” and that they “moved toward a modern idiom slowly”, the subject property stands as a firm counterpoint to those statements.<sup>17</sup> The second oldest International Style commercial building in downtown Cincinnati by only a few months, the H. & S. Pogue Company Service Building was conceived in an aesthetic

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<sup>15</sup> “Terrace Plaza Hotel.” *National Register Nomination* (2017): 8:35.

<sup>16</sup> “Modernist Architecture in Cincinnati.” <https://www.modernnati.com/home/categories/wright-26-cincinnati-modernism>. Accessed on December 18, 2020.

<sup>17</sup> Jayne Merkel. “Cincinnati’s Oldest Architects Have Shaped City’s Design.” *The Cincinnati Enquirer* (11 December 1977): 55.

that was “modern in its motif.” It represents an early and important work in the International Style, both in Cincinnati in general and particularly within the firm’s own portfolio, which was more typically Revivalist in tone. While the subject property is exceeded by the scale of the nearby Terrace Plaza Hotel, which was completed less than a year earlier, it was the first International Style industrial building in Cincinnati and “possesses a grace and cleanliness of line that would do credit to a structure not of the utility class.”<sup>18</sup>

The selection of a modern style was in keeping with the building’s location within the heart of the financial district.<sup>19</sup> More importantly, however, the design of a “striking, modernist tower” was a deliberate tactic by the company to present themselves as a modern store, perhaps in contrast to the Classical Revival style of the main department store.<sup>20</sup> Indeed, the sleek, modernist vein was more suggestive of a company headquarters than a structure devoted to storage, delivery and repairs.<sup>21</sup>

The article announcing the construction of the subject property also referenced the arrival of “out-of-town chain organizations” to Cincinnati. The construction of a new, modern building was a response to the increasing competition and billed the company as an effective competitor against these newcomers. This was a common approach for this building type, which had “more enduring value in its exterior, which many companies strove to make memorable.”<sup>22</sup>

Perhaps not surprisingly, this was not the first time that the company used a stylistic approach to convey the intentions of its client. The Cincinnati Bell Telephone Building proclaimed the company shift to dial service through its architectural detailing, showing telephones and headsets on the 2nd floor frieze.<sup>23</sup>

### *Comparable International Style Buildings in Cincinnati*

The most comparable International Style building in Cincinnati is the Terrace Plaza Hotel (1945-1948, NR 1997). Located two blocks north of the subject property, the building is a mixed-use skyscraper designed by Skidmore, Owings and Merrill in the International Style. The 18-story building has a 7-story, solid red brick base topped by an inset, 12-story red brick tower with banded windows. At 600,000 square feet the massive building is significant for its association either John J. Emery, Jr., as the first International Style hotel in America, and as an early work of Skidmore, Owings and Merrill.

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<sup>18</sup> “More Face Lifting.” *The Cincinnati Enquirer* (18 August 1949): 4.

<sup>19</sup> “H. & S. Pogue Company.”

<sup>20</sup> “H. & S. Pogue Company.”

<sup>21</sup> Richard Longstreth. *The American Department Store Transformed: 1920-1960* (New Haven, CT: Yale University Press, 2010): 79.

<sup>22</sup> Longstreth, 73.

<sup>23</sup> John Clubbe. *Cincinnati Observed: Architecture and History* (Columbus, OH: Ohio State University Press, 1992): 47.



Figure 4: Terrace Plaza Hotel. Photograph accessed from Docomo US. <https://www.docomomo-us.org/register/terrace-plaza-hotel>

The Terrace Plaza Hotel and the subject property share a similarity of massing, brick expanses, banded windows and streamlined detailing. While the subject property has more International Style detailing on the exterior, such as the limestone fluting, the Terrace Plaza Hotel, because of the nature of its use, had an extraordinary and comprehensive interior finishes program, featuring artists of international acclaim. The subject property, conversely, has a stark interior to reflect its original use. Lastly, the Terrace Plaza Hotel has undergone numerous renovations on both the interior and exterior while the subject property has had no significant alterations since the time of construction.

#### *Comparable Projects by Hake and Hake in Cincinnati*

The subject property is a unique International Style design by the firm and, as such, there is no direct comparison. However, one project with a similar motif is the Western and Southern Life Insurance Company building located at 418 E. 4th Street, approximately one-half mile to the east of the subject property. Also constructed in 1948, the 2-story building is clad in limestone. While it certainly has more Art Deco Style references, the two buildings feature similar fluted limestone panels. None of the other buildings attributed to Lyle, or to the firm in general, show any particular International Style themes.

#### *Comparable Department Store Service Buildings in Cincinnati*

The H. & S. Pogue Company department store emerged during a time of great department store growth in downtown Cincinnati. In the mid- to late 19th century, a handful of comprehensive stores emerged, all vying to provide the residents of Cincinnati with every comfort. Shillito's was founded in 1830 and subsequently

moved to a large store at 7th and Race Streets in 1937. McAlpin's was founded in 1852 and moved to 13 W. 4th Street in 1865, across the street from Pogue's main store. Alms and Doepke was founded in 1865 at E. Central Parkway and Main Street. Rollman and Sons was established in 1867 and was ultimately located at 5th Street, just west of Vine Street. Mabley and Carew was founded in 1889 and was also located on 5th and Vine Streets.

The success of these stores was dependent on their ability to provide an enormous range of products, which comprised an enormous range of sizes, in a timely fashion.<sup>24</sup> Sometimes this meant an expansion of an existing building, but, more often, this required the construction of a freestanding building, often near to the primary store. This was the case for many Cincinnati stores, including Pogue's, Shillito's and Rollman and Sons. This new building type was used by the stores "to enhance their reputations. At the time of its completion, the service building was often featured in newspapers as part of its store's advertising agenda, presented as a means of bringing tangible benefit to the customer."<sup>25</sup> This was certainly the case at the subject property, which gave the service building equal billing as the main store in their advertising listings from the time the building was completed.

Despite this extraordinary density of commercial offerings within a relatively small geographic area, there is little physical evidence remaining. Shillito's, an Art Deco Style behemoth at 7<sup>th</sup> and Race Streets, remains relatively intact on the exterior. As the interior has been converted into loft apartments, there is presumably little of the historic fabric left. The service building, located on the opposite corner at 7<sup>th</sup> and Elm Streets and constructed in the late 1940's, was known as the Garage Store. The building was part retail, office, and service building with an integrated parking garage. It still exists today but sections were refaced and had interior alterations in c. 2019. It is primarily a parking garage at present. McAlpin's remains, but the 1st and 2nd floors, along with the interior, have been significantly altered. Pogue's main building, along with its first service building, has been demolished. Alms and Doepke remains and houses the Hamilton County Department of Jobs and Family Services. The buildings for Rollman and Sons and Mabley and Carew have also all been demolished, including the service building.

## Architectural Overview

The H. & S. Pogue Service Building stands at 308-322 Race Street in Cincinnati, OH. The 12-story, red brick building was designed in the International Style in 1947 by the prolific Cincinnati firm of Hake and Hake.<sup>26</sup> The building consists of a primary 9-story block with two additional floors slightly recessed from the primary, west, façade. The 12th floor consists of an L-shaped penthouse that extends along the entire east side of the floor plate. The building retains its integrity, as both the overall form and defining architectural characteristics remain intact since the date of construction.

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<sup>24</sup> This was particularly true in Cincinnati, where the local stores were aiming to retain commercial control of a city that was opening to national chains, like J.C. Penny's.

<sup>25</sup> Longstreth, 72.

<sup>26</sup> At the time, the firm was also known as Hake and Son. It was later known as Hake and Partners.

## Exterior

The primary, west, elevation faces Race Street (Photographs 1-3). It is clad in red brick, laid in a common bond, with a limestone water table and limestone caps along the 9th, 11th and 12th floors. The primary composition consists of a single column of windows along the north end of the façade with horizontal bands of windows along the remainder. On the 1st floor, the northernmost bay is the original main entrance to the building (Photographs 4 and 5). The original entrance doors were replaced at some with three, single-leaf roll up metal doors, which are slightly recessed from the façade. The 8-light steel transom above the entrance doors appears to be part of the original entrance design. The entrance is flanked by streamlined, fluted limestone pilasters, which are set at an angle, and topped by a cantilevered canopy that is clad in contemporary metal. Because of the change in grade of the street, there is a small concrete platform with a painted, pipe metal railing in front of the entrance. The remainder of the 1st floor contains three large loading bays that are separated by limestone piers and surrounded by a continuous limestone band with stylized, limestone, bas-relief plaques. All of the garage door openings have non-historic infill (Photograph 6). The northern opening contains an overhead metal garage door with an additional granite surround. The central opening has a full-sized corrugated metal overhead garage door. The southern opening is infilled with painted plywood panels.

Above the 1st floor entrance, between the 2nd and 9th floors, is a continuous column of multi-light, steel windows with a continuous, angled limestone surround with an arched head. The fenestration pattern consists of 12-light sections with alternating clear and opaque glazing. On the remainder of the 2nd through 9th floors, each floor contains a narrow, continuous band of multi-light steel windows with a limestone surround (Photograph 7). The 10th and 11th floors, which are slightly recessed from the façade, have no openings. On the 12th floor, the façade consists of two sections due to the L-shape of the floor plate. The northern section, which is closer to the façade, has no openings, the southern section, which is recessed, has a single-leaf metal door near the center and a multi-light steel window at the south end.

The north elevation, facing W. Ogden Place, is clad in red brick, which is set in varying planes. There is also a limestone water table and limestone caps along the 11th and 12th floors.<sup>27</sup>

At regular, linear intervals, the façade is punctuated by square, steel bolts. On the 1st floor, the only openings are a recessed, single-leaf aluminum door at the east end at two, small metal vents. Between the 2nd and 11th floors, the westernmost bay contains a single 3-light steel window with a limestone surround. On the remainder of the 2nd through 10th floors, each floor contains five, 8-light steel windows separated by streamlined, fluted limestone plaques, similar to the east end of the south façade. On the 11th and 12th floor, each floor contains five, 8-light steel windows but each bay is

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<sup>27</sup> A 1951 Sanborn Fire Insurance Map shows that there was a 5-story building in the adjacent lot at the time the subject property was constructed.

vertically separated by continuous fluted limestone plaques and each window is horizontally separated by inset, square metal panels (Photographs 10 and 11).

The south elevation is clad in red brick, which is set in varying planes (Photographs 8 and 9). The 1st floor and the western section of the façade between the 1st and 6th floors are clad in rough stucco - indicating the location of an earlier building - and there are limestone caps along the 9th, 11th and 12th floors. At regular, linear intervals, the façade is punctuated by square, steel bolts. The western half of the elevation has window openings only between the 7th and 9th floors. These consist of four, 8-light steel windows separated by streamlined, fluted limestone plaques, similar to the entrance pilasters. The entire opening has a limestone surround. On the eastern half of the façade, the 4th through 9th floors contain four, 8-light steel windows. The 10th and 11th floors contain a single, 8-light steel window at the east end. There are no other openings.

The east elevation is clad in red brick with a limestone water table and limestone caps along the 9th, 11th and 12th floors and a narrow, vertical limestone pilaster near the north end. The elevation is only visible above the 7th floor (Photograph 9). The fenestration pattern is irregular, but all openings contain single, 8-light steel windows.

The roof of both the 11th and 12th floors is flat with a low brick parapet with a limestone cap on all elevations. Both roofs have scattered mechanical equipment and there is an L-shaped, 1-story brick penthouse at the south end of the 12th floor.

### *Interior*

On the interior of the building, the 1st floor has a vestibule and lobby space in the northwest corner of the floorplate. The vestibule has marble floors, painted plaster walls and a painted drywall ceiling. A multi-light aluminum storefront separates the vestibule from the lobby. The lobby has carpeted floors, painted plaster walls and ceilings and metal grid light fixtures. To the south of the lobby is a single loading bay, which was used for customer parking. The southern half of the floor plate is an open, double loading bay that was used for truck parking and loading. The 2nd through 9th floors are generally open in plan with concrete floors, painted cinderblock walls and painted concrete columns, ceilings, and girders. Some spaces have been divided with painted drywall partitions. Bathrooms and service and storage spaces are located along the east elevation.

The interior of the building has two stairways, two freight elevators and two passenger elevators. The utilitarian, U-return stairways are in the northwest corner and near the south end of the east elevation. They have metal treads, risers and railings. Two passenger elevators are located near the center of the north elevation. The freight elevators are in the southeast corner of the floorplate. All circulation provides access between all floors.

## Findings

### Planning Considerations:

Compatibility With Plan Cincinnati: Sustain Goal 2b: “Preserve Our Built History. Preserve our built history with new development incentives and regulatory measures. Cincinnati’s rich history is best exemplified through our historic buildings and by the built environment that helps define a neighborhood’s character...” Landmark designation allows for preservation of a highly significant structure and allows for federal and state historic rehabilitation tax incentives to be used to renovate the building, thereby preserving this Cincinnati landmark for future generations to appreciate and enjoy.

### Compatibility with Chapter 1435 CZC:

According to Chapter 1435 of the Cincinnati Zoning Code (Historic Preservation) certain findings must be made before a historic structure can be designated by City Council. The structure must be found to have historic significance. Historic significance means that the attributes of a district, site, or structure that poses integrity of location, design, setting, materials workmanship, feeling and association and must have one of the following attributes:

1. Association with events that have made a significant contribution to the broad patterns of our history.
2. Association with the lives of persons significant in our past.
3. Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.
4. That has yielded, or may be likely to yield, information important in prehistory of history.

As mentioned above in the *Integrity* section of this report, the H. & S. Pogue Service Building retains integrity of location, design, setting, materials workmanship, feeling and association. In addition, the H. & S. Pogue Service Building has historic significance as defined under Criterion 1 as an important commercial building associated with one of Cincinnati’s most prominent department stores: H. & S. Pogue. Founded in 1863, the department store offered consumers a wide variety of home and fashion goods. H. & S. Pogue expanded in the first half of the twentieth century to build the subject building to house additional products and services. Further, the H. & S. Pogue Service Building is significant under Criterion 3 as an excellent example of commercial International Style architecture in Cincinnati. The building was constructed by notable local firm Hake and Hake and features character-defining features of the style such as regular fenestration and limited ornament.

The designation of the H. & S. Pogue Service Building meets the requirements of Chapter 1435 of the Cincinnati Zoning Code (Historic Preservation). The documentation in this designation report provides conclusive evidence that all required findings may be made for the proposed designation.



## Research Methodology

Historical research was conducted to prepare a local historic designation report for the H. & S. Pogue Service Building in the City of Cincinnati. Sources include period newspapers, published works on Cincinnati architecture and American department stores, and Sanborn Fire Insurance maps of Cincinnati.

## References

- "Advertisement." *The Cincinnati Enquirer* (16 May 1961): 13.
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- "Harry Hake Sr. Succumbs' Architect Left Mark on City in Career Dating From '97." *The Cincinnati Enquirer* (15 September 1955): 20.
- "Inspect Building Site." *The Cincinnati Enquirer* (12 February 1947): 19A.
- "Joseph M. Lyle, 67, Prominent Architect." *The Cincinnati Enquirer* (25 August 1972): 15.
- Kirk, Don. "Huge Store Operates Like City of Its Own." *The Cincinnati Enquirer* (9 July 1958): 6.
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- "More Face Lifting." *The Cincinnati Enquirer* (18 August 1949): 4.
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- "Terrace Plaza Hotel." *National Register Nomination* (2017).

## Photographs



Photograph 1: West and north elevations looking southeast.



Photograph 2: Primary west elevation looking southeast.



Photograph 3: West and south elevations looking northeast.



Photograph 4: West elevation looking east at entrance.



Photograph 5: West elevation looking southeast at entrance.



Photograph 6: West elevation looking east at loading bays.



Photograph 7: West elevation looking east at second floor windows.



Photograph 8: South elevation looking north.



Photograph 9: South and east elevations looking northwest.



Photograph 10: North elevation looking southwest.



Photograph 11: North elevation looking west.



## **VI. HERITAGE CONSULTING GROUP**

Heritage is a national firm that assists the owners and developers of older and historic buildings in understanding the relative significance of their resources, navigating the regulatory redevelopment processes, and securing financial opportunities from federal, state and local incentives. The firm is staffed by seasoned historic preservation professionals who meet the Professional Qualifications Standards under the category of *Historic Architecture* and *Architectural History* in the Secretary of the Interior's Standards and Guidelines, *Code of Federal Regulations, 36 CFR Part 61*.

The utility information shown on this plot, prepared by Thomas Graham Associates, Inc., was obtained from existing records. It is the contractor's responsibility to verify their existence and location, and to protect the appropriate utility company for field locations.



**REFERENCE SURVEY**  
 SURVEY BY THOMAS G. FURUSION CO. FOR H & S PUBLIC COMPANY SERVICE BUILDING DATED 3-28-1961  
 SURVEY BY LOUIS W. GRAF & ASSOCIATES DATED JULY, 1968  
 SURVEY BY FREDERICK SCHILDBAUER ENGINEERS FOR QUINCY REALTY CO. DATED APRIL, 1976

**SURVEY NOTES**

- 1) OCCUPATION IN GENERAL, FITS SURVEY EXCEPT AS SHOWN. MONUMENTS GENERALLY IN GOOD CONDITION UNLESS NOTED OTHERWISE. SURVEY BASED ON FIELD EVIDENCE AND DEEDS & PLATS OF RECORD NOTED HEREIN.
- 2) POSSIBLE ENCROACHMENTS AFFECTING THE PROPERTY SHOWN HEREON PORTIONS OF EXISTING WEST BUILDING LINE TO RIGHT OF WAY.
- 3) ALL UTILITIES SHOWN ARE BASED ON LOCATIONS TAKEN FROM OBSERVED EVIDENCE. CERTIFICATION IS MADE THAT UNDERGROUND UTILITIES ARE SHOWN.
- 4) OBSERVED EVIDENCE OF UTILITIES HAS BEEN SHOWN PURSUANT TO SECTION 8, PARAGRAPH 1 (C) OF THE ALTA/ACSM STANDARD DEED REQUIREMENTS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

- 5) AT THE TIME OF THE SURVEY THERE WAS NO OBSERVED EVIDENCE OF DELINEATION OF WELLSHEDS
- 6) REFER TO SHEET 2 FOR LEGEND
- 7) CONTIGUOUS TO THE WEST OF THE PROPERTY SHOWN ARE PARCELS OF THE CITY OF CHICAGO, ILL. AND ARE CONTIGUOUS WITH NO GAPS OR CORNERS BETWEEN THEM
- 8) REFER TO SHEET 2 FOR LEGAL DESCRIPTIONS PREPARED TO RECONCILE VESTING DEEDS WITH SURVEY ON THE GROUND.

**LEGAL DESCRIPTION**  
 OLD REPUBLIC NATIONAL NATIONAL TITLE INSURANCE COMPANY  
 Commitment No. A34383-1937-18  
 Auditor's Parcel No. 083-0001-0056

Real property situated on the north side of Third Street in the City of Cincinnati, Hamilton County, State of Ohio and more particularly described as follows:

Parcel 1. Beginning at a point on the north side of Third Street, between Vine and Race Streets, distant seventy-three (73) feet and six (6) inches west of the southeast corner of lot Number Two Hundred and Thirty-five (235) on the Original Plat of the city described, and running thence easterly, with Third Street, twenty-two (22) feet and six (6) inches, thence northerly on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to Race Place, thence easterly on Race Street, one hundred and sixteen (166) feet, more or less, to a line parallel with Third Street, two hundred and sixteen (166) feet, more or less, thence westerly, on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to the place of beginning.

Parcel 2. Beginning at a point on the north side of Third Street, between Vine and Race Streets, distant ninety-two (92) feet east of the southeast corner of lot Number Two Hundred and Thirty-five (235) on the Original Plat of the city described, thence westerly, with Third Street, twenty-two (22) feet and six (6) inches, thence northerly on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to a line parallel with Third Street, two hundred and sixteen (166) feet, more or less, thence westerly, on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to the place of beginning.

Parcel 3. Beginning at a point on the north side of Third Street, between Vine and Race Streets, distant ninety-two (92) feet east of the southeast corner of lot Number Two Hundred and Thirty-five (235) on the Original Plat of the city described, thence westerly, with Third Street, twenty-two (22) feet and six (6) inches, thence northerly on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to a line parallel with Third Street, two hundred and sixteen (166) feet, more or less, thence westerly, on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to the place of beginning.

Parcel 4. Beginning at a point on the north side of Third Street, between Vine and Race Streets, distant ninety-two (92) feet east of the southeast corner of lot Number Two Hundred and Thirty-five (235) on the Original Plat of the city described, thence westerly, with Third Street, twenty-two (22) feet and six (6) inches, thence northerly on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to a line parallel with Third Street, two hundred and sixteen (166) feet, more or less, thence westerly, on a line parallel with Race Street, two hundred and sixteen (166) feet, more or less, to the place of beginning.

**GRAPHIC SCALE**  
 0 10 20 30 40 50 60 70 80  
 1" = 20'

**BASIS OF BEARINGS**  
 North based on bearings contained in Official Record 6881 Pages 754 - 756 Hamilton County, Ohio Recorder's Office

**REFERENCE DEED**  
 Official Record 6881 Pages 754 - 756 Hamilton County, Ohio Recorder's Office  
 Official Record 6267 Pages 1998 Hamilton County, Ohio Recorder's Office

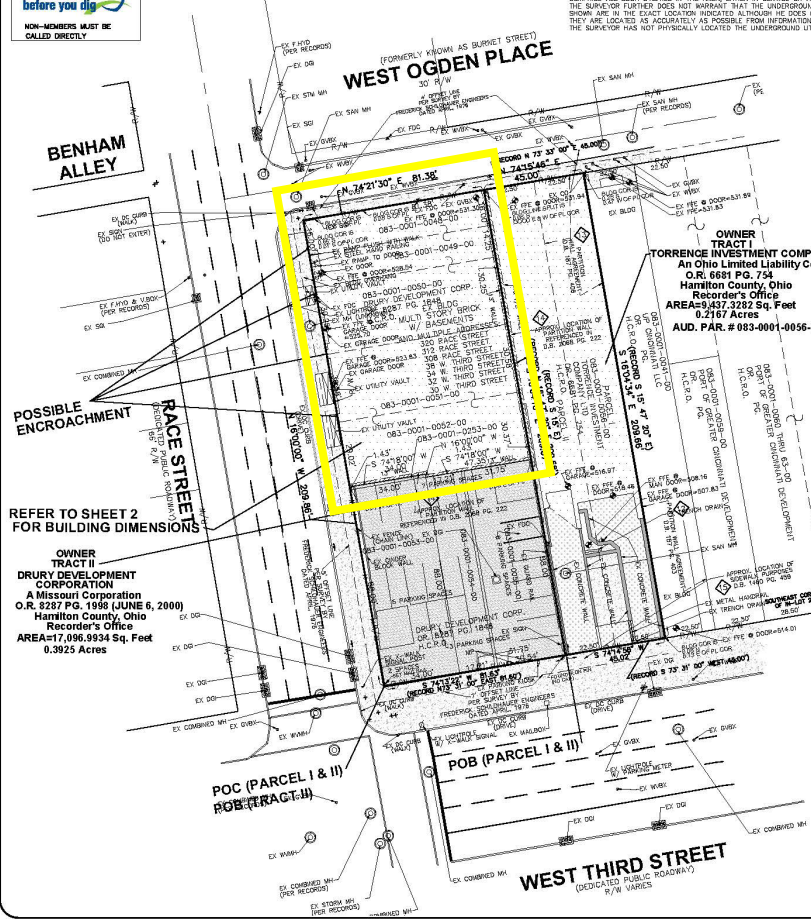
**FLOOD ZONE INFORMATION**  
 THE PROPERTY SURVEYED LIES IN FLOOD ZONE "X" AREA OF FEDERAL FLOOD INSURANCE ACT OF 1954. FIRM MAP NUMBER 260600302Z EFFECTIVE 7/16/2017

**BENCHMARK**  
 HORIZONTAL DATUM: NAD 83  
 VERTICAL DATUM: NAVD 88  
 ZONE: OHIO SOUTH ZONE

**PARKING INFORMATION**  
 25 REGULAR PARKING SPACES (GROUND LEVEL SURFACE)

**OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY**  
 Commitment No. A34383-1937-18  
 EFFECTIVE DATE: SEPTEMBER 11, 2019  
 POLICY NO. 083-0001-0056  
 AUDITOR'S PARCEL NO. 083-0001-0056

**DATE:** MARCH 19, 2020  
**Scale:** 1" = 20'  
**Job No.:** 8229  
**Revisions:**  
 No. Date



**AUD. PAR. #'S 083-0001-0048-00 083-0001-0049-00 083-0001-0050-00 083-0001-0051-00 083-0001-0052-00**

**AUD. PAR. #'S 083-0001-0053-00 083-0001-0054-00 083-0001-0055-00 083-0001-0056-00 083-0001-0057-00 083-0001-0058-00 083-0001-0059-00 083-0001-0060-00 083-0001-0061-00 083-0001-0062-00 083-0001-0063-00 083-0001-0064-00 083-0001-0065-00 083-0001-0066-00 083-0001-0067-00 083-0001-0068-00 083-0001-0069-00 083-0001-0070-00 083-0001-0071-00 083-0001-0072-00 083-0001-0073-00 083-0001-0074-00 083-0001-0075-00 083-0001-0076-00 083-0001-0077-00 083-0001-0078-00 083-0001-0079-00 083-0001-0080-00 083-0001-0081-00 083-0001-0082-00 083-0001-0083-00 083-0001-0084-00 083-0001-0085-00 083-0001-0086-00 083-0001-0087-00 083-0001-0088-00 083-0001-0089-00 083-0001-0090-00 083-0001-0091-00 083-0001-0092-00 083-0001-0093-00 083-0001-0094-00 083-0001-0095-00 083-0001-0096-00 083-0001-0097-00 083-0001-0098-00 083-0001-0099-00 083-0001-0100-00**

**REFER TO SHEET 2 FOR THIS PROPERTY IS ALSO DESCRIBED AS:**  
 083-0001-0048-00 and 083-0001-0049-00  
 083-0001-0050-00 and 083-0001-0051-00  
 083-0001-0052-00 and 083-0001-0053-00  
 083-0001-0054-00 and 083-0001-0055-00  
 083-0001-0056-00 and 083-0001-0057-00  
 083-0001-0058-00 and 083-0001-0059-00  
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 083-0001-0068-00 and 083-0001-0069-00  
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 083-0001-0072-00 and 083-0001-0073-00  
 083-0001-0074-00 and 083-0001-0075-00  
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 083-0001-0096-00 and 083-0001-0097-00  
 083-0001-0098-00 and 083-0001-0099-00  
 083-0001-0100-00 and 083-0001-0101-00

**CERTIFICATION**  
 To: Old Republic National Title Insurance Company  
 Plaintiff Commercial Title Services LP  
 Drury Development Corporation

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2008 MINIMUM STANDARD DETAILS REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, AND 19 OF TABLE A, HEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 26, 2020.

**DATE OF MAP OR PLAN:** MARCH 19, 2020  
**DATE OF SURVEY:** MARCH 19, 2020  
**DATE OF RECORDING:** MARCH 19, 2020  
**DATE OF PRINTING:** MARCH 19, 2020

**REGISTERED PROFESSIONAL SURVEYOR**  
 JASIN L. KAPFFERBERG  
 REGISTRATION NUMBER: 8418  
 EXPIRES: 12/31/2024

**Drawn By:** J. KAFFERBERG  
**SHEET 11 OF 12**  
**JOB NO. 8229-20**

**ALTA/ACSM LAND TITLE SURVEY**  
 ADDRESS: 310 RACE STREET & 30 WEST 3rd STREET

SITUATED IN PARCELS 235, 236, 237 OF THE ORIGINAL LOTS PLAN OF THE CITY OF CINCINNATI CITY OF CINCINNATI HAMILTON COUNTY STATE OF OHIO

**VICINITY MAP**  
 1" = 100'  
 8229 SITE, RACE ST.

The utility information shown on this plot, prepared by Thomas Graham Associates, Inc., was obtained from existing records. It is the contractor's responsibility to verify that existence and location, and to contact the appropriate utility company for field locations.



Parcel 1, 196.6  
Assessor's Parcel No. 083-0001-0056

This property is also described as follows:

A revised description of the above property pursuant to a survey dated March 18, 2020 by Jason L. Kuffelberger, Registered Surveyor No. 8428 is as follows:  
Situate in the City of Cincinnati, Hamilton County, Ohio and being part of In-Lots 235, 236 and 237 of the Original Plan of the City of Cincinnati, and being more particularly described as follows:

Commencing at a set Peg nail at the intersection of the existing east Right-of-Way of Race Street and the existing north Right-of-Way of West Third Street; thence with the existing north Right-of-Way of West Third Street, North 74° 12' 22" East, 81.63 feet to a found iron pin and the Point of Beginning of the herein described tract of land; thence departing the said existing north Right-of-Way of West Third Street, North 18° 04' 10" West, 209.67 feet to the existing south Right-of-Way of West Ogden Place, North 74° 15' 45" East, 45.00 feet; thence departing the said existing south Right-of-Way of West Ogden Place, South 18° 04' 24" East, 209.66 feet to the existing north Right-of-Way of West Third Street; thence with the said existing north Right-of-Way of West Third Street, South 74° 14' 36" West, 45.02 feet to a found iron pin and the Point of Beginning.

The above described tract contains 0.2167 Acres (9,437.3282 Sq. Ft.) of land and is subject to all assessments and restrictions of record.

Basis of Bearings: North Based on bearings contained in Official Record 6681, Pages 754-756, Hamilton County Recorder's Office.

Parcel 2, 196.6  
Assessor's Parcel No. 083-0001-0048, 083-0001-0050, 083-0001-0052, 083-0001-0054, 083-0001-0056 and 083-0001-0058

This property is also described as follows:

A revised description of the above property pursuant to a survey dated March 18, 2020 by Jason L. Kuffelberger, Registered Surveyor No. 8428 is as follows:  
Situate in the City of Cincinnati, Hamilton County, Ohio and being part of In-Lots 235, 236 and 237 of the Original Plan of the City of Cincinnati, and being more particularly described as follows:

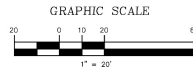
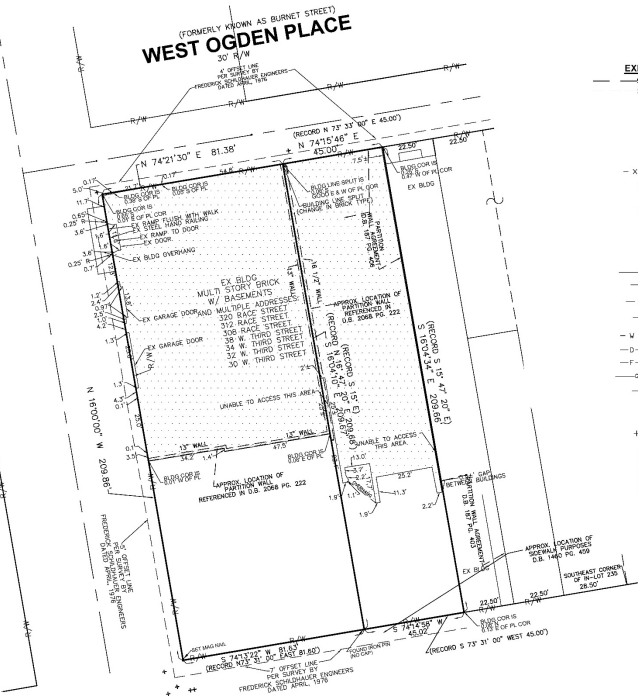
Beginning at the intersection of the existing east Right-of-Way of Race Street and the existing north Right-of-Way of West Third Street; thence with the existing east Right-of-Way of Race Street, North 18° 00' 00" West, 209.66 feet to the existing south Right-of-Way of West Ogden Place; thence with the said existing south Right-of-Way of West Ogden Place, North 74° 21' 30" East, 81.38 feet; thence departing the said existing south Right-of-Way of West Ogden Place, South 18° 04' 10" West, 209.67 feet to a found iron pin and the existing north Right-of-Way of West Third Street; thence with the said existing north Right-of-Way of West Third Street, South 74° 12' 22" West, 81.63 feet to a set Peg nail and the Point of Beginning.

The above described tract contains 0.3925 Acres (17,086.9834 Sq. Ft.) of land and is subject to all assessments and restrictions of record.

Basis of Bearings: North Based on bearings contained in Official Record 6681, Pages 754-756, Hamilton County Recorder's Office.

BENHAM ALLEY

RACE STREET  
(EXISTING NORTH RIGHT-OF-WAY)



**tga**  
THOMAS GRAHAM ASSOCIATES, INC.  
Engineers  
Surveyors  
803 Crompton Road  
Cincinnati, Ohio 45231  
313-521-4750  
Fax # 521-2439

Date: **MARCH 19, 2020**  
Scale: **1" = 20'**  
Job No: **8229**

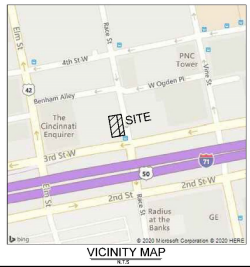
No.	Date	Revisions

- EXISTING CONDITIONS LEGEND**
- S — S — INDICATES EX. BOUNDARY
  - V — V — INDICATES EX. INTERMEDIATE CONTOUR
  - F — F — INDICATES EX. FIRE HYDRANT
  - T — T — INDICATES EX. TELEPHONE POLE
  - L — L — INDICATES EX. LIGHT POLE
  - M — M — INDICATES EX. WATER METER BOX
  - W — W — INDICATES EX. WATER VALVE BOX
  - X — X — INDICATES EX. FIRE DEPARTMENT CONNECTION
  - X — X — INDICATES EXISTING FENCE
  - M — P — INDICATES METAL POST
  - P — P — INDICATES EX. HANDICAPPED PARKING SPACE
  - C — C — INDICATES CLEANSLOT
  - G — G — INDICATES EX. GUTTER INLET (S) SINGLE GRATE OPENING (D) DOUBLE GRATE OPENING
  - I — I — INDICATES EX. INLET
  - O — O — INDICATES EX. GAS VALVE BOX
  - T — T — INDICATES EX. OVERHEAD TELEPHONE & ELECTRIC WIRE
  - U — U — INDICATES EX. UNDERGROUND PRIMARY ELECTRIC (SHOW PER RECORD)
  - F — F — INDICATES EX. UNDERGROUND FIBER OPTIC CABLE (SHOW PER RECORD)
  - U — U — INDICATES EX. UNDERGROUND TELEPHONE (SHOW PER RECORD)
  - W — W — INDICATES UNDERGROUND WATER LINE (SHOW PER RECORD)
  - D — D — INDICATES UNDERGROUND DOMESTIC LINE (SHOW PER RECORD)
  - F — F — INDICATES UNDERGROUND FIRE LINE (SHOW PER RECORD)
  - C — C — INDICATES UNDERGROUND GAS LINE (SHOW PER RECORD)
  - S — S — INDICATES EX. SANITARY SEWER LATERAL (SHOW PER RECORD)
  - R/W INDICATES RIGHT OF WAY
  - + INDICATES EX. CROSS NOTCH
  - + 916.00 INDICATES EX. SPOT GRADE ELEVATION
  - INDICATES EX. CONCRETE PAVEMENT
  - INDICATES EX. ASPHALT PAVEMENT
  - INDICATES EX. PAVER PAVEMENT
  - INDICATES EX. PARKING METER
  - R/W INDICATES RIGHT OF WAY
  - ± INDICATES MEASUREMENT FOR RECORD DOCUMENT
  - (RECORD) INDICATES EX. CROSS NOTCH

**BASIS OF BEARINGS**  
North based on bearings contained in Official Record 6681 Pages 754 - 756 Hamilton County, Ohio Recorder's Office

**REFERENCE DEED**  
Official Records 6681 Pages 754 - 756 Hamilton County, Ohio Recorder's Office  
Official Record 8287 Pages 1998 Hamilton County, Ohio Recorder's Office

**BENCHMARK**  
HORIZONTAL DATUM: NAD 83  
VERTICAL DATUM: NAVD 88  
ZONE: OHIO SOUTH ZONE



**A.L.T.A./A.C.S.M. LAND TITLE SURVEY**  
ADDRESS: 310 RACE STREET & 30 WEST 3rd STREET  
SITUATED IN  
PART OF IN-LOTS 235, 236, & 237 OF THE  
ORIGINAL LOTS PLAN OF THE CITY OF CINCINNATI  
CITY OF CINCINNATI  
HAMILTON COUNTY  
STATE OF OHIO

# H. & S. Pogue Service Building Historic Conservation Guidelines

310 Race Street  
Cincinnati, Ohio

Prepared for:  
City of Cincinnati  
Historic Conservation Office  
Department of City Planning and Engagement

**November 1, 2023**

**Prepared by:**

Heritage Consulting Group  
(215) 248-1260  
[heritage-consulting.com](http://heritage-consulting.com)



## Historic Conservation Guidelines

### General Terminology

Within the context of these historic conservation guidelines, the primary elevation of the H. & S. Pogue Service Building 310 Race Street is defined as the west (Race Street). The north elevation (facing W. Ogden Place) and the south elevation (facing the surface parking lot) are secondary, while the rear east elevation (the lower six stories of the building abuts the neighboring building at 30 W. 3<sup>rd</sup> Street and the upper four stories are exposed above) is utilitarian.

### Rehabilitation

#### Intent and General Guidelines

These guidelines are intended to ensure that rehabilitation will maintain significant features of 310 Race Street. Guidelines are intended not as hard-and-fast rules but to be used by the Historic Conservation Board as a guide to assess the compatibility and appropriateness of proposed rehabilitation work. Reviews by the board are limited to exterior changes proposed for the building. Repair of features that do not change significant features and comply with the intent of these guidelines do not require review by the board. Alterations made to the interior are not within the purview of the Historic Conservation Board and are not subject to review.

The following overarching approaches are recommended:

1. Repair and Maintenance: Ordinary repair and maintenance of like and kind to match the original construction, where visible and which does not change the appearance of the building, is acceptable under these guidelines. Rehabilitation may include preservation, restoration, reconstruction, or a combination of these, as appropriate and reasonable for the building.
2. Maintenance: Existing visible features that contribute to the overall character of the building in good condition should be maintained and where possible, preserved or conserved. Damaged visible features which can be repaired should be repaired rather than replaced whenever possible.
3. Replacement: Replacement of significant features badly damaged, deteriorated beyond reasonable repair, or missing should sensitively harmonize with characteristics of the original feature. Replication is appropriate but not required.

#### Specific Guidelines

1. Materials: The primary exterior material is a common red brick laid in a common bond. The south elevation has an exposed party where a prior building was removed. The exposed area is covered in unfinished stucco. The stucco area may be finished with a more durable and aesthetically pleasing stucco system. Materials that are badly damaged, deteriorated beyond

reasonable repair, or missing should be replaced with materials or components that closely match the style, shape, color, treatment, and texture of the element replaced. Composition, type of joint, size of units, visible measures, placement and detailing should be appropriate for the building.

2. **Masonry Repointing:** Repointing of deteriorated and/or missing mortar shall match the existing historic mortar as close as possible. Elements of the new repointing mix shall be consistent with the existing mortar in formulation, aggregate size, texture, color, and method of application. It is recommended that test patches be applied adjacent to existing mortar and allowed to dry. An assessment should be made of new repointing mix with respect to varied constituents to be matched. The sample that closely matches the original mortar should be used for the repointing. Refer to Preservation Brief for general approach to undertaking masonry repointing.
3. **Masonry Cleaning:** Sandblasting diminishes the integrity of building materials. It is not an approved cleaning method. Should cleaning of exterior materials be undertaken, no harm should result from the approach taken to do the work. In the event that cleaning of building materials is undertaken, use the gentlest method possible to accomplish good results. Scrubbing with a bristle brush and a mild non-ionic detergent is recommended. Should this method be found ineffective, the use of approved chemical cleaning application can be used only after test patches have determined the most gentle means with respect to composition of cleaning agent, method of application, and cleaning results. Refer to PB # 1 for general approach to masonry cleaning.
4. **Water-Repellent Coatings:** Use of water-repellent coatings on historic buildings is not permitted. The problem of water infiltration into a building is associated with structural or maintenance issues. Water-repellent coatings compound problems because the coating encapsulates moisture and does not allow it to evaporate naturally.
5. **Entrances - Doors and Garages:** Original doors should be repaired rather than replaced where feasible and where appropriate access and security can be achieved in compliance with building codes. None of the entrance or garage doors on the primary elevation are original. The canopy above the main entrance is not original as it is clad in non-historic sheet metal. The only other door is a recessed service entrance at the rear corner with a flush metal door. If replacement of doors and the canopy at the main entrance becomes necessary, new doors and canopy should be compatible in scale, size, type, kind, style, color and finish. If the garage openings are re-established, new doors and storefronts should be compatible in scale, size, type, kind, style, color and finish. It is expected the service door on the north elevation will be replaced with a matching door.

6. Windows: Original window should be repaired rather than replaced where feasible. The monumental column of multi-lite metal frame windows above the main entrance and the bands of multi-lite metal frame windows with operable central hopper across the primary elevation appear to be original. The multi-lite metal windows on the side and rear elevation also appear to be original. All windows appear to be in poor condition due to extensive rust and corrosion. If replacement of windows is necessary due to their deteriorated condition and energy performance, new windows should be compatible in scale, configuration, style, size and color. Minor variations in replacement sash frames may be considered. Aluminum sashes are acceptable. Insulated glass of clear hue is acceptable.
7. Ornamentation: Significant architecture ornamentation includes streamline limestone detailing that emphasizes the International style of the building. The ornamentation includes limestone water table, fluted surrounds at the main entrance, a continuous arched limestone surround on the column of windows above the main entrance door, patterned limestone surrounds and flat piers at the garage openings, bands of bullnose limestone trim framing the bands of windows on each story. All windows on the north elevation and a limited number on the south elevation have a similar bullnose limestone trim framing the bands of windows and include a fluted limestone panel between each window. These features should be preserved or conserved wherever possible. Do not make replacements or substitutions of different scale, size, design, or incompatible materials. Replace ornamentation to closely match originals in character, scale, configuration, style, size, texture, and color. Some synthetic materials, including fiberglass castings and composite materials may be acceptable at the upper floor levels.
8. Roofs: Parapets and other architectural features that define the roofline of the building should be preserved. The primary architectural feature at the roofline is limestone coping atop the parapet. The parapet material should be preserved or conserved wherever possible. Replace feature to closely match original in character, scale, configuration, style, size, texture, and color. On the primary elevations, vents, skylights, rooftop utilities, glass conservatories, stairs, elevator penthouses, equipment and other new roof elements should be placed such that they are generally inconspicuous from the opposite side of adjacent streets at street level. Roof decks with railings are acceptable if located to be inconspicuous from street level.
9. Painting: The building is not painted on the exterior. The exterior brick should not be painted. There may be an opportunity to paint the exposed stucco section with an appropriate vapor permeable masonry paint is specified.

10. Outside Attachments: Exterior light fixtures should be appropriate to the style of the building, or simple and contemporary. Where exterior light fixtures of a decorative nature consistent with the overall building history exist, repair, preserve, or reconstruct whenever possible and feasible to do so. Mercury vapor, high-pressure sodium, or other light sources that impart distortions of color when illuminated are not appropriate. Exterior light fixtures should be mounted or constructed so as not to cast undue glare onto neighboring buildings or damage the building on which they are mounted.
11. Signs: Signs should be designed for clarity, legibility, and compatibility with the building on which they are located. Signs on the property should not materially cover or obscure significant architectural features. Signs should be externally illuminated or based on historic precedent. Neon or shadow lettering internally illuminated signs are acceptable if designed and sized to be compatible with other signage in the vicinity.

## **Additions and Exterior Alterations**

### Intent and General Guidelines

1. Additions: Additions should follow new construction guidelines, codes, and regulations. Any addition should be compatible in character with the original building, with sensitivity to existing massing and scale, site, and appearance within the context of the original building. Additions should be sympathetic, may be complimentary, but need not be imitative in design. Additions should be designed to relate architecturally, not overwhelming the original building.
2. Alterations: Alterations should follow construction guidelines for alterations, codes, and regulations. Alterations should not change or alter significant architectural features on primary facades. On secondary and utilitarian elevations, alterations may be designed to minimize impact on the overall character of the building.
3. Appropriateness: The appropriateness of design solutions for additions and alterations should include the following:
  - a. How well the proposed design for the addition or alteration relates to the original building and neighboring buildings. How closely the proposed addition or alteration meets the general and specific intentions of these guidelines.

## Demolition

Demolition regulations for the designated property are set forth in Chapter 1435 of the City of Cincinnati Building Code. Specifically, Section 1435-13 Regulations of Alterations, Demolition and Environmental Changes, and Section 1435-15, Demolition, governs. Generally, demolition of existing buildings is permitted if one of the following conditions exists:

1. Demolition has been ordered by the Director of Buildings and Inspections or the Fire Chief for public safety because of an unsafe or dangerous condition that constitutes an emergency (Section 1435-27(c)). Union Central Life Building Annex Designation Report Page 21 of 21 Prepared by Heritage Consulting Group December 3, 2014
2. The owner can demonstrate to the satisfaction of the Historic Conservation Board that the structure cannot be reused for any use or a reasonable economic return from the use of all or part of the building or from the sale of the property proposed for demolition cannot be realized (Section 1435-15(b)).

The demolition requirement is for an inappropriate addition or non-significant portion of a building and the demolition will not adversely affect those parts of the building which are significant as determined by the Historic Conservation Board.



## **HERITAGE CONSULTING GROUP**

Heritage is a national firm that assists the owners and developers of older and historic buildings in understanding the relative significance of their resources, navigating the regulatory redevelopment processes, and securing financial opportunities from federal, state and local incentives. The firm is staffed by seasoned historic preservation professionals who meet the Professional Qualifications Standards under the category of *Historic Architecture* and *Architectural History* in the Secretary of the Interior's Standards and Guidelines, *Code of Federal Regulations, 36 CFR Part 61*.

ITEM 2

December 4, 2023

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**APPLICATION FOR  
LANDMARK DESIGNATION  
HISTORIC CONSERVATION BOARD PUBLIC HEARING  
STAFF REPORT**

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APPLICATION #: N/A  
APPLICANTS: ABC Realty Advisors, LLC  
OWNER: Drury Development Corporation  
ADDRESS: 310 Race Street  
PARCELS: 083-0001-0048; 083-0001-0049; 083-0001-0050; 083-0001-0051;  
083-0001-0052  
ZONING: DD-A  
COMMUNITY: Downtown  
REPORT DATE: November 27, 2023  
STAFF REVIEW: Douglas Owen, Urban Conservator

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**Nature of Request:**

The applicant is requesting a Local Historic Landmark Designation for the property generally located 310 Race Street known as the H&S Pogue Service Building. The landmark designation is sought for the historic parcel boundary on parcels 083-0001-0048; 083-0001-0049; 083-0001-0050; 083-0001-0051; and 083-0001-0052. The property is not currently listed on the National Register of Historic Places (NRHP) but has received a Determination of Eligibility from the Ohio State Historic Preservation Office from 2021.

**1435-07-2-A:** *Application for the consideration of the designation of a Historic District, Historic Landmark or a Historic Site may be made by the filing of a designation application, in such form as the Historic Conservation Board may prescribe, by the owner of the subject property or by the owner of a property within the area proposed to be designated, by Council or a member of Council, by the City Manager, by the Urban Conservator, by the City Planning Commission, or by a local community organization, including, but not limited to, preservation associations and community councils. No Historic Structure or Historic Site may be demolished or excavated during the pendency of a designation application, which commences upon the filing of a complete designation application.*

**Summary and Background:**

The H&S Pogue Service Building is an International style service building designed by the prominent local architectural firm of Hake and Hake located on the east side of Race Street between its intersection with W. 3<sup>rd</sup> Street on the south and W. 4<sup>th</sup> Street on the north in the Downtown neighborhood. The building is a 12-story building originally constructed to serve as a service building for the nearby H&S Pogue Department Store with construction beginning in 1947. The H&S Pogue Company was established in 1863 at 111 W. 5<sup>th</sup> Street, and later moved to 20 W. 4<sup>th</sup> Street, where it would remain and grow

into one of the largest and most successful of Cincinnati's department stores. Ultimately the 4<sup>th</sup> Street location expanded to include a complex of four buildings, including the Service Building at 310 Race Street. The Service Building is the only extant building remaining of the large downtown H&S Pogue presence.

The H&S Pogue Company was an early entrant in Cincinnati's proud history of department store development, competing with other well-known names including Shillito's, Mabley & Carew, Alms & Doepke, Rollman and Sons and McAlpin's. Pogue's early success led to expansion, moving to their permanent location at 20 W. 4<sup>th</sup> Street in 1878, which was further expanded in 1916 (now demolished). The 1916 expansion was also designed by Hake and Hake. In 1926, their first satellite building was built at W. 6<sup>th</sup> and Cutter (now demolished). This building was primarily used for loading and delivery. In 1946, plans were revealed for the new modern Service Building at 310 Race Street, one-half block south of the main department store. The purpose of the building was to house the company's "non-selling sections," including a fur vault, work rooms for drapery, reupholstery, carpet and fur repairs, print shop, silver engraving and polishing, furniture, and appliances. The building officially opened in 1949 and operated at full capacity until it was sold in 1966.

Other large department stores in Cincinnati also featured service buildings with similar support uses. The only extant service building remaining aside from the subject property is the former Shillito's "Garage Store" at the northwest corner of W. 7<sup>th</sup> Street and Elm Street. This store functioned primarily as a parking garage with a much smaller space dedicated to company services, and has been substantially altered over time. While some former department store buildings survived, including Shillito's (now Shillito Lofts) and Alms & Doepke (now Hamilton County Jobs and Family Services), none of the service buildings related to the original Cincinnati department stores remain aside from the aforementioned Shillito's Garage Store and the subject property.

### Architecture

With plans for the construction of the H&S Pogue Service Building developed in the immediate postwar period, the company wished to present a modern building with a modern design. In selecting the noted architectural firm of Hake and Hake, who had previously worked on the main store's expansion in 1916, the company chose a proven firm with a history of designing some of Cincinnati's most notable buildings. Three Cincinnati Hake and Hake buildings are currently listed in the National Register of Historic Places.

The International style was an evolution of the Bauhaus style originating in 1919; however, did not become widely known until the 1930s. After World War II, the style became popular across the United States. The style focuses on three primary characteristics: planes to create the form of the building; regularity, not symmetry, in the façade, and a lack of ornamentation, all which are demonstrated in the design of the Service Building. The building features uniformly arranged planes of windows and brick spandrels with one massive column of repeating windows, uniform composition of fenestration varying by façade, and limited ornamentation consisting of limestone fluting

and surrounds at building entrances and windows. These are all character-defining features of the International style.

Cincinnati's interest in the International style began with the construction of the NRHP-listed Terrace Plaza Hotel (1945-1948), which opened one year prior to the Service Building. These two large and prominent buildings in Cincinnati's core spurred further interest in the style, which remained prevalent in the city through the 1970s. With the Terrace Plaza Hotel, which remains extant but unprotected from unsympathetic alterations, these two buildings represent the earliest examples of a long tradition of commercial International style buildings in downtown Cincinnati.

The H&S Pogue Service Building is significant under Criteria 1 and 3. Under Criterion 1, it is significant as a reflection of the expansion of commerce in downtown Cincinnati. Under Criterion 3, the building is architecturally significant as an excellent early example of International style architecture designed by the prolific Cincinnati architectural firm of Hake and Hake. The Designation Report submitted with this application fully details the historic and architectural significance of the building.

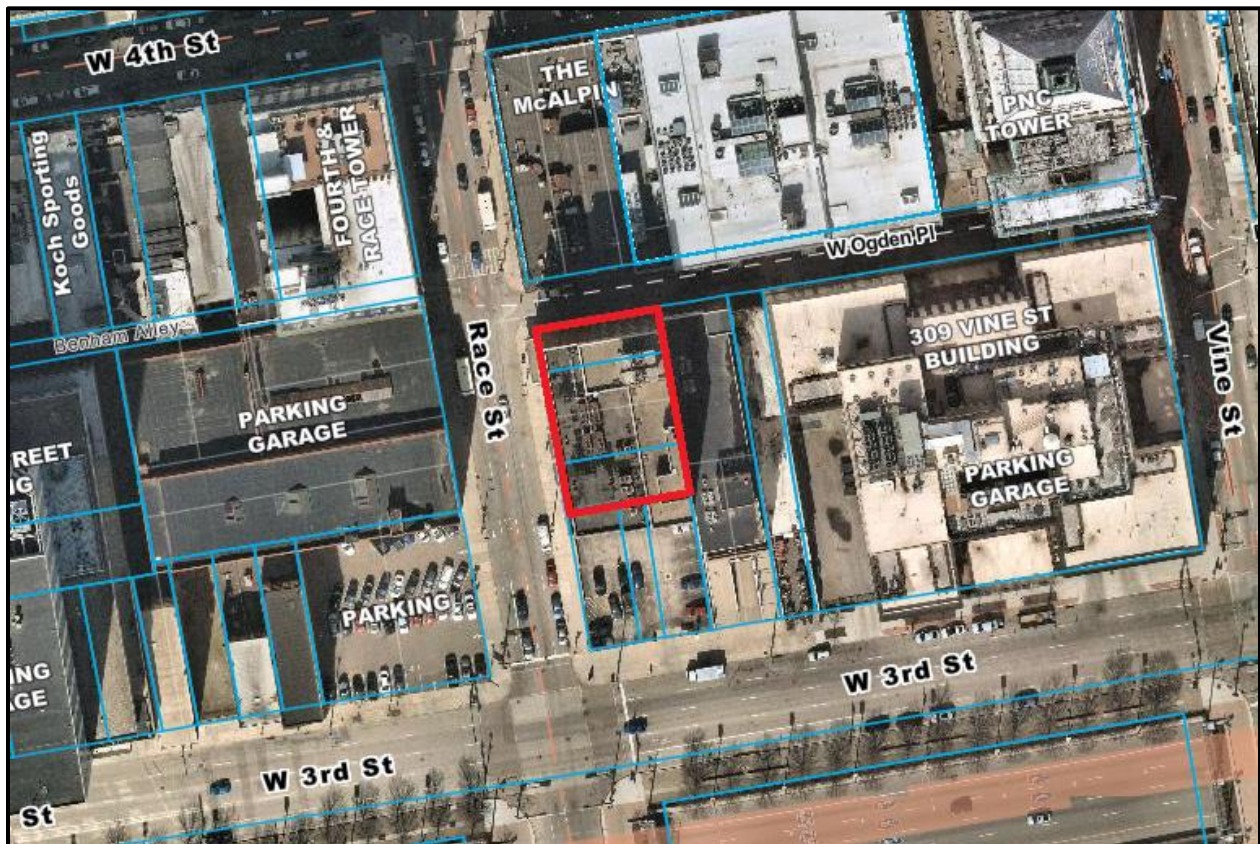


Figure 1. Location of property. Proposed approximate boundary shown in red. Image from Cagis.



Figure 2. Image of subject property facing southeast ca. August 2022. Image from Google.

**Applicable Zoning Code Sections:**

Zoning District: Section 1411 – Downtown Development District  
Landmark Designation: Section 1435-07

**Review Process**

The procedure for consideration of an application for designation is detailed in 1435-07-2-B of the Zoning Code. It includes reviews by the Historic Conservation Board, City Planning Commission, and City Council. The complete process and review criteria are included below.

**§ 1435-07-2-B. - Report, Public Hearing and Decision.**

The procedure for the consideration of an application for the designation of a Historic Landmark, Historic District or Historic Site is as follows:

- a) *Report.* Within sixty (60) days of the receipt of a completed designation application, the Urban Conservator has the duty to prepare and send to the Historic Conservation Board a report and proposed conservation guidelines for the Historic Landmark, Historic District or Historic Site and a proposed boundary

map for any Historic District. For a proposed Historic District, the Urban Conservator shall prepare and send to the Historic Conservation Board a list of all structures within the proposed Historic District that the Urban Conservator considers to be Non-Contributing Structures. Not later than thirty (30) days after receipt of the Urban Conservator's report and proposed conservation guidelines, the Historic Conservation Board shall schedule a public hearing on the proposed designation.

- b) *Historic Conservation Board.* After a public hearing on the proposed designation, the Historic Conservation Board has the duty to decide whether to recommend designation of the proposed Historic Landmark, Historic District or Historic Site and forward its decision, whether favorable or not, along with the proposed conservation guidelines to the City Planning Commission.
- c) *City Planning Commission.* Within thirty (30) days of the transmittal of the decision and recommendation of the Historic Conservation Board, the City Planning Commission shall hold a public hearing to determine whether to follow the recommendation of the Historic Conservation Board. In making such determination, the City Planning Commission shall consider all of the following factors:
  - a. The relationship of the proposed designation to the comprehensive plans of the city and of the community in which the proposed Historic Landmark, Historic District or Historic Site is located; and
  - b. The effect of the proposed designation on the surrounding areas and economic development plans of the city; and
  - c. Such other planning and historic preservation considerations as may be relevant to the proposed designation.

After a public hearing on the proposed designation and conservation guidelines, the City Planning Commission has the duty to decide whether to approve or disapprove the designation and forward its decision, whether favorable or not, along with the conservation guidelines to Council.

- d) *Council.* Upon receipt of the decision of the City Planning Commission, Council shall vote to ordain or overrule the City Planning Commission's decision. A simple majority of the members elected to Council is required to ordain a designation; provided, however, if the City Planning Commission disapproves the designation, a two-thirds majority vote of Council is required to overrule the City Planning Commission's decision.

## **Designation Review**

### **Historic Significance**

Staff finds that, based on the attributes and architectural integrity outlined in the Designation Report, the application for the nomination of 310 Race Street meets the requirements prescribed in Chapter 1435, specifically §1435-07-1, "Becoming a Historic Structure; Determination of Historic Significance".

The Cincinnati Zoning Code (CZC) § 1435-07-1(a), specifies that a structure or group of structures may be deemed as having Historic Significance if it has at least one of the following attributes:

1. *Association with events that have made a significant contribution to the broad patterns of our history; or*
2. *Association with the lives of persons significant in our past; or*
3. *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
4. *That has yielded, or may be likely to yield, information important in prehistory or history.*

The Criteria in Chapter 1435-07-1 is based off the criteria for the National Register and in fact models the language exactly. Significance is determined based on if it meets the criteria set forth within the National Register and the local ordinance based upon it.

The Historic Conservation Board is tasked with determining if it meets one of the Criteria set forth in Chapter 1435-07-1 of the Cincinnati Zoning Code and making a recommendation to the Cincinnati Planning Commission and City Council based on its significance.

The applicant is nominating 310 Race Street under Criterion 1 - *Association with events that have made a significant contribution to the broad patterns of our history* and Criterion 3 - *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.*

In January 2021, the Ohio State Historic Preservation Office determined the H&S Pogue Service Building at 310 Race Street to be eligible for listing in the NRHP. It is not currently listed. In Staff's review of the designation report and the documentation provided, the building at 310 Race Street meets the criteria in the following ways:

Criterion 1: *Association with events that have made a significant contribution to the broad patterns of our history.*

- Represents the growth of commerce in downtown Cincinnati through the expansion and proliferation of one of Cincinnati's largest and most prominent department stores.

Criterion 3: *Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.*

- The building is a brick masonry building that exhibits many of the defining elements of the International style including as applied to a commercial building, including a regular asymmetrical façade, regular fenestration and limited ornamentation.
- The building is one of the earliest examples of the International style in Cincinnati.

- No significant alterations or additions have occurred since the building’s original construction in 1947.
- The building retains exceptional historic integrity, retaining all its major character-defining features.

Conservation Guidelines

The Cincinnati Zoning Code (CZC) § 1435-07-2-C. - Adoption of Conservation Guidelines.

*“Conservation guidelines shall promote the conservation, development and use of the Historic Landmark, Historic District or Historic Site and its special historic, architectural, community or aesthetic interest or value. Insofar as practicable, conservation guidelines shall promote redevelopment and revitalization of Historic Structures and compatible new development within the Historic District. The guidelines shall not limit new construction within a Historic District to a single period or architectural style but may seek to preserve the integrity of existing Historic Structures. Conservation guidelines shall take into account the impact of the designation of a Historic Landmark, Historic District or Historic Site on the residents of the affected area, the effect of the designation on the economic and social characteristics of the affected area, the projected impact of the designation on the budget of the city, as well as all of the factors listed in paragraph 1435-07-2-B(c) above. Conservation guidelines shall address Non-Contributing Structures. Approved conservation guidelines shall be published on the City's website and be made available for public inspection in the office of the Urban Conservator.*

Staff finds that the proposed H&S Pogue Service Building Conservation Guidelines present best practice approaches in seeking to preserve the integrity of the exterior of the building while also making the building eligible for future funding sources including grants and tax credits to help with renovations and the upkeep of the building. The proposed Conservation Guidelines cover changes to the exterior of the building. The interior is not proposed to be subject to local review. The proposed guidelines are also compatible with the Secretary of the Interior’s Standards for Rehabilitation.

**Other Considerations:**

**Prehearing Results:**

- November 20, 2023 – A Joint Staff Conference was held with the Department of City Planning. No opposition to the proposed designation was presented.

**Comments Provided to Staff:**

Staff received no objections to the proposed designation at the time of the finalization of this report.

**Proposed Work**

A development plan has not been presented to the Historic Conservation Office for this building. The applicant has noted their intent to apply for Historic Preservation Tax Credits for renovations to the building for multi-family residential use.

**Consistency with Plan Cincinnati (2012):** This designation is consistent with the Plan Cincinnati goal embodied in the Sustain Initiative, specifically goal #2, preserving our built history as outlined in pages 197-198 of the plan.

**Recommendation:**

Staff recommends the Historic Conservation Board take the following actions:

1. **RECOMMEND** to the Cincinnati City Planning Commission (CPC) and to the Cincinnati City Council (CC) for the designation of Parcels 083-0001-0048; 083-0001-0049; 083-0001-0050; 083-0001-0051; and 083-0001-0052, also referred to as 310 Race Street and known as the H&S Pogue Service Building as a Historic Landmark and the adoption of the related H&S Pogue Service Building Historic Conservation Guidelines subject to the following conditions:
  - a. Any construction proposed upon the proposed Historic Landmark shall comply with the proposed Historic Conservation Guidelines.
2. **FINDING:** The Board makes this determination per Section 1435-07-1:
  - a. That it has been demonstrated that the H&S Pogue Service Building meets the conditions of §1435-07-1(a)(1) as the building maintains integrity and *“Embodies the distinctive characteristics of a type, period, method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.”*
  - b. The H&S Pogue Service Building has local significance as an excellent example of International style architecture as applied to a department store service building in Cincinnati.
  - c. That it has been demonstrated that the H&S Pogue Service Building meets the conditions of §1435-07-1(a)(1) as the building maintains integrity and represents an *Association with events that have made a significant contribution to the broad patterns of our history.*
  - d. The building retains an exceptional level of historic integrity.
  - e. In January 2021, the Ohio State Historic Preservation Office determined the H&S Pogue Service Building to be eligible for listing in the NRHP.
  - f. That the proposed H&S Pogue Service Building Historic Conservation Guidelines are compatible with the Secretary of the Interior’s Standards for Rehabilitation.

December 15, 2023

Cincinnati City Planning Commission  
II Centennial Plaza  
805 Central Avenue, 7<sup>th</sup> Floor  
Cincinnati, Ohio 45202

Honorable Members of the City Planning Commission:

The Historic Conservation Board (“Board”) transmits herewith the following items for your consideration concerning the proposed H. & S. Pogue Service Building Historic Landmark Designation Application:

1. Local Historic Landmark Designation Report.
2. Proposed Historic Landmark Conservation Guidelines.
3. Historic Conservation Office Staff Report dated November 27, 2023.

Summary:

ABC Realty Advisors LLC has applied to designate the H. & S. Pogue Service Building located at 310 Race Street in the Downtown neighborhood as a Local Historic Landmark pursuant to Cincinnati Municipal Code (“CMC”) Section 1435-07-2-A.

Upon review of the designation application pursuant to CMC Sections 1435-07-1(a)(1) and 1435-07-1(a)(3), the Urban Conservator, prepared a report recommending approval of the landmark designation and the associated conservation guidelines. The Board then, at its regular meeting on December 4, 2023, held a public hearing on the proposed designation at which it heard from the Urban Conservator and proponents of the designation whether the H. & S. Pogue Service Building qualifies for landmark designation. Upon considering the designation application (including the designation report and conservation guidelines), the Urban Conservator’s report, and comments received at its public hearing, a majority of the Board’s members present throughout the hearing and constituting a quorum voted to recommend designation of the H. & S. Pogue Service Building as a Local Historic Landmark finding that it has Historic Significance based on its association with events that have made a significant contribution to the broad patterns of our history and because it embodies the distinctive characteristics of a type, period, and method of construction and thus satisfies CMC Sections 1435-07-1(a)(1) and 1435-07-1(a)(3). The Board further resolved to recommend approval of the associated conservation guidelines.

Aye

Nay

Absent

Mr. Sundermann

Mr. Zielasko

Mrs. McKenzie

Mrs. Smith-Dobbins

Mr. Voss

Mr. Yung

The Historic Conservation Board

/s/Allison McKenzie

Allison McKenzie  
Historic Conservation Board Chair

/s/David Sturkey

David Sturkey, Staff Attorney  
Historic Conservation Board

**January 5, 2024**

**Honorable City Planning Commission  
Cincinnati, Ohio**

**SUBJECT:** A report and recommendation on a proposed zone change from Manufacturing General (MG) to Residential Multi-family (RM-0.7) at 4575 Eastern Avenue in Linwood.

**GENERAL INFORMATION:**

Location: 4575 Eastern Avenue, Cincinnati OH, 45226

Petitioner: Danny McKelvey, CIG Communities, Inc.

Petitioner’s Address: 525 Vine Street, #1605, Cincinnati, OH 45202

Property Owner: David Bastos, CIG Communities, Inc.

Owner’s Address: 525 Vine Street, #1605, Cincinnati, OH 45202

**ATTACHMENTS:**

- Exhibit A – Location Map
- Exhibit B – Site Photo
- Exhibit C – Zone Change Application
- Exhibit D – Zone Change Plat
- Exhibit E – Legal Description
- Exhibit F – Proposed Development Renderings & Site Plan
- Exhibit G – Coordinated Site Review (CSR) Letter CPRE230048
- Exhibit H – Linwood Community Council Letter of Support
- Exhibit I – Public Comment

**BACKGROUND:**

The petitioner, Danny McKelvey, on behalf of CIG Communities, is requesting a zone change at 4575 Eastern Avenue in Linwood from Manufacturing General (MG) to Residential Multi-family (RM-0.7). The subject property is currently an abandoned industrial site that contains some structures dating back to the late 1800s. The 7.28 acre site was most recently occupied by Wine Celler Innovations, which closed a few years ago. The applicant wishes to change the zoning to facilitate the construction of an adaptive reuse apartment complex with new construction, which is planned to have 271 residential units and 417 total parking spaces.

A small portion of the site is located within a Hillside Overlay District, but no part of the site is within a Local Historic District or Urban Design Overlay District. The complex as proposed will need to have a consolidated lot and some variances related to setbacks and driveway widths. The applicant has been made aware that these requests would need to be requested of the Zoning Hearing Examiner.

**ADJACENT LAND USE AND ZONING:**

The property is currently zoned Manufacturing General (MG). The adjacent zoning and land uses are as follows (also see Exhibit A):

**North:**

Zoning: Commercial Community Auto-oriented (CC-A) and Manufacturing General (MG)

Use: Commercial buildings, single-family homes, and a manufacturing building.

**South:**

Zoning: Residential Mixed (RMX) and Manufacturing General (MG)  
Use: Single-family homes and a manufacturing site.

**East:**

Zoning: Manufacturing General (MG)  
Use: Manufacturing site.

**West:**

Zoning: Residential Mixed (RMX) and Commercial Community Auto-oriented (CC-A)  
Use: Single-family homes and commercial businesses, including two restaurants.

**PROPOSED DEVELOPMENT:**

The applicant intends to construct an adaptive reuse apartment complex with 271 residential units, onsite amenities, and 417 parking spaces located mostly in parking garages. The complex will preserve some parts of the existing structures, including the historic stone clock tower and one of the warehouse buildings. The southernmost building (Building 1) will be reused, with 185 parking spots on the first two levels and 44 apartments on the upper two levels. In the middle of the site will be Building 2, which will mostly be new construction of 134 apartments, but will reuse the clocktower as a library and a brick building for a leasing office and amenity space. On the north end of the site will be Building 3, which will be a new construction 4-story building with 93 apartments around a 232-space garage. The site will include amenities such as a pool, dog park, and pickleball courts. The applicant also intends to hold a percentage of units as affordable for people making 80%-100% of Area Median Income (AMI). Renderings and the site plan for proposed development are shown in Exhibit F.

**COORDINATED SITE REVIEW:**

The proposed project was reviewed by City departments through the Coordinated Site Review process. No departments had major concerns about the proposed project, except to ensure utility coordination. The Department of City Planning and Engagement – Zoning Division has specific comments related to variances needed, and the Department of Buildings and Inspections noted that the building is in a FEMA Flood Hazard Zone, which means it requires a Flood Plain Development Permit. DOTE had no opposition to the zone change, but requested a Traffic Impact Study, which the applicant then provided. All department comments are included in Exhibit G and note that the applicant originally intended to subdivide the property but subsequently decided not to, making any comments related to subdivision not applicable at this time.

**PUBLIC COMMENT AND NOTIFICATION:**

A virtual Public Staff Conference was held on Wednesday, November 29, 2023 to discuss the proposed zone change. Staff from the Department of City Planning and Engagement and the applicant team were present, and eleven members of the public were in attendance. Five members of the public voiced opposition, two were in support, and the rest did not state a position. Members of the public in opposition were concerned about the loss of jobs and lack of commercial space, that the project would skew the neighborhood to be full of renters instead of homeowners, that new residents would not be safe since Eastern Avenue is not bikeable or walkable, that this building is not appropriate on an alternate truck route, and that the development won't work because they believed that other area apartment complexes were not full, among other concerns. Project proponents stated that this project, and associated investments, would help to bring much needed traffic calming to a very dangerous section of Eastern Avenue, and that residents are desperately needed in the area to support local businesses, which have had a lot of trouble recovering after the COVID-19 pandemic.

The applicant met with the Linwood Community Council on October 30<sup>th</sup>, 2023. The Community Council

voted in favor of the project and provided a letter of support, which is shown in Exhibit H. In addition, nine emails from seven residents were received, with three residents in support, two against, and two asking questions or expressing potential concerns about parking. Some of the residents who sent emails also spoke at the staff conference, and all email correspondence is shown in Exhibit I.

Notice of the Public Staff Conference, as well as the January 5, 2024 City Planning Commission meeting, was sent to all property owners within 400 feet of the property, the Linwood Community Council and the Columbia Tusculum Community Council.

### **CONSISTENCY WITH PLANS:**

#### *Plan Cincinnati (2012)*

The proposed zone change is consistent with the Live Initiative Area of *Plan Cincinnati (2012)* and the goal to “provide a full spectrum of housing options and improve housing quality and affordability” (p. 164), in the strategy to “to provide quality healthy housing for all income levels” (p. 165) and the focus area to “improve the quality and number of moderate to high-income rental and homeowner units” (p. 165). This project is also consistent within the Sustain Initiative Area, and the goal to “Preserve our natural and built environment” (p. 193) in the strategy to “Preserve our built history” (p. 197). The project is proposing to provide new rental housing on a former industrial site, while also preserving key historic aspects of the existing buildings and holding some units as affordable, which aligns it to *Plan Cincinnati*.

#### *Linwood Neighborhood Strategy (2002)*

The proposed zone change is consistent with the *Linwood Neighborhood Strategy (2002)* in the goal to “enhance and preserve existing community assets” (p. 12), the objective to “preserve architecturally and historically significant structures” (p. 12) and the strategy to “seek adaptive reuse of Linwood School and all large vacant buildings” (p. 12). It is also consistent with the goal to “increase homeownership for mixed incomes and encourage infill and rehabilitation opportunities”, the objective to “preserve the character of the neighborhood”, and the strategy to “identify and market parcels suitable for building. Target sites for infill and appropriate larger developments” (p. 14). The project will preserve valuable architectural history, and as well has convert an existing large abandoned industrial site into housing.

### **ANALYSIS**

While there are no RM-0.7 zoning districts adjacent to the subject property, a zone change to a higher density residential use for this project is appropriate. Although this site is currently zoned for manufacturing, there are multiple other residential districts adjacent to the site. The neighborhood has many residential homes, and so changing the zoning to a residential district is not incompatible with the surrounding uses. Additionally, there are major nearby recreational amenities that would be attractive and beneficial to new residents, amenities which include Otto Armleder Memorial Park, Lunken Playfield, Reeves Golf Course, Alms Park, Ault Park, and the newly extended Little Miami Scenic Trail/Ohio River Trail.

Also, Linwood contains a variety of businesses, including two directly adjacent to the site, that would benefit from additional customers. Multiple people at the Public Staff Conference, including an adjacent businessowner, said that the Linwood business district was struggling due to the aftereffects of the pandemic and specifically called out for the need of new residents. Adding 271 units of housing will help to increase the customer base and the vitality of the business district.

Finally, large industrial sites can be challenging to redevelop due to complicated required environmental remediation, and the sheer size of the project. These industrial parcels often sit vacant for years waiting for a new tenant or use. The proposed development to reuse existing buildings is a context-sensitive and thoughtful approach that preserves Linwood's important history, while also providing needed housing. This method of historic preservation and housing creation is very much in line with *Plan Cincinnati* and the *Linwood Neighborhood Strategy*.

**CONCLUSION**

The staff of the Department of City Planning and Engagement supports the proposed change in zoning for the following reasons:

1. The proposed zone is similar in intensity to the surrounding area zoning.
2. The proposed use is consistent with Plan Cincinnati's Live and Sustain Initiative Areas, as well as the Linwood Neighborhood Strategy.
3. The proposed use will benefit the neighborhood's local businesses, provide needed housing, as well as preserve parts of old industrial buildings.

**RECOMMENDATION:**

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

**APPROVE** the proposed zone change from Manufacturing General (MG) to Residential Multi-family (RM-0.7) at 4575 Eastern Avenue in Linwood.

Respectfully submitted:

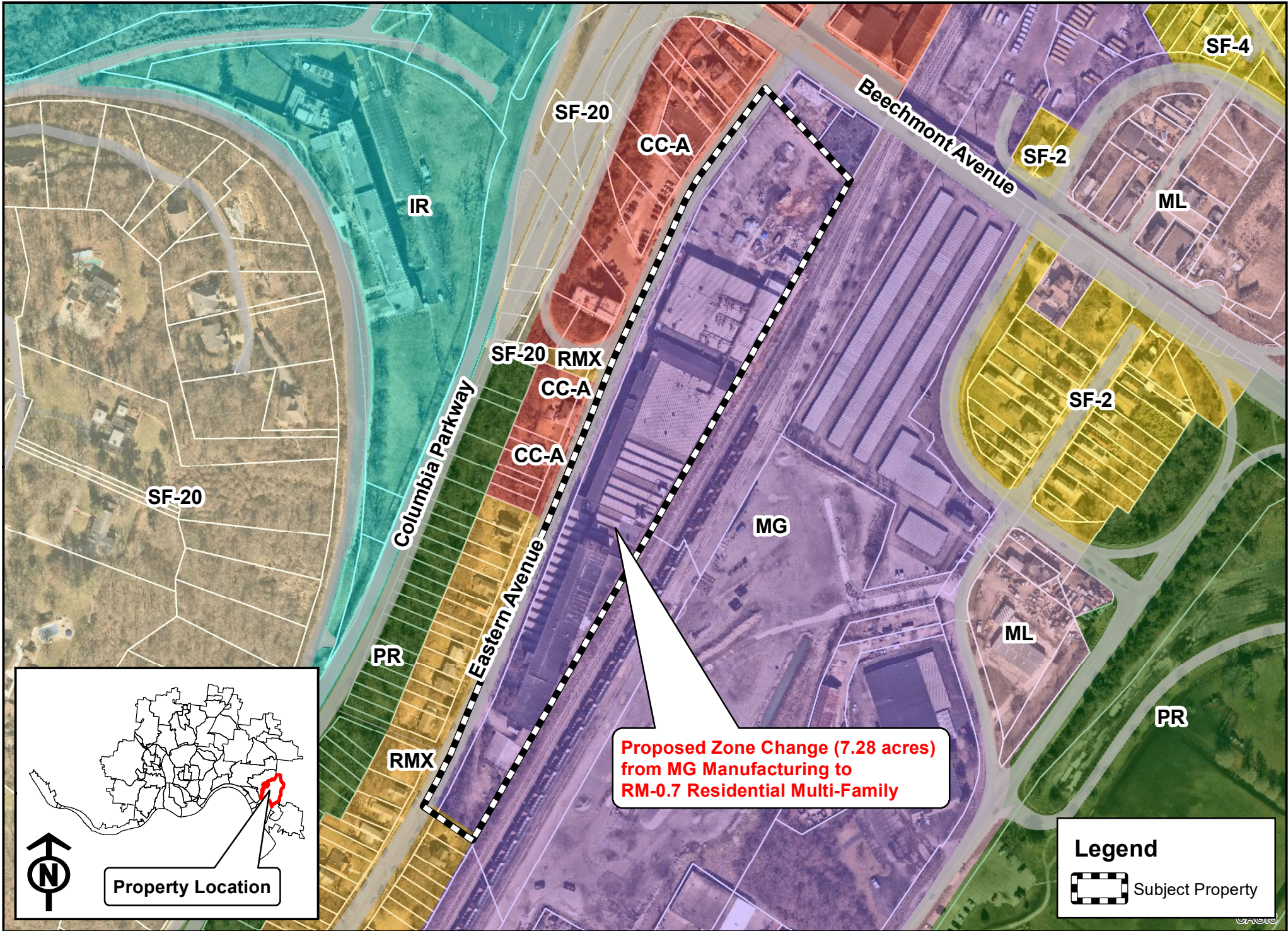
Approved:



Andrew Halt, AICP, PE (PA), City Planner  
Department of City Planning and Engagement

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

# Proposed Zone Change at 4575 Eastern Avenue in Linwood







City of Cincinnati Planning Department  
Two Centennial Plaza  
805 Central Avenue  
Cincinnati, Ohio 45202

To Whom it May Concern:

CIG Communities is pleased to submit a rezoning application for 4575 Eastern Avenue. We request this change to allow for this large property in the Linwood neighborhood to be returned to productive use and provide much needed housing in the area.

The following information is a description of our proposed project:

- A zone district change from Manufacturing General (MG) to Residential Multifamily 0.7 (RM-0.7) to allow for the development of a 271 rental-apartment-home community. The development will see the adaptive reuse of a manufacturing facility with portions dating back to 1898, and the construction of two new wood-framed apartment buildings.
- Building 1, the adaptive reuse building located on the south side of the site, will include 185 parking spaces across the first two levels and 44 apartment homes on its upper levels. The building and its parking garage will be connected to Building 2 via a skybridge.
- Building 2, which sits in the middle of the site, will be a primarily new construction building while also adapting two existing structures on site. The structures are a 4-story stone clocktower and a 12,000 square foot brick structure, both constructed circa 1898. Our leasing office and the bulk of our amenities will be housed in the brick structure and the clock tower will become a library space for residents to use. Building 2 will have 134 apartment homes.
- Located at the north end of the property will be Building 3, a 4-story wrap apartment building containing 93 apartment homes "wrapping" around a 232-space garage.
- Onsite amenities will include a clubhouse, pool, golf simulator, library, grilling station, bark park, pickleball courts, etc.
- The development will be mixed income, with a percentage of units held affordable to persons making 80-100% of Area Median Income (AMI).

We request that the City of Cincinnati Planning Commission approve our request for the zone district change of this property from MG to RM-0.7 to allow for this community to be built.

Please see the site plan and architectural renderings attached.

Sincerely,  
CIG Communities

A handwritten signature in black ink that reads "Danny McKeivey". The signature is fluid and cursive, with a long, sweeping underline.

Danny McKeivey  
Development Manager

**PETITION FOR CHANGE OF ZONING OF PROPERTY  
LOCATED IN THE CITY OF CINCINNATI, OHIO**

To: The Honorable Council of the City of Cincinnati

Date: 10/27/2023

I hereby request your Honorable Body to amend the Zoning Map of the City of Cincinnati by changing the area described in the attached legal documentation and depicted on the attached plat from the MG Zone District to the RM-0.7 Zone District.

Location of Property (Street Address): 4575 Eastern Avenue

Area Contained in Property (Excluding Streets): 6.24 acres

Present Use of Property: Abandoned manufacturing facility

Proposed Use of Property & Reason for Change: \_\_\_\_\_

Multifamily residences. Zone change needed to facilitate a major conversion of this disused property.

Property Owner's Signature: 

Name Typed: David Bastos

Address: 525 Vine Street, Cincinnati, OH 45202 Phone: 513-246-1980

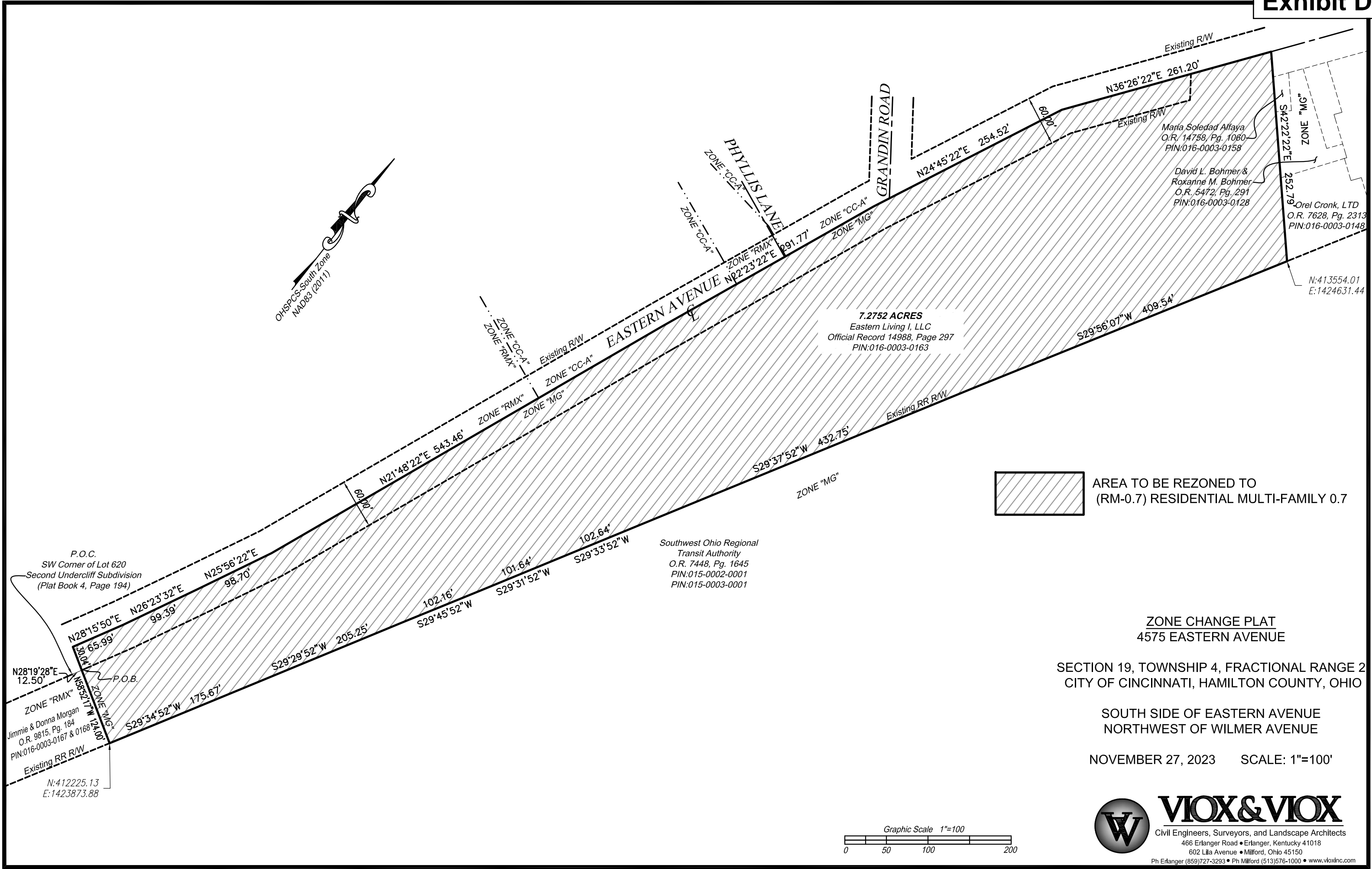
Agent Signature: Danny McKelvey

Name Typed: Danny McKelvey

Address: 525 Vine Street, #1605, Cincinnati, OH 45202 Phone: 937-405-5857

Please Check if the Following Items are Attached

Application Fee  \_\_\_\_\_      Copies of Plat  \_\_\_\_\_      Copies of Metes and Bounds  \_\_\_\_\_



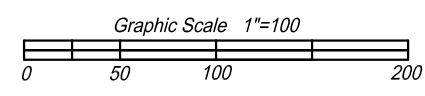

 AREA TO BE REZONED TO (RM-0.7) RESIDENTIAL MULTI-FAMILY 0.7

**ZONE CHANGE PLAT**  
**4575 EASTERN AVENUE**

SECTION 19, TOWNSHIP 4, FRACTIONAL RANGE 2  
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO

SOUTH SIDE OF EASTERN AVENUE  
NORTHWEST OF WILMER AVENUE

NOVEMBER 27, 2023 SCALE: 1"=100'

**VIOX & VIOX**  
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



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Tel: 859.727.3293 | Tel: 513.576.1000  
Fax: 859.727.8452

[www.vioxinc.com](http://www.vioxinc.com)

December 19, 2023

## DESCRIPTION OF 7.2752 ACRES

Situated in Section 19, Town 4, Fractional Range 2, Miami Purchase, Columbia Township, City of Cincinnati, Hamilton County, Ohio and is more particularly described as follows:

All bearings referred to herein are based upon the Ohio State Plane Coordinate System, South Zone, NAD83 (2011).

**COMMENCING**, at a point in the easterly right-of-way line of Eastern Avenue, 30.00 feet as measured perpendicular to the centerline, said point also being the southwesterly corner of Lot 620 of the Second Undercliff Subdivision (Plat Book 4, Page 194);

**THENCE**, with said right-of-way line N28°19'28"E 12.50 feet to an existing 5/8" iron pin at the common corner of Eastern Living I, LLC (Official Record 14988, Page 297) and Jimmie & Donna Morgan (Official Record 9815, Page 184), being the **POINT OF BEGINNING**;

**THENCE**, leaving said right-of-way line N58°52'17"W 30.04 feet to a point in the centerline of Eastern Avenue;

**THENCE**, with the centerline of Eastern Avenue for the following seven (7) courses:

1. N28°15'50"E 65.99 feet to a point;
2. N26°23'32"E 99.39 feet to a point;
3. N25°56'22"E 98.70 feet to a point;
4. N21°48'22"E 543.46 feet to a point;
5. N22°23'22"E 291.77 feet to a point;
6. N24°45'22"E 254.52 feet to a point;
7. N36°26'22"E 261.20 feet to a point;

**THENCE**, leaving said centerline and with the common line of Eastern Living I, LLC, Maria Soledad Alfaya (Official Record 14758, Page 1060), David Bohmer & Roxanne M. Bohmer (Official Record 5472, Page 291), and Orel Cronk, LTD (Official Record 7628, Page 2313) S42°22'22"E, passing a MAG nail & washer (set) at 30.00 feet, a total distance of 252.79 feet to a point in a common line with Southwest Ohio Regional Transit Authority (Official Record 7448, Page 1645), an iron pin (set) bears S42°22'22"E 5.00 feet;

**THENCE**, with the common line of Eastern Living I, LLC and Southwest Ohio Regional Transit Authority for the following seven (7) courses:

1. S29°56'07"W 409.54 feet to an iron pin (set);
2. S29°37'52"W 432.75 feet to an iron pin (set);
3. S29°33'52"W 102.64 feet to an iron pin (set);
4. S29°31'52"W 101.64 feet to an iron pin (set);

5. S29°45'52"W 102.16 feet to an iron pin (set);
6. S29°29'52"W 205.25 feet to an iron pin (set);
7. S29°34'52"W 175.67 feet to an existing 5/8" iron pin at the common corner of Eastern Living I, LLC, and Morgan;

***THENCE***, with the common line of Eastern Living I, LLC and Morgan N58°52'17"W 93.96 feet to the ***POINT OF BEGINNING CONTAINING 7.2752 ACRES*** and being subject to all right-of-ways and easements of record;

This description was prepared from a new survey made by Ryan M. Hartig, PS 8765, for Viox & Viox, Inc., November 15, 2022.

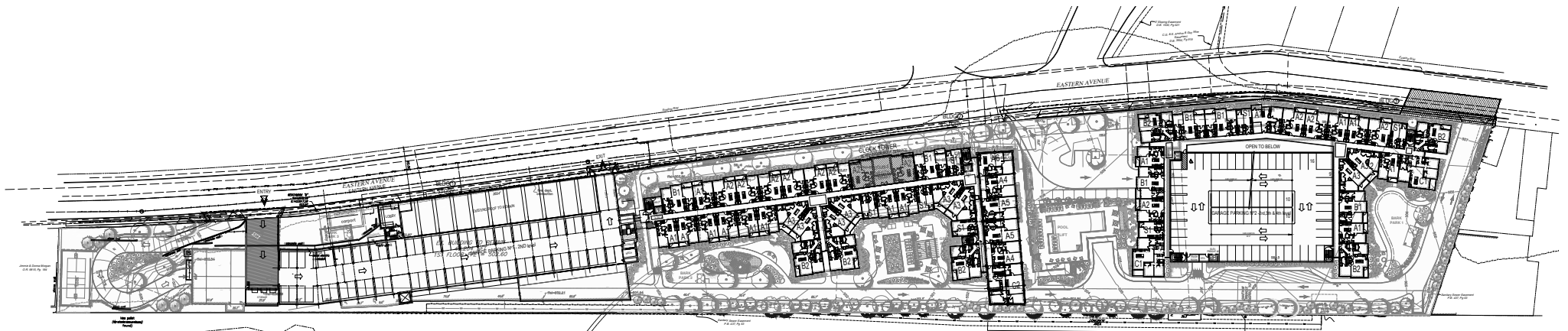






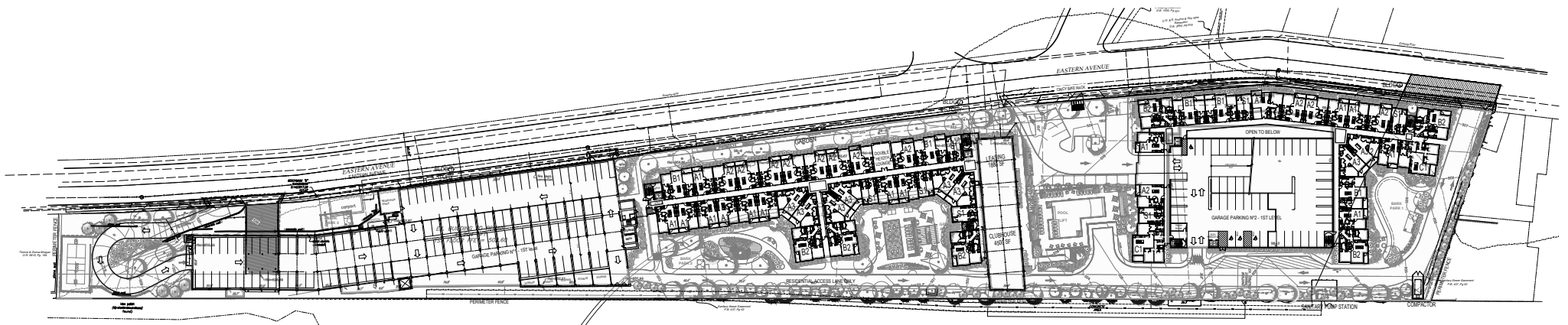






2ND FLOOR - BLDG N°1

3RD FLOOR - BLDG 2 & BLDG 3



FIRST FLOOR



EASTERN AVENUE ELEVATIONS

SCALE: 1" = 50' - 0" (24"x36" SHEET)



**HUMPHREYS & PARTNERS ARCHITECTS, L.P.**  
5339 Alpha Rd., Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com

CIG Communities

ARCHITECTURAL SITEPLAN

October 20, 2023

**4575 Eastern Avenue**

Cincinnati, OH  
HPA# 23029

A201

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September 7, 2023

Mr. Danny McKelvey  
CIG Communities  
525 Vine Street  
Cincinnati, Ohio 45202

Re: 4575 Eastern Avenue | CIG Communities (D) – **(CPRE230048)** Final Recommendations

Dear Mr. McKelvey,

This letter is to inform you that our CSR Advisory-TEAM and CSPRO Committee has reviewed your proposed project at **4575 Eastern Avenue** in the Community of Linwood. It is my understanding that you are proposing a residential development at a site of existing structures dating back to 1898. Work will include demolition and rehabilitation of the overall structure for parking and residential units. New construction will include a pre-cast garage with wrap apartments at the northern portion of the site, and a freestanding apartment building which will absorb and utilize the stone clocktower currently present on site. The estimated unit count is 271. The information provided is the recommendations of the City of Cincinnati and must be followed as you move forward with your project. As a reminder, we will have a **Teams conference call meeting** with you on **September 12, 2023 @ 10 am** to discuss this information. Please see the feedback listed below. Thank you for developing within the City of Cincinnati.

### **City Planning & Engagement – Planning Division**

#### **Immediate Requirements to move the project forward:**

1. Submit all plat consolidations to Hamilton County and not the City of Cincinnati.
2. Subdivisions are submitted to and reviewed by the City, and then recorded with Hamilton County.
3. For more information, see this Parcel/Lot Consolidation FAQ:  
<https://www.cincinnati-oh.gov/buildings/building-permit-forms-applications/application-forms/all-forms-handouts-checklists-alphabetical-list/lot-consolidation-handout/>
4. Since this project is in the Hillside Overlay District, it is considered a Major Subdivision.
5. The Major Subdivision application and the Zone Change application to change the zoning to RM-0.7 can be submitted/processed simultaneously, as long the property boundaries are identical. In addition, any relief from the Zoning Code can be requested during the Major Subdivision process.
6. The process is as follows:
  - o Submit consolidation plat to Hamilton County
  - o Once consolidation is recorded, submit for a Major Subdivision and Zone Change with the City of Cincinnati.
  - o Application for Subdivision: <https://www.cincinnati-oh.gov/planning/subdivisions-and-lot-splits/>
  - o Application for Zone Change: <https://www.cincinnati-oh.gov/planning/zoning-administration/>

- Hold a meeting with Planning Staff before application submission to ensure everything is included in the application and to discuss timeline details (Contact Andrew Halt at information below)
- Hold public staff conference(s)
- Go to City Planning Commission for the Zone Change and Major Subdivision.
- If approved by the City Planning Commission, it will go to City Council for the Zone Change.
- Zone Changes take approximately 8-12 weeks, and Major Subdivisions 4-6 weeks. However, please note that applying for the Major Subdivision and Zone Change simultaneously is not a guarantee of approval for either application. Since Zone Changes are a legislative process that is approved by the City Council, there is a potential risk of denial.

**Requirements to obtain permits:**

- None

**Recommendations:**

1. It is strongly advised that the applicant continues to engage with the Linwood Community Council and adjacent property owners regarding the proposed project.
2. Contact information for community councils can be found here: <https://bit.ly/CommunityCouncilContacts>.

**Contact:**

- **Andrew Halt** | City Planning | 513-352-4854 | [andrew.halt@cincinnati-oh.gov](mailto:andrew.halt@cincinnati-oh.gov)

**City Planning & Engagement – Zoning Division**

**Immediate Requirements to move the project forward:**

1. **The applicant will need to request a zone change from the City Planning Commission to allow for a change from MG to RM-0.7. Zoning Comments are based on a zone change to RM 0.7.**
2. If the applicant wants to propose splitting the lot into three separate parcels, one for each building, this will also require subdivision review by City Planning Staff. A complete zoning analysis of side setbacks, density, and parking cannot be completed without proposed parcel lines. This zoning analysis is based on all three buildings being located on one lot. With the proposed pool and skybridge, Zoning recommends seeking relief from 1400-23 for Multiple Principal Structures on a lot rather than subdividing.
3. Please indicate the boundaries of the Hillside Overlay District on the Site Plan. A full Hillside Review will occur for all work within the Hillside Overlay District boundary, and the application requirements in 1433-15 of the zoning code will need to be met to complete a full hillside review of the portion of the work within the Hillside Overlay District Boundaries.
4. Building Height is measured from the established grade in the front of the lot or the average natural grade at the building line, if higher. Measurement using either as the basis should be provided. Based on a height indicated of 45'5", building 2 and 3 would be required to have a rear yard setback of 27 ft. and side yard setbacks are a minimum of 2 ft. and cumulative of 9 ft. A rear setback variance of 8.82 ft. is required.

5. The placement of the pool within the side yard requires a variance from 1421-01 for the location of an accessory residential structure in the side yard.
6. Per 1425-35(a) access drives are permitted with a maximum width of 20 feet unless the City Engineer requires a wider driveway. A variance of 6 ft. is required for a maximum driveway width of 26 ft.

**Requirements to obtain permits:**

1. A refuse storage area is noted in the southeast corner. Please provide more details to demonstrate compliance with 1421-35 including what the enclosure will look like, and the height.
2. Per 1421-39, all exterior light sources on private property, including canopy, perimeter, and flood, must be energy-efficient, stationary, and shielded or recessed within the roof canopy to ensure that all light is directed away from adjacent properties and public rights-of-way. The maximum height may not exceed 20 feet above grade.

**Recommendations:**

1. Work with Zoning Staff on resolving the subdivision proposal and hillside review to finalize the zoning analysis.

**Contact:**

- **Kate Meehan** | ZPE | 513-352-2441 | [kathleen.meehan@cincinnati-oh.gov](mailto:kathleen.meehan@cincinnati-oh.gov)

**Metropolitan Sewer District (MSD)**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. Detention will be reviewed by Jeff Chen at [jeff.chen@cincinnati-oh.gov](mailto:jeff.chen@cincinnati-oh.gov) or 513-244-1357 per Section 303 of the MSD Rules and Regulations. For additional site storm water requirements within the City of Cincinnati, contact the Stormwater Management Utility (SMU) at 513.591.5050.
2. An approved site utility plan will be required for building to receive approved permit.
3. Your project may change flow to a sewer overflow. Please complete the Request for Availability of Sewer Service Form online. The link to the online form can be found at [http://www.msdbg.org/customer\\_care/development\\_services/index.html](http://www.msdbg.org/customer_care/development_services/index.html) Email questions to [MSDAvailability@cincinnati-oh.gov](mailto:MSDAvailability@cincinnati-oh.gov)
4. Any relocation of an existing sewer will need to be designed in accordance with current regulations and will require an Ohio EPA Permit To Install.
  - a. A quick look at this sewer suggests that it may not be serving any purpose, but I'm not sure on that yet. If this is the case, you can abandon it on your property. There may also be an option to use it for your stormwater in lieu of the Eastern Ave combined sewer, but there are complications there that need to be examined before I can say that with confidence.
5. On sheet C500 there is a note (Key Note #4) that directs that the sanitary pump station will be upgraded or replaced to meet the required GPD flows. It also states that the pump station will be private.
6. MSD will require that the entire sewer system from head end manhole # 42205020 to and including receiving manhole # 42212054 will be private. Any upgrades or changes to the system will be done to MSD standards and will require permits."

**Recommendations**

- None

**Contact:**

- **Jim Wood** | MSD | 513-352-4311 | [jim.wood@cincinnati-oh.gov](mailto:jim.wood@cincinnati-oh.gov)

**Stormwater Management Utility (SMU)**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. Detention
  - If detention is required by MSD, provide SMU with a copy of the follow items: approved detention calculations, drainage map, detailed drawing of detention control structure with elevations.
2. Storm Requirements
  - Calculations for storm water conveyance system, major storm calculations / flood routing.
3. Utility Plan
  - Label all pipes materials.
  - In the public R/W, pipes to be DIP or RCP.
  - Show Top & Invert elevations for all Appurtenances.
  - Show slopes for all pipes.
  - Show downspouts ties to the sewer system. Add note "All downspouts to tie to the sewer system".
  - Curb cuts: driveway aprons at min. 5' away from SMU inlets.
  - Tie into Curb inlets are NOT PERMITTED, on Crown St cannot tie one curb inlet to another.
4. Grading Plan
  - Grading must show existing and proposed contours
  - Impervious surfaces are NOT permitted to drain towards adjacent properties.
  - Contours changes are NOT allowed to push more runoff towards adjacent properties (as compared to pre-development conditions).
  - Runoff from all pavements must be captured and conveyed to the stormwater system. Only 800 sf of pavement may sheet flow to the public R/W.
5. Erosion & Sediment Control Plan is required. Refer to link: <https://cincinnati-oh.gov/stormwater/construction-and-design/standards/sediment-and-erosion-control/>
6. SMU Standards Plans Notes is required. Refer to link: <https://www.cincinnati-oh.gov/stormwater/construction-and-design/standards/smu-standard-plan-notes-april-2022/>
7. SMU will require an As-Built survey at the end of construction. The survey should include the following information:
  - State Plane Coordinates (N,E) for all MH's and Catch Basins.
  - Inverts and Top elevations for all MHs and Catch Basins.
  - Slopes, sizes, and materials for all storm lines.

**Recommendation:**

- None

**Contact:**

- **Kevin Gold** | SMU | 513-222-3643 | [kevin.gold@cincinnati-oh.gov](mailto:kevin.gold@cincinnati-oh.gov)

**Water Works**

**Immediate Requirements to move the project forward:**

1. The owner/developer will be required to perform upgrades to the public water system and the related service branches currently serving this property. Specifically, an unmetered private fire line owned by the property currently exists within the right of way that requires modification and elimination. This work was started in 2016 but Water Works has no record of this work being completed. Before any building permits are issued, the required public water system upgrades must be completed. This work includes an approved Preliminary Application, approved construction drawings, approved contractor bond and letter of intent and be fully constructed and in service.
  - a. To initiate this work, Owner/developer's engineer will need to submit for a Greater Cincinnati Water Works Preliminary Application. Contact Phil Young at 513-591-6567 or Phillip.Young@gcww.cincinnati-oh.gov
2. At the owner/developer expense a flow test will need to be conducted at the fire hydrant nearest to the proposed water service branch connection with a fire protection company and/or sprinkling company.
  - a. Contact our dispatch office to schedule a flow test 513-591-7909 or 513-591-7910.
  - b. Email results to Richard.Roell@gcww.cincinnati-oh.gov

**Requirements to obtain permits:**

1. GCWW standards require the proposed dual service meters to be placed in an outside setting in a pit and box with a backflow preventer in a heated structure on the property side.
2. If GCWW determines that the meters and backflow preventers cannot be in an outside setting. An inside setting must be immediately inside the point of entry of the buildings in a mechanical room with no bends before the meter setting and backflow preventers.
3. Greater Cincinnati Water Works (GCWW) will require a stamped and recorded consolidated plat before any building permits are approved or water service branch(es) sold. Each parcel will be required to have its own water service branch.
4. Before any building permits are approved, the owner/developer will be required to complete all public water main improvements as defined as conditions of the approved preliminary application. This generally includes the completion of approved plans, all submittals including environmental report, easement plat, contractor bond, letter of intent, and complete construction/abandonment of the public water main installed and in service.
5. The subject development property is receiving water service from the following:

Address	Branch #	Size	Meter #	Size
4575 Eastern Av.	H-312309	8"	DC4297	5/8"
4551 Eastern Av.	H-64712	5/8" - FOD ** Not useable; Lead on public and private side		
4575 Eastern Av.	H-121122	2"	122226	2"
4575 Eastern Av.	H-58227	6"	DC4189	5/8"
4575 Eastern Av.	H-64410	2"	098220	2" *Lead on private side
4575 Eastern Av.	H-73945	8"	Unmetered Fire	
4575 Eastern Av.	Unknown	8"	Private Fire Line	

\*\* FOD - this inactive branch cannot be repurchased.  
 \* Please note that there are known health risks with lead service lines. Greater Cincinnati Water Works records indicate the existing public side of water service line (H-64410) at this site is a

Lead Service lines. In accordance with CMC Chapter 401 Division M, water service line should be replaced with copper service line if it is to remain.

6. The owner/Developer is advised that the Topographic Survey provided does not accurately reflect the water system. Not all services to the site are shown. The private fire line located in the right of way owned by the Owner/Developer is not shown either.
7. Water Works desires a plan depicting proposed water service to the site so that a comprehensive plan may be developed to address the existing infrastructure on the site and proposed service to the development.
8. In addition to the private fire line, the unmetered fire service branch (H-73945) must be brought up to today's standards, if it is to remain in service. This will require the piping arrangement, backflow prevention device, and the meter to be placed in a new pit/setting that will need to be constructed according to Water Works Standard Drawings. The certified licensed fire protection company must contact Field Services (Ben McQueary 513-591-7835) for further directions. This will be required to be shown on any building permit drawings for correction or elimination. Work must be completed prior to the issuance of the Certificate of Occupancy.
9. If the water service branch(es) are not to remain, the owner would be required to fill out the online Discontinuance Form (FOD) at <https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/fod/> authorizing the discontinuance of the account associated with the existing water service branch(es). This process must be completed before any new water service branch(es) can be sold.
10. If the existing water service branch(es) for this project is not to be used for this development, it must be disconnected at the owner's / developer's expense. The discontinued branch(es) will require a drawing showing the branch(es) and branch number(s) that is to be physically disconnected from the main. Submit to Phil Young at [Phillip.Young@gcww.cincinnati-oh.gov](mailto:Phillip.Young@gcww.cincinnati-oh.gov). Alternatively, this may be included with the installation of any large branches, if applicable.

**Recommendations:**

1. The Owner(s)/Developer(s) will need to hire a Greater Cincinnati Water Works certified licensed and bonded fire protection company and plumber to perform the private water service branch design work and installation.
2. The Owner(s)/Developer(s) must have a licensed fire protection company and plumber that is bonded and certified with GCWW and fill out the Online Branch application <https://www.cincinnati-oh.gov/water/engineering-construction/forms-specifications/> for water service.
3. For water main upgrade/abandonment questions, please contact Phil Young, Water Works, 513-591-6567, [Phillip.Young@gcww.cincinnati-oh.gov](mailto:Phillip.Young@gcww.cincinnati-oh.gov),

**Contact:**

- **Rick Roell** | WaterWorks | 513-591-7858 | [richard.roell@gcww.cincinnati-oh.gov](mailto:richard.roell@gcww.cincinnati-oh.gov)

**Fire Department**

**Immediate Requirements to move the project forward:**

1. The minimum fire flow requirement for this project is 2,000 gallons/per/minutes (GPM) @ 20 pressure/per/square inch (psi) (138Kpa).

**Requirements to obtain Permits:**

1. Your site plan will need to show that there are at least two readily accessible fire hydrants within 400' from all parts of the structures.
2. Fire Department Connections are to be within 50' of a fire hydrant.

3. Hydrants and FDC placement is not to block fire apparatus access to the structures.
4. Emergency Responder Radio Coverage is required for any buildings over 20,000 square feet.
5. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet.
6. The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus.
7. Access Streets, Roadways or Driveways. (b) The surface shall be of sufficient strength and type to adequately support any fire division apparatus under any weather conditions.
8. The weight of our apparatus is as follows:

Apparatus	Width	Length	Height	Weight	Front axle	Rear axle	Turn radius inside/outside
Ladder	10'	41'10"	11' 9"	70,000	21,600	48,000	35.45/39.25
Engine	10'	31'6"	9'5"	44,000	20,000	24,000	34'6"/41'6"
Ambulance	9' 4"	22'2"	9' 2"	18,500			34'/41'

**9. Recommendations:**

- None

**Contact:**

- **Robert Hart** | Fire Dept. | 513-357-7597 | [robert.hart@cincinnati-oh.gov](mailto:robert.hart@cincinnati-oh.gov)

**Office of Environment and Sustainability (OES)**

**Immediate Requirements to move forward with project:**

- None

**Requirements to obtain permits:**

1. Commercial waste, including construction and demolition debris, generated during this development project must utilize a City franchised commercial waste collection service per Cincinnati Municipal Code Chapter 730. Additional information can be found at <https://www.cincinnati-oh.gov/oes/commercial-waste-hauler-program/>.
2. This project appears to be requesting funding incentives from the City. Depending on the incentive, this project may require environmental approval from OES.
3. If offsite sourced fill is to be placed onsite, then it must receive OES environmental approval when it exceeds 500 cubic yards as per City Municipal Code Chapters 1101 and 1031. A current Phase I ESA performed to the ASTM Standard E1527-21 of the proposed offsite borrow source property must be submitted for review. Stockpiled soils that will be used as fill material from an offsite borrow source require environmental sampling and analysis and the results be submitted for review. Please contact OES for a recommended sampling plan.

**Recommendations:**

1. The following recommendation is based on State of Ohio requirements:
  - a. Due to the anticipated age of the existing site structures, asbestos, lead based paint, and other hazardous building materials should be surveyed and, if needed, abatement should be conducted following all applicable state regulations prior to demolition or renovation.

2. The following recommendations are based on adopted City of Cincinnati environmental and sustainability policies:
  - a. This property has had a long industrial history and is a suspected brownfields site. The development should environmentally evaluate the site for residential land use suitability.
  - b. The project site is mapped within a flood hazard zone. Site development precautions should be taken for riparian and flash flooding concerns.
  - c. The development design should consider the locally increasing storm intensities and its detrimental effects on hillside stability. A City resilience goal is to have no increase in storm damage remediation costs.
  - d. The development goal should be to earn at a minimum the LEED Certified rating level.
  - e. Rooftop solar should be considered in the design as a renewable energy source.
  - f. Site parking should include charging stations for electric vehicles.
  - g. Site areas designated for trash dumpsters should also have at least equal space designated for recycling dumpsters.
  - h. The use of trees in the landscape design should be included to enhance urban forestry.
  - i. The use of pervious surfaces should be maximized to the extent practical in the design.

**Contact:**

- **Amanda Testerman** | OES | 513-352-5310 | [amanda.testerman@cincinnati-oh.gov](mailto:amanda.testerman@cincinnati-oh.gov)

**Parks Department (Urban Forestry)**

**Immediate Requirements to move the project forward:**

- None.

**Requirements to obtain permits:**

1. Urban Forestry has no issues or concerns with anything in ROW but encourages tree planting as much as possible on private property to increase the tree canopy of the neighborhood.

**Recommendations:**

- None

**Contact:**

- **Marianne Prue** | Urban Forestry | 513-861-9070 | [marianne.prue@cincinnati-oh.gov](mailto:marianne.prue@cincinnati-oh.gov)

**Department of Transportation & Engineering (DOTE)**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. Traffic Impact Study is required. DOTE will provide additional comments once that is complete.
2. The right of way is to be 10' from the curb the length of the project property. The sidewalk is to be 10' wide or 5' wide with a 5' tree lawn.
3. The far west driveway(s) either need to be combined or separated further.
4. The far east driveway needs to be 24' wide.

5. No foundations are to be located in the right of way. Must be completely on private property.
6. The 'horseshoe' parking lot still needs to be addressed.
  - a. One way in, one way out? Turn it into a parking lot (not drive through)?
  - b. Line up the exit driveway with the street across Eastern.
7. Use City standard driveway aprons.
8. Remove any unused driveway aprons/dropped curb and replace them to meet City standards.
9. Maintain pedestrian access during construction. See the Traffic Management Plan Guidelines on the DOTE website: <https://www.cincinnati-oh.gov/dote/permits-licenses/>
10. All work in the public right-of-way will require a separate DOTE permit.
11. Assigned addresses will be: 4575 Eastern Avenue (Bldg #1), 4625 Eastern Avenue (Bldg #2), and 4715 Eastern Avenue (Bldg #3). Per Ohio Fire Code and the City Municipal Code, each building must have the address numbers posted and clearly visible from the road. Contact [DTEaddress@cincinnati-oh.gov](mailto:DTEaddress@cincinnati-oh.gov) with questions.

**Recommendations:**

- None

**Contact:**

- **Morgan Kolks** | DOTE | 513-335-7322 | [morgan.kolks@cincinnati-oh.gov](mailto:morgan.kolks@cincinnati-oh.gov)

**Buildings & Inspections – Buildings**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. The building appears to be in the FEMA Flood Hazard. As such a flood Plain Development permit is required.
2. The building shall be equipped with a fire sprinkler system.
3. Special Inspections will be required for this project.

**Recommendations:**

- None

**Contact:**

- **Art Dahlberg** | B&I | 513-352-2424 | [art.dahlberg@cincinnati-oh.gov](mailto:art.dahlberg@cincinnati-oh.gov)

**Law Department**

**Immediate Requirements to move the project forward:**

1. No comment at this time.

**Requirements to obtain permits:**

- None

**Recommendations:**

- None

**Contact:**

- **Charles Martinez** | Law | 513-352-3359 | [charles.martinez@cincinnati-oh.gov](mailto:charles.martinez@cincinnati-oh.gov)

**Department of Community & Economic Development (DCED)**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. None.

**Recommendations:**

- None

**Contact:**

- **Taylor German** | DCED | 513-352-4546 | [taylor.german@cincinnati-oh.gov](mailto:taylor.german@cincinnati-oh.gov)

**Health Department**

**Immediate Requirements to move the project forward:**

- None

**Requirements to obtain permits:**

1. No need for Health to review project as proposed.

**Recommendations:**

- None

**Contact:**

- **Trisha Blake** | Health Dept. | 513-352-2447 | [trisha.blake@cincinnati-oh.gov](mailto:trisha.blake@cincinnati-oh.gov)

**Police Department**

**Immediate Requirements to move the project forward:**

- None currently.

**Requirements to obtain permits:**

- No comments.

**Recommendations:**

- None

**Contact:**

- **Katalin Howard** | Police Dept. | 513-352-3298 | [katalin.howard@cincinnati-oh.gov](mailto:katalin.howard@cincinnati-oh.gov)
- **Brandon Kyle** | Police Dept. | 513-564-1870 | [brandon.kyle@cincinnati-oh.gov](mailto:brandon.kyle@cincinnati-oh.gov)

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FINAL ACTION: The CSR Advisory-TEAM and CSPRO Committee believes that the proposed project plans are moving in the appropriate direction and recommends that the project move forward to City Planning Commission subject to the following condition.

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

Sincerely,

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

  
\_\_\_\_\_  
Rodney D. Ringer,  
Development Manager

AD:RDR:hs

Board  
Anthony Russo - President  
Elizabeth Stoehr - Vice President  
Marlene Wagner - Treasurer



Trustees  
Jane Butschie  
Todd Newcomb  
Bonnie Lichtenberg  
Tom Salamon  
Michelle Sallee

October 31<sup>st</sup>, 2023

City of Cincinnati  
801 Plum Street,  
Cincinnati, OH 45202

CIG Communities has contacted the Linwood Community Council and presented a proposal for the property of 4575 Eastern Avenue.

On behalf of the Linwood Community Council, I am writing to you to express our support for the application to rezone the property from MG to RM-0.7. At a meeting of the general community on October 30<sup>th</sup>, 2023, we voted in favor of the requested zone change and tax abatement. The vote was held with stipulation that CIG would continue to work with the neighborhood to improve pedestrian safety and walkability throughout Linwood.

The details of the proposal are as follows:

- A zone change from Manufacturing General (MG) to Residential Multi-Family 0.7 (RM-0.7) to allow for the construction of a 271-unit apartment complex with 422 structured parking spaces.
- A 100% CRA tax abatement for 15 years, with a PILOT agreement made with Cincinnati Public Schools and a 7.5% Voluntary Tax Increment Contribution Agreement (VTICA).
- 16 units held affordable at 80% AMI for 15 years, and 15 units held affordable at 100% AMI for 15 years.

CIG Communities has agreed to work with Linwood Community Council to find solutions to traffic and pedestrian safety solutions throughout the neighborhood, especially issues that may be created due to this development.

Sincerely,  
Anthony J. Russo

  
President Linwood Community Council

**Halt, Andrew**

---

**From:** Wayne, Richard S. <rswayne@strausstroy.com>  
**Sent:** Friday, November 17, 2023 10:53 AM  
**To:** Halt, Andrew  
**Subject:** [External Email] CIG Communities Proposed Eastern Ave Development

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

**External Email Communication**

Mr. Andrew Halt  
Department of City Planning  
Cincinnati, OH

Mr. Halt,

I am an owner of property on Eastern Avenue in the Linwood District and am writing to express my support for the multi-family development being proposed by CIG Communities at 4575 Eastern Avenue in the Linwood District of Cincinnati. I support the development which proposes to bring new rental properties to the east side of Cincinnati. The east side of the city is in need of additional rentals and the project will clean up a blighted property on Eastern Avenue. It is my understanding that the plan proposes to retain part of the existing building and I believe that is a nice feature to incorporate into the project. I hope that you will support the project and the approval of the zoning change being requested by CIG for the property.

Thanks,  
Rick Wayne  
Eastern Avenue Property Owner

**Richard S. Wayne** | Shareholder  
Federal Reserve Building | 150 E. 4th Street, 4th Floor  
Cincinnati, OH 45202-4018  
TEL: 513.621.2120 | DIRECT: 513.629.9472  
[www.strausstroy.com](http://www.strausstroy.com) | [rswayne@strausstroy.com](mailto:rswayne@strausstroy.com)

**STRAUSS TROY**  
 attorneys at law



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## Halt, Andrew

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**From:** John Heekin <jheekin@transformancerealty.com>  
**Sent:** Sunday, November 19, 2023 12:54 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] 4575 Eastern Ave

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

### External Email Communication

Hello Andrew,

I wanted to take a moment to indicate my support for the project at 4575 Eastern Ave being developed by CIG properties. It is such a dynamic and exciting change to area and project that can create a focal point for Linwood which has been divided by Columbia Parkway, Beechmont Levee railroads and flood plain. The key assets of the community are its parks, active biking paths and walking paths. It also has the Lunken playfield that hosts picnic, golf ,tennis, pickle ball, baseball, softball, and football and has been a mainstay of the area for most of the century. It has added Armeleder park in the 20 years ago and this area is where Cincinnati plays. My great grandfather was the last Mayor of Linwood before it was incorporated in 1896 into the city and my family has a pretty substantial legacy in the area for over 135 years and it has been neglected as a community. It is an intermodal area but not a connected community.

This a very exciting project and that preserves the useable assets of the site and removes the blight. This is an wonderful change that will add new residents to the neighborhood. I further believe the city should support the project with improving connectivity to Wilmer and paving and improving the Lunken Playfield streets and parking areas. The largest real estate projects in the area are self storage lots and those are not community builders. Please take the opportunity created by the project to work on the connectivity of the neighborhood because it is a major point of connectivity to the hiking and biking trails of Cincinnati and Southwest Ohio and I can't wait to see it get started.

John J Heekin  
President  
Transformance Realty  
5065 Shattuc Avenue  
Cincinnati, Ohio 45208  
513-404-1834  
Jheekin@transformancerealty.com

## Halt, Andrew

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**From:** Carl Goertemoeller <cgoertem@gmail.com>  
**Sent:** Wednesday, November 22, 2023 8:16 AM  
**To:** Halt, Andrew  
**Cc:** Fusaro Gregg  
**Subject:** [External Email] 4575 Eastern Avenue

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### External Email Communication

Andrew, I am writing to fully support the CIG project planned for 4575 Eastern Ave.

They will be keeping about a third of the existing building and building two new apartment structures for a total of 268 units. Approximately 10% of these units will be set aside as “affordable” units. The project will have a full amenity package and covered parking and will get rid of the current blight from this site, creating a vibrant new community that will bring vitality to the Linwood neighborhood.

CIG is a best in class multi family developer and has recently completed a number of new projects in greater Cincinnati. I have full confidence in their ability to do the same for the Linwood neighborhood. Thanks Andrew.

Carl Goertemoeller  
5085 Shattuc Avenue  
Linwood, OH 45208

Sent from my iPhone

## Halt, Andrew

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**From:** Sandra Freyler <sandrafreyler@icloud.com>  
**Sent:** Saturday, November 25, 2023 2:51 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] Zone Change

[You don't often get email from sandrafreyler@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

External Email Communication

Good Afternoon Mr. Halt,

My name is Sandra Freyler and I am a resident and received the letter in the mail about the zone change. I live across the street from the Wine Innovation building (4580 Eastern).

Unfortunately, I will not be able to join the zoom meeting.

I would like to stress my concern about the street parking. Many of us do not have driveways and hope that the street parking will not be an issue.

If you have any questions please do not hesitate to contact me.

Thank you,  
Sandra Freyler

513-310-4596  
4580 Eastern Ave.  
Cincinnati, OH 45226

## Halt, Andrew

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**From:** Claire Valle <clairevalle@icloud.com>  
**Sent:** Sunday, November 26, 2023 6:17 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] 4575 Eastern Ave Proposal

[You don't often get email from clairevalle@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

External Email Communication

Hello Andrew,

I am a tenant who lives directly across from the old Wine Cellar building.

Please consider my family's and neighbor's concerns regarding the proposed RM-0.7 at 4575 Eastern Ave:

- Parking - there is a concern that our street parking will be affected by the construction and future residents.
- Noise - there are concerns about the noise of construction (as we work from home often). And wondering what to expect with potential construction noise.

We would very much be interested in how these concerns would be addressed if this proposal were to move forward.

Thank you for your consideration.

Claire

513-909-5032

## Halt, Andrew

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**From:** Elizabeth Goodman <edehne@gmail.com>  
**Sent:** Wednesday, November 29, 2023 7:52 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] Follow-up for 4575 Eastern  
**Attachments:** 4575 Eastern Ave.pdf

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

### External Email Communication

Dear Andrew,

Thanks for a great meeting this evening. Apologies for going over time with my comments today. I attached a PDF of PowerPoint of the slides I prepared for the meeting for the consideration of the Planning Department.

Just a few more comments for the record:

The communication from the Community Council was less than effective. One of the members told me today that there were only 2 residents present at CC meetings for the presentations by the developer. The vote to support this project by the CC won 3-2.

As for street calming with speed humps. I found a helpful document from the Institute of Traffic Engineers. [Link here](#)

**"Arterial streets are used for mobility purposes and are typically used by through vehicles (on longer trips) at higher speeds. On arterial streets, such as highways and major urban streets, speed humps are typically considered impractical because these roadways are meant to serve a mobility purpose. Collector roadways typically link arterials to the local roadway system. They normally experience moderate to low speeds. Typically, speed humps are not automatically recommended for collector streets but may be allowed in some jurisdictions. The decision to implement a speed hump on a collector street is usually made on a case by case basis after an engineering study of the roadway."**

Finally, the building has a lot of potential to create more space for local businesses to use, parking for the current neighborhood restaurants, and the developer still has the opportunity to make efficient use of a historic building that needs some care, which is always a plus. As it stands, the construction will create a single use building that only benefits paying renters and the developer and nothing value added to the neighborhood.

It would be ideal if the unit number is decreased in favor for mixed use. Especialaly since there are multiple large new apartment construction units on the market in the area.

Thanks again and have a great day!

Sincerely,  
Elizabeth Goodman  
Linwood Resident



4575 Eastern Ave

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Linwood, OH



# Neighborhood Strategy p.7 - 2002

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**“In conjunction with the City’s economic developers, the [Linwood CC] desires to retain and recruit businesses that provide desirable employment opportunities.”**

# Neighborhood Strategy p. 13 Goals & Objectives

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## **Goal 4**

Attract responsible, neighborhood-oriented commercial development that will also serve as destination points to attract "through-traffic"

### **Objectives**

- Promote Linwood as a recreation destination point with accessory commercial uses
- Promote compatible mix of development
- Retain existing businesses that serve Linwood through job creation or by drawing visitors
- Improve communication between residents and businesses

# Neighborhood Strategies p. 13

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## Strategies

- Initiate a market feasibility study to determine the market for commercial development
- Market available land for commercial development (see map, Appendix B)
- Promote commercial development that is aesthetically compatible with the urban environment and assist with their future needs (*"good neighbor businesses"*)
- Maintain neighborhood business district zoning on Eastern Avenue in vicinity of Linwood Avenue
- Assist potential business with available City resources such as small business loans, tax increment financing, tax abatement
- Create a LCC task force to set up communications with commercial representatives or work with an existing community development corporation

# Linwood Community Council Letter - 2022

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**“In April 2021, the [LCC] voted against a proposed planned development to place a rental apartment complex...in an ML zoned area. The City Planning Commission did not approve that project. The project would have offered “market rate” rental properties, thereby skewing the population of Linwood toward a majority of renters vs. residents.”**

# Route 50/Eastern Ave- Alt Truck Route

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Placing a Red Bike station at this location could be an issue. This location should not be marketed as walkable/bikeable/safe for pedestrians. There is a reason this area is largely ML/MG zoning.

- Heavy large truck traffic, narrow sidewalks and streets. Speed bumps may not be workable for these vehicles.
  - Especially if people are traveling towards the city, Eastern narrows significantly through the East End.
  - See reports below
    - **Cincinnati defense attorney killed cycling in East End hit-skip (2020)**
      - <https://www.fox19.com/2020/11/01/cincinnati-defense-attorney-killed-cycling-east-end-hit-skip/>
    - **Cyclist taken to hospital after being hit by car in Linwood (2022)**
      - <https://www.wlwt.com/article/police-shut-down-section-of-eastern-avenue-after-reports-of-bicyclist-struck/39705017>
- See also Eastern Corridor Project: <https://easterncorridor.org/wp-content/uploads/2018/02/Eastern-Corridor-Linwood-Eastern-Avenue-Interchange-Focus-Area-Needs-Analysis-Summary.pdf>
  - Public comments about traffic calming, bike paths, pedestrian walkways needed throughout the area. This can be done without having to build more apartments.

# Questions

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## Was a parking study completed?

- The Brew River parking lot will be used? How will this affect parking for local businesses and residents? Already a lot of street parking used for The Turf Club.
- A traffic study was apparently conducted. Could the results/data be shared with residents?

## How many units does the developer estimate needing to be filled to make it financially viable?

- Most new apartment construction in this area is not full. The new construction by the developer in Kenwood is also not full.
  - See Skytop, The Red (Madison Ave and Ridge), Ila Hyde Park

## Has the developer considered more diverse mixed use? Mentioned loss of business. This could be a good opportunity to bring a space online for that.

- Amenities will apparently be made available for renters only. Why not create a fitness center, community meeting space, business rental space that is available to the entire community?
- What about fixing it up to rent to another light manufacturing company? More businesses in the area would be great to see.

## Halt, Andrew

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**From:** Carl Goertemoeller <cgoertem@gmail.com>  
**Sent:** Thursday, November 30, 2023 4:06 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] Rezoning: 4575 Eastern Avenue

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### External Email Communication

Andrew, thanks for the forum yesterday to discuss the above rezoning. I know you have my letter of record but I wanted to add some additional comments based on what I heard yesterday.

Residential is the highest and best reuse for the property in question. People may think they want light manufacturing and "more businesses" but that's not realistic in this situation. That building is going to be of little use to someone else thinking of a manufacturing or business use.

I was candidly surprised CIG is planning on keeping in place some elements of the building. Given it would be much more cost effective for CIC to simply tear it down, it's a solid give on their part to maintain some of the history here (similar to what PLK did at Factory 52).

I'm always amused with those who suddenly fancy themselves as market research experts in multi-family (or any other asset class). I wanted to ask those who felt it was too many units, what is the correct number? The correct number is what CIG is planning to build. They're the ones that do this for a living across Cincinnati and the eastern United States. In addition to doing their extensive research, they likely have a lender looking over their shoulder who is not going to lend on what they deem to be an overbuilt project.

The only way to generate additional businesses in this area is to bring the residents. It was clear from Tom Kunkemoeller that Turf Club would welcome (and needs) new foot traffic.

Thanks again Andrew. This is the right reuse for this eyesore and would be a terrific add to the area.

Carl Goertemoeller  
5085 Shattuc Ave

## Halt, Andrew

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**From:** Elizabeth Goodman <edehne@gmail.com>  
**Sent:** Thursday, November 30, 2023 6:37 AM  
**To:** Halt, Andrew; Cincinnati City Planning; Kearney, Jan-Michele; info@cincinnatiport.org; Danny McKelvey  
**Subject:** [External Email] Cincinnati Port Manufacturing Site Alternative: 4575 Eastern Ave.  
**Attachments:** Cincinnati Port manufacturing strategy for ex-Formica site - Cincinnati Business Courier.pdf

Some people who received this message don't often get email from edehne@gmail.com. [Learn why this is important](#)

### External Email Communication

Greetings! Attached is a Cincinnati Business Courier article from yesterday regarding the Ports plan for a manufacturing site in the Lincoln Heights and Evendale area.

My name is Elizabeth and I am a Linwood resident. Linwood is working with the developer CiG Communities regarding a building they just acquired at 4575 Eastern Ave. The site was a former factory and is currently zoned MG.

It is around 7.5 acres, so not as large as the Port parcel, but if the City is looking to entice manufacturing to the area, perhaps this would be a more economical and mutually beneficial project that the developer and the Port could work on together. This is easily accessible from Eastern Ave which is the alt truck route for US 50 (Columbia Pkwy) and is also on a currently working rail line. There is a quarry fill station directly across from the property so train cars already stop there.

[Here is a link to some information about the property.](#) I have a CiG Communities rep copied on this email as well who would be able to provide more information.

I know this is being discussed very soon, so thank you in advance for your consideration and time.

Sincerely,  
Elizabeth Goodman  
Linwood Resident

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From the Cincinnati Business Courier:

<https://www.bizjournals.com/cincinnati/news/2023/11/29/cincinnati-port-formica-manufacturing.html>

SUBSCRIBER CONTENT:

Commercial Real Estate

## Cincinnati Port unveils strategy to land manufacturer at 50-acre site in northern Hamilton County




Image: Port of Greater Cincinnati Development Authority

Melissa Johnson is senior vice president of industrial development at the Port of Greater Cincinnati Development Authority.

COURTESY PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY



By [Chris Wetterich](#) – Staff reporter and columnist, Cincinnati Business Courier  
Nov 29, 2023

 Listen to this article 4 min



The Port of Greater Cincinnati Development Authority owns a major site in the northern part of Hamilton County that could be a great property for an advanced manufacturer.

The problem?

You can't actually drive into the nearly 50-acre tract adjacent to Formica's Evendale plant and northwest of the intersection of Reading and Cooper roads. Much of the site is in Evendale, with a portion in Reading.

The Port has an \$8.45 million plan to open up access to the site, which it acquired from Formica and General Electric, and it hopes Hamilton County commissioners will kick in \$750,000 to get it started at their Thursday, Nov. 30 meeting.



The money would be used for concept, design and development of intersection improvements at Reading and Cooper roads and construction of an entry road into the site and bridge over the Mill Creek.

The Port estimates a 315,000-square-foot building could be constructed at the site, bringing 300 jobs, a \$25 million capital investment and nearly \$20 million in payroll. The Port acquired the site in 2020 and 2021 for \$2.75 million using its patient capital notes, a program that provides an opportunity for companies or individuals to invest in the region's growth with the return on investment coming through job creation, blight removal and increasing tax revenue.

The Port hopes to round out the budget with funds from a state site inventory program, the Ohio-Kentucky-Indiana Regional Council of Governments, the Ohio Department of Transportation and the U.S. Economic Development Administration.

“This is a part of the Port’s strategy to acquire and identify large tracts of land to attract advanced manufacturing and job creation back to Hamilton County,” said Melissa Johnson, the Port’s senior vice president of industrial development. “The challenge here is that the property is inaccessible.”

The property is close to three communities with high poverty rates: Lincoln Heights (64.4%), Reading (17.5%) and Lockland (28.4%).

Commissioners are expected to vote Nov. 30 on funding for the project, which comes from \$2 million the county budgeted for site readiness.

It’s “so important to allow these kinds of opportunities to move forward,” said Commissioner Denise Driehaus, who noted economic development officials in the region often have to say no to major industrial projects because the sites are not available. “We can say yes. So often we have to say no because we don’t have a site that’s ready.”

Commissioner Alicia Reece said she wanted to make sure Evendale and the other communities buy into the project.

“I don’t want it to be a takeover. I don’t want the Port inviting themselves. I like it better when the people have invited the Port,” Reece said. “What I’m looking for is the partnership.”

She also expressed skepticism about the potential jobs.

“Jobs for who? That’s my question with these projects,” Reece said. “Are these jobs people in Reading can do? Are these specialized jobs that you’d have to go get \$50,000 in debt to get a degree to go and apply for the job? Where do they live? Do they come in and then they’re out in West Chester? That doesn’t help us.”

Johnson said the Port views the project as a partnership between it and the communities nearby.

“We echo that sentiment,” Johnson said.

## Halt, Andrew

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**From:** Bonnie Lichtenberg Levine <blichtenberglevine@gmail.com>  
**Sent:** Friday, December 1, 2023 12:37 PM  
**To:** Halt, Andrew  
**Subject:** [External Email] 4575 Eastern Ave proposed zoning change

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### External Email Communication

Dear Andrew,

As a resident of Linwood, and member of Linwood Community Council, I am offering my views on this proposed development.

The Leblonde property is an opportunity for Linwood to seek an investor that would be interested in restoring and preserving the old factory (as opposed to demolishing the majority of the existing structures) for use in employing, and offering business opportunities for the surrounding community. The property has been used for many years for just such purpose. Given the character of the historic Leblonde factory, and of the community of Linwood, I believe that a high density, high-end apartment complex is not in the best interest of our community.

Our community, as well as the city at large, needs opportunities for employment, and truly affordable housing. A complex such as proposed not only offers far less benefits needed for this community, but would also dramatically change the character of our community.

Additionally, there is much concern regarding the stress it would put on the surrounding community. Concerns regarding the dramatically increased traffic, increased stress on the community infrastructure, and the disruption and release of environmental hazards in the digging required for such a project.

Sincerely,  
Bonnie Levine  
3624 Heekin Ave, 45208